

# THE WHEEL

— AND —

## CYCLING TRADE REVIEW,

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F. P. PRIAL, Editor and Proprietor  
23 Park Row,

P. O. Box 444, New York.

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

## The Remedy Found.

In our editorial last week on convict labor we were more prophetic than we set out to be. We described the disease and pointed out the only practicable remedy—the employment of convicts on the public highways. And behold! as we went to press a narrow majority of the Assembly voted to progress Judge Yates' bill to accomplish this very end. Modesty bars us from claiming credit for this result, but we nevertheless take great pleasure in falling in with the procession and urging our readers to exert all their influence in behalf of the Yates Prison bill, which has yet to pass the gauntlet upon its actual adoption.

Briefly described, this bill accepts the situation that a large part of the population of this State will not consent to the employment of convicts either on the contract or the State account system, in competition with free labor, and proposes just what we advocated: that they should be distributed among the smaller prisons and put to work at the much-needed building and maintenance of good roads. A section of the press has been led by prejudice and ignorance of the subject to violently condemn the plan, but without giving any reasons for their opposition. As a rule, it will be found that such newspapers have no better reason than that they hate trades-unions and all their works; and because the unions blindly fight against convict labor in the penitentiaries without offering any substitute, these papers just as blindly insist that the convicts shall be kept at work on the old plan. On the same side are arrayed certain sentimentalists with a fad for maintaining Prison Reform Associations, for the conversion of convicts into Sunday-school scholars, which can only make a show when the convicts are massed together in large numbers.

As a matter of fact, such convicts as are not degraded beyond all possible hope of reformation stand a much better chance of being improved in a small prison than in a large one; but this is the least important part of the problem. Our civilization has reached a point where

men have to bid against each other for the opportunity to work, and the rates of wages depend on the number of men whose services are at the disposal of those who have work to give. Whether or not it is right that this should be so or could be prevented, it is an existing fact; and it does make a difference to the wage-earner if in selling his labor he has to meet with competition of any sort, and, most of all, with such competition as convict labor affords. On the other hand, it is unwholesome in the extreme that convicts should remain idle, and unfair that the community should have to support them in idleness; although it is also true that the increase of taxation for this purpose, falling upon the laboring classes, is smaller than the effect upon wages which convict labor has.

Road improvement gives the solution; for here is a branch of work which ought to be done, but will not be done in most cases if it is left to the spontaneous action of rural localities. Accordingly there is no free labor to be displaced, and the State can, without disturbing the industrial situation, get a most beneficial return for the money spent in maintaining the convicts. The 10,000 wheelmen of New York State can bring much influence to bear in support of this measure, not only by their personal efforts, but by awakening local sentiment in its favor; and there is no step which they can take that will lead to better results in the betterment of our roads.

IT is a remarkable fact that while Judge Yates' bill, providing for the employment of convicts on the public roads, raised a strong feeling of dissent, a bill introduced by Gen. Husted, and providing for the removal of Sing Sing Prison to some other county than Westchester, was passed by the New York Assembly with only two dissenting votes. The reasons for the removal, as given by the supporters of the bill, are that it destroys the value of the property on the Hudson at Sing Sing; that the residents of the county don't want it any longer, and that the view from Gen. Husted's residence includes the prison. Gen. Husted's bill provides for the appointment of a committee of five to consider the project and report at the next session of the Legislature.

It is a further remarkable fact that while Judge Yates was delivering his three hours' speech on his bill the members of the Assembly should amuse themselves in directing "spit-balls" at each other. The fact that the lives of 1,500 men were affected by Judge Yates' bill did not prevent them from having their little time and converting the law-making chamber into a bear-pit. It cannot be argued that the dullness of Judge Yates' bill was directly responsible for their behavior, for they allowed him to speak two hours over the regular time, and nearly every member remained in his seat until the little Judge had concluded.

THERE is something both amusing and yet emulative in the incident which happened on the Brooklyn-Bath road on Sunday last, as told by our Brooklyn correspondent. It seems that four members of the Brooklyn Club, while riding on the side-path toward Bath, met four posts, which had been plauted across the path by a cyclophobian, and which for some time have compelled wheelmen to make a skillful and annoying detour. The posts were obstinate and refused to budge, so that one of the Brooklyn men bit the dust. With a determination almost satanic, they dismounted, proceeded to a neighboring inn and resurrected a hatchet.

Armed with this weapon of destruction, they returned to the obstinate posts, and plying their blows right merrily, the posts were razed to the ground amid war-whoops. The men afterward proceeded on their journey, wearing chips of the posts in their caps. When the road-hog becomes bumptious, wheelmen should not be too scrumptious, but, recollecting that patience at times is no virtue, they should apply the hatchet of annihilation to the point of obstruction.

WE are happy! Just read Psyche's rejoinder to Helen Grey, the lady who has just taken charge of the *Bicycling World's* ladies' department. The little tiffs between Fandry and ourselves are nothing; we are mere feather-weights, and not in it with Psyche and Helen Grey. It is all very sad, Helen, just at the outset of your career, too; but we think Psyche is right.

## ASSEMBLYMAN YATES' BILL NOW PROGRESSING THROUGH THE NEW YORK ASSEMBLY.

Mr. Yates' bill provides that no motive power or machinery for manufacturing purposes shall be placed or used in any of the State or county prisons, penitentiaries, etc.; and no person confined in any such institution shall be required or allowed to work at any trade or industry where his labor, or the profit of his labor, is farmed out, contracted, etc.

Only such articles as are commonly needed or used in such institutions may be manufactured by the inmates thereof, and all such articles not required for use shall be furnished to the several alms-houses, asylums, etc., supported either wholly or in part by the State.

SEC. 4.—*The sheriffs of the several counties of the State are hereby required and directed to cause all prisoners who may be sentenced by the judgment of any of the courts of this State to confinement to the county jail at hard labor, to be put at work in cultivating and improving the county and town lands, highways, roads and bridges, breaking stone therefor, and such other public work, and at such time and at such locality within their several counties, as the board of supervisors thereof may direct.*

## PRISON LABOR.

There has been considerable legislation at Albany within the last few days in reference to the management of prisons and convict labor. Mr. Yates has succeeded in placing a bill before the Assembly which authorizes the employment of convicts in outdoor labor, such as road-making, bridge-building, etc. He returns to the degrading chain-gang system. Mr. Husted has secured the passage of a bill looking to the suppression of Sing Sing Prison and providing for the employment of convicts in the erection of a new prison.

Referring to the Yates Bill, the *Commercial Advertiser* holds that there is too much sentimentality in the discussion of the prison question. It says that the inmates of our prisons are enemies of society who have committed crimes of every known variety, and that any consideration of their claims to congenial employment is a waste of generous sentiment, etc. It says: "These people have been sent to prison to be punished for their crimes in order that criminal impulses may be restrained, and in the choice of work for them it is absurd to rule out employments merely because they are less agreeable than others." It is quite evident that this writer is not informed as to the true theory of our State prisons. They are held to be reformatory as well as punitive. The theory is that more than half the men who reach State prison are the victims of misfortune and circumstances over which they have no control, and are not all, in any sense, vicious or natural enemies of society. Where one man goes to prison ten thousand men who have technically violated laws and cunning scoundrels who know how to evade laws, remain outside. Subjecting prisoners to degrading servitude and treating them with the brutality which prevailed in olden times when slavery was recognized and debt was considered a crime, would have the effect of making these men professional enemies of society. The theory, very properly, is that men are restrained of liberty as a means of punishment for violated law, and are treated humanely in order that they may become convinced of the error of their ways and adopt honest methods of livelihood. To teach a man, not wholly vile, a good trade while in prison is to prepare him for better citizenship; and all the statistics of our prisons prove that brutality toward convicts yields a very poor return.

What we need in our prisons is a system of labor carried on under the auspices of the State rather than contractors, which will not bring prison products into unjust competition with legitimate business, but which will send men back to society with habits of industry and good trades, instead of resentful, vicious and brutalized enemies of every established system. There is no question to-day before our law-makers which has been so befogged with the logic of political clap-trap as this matter of convict labor. It is a question that should be treated honestly and intelligently and with reference solely to the best interests of society.—*New York World.*



## BILL TO EMPLOY CONVICTS ON PUBLIC ROADS.

The Assembly discussed the Prison Labor bills for several hours in Committee of the Whole on April 11. Judge Yates substituted his bill for the Savery bill, and the substitute was ordered to a third reading. The Yates bill provides for the employment of the convicts on the roads, at public works, at manufacturing articles needed by the State, and at hand labor. It does not interfere with the workings of the Departments of Charities and Correction in New York City and Brooklyn. The Fassett substitute will come up as an amendment on third reading. A provision was inserted in the Yates bill by Judge Greene that every prisoner should be allowed ten cents a day out of the proceeds of his labor, and that at the end of his term this money should be paid him to start out with.

Judge Yates said that his bill, which was passed last year, had been amended against his wish, and that it had not had a fair trial by the prison authorities. The prison authorities were opposed to his plan, and would not comply with the law and carry it out. "I am the target of philanthropists and women," he said. "No sooner was my bill passed than the prison ring locked the convicts up in their cells, and did not work them as provided by my bill. These philanthropists describe the misery and punishment of the prisoner. Why do they not go to the home of the poor workingman and describe his misery and suffering? They send 'through the land' the story of every prisoner who goes insane through lack of work, which my bill directs the prison authorities to keep him employed at, and which the prison ring do not do. Why do they not describe in terms of equal pity the insanity and the suicide that come in the workingman's home from lack of employment? A keynote of this clamor is the music of the money of the prison ring."

Judge Yates spoke over two hours and made one of the most interesting speeches of the session. He charged the prison officials with being a ring that profited by the State account system, and were unwilling to try any other system because it did not give them the same opportunities for personal profit. He said that they did not comply with the law, and that they locked their prisoners in cells and blamed it on him and his bill, whereas his bill required the employment of the prisoners as much as they are now employed on Blackwell's Island and in the King's County Penitentiary.

## ROADS IMPROVEMENT IN MASSACHUSETTS.

The legislative committee has reported favorably upon the recommendation in Governor Ames' message of the creation of the office of commissioner of roads and bridges for Massachusetts, and the bill is expected to come up for consideration to-morrow. It is a step toward the improvement of the roads of the State, in which so much has been done with advantage of late years. This work has been much confined to the larger towns and to particular portions of the State, but at the present session of the legislature a bill has already passed authorizing the appointment of a superintendent of streets in each town, which will be another step in advance in this matter. It is intended that the State Superintendent of Roads and Bridges shall be an advisory officer to co-operate with town superintendents. The advantage he is likely to be to them is easily apparent. The State officer will doubtless be a skilled engineer, fully informed in scientific road-building. He will be at the call of the town superintendents, who will many of them need the kind of information that he is fitted to furnish.

The expense of this office will be small. Including the travel that will attend it, and other incidental outlay, it will probably not exceed \$5,000. While the expense of towns is, therefore, not increased beyond the infinitesimal portion of the State tax to meet this sum, every town has at its call, under this arrangement, a skilled officer to advise as to its roadways in case any improvement is in contemplation. The people are becoming awake to the fact of how great the advantage is in acting intelligently on this subject. Under the old methods much road mending has been so conducted as

to be worse than wasted. In the country towns gravel is dumped on roads often without regard to its adaptability or the method of applying it. Here is to be an officer who has made the subject a scientific study. If the people of the State are desirous of seeing what can be done under the best methods in road-building, there are abundant examples of it in the vicinity of Boston. It is hardly expected that all the country towns will equal this, but they can approximate to it, and under competent direction it can be done in the end at less expense than is now involved in the old-fashioned inferior methods.

If the building of bridges is something likely to be less frequent in the towns of the State, the aid furnished by the officer in it will be yet more important, in cases where it is applied. He will be a man of the fullest information upon the subject, and entirely disinterested in the conveying of it. When, as has often occurred in the past, there shall be differences of opinion as to the proper course to be pursued in towns in bridge building, the advice of such an authority will be invaluable. It will be really like referring the case to an authoritative umpire.

Every one wants the best roads to be obtained, for they are something that every one more or less uses. Every taxpayer feels the mistake in his pocket if they are not constructed or kept in repair as they should be. This bill is one of enlightened progress, therefore in the public interest. It is not reasonable to anticipate any opposition to it, for it is hard to see how even the most inveterate conservatism can object to the creation of an office which involves so slight expense, and is purely advisory in character. This, aside from the strong, positive advantages it offers which we have pointed out above.—*Editorial in Boston Herald, Tuesday, April 16.*

## THE POET WHITTIER ON IDLENESS IN PRISONS.

A letter from John G. Whittier, protesting against the enforced idleness of convicts in penitentiaries, has been received by Mr. M. F. Round, and was read at the meeting of the Prison Association at Steinway Hall last Monday. It is as follows:

DANVERS, Mass., April 5, 1889.  
MY DEAR MR. ROUND—I am glad to hear that a public meeting is to be held in your city to protest in the name of Christianity and humanity against the enforced idleness in prisons, perilous alike to body and mind, which can only result in filling your prisons with maniacs. My sympathies are with the laboring class in all their just demands, and I would favor every legitimate measure which promises to benefit them. But the suppression of labor in the prisons is too small a gain for them to be purchased by the transformation of prisons into madhouses. I trust further reflection and the knowledge of the dreadful consequences of the slow torture of brooding idleness will ere long induce them to forego what must be a very trifling benefit at the best. With my best wishes for the success of your philanthropic endeavors, I am very truly thy friend,  
JOHN G. WHITTIER.

## LONG ISLAND WHEELMEN ON THE ROAD.

The following are the ten highest records for March and April, compiled by Captain Teller:

HIGHEST FOR MARCH.	HIGHEST TO APRIL 1.
L. H. Wise..... 618	L. H. Wise..... 953
Wm. Schmid..... 353	Wm. Schmid..... 816
W. J. Gilfillan.... 286	W. J. Gilfillan.... 786
F. E. Bogert..... 278	A. P. Topping... 433
A. P. Topping... 242	E. F. Beecher... 369
E. L. Blake..... 204	G. G. Teller..... 356
Robt. Evans..... 178	Wm. Hawxhurst.. 300
A. S. Willdig..... 178	F. E. Bogert .... 292
G. G. Teller..... 165	C. L. Healey..... 257
C. L. Healey..... 152	A. S. Willdig .... 250

Total ..... 2,654      Total..... 4,812

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

A STATE OFFICIAL ORGAN.

BUFFALO, April 10, 1889.

To the Members of the New York State Division:

I have this day appointed THE WHEEL AND CYCLING TRADE REVIEW the official organ of this division.

W. S. BULL,  
Chief Consul.

VICE-CONSUL APPOINTMENT.

To the Members of the New York State Division:

Mr. M. L. Bridgman, of Brooklyn, is hereby appointed Vice-Consul of this Division, and will assume the duties of the office from this date.

W. S. BULL,  
Buffalo, N. Y., March 10, 1889. Chief Consul.

## ESSEX BICYCLE CLUB MEET, NEWARK, N. J.

The tenth annual meeting of the Essex Bicycle Club was held at Davis' parlors last Thursday evening. The reports of the several officers were most satisfactory, excepting that part of the Captain's "log" which showed a falling off in attendance upon club runs. Action, however, was taken looking toward improvement in this direction. The Secretary reported a marked increase in membership since the last annual meeting. After transacting necessary business, which provoked some lively discussions, the club adjourned to the dining-room to partake of the annual dinner.

The toasts, although impromptu, were responded to with vivacity and wit, Elwood C. Harris responding to "The Old Guard," Wm. S. Righter to "Headers," E. Eugene Sargeant to "Individual Idiosyncrasies," Madison Alling to "Wheeling Sketches," F. W. Keer to "The Ladies," S. N. Atwater to "Our New Members." A humorous poem by Herbert W. Knight was received with much favor, eliciting unbounded applause, followed by a general interchange of views on cycling and the experience of several tourist members on the admirable roads in Bermuda.

The officers of the club for the present year are: John B. Lunger, President; Herbert W. Knight, Vice-President; William S. Righter, Secretary and Treasurer. The Executive Committee consists of Samuel N. Atwater, Cecil H. MacMahon, Frederick E. Nichols, and the officers above named *ex officio*. E. Eugene Sargeant, Captain; Andrew Kirkpatrick, Jr., First Lieutenant; A. J. Hedges, Jr., Second Lieutenant.

## THE CENTURY RUN.

EDITOR WHEEL:

It isn't often I "get into the papers," but I am generous enough to desire some of your other readers to enjoy with me two particularly rich tid-bits in your issue of 12th inst.

Your correspondent from Eureka, Cal., after painting in large, luscious words an account of a ten-mile stretch of road which resembled a "large, white chalk-line drawn on a green background," proceeds to astonish us "Eastern wheelmen" with the statement that they "scorched those ten miles in 55 minutes." Great Scott!

And from "California," of San Francisco, comes some very kind, brotherly advice concerning the management of a "monster Century run" which he understands us as intending to organize. For fear that it may be imagined that there is a chance for failure through lack of care in making the arrangements, I would like to detail some few of the various little items which have to be looked after.

There are about twenty-two clubs in the metropolitan district, ranging from five to a hundred and sixty members, which have a say in the make-up of the committee to organize the run. The committee decides on date and route, and the rest is left mainly to the chairman, who arranges the schedule, canvasses the clubs, visits hotels, corresponds with railroads, photographers, distant wheelmen, hotel managers, wheeling papers, newspapers and various others.

Then the enlistment-cards and badge-schedules have to be gotten up. The former includes distance, total distance, places, time and such other concise information as can be given two months in advance, and the entire route is gone over a few days before the run and reported on to the committee.

The most difficult task remains in persuading would-be starters that it is not a road race, but merely an extraordinary exemplification of the practicability of the wheel for long distances.

Thus our friend in effete California will realize, I hope, that we are doing everything in our humble, if obsolete, way to make the G. C. R. '89 a success. Judging from all indications, barring very bad weather, I estimate the starters at not less than one hundred. L. A. CLARKE.

The long, lank countryman who dashes up and down the Broadway and Fourth Street pavement on a full-nickled Star is now a member of the club.

There is a certain long-nosed individual who seems to think that Third Street was built especially for his own benefit. He is out nearly every afternoon in a buggy, and never loses an opportunity to crowd wheelmen into the curbing. The boys will have to watch him.

—Nashville American.



# 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

To be the best features in wheel construction. The Victors for '89 are, as ever, at the very front of the market in such respects. They are stronger, handsomer and lighter-running than any others, and you may be sure

## THAT THE

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.

## VICTORS BEAT THE WORLD!

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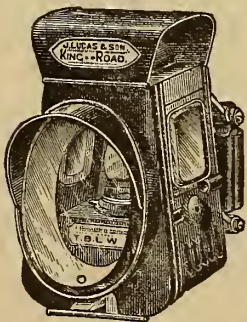
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STILL FURTHER IMPROVED FOR 1889.

Don't Fail to See our New Safety and Tricycle Lamps  
before Placing your Orders.



Front View, Showing Glass.


HOLDS TEN HOURS' OIL SUPPLY.  
IMPROVED  
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*Instantaneously Detachable Reflectors.*  
SIDE SLIDE FOR LIGHTING.



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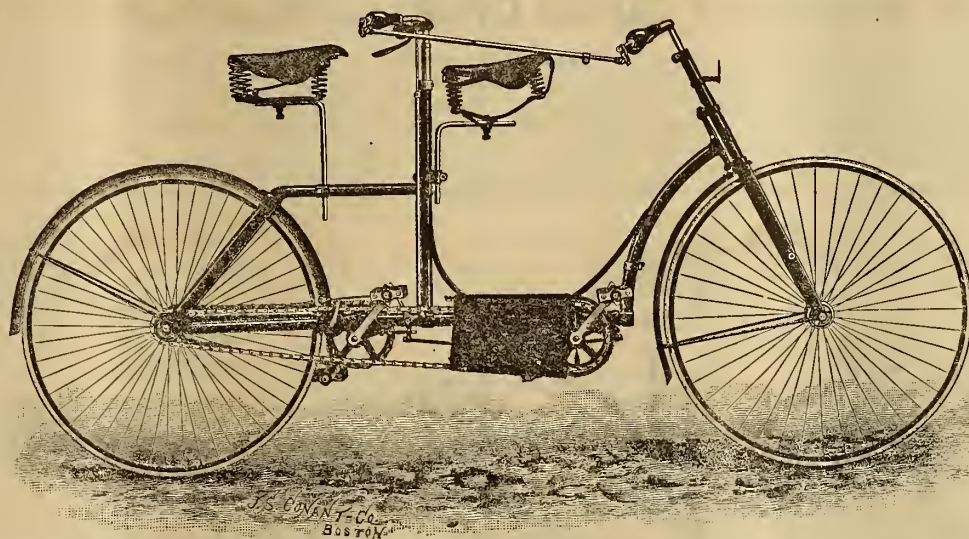
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# The Premier Tandem Safety.

FOR LADY AND GENTLEMAN, OR TWO GENTLEMEN.

Victor  
Cycles.



Singer  
Cycles.

Tandem Safeties are coming into general use (for two people), as they make one track only, thus requiring less power to propel, and go where the Tricycle Tandem cannot.

Eastern Agency for GORMULLY & JEFFERY'S Full Line of American Cycles and Sundries.

Eastern Agency for INDIANA BICYCLE MFG. CO.'S "DANDY" SAFETY.

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Send for Bicycle Catalogue, FREE.

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26 WEST 23d STREET, NEW YORK.

## NEW MAIL

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

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

DEAR SIR:

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

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

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

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



### SPECIALTIES.

#### WITH TRIGWELL BALL HEAD.

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

#### SPRING FRONT FORK,

preventing vibration—very easy and out of sight.

#### REAR AXLE BAND BRAKE

the place for a brake—not fouled with mud as when near the tire.

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

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

Has STRENGTHENED BASE HOLLOW RIM.

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

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

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

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



# PSYCHO WHEELS FOR 1889.

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

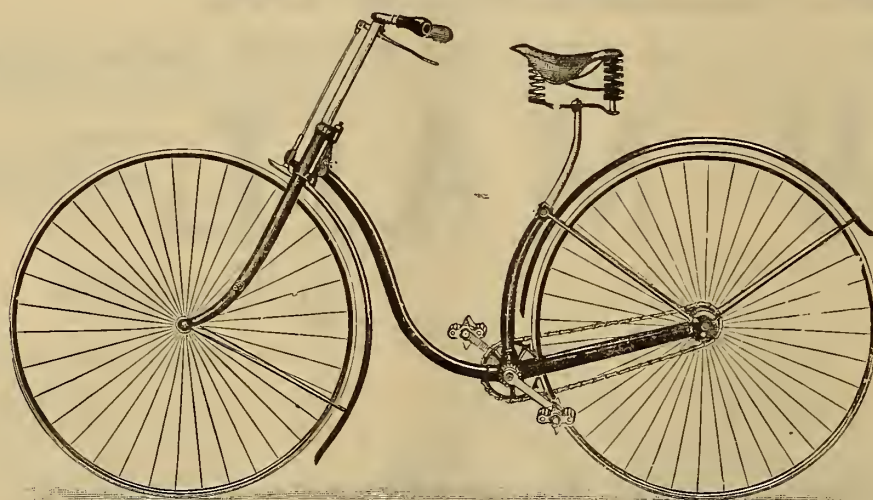
The Psycho cycles are imported by the Capital Cycle Company, of Washington, D. C. This firm were the first to recognize the merits of all forms of rear-driving safeties, and in 1885 imported the first one ever brought into this country. They also designed and introduced the first tandem safety in 1888.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

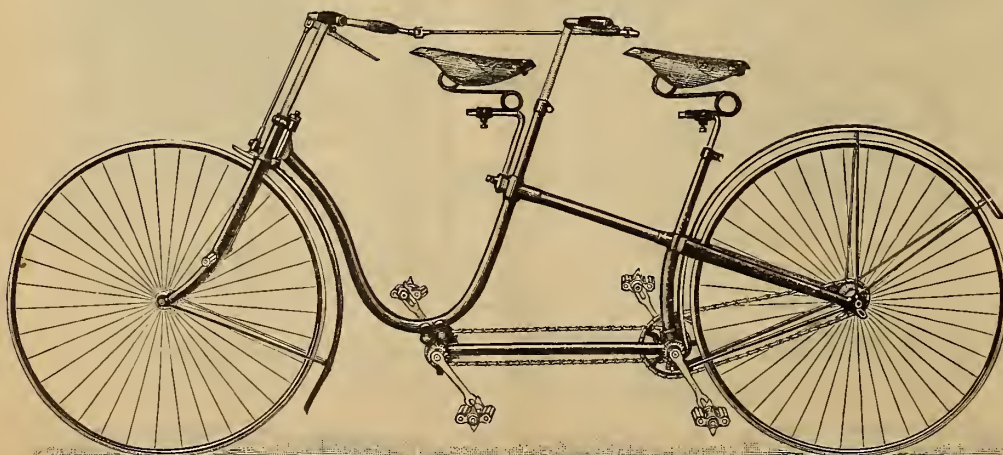
**Psycho Cycles** are remarkable for their lightness, strength, harmonious and uniform construction, simplicity (fewness of parts) and general gracefulness of design. **Beautifully finished.**



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.



## CYCLING CENTRES.

### BROOKLYN NEWS.

The West Side Boulevard in Prospect Park has been repaired to the extent of a few loads of gravel dumped upon it and raked over, and then rolled with a steam roller. This will fill up some of those water-shed ruts, and I trust that the carriages will pack the gravel sufficiently to make the West Side Drive a little less bumpy than it was.

The Park Commissioners will spread themselves on an imposing entrance to be built at the Ocean Parkway gate. I am told by parties holding the contracts that the new entrance will present a very handsome appearance.

The Brooklyns held their first Saturday afternoon run on the 13th. Captain Meeteer and Lieutenant Hebert led the party, consisting of Messrs. Skinner, Blood, Adams, Bradley, Moore, Fuller, Lang and others down the road to a favorite hostelry, where a pleasant time was passed, after which they returned to do the Park circuit.

Tandem bikes are to be very popular this season, and each of the clubs will have its tandem fiends. There will undoubtedly be some fast time made, and perhaps some records broken. Several club members are buying tandem safeties to ride with their lady relatives and friends, and the new mount will probably inveigle some ladies into riding who otherwise might not have taken up the sport.

Mr. Smith, of the Long Island Wheelmen, took a fall on Sunday, which resulted in a broken arm. The fall was taken through an ambitious desire of the rider to ride over a curbing where riders generally dismount. I hope that the fracture will not prove serious, and that Mr. Smith may soon be on his wheel again.

How very gorgeous all the new road officers of the various clubs appear at this season of the year! They all wear brand-new shoulder straps and other insignia, and, as a rule, new uniforms to complete the *tout ensemble*, and, taken on the road, they form a most beautiful sight to behold, and fill the souls of the ordinary high-private with a large and unwieldy lump of envy.

Captain Meeteer, of the Brooklyns, is planning a Canadian tour for the latter part of August, on which he expects to take some thirty men. A specially good time is anticipated at Toronto, as there has always been a strong fraternal feeling between the Toronto wheelmen and the B. B. C., which has been cemented by sundry visits back and forth of individual members of the two clubs.

Previous to last Sunday there were two posts which were most cunningly placed in the side-path leading to Bath. They were so placed (by that inveterate enemy of cyclists who lives at that spot) that it was necessary to make a most careful and skillful turn to successfully ride by them. The posts are now *non est*. It seems that four members of the B. B. C. rode that way on Sunday, and one of their number took a fall in consequence. So they turned around and rode back to Nungesser's, where they left their wheels, and, borrowing an ax, walked back to the place of torture, and proceeded without further delay to chop down the bugbears of safe riding. After carefully depositing the posts in some neighboring fields, they rode on to the Island, each wearing a chip from the posts in his cap. The largest of these chips found its way to the B. B. C. bulletin board with the following verses inscribed by the club poet:

This is a part of the post  
That obstructed the path  
To "do" the wheelmen  
On their way to Bath.  
But the following wheelmen,  
With grim intent  
And an ax so keen,  
It to Hades sent.  
Bow to the following:

B. M. Cole,  
G. Bancroft,  
C. L. B. Snecker,  
H. E. Raymond.

Well done, boys! You got ahead of the Cyclists' Union on that bit of work, but the Union may claim half of the honor, as two of its leading lights were in the party. ATOL.  
Brooklyn, April 16, 1889.

### TACOMA, WASHINGTON.

The first week of April has given us perfect weather, and most of the boys have availed themselves of the opportunity to commence scorching, as preliminary practice for the 25-mile road race. Subscriptions are coming in from all points, and already the amount subscribed foots up \$125.00. There will be little or no trouble in securing the balance (\$75.00), as Prince Wells has a happy faculty for "striking" people for subscriptions, and he doesn't often get left. Ed. Barlow and W. H. H. Keen are still the favorites for this race, although McCoy, Rainey and Will Brackett are working hard to make a good fight for first place.

On Sunday, April 7, twenty-one of the Tacoma wheelmen attended the first regular club run, and Captain Wells must be congratulated for the manner in which he superintended the arrangements. The run was to Steilacoom and American Lake, full mileage being 35. Pretty good for most of the boys, it being their first long ride this season.

The prairie roads were in excellent shape, and all returned well pleased with the day's sport. On Monday McCoy and Rainey rode out to Puyallup, 10 miles, to report on the condition of the roads, which were found sufficiently good to warrant a club run in that direction for next Sunday. Upon the return trip from Puyallup Monday afternoon, McCoy enlightened a Swede, and forcibly explained to him the definition of the word "header." The Swede saw the cyclers approaching and took a firm position in the middle of the road, which left a rut on one side of him and a tree root on t'other. In dismounting (*over the bars*) Mac's foot planted itself in the foreigner's stomach, to the great amusement of Rainey. But, strange to relate, neither Mac nor "Swede" saw the joke—they are both wiser and sadder. But speaking of the ride to Puyallup, oh, how you Eastern boys would like to spend an afternoon on this road!

For several miles the road winds through the Indian Reservation, and the many sights of grandeur beggar description. We frequently meet "bucks" and squaws coming to market, the latter riding straddlewise and carrying paposes on their backs, tied up in blankets. They are generally friendly, and grant a salutation to passers-by. Emerging from the Reservation, Mt. Tacoma looms up in the distance, and there is nothing so refreshing, on a summer's day, as the sight of this snow-covered mount, the altitude of which is 14,444 feet. Although 65 miles southeast of Tacoma, Mt. Tacoma is plainly seen from the city. Strangers here invariably guess the distance to be from 10 to 20 miles, and are inclined to present a "liar" card when informed of the correct distance. On clear days we can also see the Olympic Range, 75 to 100 miles north of Tacoma, which is also snow-capped throughout the year. Such sights as these greatly surprise our Eastern friends, and all agree that it is worth a trip to the Pacific Coast to view them, not through telescopes and strong glasses, but with the naked eye.

I hear from Mr. R. Agassy that the Seattle Club will reorganize next week, and on a much more solid basis. Social members need not apply. The new club wants *bona-fide* cyclists only, and we congratulate Mr. Agassy on this turn of affairs. Good luck to the reorganized club! May they live long and prosper! The Seattle Club members regret the loss they have sustained through the removal of Mr. Clark (ex-champion of Canada) to Whatcom, in which place he will interest himself in the wholesale drug business. We wish him success. We hear that Clark will not have time to train for the coming 25-mile road race, but we hope he will be able to reverse his decision. What a fine race would be insured with Clark, Keen, Halsted, Wells and Barlow to buck against each other!

It will not be many weeks before a hill-climbing contest is on the tapis. Although these contests are of the "chestnut" order in the East, we have not yet experienced the delights and comforts (?) of a pull up a "one foot in four" hill. But we will live and learn, and, from my past experience on Tacoma hills, I will wager that there will be many wars of words as to the accomplishments of Tacoma's hill-climbing fiends. May the best man win.

'Tis noised around that Culver's safety is *not always* guided by his steady hand unless it is guided with his hand on the saddle while he gently instructs the fair rider to do thus and so. Keep it up, my dear boy, and may you have many pleasant rides later in the season, when your pupil has gained full mastery of the goat. SNOHOMISH.  
April 11, 1889.

### BUFFALO.

The Ramblers had the first club run of the season on Wednesday last, and thirty-six members responded to the call. The weekly runs of the Buffalos will commence April 26.

By the first of May the Buffalo Ladies' Bicycle Club will be a reality, as a dozen or more of the enterprising women of this city have decided to form a club. A pretty uniform of dark blue-gray corduroy has been designed by Wana-maker of Philadelphia. The organization will belong to the League of American Wheelmen. Our claim to the second ladies' wheel club in the United States is put forth.

Preparations are being made by the Buffalos for their second annual run of 100 miles from Erie on Decoration Day. The run of last year was made by twenty-three riders out of twenty-eight starters. The gymnasium has been a scene of activity during the winter months, and fifty is the estimated number who will attempt the ride this year.

The asphalt on Delaware Avenue is being extended from Virginia Street to Niagara Square. But we must have more. On Supper, from Delaware to Main Street; on Chippewa, from Ellicott to Delaware; on Huron, from Ellicott to Prospect, and then out Prospect to Porter Avenue. This is all we ask, and then our claim for Buffalo as the wheelman's paradise *par excellence* could not be disputed.

Safeties are still the rage, and heavy sales are reported by the dealers.

The Eagle has not yet made its appearance, but one is expected daily. F. W. Brinker will be the first to introduce the new wheel. Brinker took a nasty header in the city championship race at last year's tournament. On the same day, Van Sicken, of Chicago, was badly injured, and for a time his life was despaired of. Brinker tries the Eagle this year, while "Van" has retired from the path.

Zo.

Greenville has a lively cycling club with eighteen members. It is known as the Pamrapo Athletic Club Wheelmen, and the members wear a dark-blue uniform. C. R. Vogel is Captain, E. Allaire Lieutenant, and H. Burke Secretary.

### WILMINGTON.

The Wilmington Wheel Club is talking of giving a race meet during midsummer or the early fall.

The Wilmington Wheel Club is refitting its new room up very neatly, including a pool table and other features to promote social enjoyment and club life.

Nothing has yet been heard from Dampman as to whether he will race this season or not. He has picked up considerable fat during the winter, and he would require some training to get into racing trim.

Charles C. Kurtz, at one time the champion local rider, has removed to Pittsburg, where he has accepted a position with the wholesale lumber firm of H. B. Nease, Son & Co. He will continue to ride, and expects to join one of the Smoky City wheeling clubs.

Our neighboring little town of Middletown has the honor of having produced the first Delaware lady who has been seen in public astride of "one of them" bicycles. She sat in front of J. B. Maxwell on a tandem, and rode up and down the main street totally unconscious of the sensation which she created.

Frank Slothower, one of our most popular wheelmen, has removed to Philadelphia, where he has accepted a very responsible position with a large wholesale house. Mr. Slothower is an enthusiastic wheelman as well as dancer, and is quite a favorite among the ladies.

The Pennsylvania Bicycle Club will shortly be the guests of the Wilmington Wheel Club in a joint run to Middletown or some other neighboring town. These friendly visits between these two clubs have become annual features, and have engendered a good feeling between the two organizations, which is one of the most pleasant features of the club life in cycling.

A party of about fifteen wheelmen will make a trip to Washington on Saturday next, April 20, to see the sights at the National capital. They will be taken care of by the Capital Bicycle Club during their stay of two days.

About fifty new wheels have been sold here this spring, and all the agents report numerous inquiries and prospective purchasers denoting a healthy interest in this kind of sports. Several of our business men have taken to the wheel, and the cycle is seen daily in use as a means of locomotion for transacting business as well as a casual pastime. The different makes of wheels are almost as numerous as the riders. Among the latest acquisitions to our local ranks are a lady cyclist on a bicycle, a tandem tricycle and several tandem bicycles. The popular tendency, however, is toward safeties, and they are selling like the proverbial hot cakes. The club is feeling the increase in the number of riders by a healthy addition to its membership.

Merrihew, McDaniel, Elliott, Gregg, Lofland and other would-be champions of the Wilmington Wheel Club expect to enter for the big handicap race over the Irvington-Milburn course on May 30. The last three are novices, and, together with several others, expect to show their mettle this season in order to ascertain whether any more latent champion material is lying around the club loose.

The question of improving the public roads is agitating the public mind at the present time, and the Legislature has been asked to pass a law requiring the prisoners of our various county jails to work on the roads. Common humanity would urge this project as at once useful as well as reformatory in its effects, and it hardly seems possible that we will get any better roads except by some such method. A very sensible law is now pending to abolish our old and antiquated levy court, which never had much to show for its large expenditures, and substitute three County Commissioners, of whom much more would be expected.

### "JACK'S JOTTINGS."

Probably no wheelman in the United States has access to as fine a piece of roadway as has the man who presses the pedal in New York City. A system of roadway is found in Central Park which compares very favorably with any English park in existence, not excepting the famous Hyde or St. James' Park, or Richmond or Bushy Park, a little distance from the great city of cities, and in the same county. Not even is the surface of the famous Indian Gardens in the far Occident superior to New York's Central Park, which for the last year has been open to wheelmen. Charming, too, to leave the glare of the hot stone or brick pavement of the city and glide noiselessly among the trees of the Park, set out in the highest style of the landscape gardener's art. Transported at once from the bustle of the city, where elevated trains rush in such a thoroughly American haste past one another, utterly unable to meet the growing want of the city for an adequate rapid-transit system, we find ourselves in a perfect garden of cool greens of every shade—from the deepest ebony sage to the most delicate of lettuce-greens. Sparrows twitter among the branches or flutter on the roadways men in heavy box-cloth overcoats, three sizes too big for them, with the inevitable "horsy" red geranium or carmine pink showing against their almost cream-colored coats, guide more or less valuable or well-bred trotters up the grand avenues of the Park, which only need time to give their trees the luxurious foliage of a South of England oak or elm. Here we may see all kinds of people, all kinds of babies in perambulators, all kinds of scrawny or sleek horses; bicycles of all nationalities and every imaginable vintage, from the old short-handled high-headed "kicker" of 1884 to the new spring-forked Victor or the round-the-world "Columbia." Little boys on safeties with twenty-two inch wheels glide along among the stream of seemingly impatient drivers of trotters and horsemen, with a sense of security which was unknown in the days when the straight-forked ordinary was "all the go."

Staid-looking business men, with beards and spectacles and trim gray suits, wheel quietly along on their season's choice, and study the human nature that in "buggy" or ultra-English-looking dog-cart are bent on but one thing—to get past those in front of them. The day's work is over for the masses, and here they are enjoying themselves after their own peculiar individual fashion.

Gray-coated policemen stand at the crossings to preserve order in the stream of machines, the most of these "custodians" of a far superior-looking type to the general run of regular street policemen. And this is Central Park, a lasting monument to the progress of a great city.

"JACK."



## MARYLAND.

A meeting of the Hagerstown, Md., Club was held Monday, April 8, at which the question of holding the annual League meet in that city was freely discussed. President V. M. Cushman and Capt. George Updegraff were appointed a committee to confer with Chief Consul Mott and the Executive Committee of the L. A. W. in Baltimore, and, if satisfactory arrangements can be made, to begin preparations at once for the coming meet. The Hagerstown boys who are a very enterprising and energetic set of fellows will doubtless make it a success if they undertake it. The Hagerstown wheelmen promise, if that place is selected, to show how well they can dispense Maryland hospitality in entertaining the several thousand visitors who will attend.

No further action has been taken with reference to the proposed building of a new club-house by the Baltimore club, but it is expected that in the near future the plans of the members will be laid before the public.

The Baltimore Club (it is said) received about thirteen members from the disbanded Rambler Club, which breathed its last a few weeks ago.

The principal feature of the meet to be held at Hagerstown in July will be an excursion to Pen-Mar, designed for the pleasure and entertainment of the many visitors. It was proposed to make it a moonlight excursion, but there was considerable opposition among the members of the local club to this arrangement.

The Chesapeake Wheelmen Stock Company, of Baltimore, were incorporated with the following men as incorporators: C. F. Abbott, J. C. Robinson, J. D. Wheeler, Jas. B. Reed and Wm. G. Speed. The capital stock is \$5,000. The directors are those named as incorporators and James C. Stansbury, Chas. R. Eisenbrandt, Philip Kratz, Jr., and Wm. Holland. The company has organized for pleasure, social and beneficial purposes.

The white oak tree "Centaur" planted by the Centaur Club gives promise of thriving.

H. G. Priest, of the Quadrant Bicycle Company, Birmingham, England, spent a week in this city. Mr. Priest is making a tour of the United States, dividing his time between pleasure and business.

Harry Taylor, late a member of the Baltimore Club, visited this city. Mr. Taylor's name is being engraved on the Baltimore Club Championship cup, which was won by him last season, and the medal testifying to the fact, also his property, is being made.

The Centaur Club planted a white oak tree in the new extension of Patterson Park on Arbor Day, in the presence of Superintendent Anderson, the uniformed members of the club and a large gathering of people. The tree was decorated with the club colors, blue and white. An appropriate address was made by C. Henry Eisenbrandt, President of the club.

BAY RIDGE.

## MACON, GA.

Spring days are here and the wheelmen are out touring—riding along the shaded, quiet country roads and lanes to the music of the mocking-bird, robin and thrush, or perhaps out under the stars, with the great white moon shedding upon them its silvery light, and the mellow notes of the whippoorwill floating in from the distance.

The first results of the new season are now being felt among the wheelmen here, and six new riders have mounted their wheels, which is merely the preface of the book of riders which we expect and hope will follow.

There is no State in the Union which is at present getting into such great shape for road work as Georgia. A Road Congress is to be held in Atlanta next month, and representatives from each county will form the body. All the leading dailies of the State are advocating the work, and some are in favor of employing the State convicts upon them. The amount laid aside for the street improvements in the State this year amounts to some millions of dollars. Of this Macon will use \$150,000; Chattanooga, \$700,000; Jacksonville, \$750,000; Anniston, \$200,000; West Knoxville, \$100,000, and various other cities will expend like amounts. With the State looking after the roads, and the cities the streets, the chances are that this section will soon become a perfect wheelman's paradise.

A good thing for a wheelman to occupy his time with is to take all his old cycling papers and cut the advertising pictures out of them and paste them on board. Some quite handsome ornaments can be fixed up in this way, and when well grouped will set off a wall to advantage. I counted twenty-nine in my room to-day, and with a new lot from my last batch of English and American papers the number will be greatly increased. They are set off by a colored sketch, from life, of Thomas Stevens, a wheel, and a frontispiece from *Outing*, while on either side are the "Star Against Time" and the Singers' hanger of the "Coat of Arms Bridge near Coventry," surrounding the whole are the Pope's people on their different wheels. It takes but little trouble to get up a collection of this kind, and is well worth the time expended upon it.

Yesterday I ran across one of the victims of "the big wheel craze" of some seasons back. I was riding downtown and saw a wheelman whom I judged to be a new rider, but whom, upon closer investigation, I found to be a stranger. He was mounted on a 58, with short cranks, a hard saddle and short handle-bars. We went out for a little run, and after riding for about two hours he had received, all told, fourteen falls, seven of which were headers. Our roads are wide, but I always found it safest to stay either in front of or behind him. Sometimes he would be riding on one side, when, suddenly, and without warning, he would cut across to the other, and then when he would jerk his wheel into line again, oh, how the little one would protest, cut figures, and rise, like a buzz-saw, up in the air! We swapped wheels once, and he got along on my 54 much better. I had only one fall, and that was off his 58. But oh! didn't it seem as if I were coming down out of a balloon, though, when the descent did begin!

CHAS. ALEX. PERSONS.

S. G. Whittaker has not "mysteriously disappeared," as reported. He is training on a Rover safety at Coventry, with the ultimate intention of having a try at the road records.

## ST. LOUIS.

I presume New York thinks she is going to have something of a celebration on the 30th inst., and she probably will do the best she knows how in that direction, but the celebration of that date is to be held right here in St. Louis. It becoming apparent that we could not all get away to join in with the New Yorkers in properly observing the centennial anniversary of Washington's inauguration, it was determined to get up an affair on our own hook. Accordingly a meeting was held on 'Change, appropriate committees on programme, finance, etc., were appointed, and, to make sure of the success of the undertaking, the wheelmen were invited to participate in the parade. The acceptance of this invitation presents rather a troublesome dilemma. As the wheelmen will, of course, ride their machines, while the remainder of the paraders walk, it will be a difficult problem to keep the component parts of the procession together. Either the wheelmen will have to be sent along to finish the journey on their own account, or else be held back until the rest of the paraders have had their innings. In either event the dignity of the procession, as a whole, will be more or less violated. I have not learned how the matter is to be arranged, but it appears that Secretary Newman has accepted the invitation for the Missouri Club.

The many friends of Ed. Sells are welcoming him back to St. Louis after an absence of five months in the South. He is as brown as a berry and looks the picture of health. Visitors to the St. Louis meet will remember Mr. Sells as the chairman of the reception committee, and they will testify to his watchful care over them during their stay. His sub-committees were models of efficiency in their respective capacities, more especially the committee on "Terminal Facilities," over which Fred Beckers, better known in some quarters as "Blondy," presided with such signal ability. What with photography and horses, Sells has almost entirely dropped out of cycling, and this is to be deplored, for he was one of the most enthusiastic workers we ever had.

I do not think that we have heard the last of the Sunday law in the Missouri Club. The repeal of the house rule was conducted so quietly that not a third of the members knew anything about it until many days after it was an accomplished fact. The opponents of the repeal do not think they have been treated fairly in the matter, and they contend that they should have had an opportunity to at least put themselves on record on the question. On the other hand, the fact remains that they received the usual notice of the meeting, and if they had taken a proper interest in the affairs of the club they would have been present. They probably realize now that "eternal vigilance" is the price of other things besides liberty, and the effect of this will doubtless show itself in a larger attendance at future club meetings.

Captain Lewis evidently believes that

"The best of all ways

To lengthen our days

Is to steal a few hours from the night," etc.,

for he has called the Sunday run of this week to commence on Saturday night. He is to take the boys out to Ballwin at 8:30 P. M., and continue on to the county line the following day. The dividing of this county line run into two days illustrates most forcibly the degeneracy into which the riders of the present day have fallen. It is not a decline in ability, for the riders of to-day (St. Louis riders I mean) are as fine as they ever were, but there seems to be a lack of ambition and an indisposition to uphold the fair fame St. Louis has always had for excellent road riders. ITHURIEL.

## TROY NOTES.

The "Trojan Wheelmen" will give the last of their enjoyable socials at Harmony Hall the first Wednesday after Easter.

There seems to be a "little boom" in anticipation, for the Troy Bicycle Club members will purchase a number of new machines this spring.

Le Grand Spicer's new Columbia Light Roadster Safety is attracting quite a crowd at Howe & Co.'s store. I ran in to see it, and must say it is the finest machine I ever saw. Quite a number were talking with "Don" while I was there, who never rode a wheel, and I predict some sales in the near future.

At the meeting of the Troy B. Club last Monday evening, the consideration of important changes to the constitution was taken up and the number of trustees was increased to six instead of five. The Tournament Committee has prepared an interesting programme for the entertainment at the club-house. There will be dumb-bell exercises, club-swinging, fencing; performances on the horizontal bars, rings and trapeze; boxing, leaping, balancing, contortions, fancy bicycle riding, and a fine club drill.

The Rensselaer Polytechnic Institute Banjo Club will furnish music, and athletes will be present from Albany, Schenectady and the Railroad Young Men's Christian Association.

I hope a "tug of war" with the Albany Wheelmen will not be omitted, for I think Troy ought to do better than she did at the Albany tournament.

I would like to suggest a race meet, to be given by the Troy and Albany clubs, at Island Park. I think it would pay and increase the interest in cycling, if properly worked up by the combined efforts of all the clubs.

Hold the meet at a time when it will be convenient for the State Division and in connection with it, if the matter can be arranged. If some of our "flyers" could be induced to come, and the fact advertised, it would make success certain. Come, gentlemen, if we are to have better roads we must have more wheelmen, and to have more wheelmen we must keep up the interest in cycling.

The New York Division of the League needs your help in the cause for good roads. It has already done well by passing the "Liberty Bill," and if it is supported by all interested in cycling, a bill for the improvement of the present system of road-making will become a law, and we will have decent roads to tour on. We want the membership of our division increased this year to 3,000, and it ought to be. It only costs two dollars to join, and one dollar to renew if already a member. If it were not for the League of American Wheelmen, touring would not be the pleasure it is, and any wheelman not a member is receiving benefits—derived from the League—at some one else's expense.

April 13, 1889.

ORNH QBA.

"Fenton vs. Jack."—We are betting on "Jack," who is a more skillful pen-jabber, more expert at parry and thrust, than young "Fenton."

## NEW ORLEANS.

At a meeting of the Louisiana Cycling Club, held on Thursday evening, April 4, sixteen members subscribed \$1,400 for the purpose of building a new club-house. There are twenty-five other members still to be heard from. Ten new members were admitted and three delinquents dropped. The club has issued a challenge to the New Orleans Bicycle Club for a 2½-mile team race, teams to consist of eight men each.

The Louisiana State Division, L. A. W., met at the rooms of the New Orleans Bicycle Club on April 8. A new constitution was adopted.

The Secretary-Treasurer's report showed \$87 on hand and a decrease in membership of fifteen. The Chief Consul, in making his report, suggested that a tour during the summer through the "Arcadia" country, or a short encampment somewhere along the Gulf coast, might be of considerable advantage to the Division, besides making an enjoyable outing. The suggestion was well received, and on motion placed in the hands of the following committee of five—Messrs. Christy, O'Reardon, Graham, Fenner and Gore—for further investigation and report.

In compliance with the new by-laws the Chief Consul also made the following committee appointments: Racing—Randall, Shields, Renaud, Gore and C. H. Fenner; Roads Improvement—Hill, Fairchild, Russ, Betts and Graham; Rights and Privileges—Zeigler, Rea, Crane, Christy, and Walters of Shreveport.

The arrangements for the series of races for the Chief Consul's medals was placed in the hands of a committee composed of Messrs. Betts, Rea, Gore, Frederick and Russ, who will meet on Saturday evening and arrange a programme.

The Chair then called for suggestions for the position of official handicapper for the Southern Division. Suggestions were plentiful, but no one seemed disposed to accept the position. Mr. A. M. Hill was finally prevailed upon to accept.

The following resolutions were then unanimously adopted, ordered spread upon the minutes, and a copy transmitted to the Board of Trade:

*Whereas*, The impassable condition of the public highways throughout the State during a goodly portion of each year is such as to seriously hamper the interests, both public and private, of its people; and,

*Whereas*, The agricultural element and parish authorities have commended the agitation and the calling of a road convention, as witnessed by the action of the Hammond Agricultural Relief Association and the Pointe Coupee police jury; therefore,

*Be it resolved*, That this organization, representing a class deeply interested in the improvement of the public roads, along with other branches of the government, views with pleasure the present agitation of the subject, and pledges as far as possible its assistance and support, both moral and material, to any movement that looks toward a betterment of existing conditions; and

*Be it further resolved*, That the attention of the officials of the Board of Trade be respectfully directed to the suggestion that they are the proper body to take the matter in hand and outline a course of action.

The Louisiana Club's second race for the Batson medal will take place on Sunday, April 14. The course will be from the corner of Canal and Claiborne, via Broad, to Schadwell's, on Gentilly Road. Distance, 5.69 miles. Start to be made at 8 o'clock A. M. The following are the entries and handicaps: A. B. Harris, 4m. 30s.; C. W. Bogel and H. W. Nathan, 3m. 30s.; F. De Buys and W. C. Grivot, 2m. 15s.; W. H. Renaud and H. C. Christy, 2m. 10s.; G. C. Angamar and E. M. Graham, 1m. 40s.; L. J. Frederic, F. B. Born and R. G. Betts, 1m. 10s.; M. S. Graham and W. M. Hathorn, 40s.; A. M. Hill, scratch.

New Orleans, April 12, 1889.

## LANCASTER, PA.

The Lancaster, Pa., Bicycle Club expects on the coming 4th of July to outdo its efforts of last season, and arrangements are already being made and everything at this early day points to success.

Last year we held a race meet in June at our driving park. The track, which is one-half mile, is exceptionally fine, and all of the racing men spoke highly of the condition in which we had put it, and were all well pleased with the generous prizes offered.

Well, it was "our first offense," but, considering every thing, was very successful.

This year we intend to improve, and the annoyance to racing men of last season of a crowd of wheelmen and citizens on the track, which resulted from a misunderstanding all around, will be absent. Races will be run in the morning and afternoon of the 4th. At the last monthly meeting an amendment to the by-laws was passed, making the Lancaster Bicycle Club again a League club.

We are all live and active wheelmen, and wheeling was never up to such "high-water mark" as now, and we hope any wheelmen coming through Lancaster will give us an opportunity to show our hospitality and interest in cycling affairs.

D. F. GROVE, President Lancaster Bicycle Club.

The Staten Island Athletic Club Games will be held at West New Brighton, S. I., May 18. A two-mile tricycle handicap is on the programme. Entries close May 11 with F. W. Janssen, West New Brighton, S. I.

W. E. Haskell, editor of the Minneapolis *Tribune* is an enthusiastic safety rider.

Thomas Stevens, writing from Zanzibar, February 24, sends a several-column letter to the New York *World* of Sunday, April 14. The principal portion of Stevens' letter is devoted to a description of Germany's attempts at colonization on the East Coast of Africa.

The Racing Board, L. A. W., will shortly issue printed copies of the new racing rules.



## SAN FRANCISCO.

If there is not a big boom in wheeling in this city and vicinity, my eyes deceive me, as new riders are to be seen in all directions. In passing through the small towns between here and San José, one sees all sizes and conditions of riders who apparently reside in the neighborhood and do their errands on their wheels. The genus cads-in-casters have also put in an appearance, but they have not as yet caused any adverse criticism from the press or people.

On April 30, the Bay City Wheelmen will have another race meet at the Haight Street Park. Valuable prizes will be provided for each event, and it is expected a liberal entry will be secured. This is outdoor race meet number four since January 1; no wonder wheeling is booming. It has become necessary for the Bay City Wheelmen to extend their membership limit. Membership under the constitution of the club was restricted to 100, and, this number having been reached, it was decided at the last meeting to extend the limit to 125. Some of the older and more conservative members were not in favor of increasing the limit, believing that, with a full membership and the impossibility of admitting new members except as vacancies occurred, the privilege of being a Bay City Wheelman would be the more eagerly sought for by outsiders and the more highly valued by those already admitted. A two-third vote, however, decided upon the increase to 125; and as this limit will probably be reached within a few months, the question of further increase will have to be shortly considered.

The club smoker last Saturday evening was the most enjoyable they ever held. The foundation, so to speak, of these smokers is a concoction named "Uncle Robert's Punch," so called after the maker, a gentleman whom the riders in this city and State should never forget, not because of this punch, however, but because of more enduring work. As very welcome guests for the evening, the club had W. S. Maltby and his cousin, Mr. Smith. Mr. Smith said that wheelmen in the East never had such a jolly time; they were too conservative, he said. Maltby enjoyed himself immensely, and was placed in the front of a number of groups of the members when photographs were being taken by flash light. If these photos come out well, they will certainly be worth seeing. The usual programme of songs, recitations and music was given.

Late in the evening a loud noise was heard at the door, which was then thrown violently open and two persons staggered in and proceeded to hammer one another in a merry fashion on the floor. It was all over in a few minutes, and those present saw it was our irrepressible Secretary Pierson with a stuffed man. It was a most comical sight and was so well done that it "brought down the house."

A person who saw the figure from a distance being taken from Pierson's store to a buggy remarked to him afterward: "Your friend seemed quite sick!" "Yes," said Frank, "he was." He sent it to a friend near the clubhouse, with a note requesting him to "keep the stiff till to-night." When the messenger took the blanket off the "stiff," the friend says, his first thought was to run, until he saw what it was. He stood it up in a corner, and his hired girl nearly fainted when she saw it. Altogether, that "stiff" caused much commotion before it was finally disposed of.

Maltby was surprised to see how close some of the members had followed his movements in the papers.

On the last day of March the club had a run to Redwood City, about thirty miles and return, over almost perfect roads. The day was perfect, and the run was much enjoyed by the twenty-five members who participated. On the return trip a stop was made at San Mateo for a swim. The water was warm, the beach all that could be desired. What Eastern city could make such a showing at this time of the year? On Monday night a large party of riders attended the theatre where Maltby commenced a short engagement. The boys all sat in one part of the theatre, and had their voices with them. Maltby seldom had a more appreciative audience or a more demonstrative one.

April 10, 1889.

Yours, CALIFORNIA.

The Bay City Wheelmen have renewed their membership as a League club. Every member of the club is a member of the League. One hundred renewals were forwarded to Secretary-Editor Bassett last week. Can several other clubs in this city who claim to be League clubs prove that all their members belong to the National organization? I think not.

"Hurrah for the effete East! Schwalbach, of Brooklyn, has a son who rides a bicycle younger than Mohrig, Jr., of San Francisco."—*Bicycling World*.

Mr. S. may have a son who rides a "younger bicycle" than Mohrig, Jr., but how about the son being bicycle?

Mr. Editor, I wish you could be with us next Sunday. Why? Well, the Bay City Wheelmen are to have a "picnic" run to San Mateo Beach. The programme is: A fine ride to San Mateo, including a stop to dispose of some milk kindly furnished by Mr. Donnelly; a delightful swim, and then, to top that off, a regular "picnic lunch" spread under the trees. These runs are one of the most familiar ways that this enterprising club have of enjoying themselves, and you can depend upon it that they do enjoy themselves. If we are so fortunate as to have our "camera fiend" along, I will send you a picture of as jolly a crowd of wheelmen as can be found. Sorry you can't be with us.

W. L. Hughson and J. J. Wirtner, of the Buffalo Ramblers, are in town, and are seriously thinking of locating here permanently. Mr. A. L. C. Marsh, of Plainfield, N. J., is also here on a visit.

Several members of a certain club here, whose boast is that they are the "second oldest," either not knowing how or having the inclination to ride a wheel, amuse themselves by telling Eastern visitors that the Bay City Wheelmen are a lot of "kids" and "small boys." I think if the members of this certain club would do less riding on paper, and tackle some of the "kids" on the road or path, that they would soon find out that the "kids" are not so childish as they fondly think.

The Bay City pride themselves on being composed of "young blood," no "fossils" in their ranks.

"HEADERS."

L. S. C. Ladish, formerly editor of the *American Wheelman*, deceased, has been appointed official handicapper for Missouri and Kansas.

The Harvard Bicycle Club held a hare and hounds chase Tuesday afternoon. The hares were Rogers, '90, and Spencer, '90.

## PHILADELPHIA.

The weather man smiled on us once more last Sunday. It was a splendid day, and the wheelmen were not at all backward in taking advantage of it. The Pennsylvanians had their usual large turnout, with Norristown as their destination, while the Centurions, with sixteen men in line, took a spin to Fort Washington, where they had dinner. On the return trip six of the party climbed Chestnut Hill, which, to say the least, is no mean feat. By the way, Captain Carter, of this club, has invented a new way of getting the boys out on the club runs. In order that all can go, he sends the fast men ahead by a longer route, under the captaincy of one of his lieutenants, while he himself takes the new riders under his wing by some shorter way, of course, all coming home together. So far the scheme has worked first-rate, and men have been induced to go who would otherwise have remained home, on account of the pace being too fast or the distance too great.

Next week will be a week of gayety among the cycling folk of Philadelphia. The South End wheelmen hold their grand ball on Thursday, the 25th. The Philadelphia and Pennsylvania clubs hold dances in their respective club-houses, while the Century wheelmen have their annual dinner on the 24th, at the Colonnade Hotel. What more could one desire?

At last! The quondam champion of Philadelphia, M. J. Baily, alias "Maggie," has at last bought himself a racing wheel. It seems that various items in the papers have been reflecting on the riding of the aforesaid ex-champion, so one day he got right mad and hid himself to a well-known dealer, where he quickly swapped some of his lucre for a beautiful twenty-four-pound racer, and now he vows that he will mop up the track with everything around here, or—or—well, never mind, it will be something horrible.

At the last meeting of the Century Wheelmen, when the question of ladies' membership was brought up, Mr. Kirk Brown made the statement that *eight* ladies were already clamoring for admission. A very promising start, indeed, but on account of some alterations having to be made, it was impossible to take them in at present, and the club gallantly tendered them the privilege of using the wheel-room for the storage of their wheels until the necessary repairs are finished. It is now a common sight to see a lady on a "bike." Mr. Charlie Sulzner, he of the Star wheel with dog attachment, was seen out riding with his better half last Sunday, both mounted on safeties. And then there is Will Allen, who quite frequently takes a very pretty young lady out on his new tandem bicycle. I tell you, boys, if you want to do the elegant with the girls, buy (as one of our fellows puts it) a "double-barreled goat."

Several Sundays ago Mr. Louis Geyler, of the Century, to the edification of a crowd of people, performed the difficult, not to say embarrassing, feat of taking a header off the "Star," and, just think, he is one of the worst "Star fiends" in the club. The way he jumped up and rode away was a caution; but, all the same, he was not quick enough for the watchful eye of ARGUS.

Philadelphia, April 16.

## JERSEY CITY.

The bugbear that occasionally agitates every cycling club is now harassing the H. C. W. At the last meeting of the club the old, threadbare subject of uniform was brought up and the ideas expressed were so varied and lengthy, positive and comical that it was necessary to adjourn the meeting in order to let the members get home in time for breakfast. A special meeting was held last Thursday evening to consider the uniform business. It required the combined efforts of three stenographers and two phonographs to do the work of the Secretary in order that the motions could be recorded. It was finally decided to adopt a dark shade of Oxford gray cloth to be trimmed with three-quarter-inch black braid; narrow ribbed black stockings and low black shoes. There was no material change made in the style of cap and shirt we wear with our present uniform. Bids were received from several first-class firms, and after a deal of sparring it was decided to place the contract with Devlin & Co.

The next race for the Benedict medal will take place on the 30th inst., on the Bull's Head Road, S. I. There will be about seven starters. The boys feel confident that Nick Feury will be the first to cross the line—at the start.

Moonlight runs of the H. C. W. were taken on the 13th and 15th inst.—the former to Orange and return, and the second to Elizabeth. The latter run was not very well attended, but those who stayed back and played pool missed the sport. Our "esteemed contemporaries," the Elizabeth Wheelmen, met us at the Newark end of the Elizabeth Boulevard and refreshed us. Thanks, E. W.

In last Sunday's *Wurrald* an article appeared on the amateur theatricals given by the Jersey City Athletic Club, and had drawings (?) or would-be photographs of several of the principal actors. Among them was one sad-eyed individual with flowing mustache, dishevelled hair and prominent nose above the name "E. W. Johnson." Then followed a personal sketch of the well-known Doctor, stating that he is the Chief Consul of the L. A. W., and is the Captain of the H. C. W. I don't know, but it is probable

the Doctor has already instituted a libel suit against that newspaper on account of this cartoon. Oh! these newspaper schemers! Probably the same cut will be used in connection with descriptive articles on the coming Centennial celebration, as a picture of George Washington or Mike Mahaha. Any one who has ever met Dr. Johnson would smile at that picture.

COASTER.

## THE ORANGE WANDERERS.

The following schedule of runs has been arranged by the Orange Wanderers for April, May and June:

Morning runs—Saturdays, commencing May 4, at 5:30 o'clock.

Long runs—Tuesday, April 30, 9 A. M., Pompton; Thursday, May 30, 7:30 A. M., Pine Brook and Morristown, returning in time for road races, if held; Saturday, June 8, century run; Monday, May 27, 5 P. M., 5-mile club handicap race.

Afternoon runs—Wednesdays, at 4 o'clock, as follows: April 24, at Rutherford Park; May 1, Caldwell and Roseland; May 8, Central Park and Riverside Drive, N. Y., to start at 1 P. M.; May 15, Llewellyn Park, Eagle Rock and St. Cloud; May 22, Little Falls, Paterson and Passaic, to start at 3 P. M.; June 5, Milburn and Springfield; June 12, Bloomfield and Montclair; June 19, Verona and Pleasant Valley; June 25, Elizabeth and Rahway, returning from Elizabeth after supper.

Evening runs—Mondays, at 7 o'clock, as follows: Vailsburg and Roseville; May 13, Franklin Park and Brighton; May 20, around town and return for club meeting; May 27, Newark and Watsessing; June 3, Tory Corner and Llewellyn Park; June 10, Maplewood; June 17, East Orange and return for club meeting; June 24, Montrose.

The question as to whether the Orange Wanderers will continue as a separate organization or be merged with the Orange Athletic Club has been finally decided. The club will not only retain its name and organization, but is to have a "local habitation." For some time past subscription lists have been quietly circulated among the members, with the gratifying result that enough money has been secured to purchase a lot and erect a substantial and commodious club-house. The location is to be a central one, contiguous to Main Street, and in every way desirable. The club-house will be a frame building, neatly furnished, and of some architectural pretensions. It will contain two sixty-foot bowling-alleys, a billiard-room large enough for three standard tables, a parlor, general meeting room and probably a gymnasium. It is the intention to admit non-cycling members, and an effort will be made to increase the membership to 200 or 250.

## FIRST UNION RUN OF BOSTON WHEELMEN.

The wheelmen of Boston and vicinity are to have an enjoyable outing next Sunday. At a meeting held April 8 there was a hearty expression in favor of a union run once each month of all the local cycling clubs. A committee was appointed to make proper arrangements, and a circular has just been issued requesting the captains of clubs to call a run to Salem on Sunday, April 21.

A party will start from the Somerville Club rooms, corner of Marshall Street and Broadway, at 9:15 A. M., and ride at a pace of not more than eight miles per hour. Others will join en route or report at the Essex House on arrival. Some will return home on Sunday afternoon, while others will wheel to Gloucester, stopping over night at the Pavilion Hotel, and returning to Boston on Monday, a legal holiday.

The committee is as follows: Chairman, Captain Arthur Robinson, of the Charlestown Rovers (address, 33 Winter Street, Boston); Captain Carl Cubberly, Somerville Bicycle Club; Captain A. P. Benson, Dorchester Bicycle Club. Unattached wheelmen are invited to attend, and the chairman of the committee requests that all notify him as soon as possible if they intend to participate.

The Milwaukee Wheelmen have gotten out one of the prettiest invitation cards for their first grand reception and May ball, to be held April 27. The Committee of Arrangements are Messrs. A. H. Thompson, H. R. Miller, C. A. Erdman, V. J. Schoenker, Jr., and E. Phillips.



## FIXTURES.

- April 21, 1889.—First Union Run of Boston Wheelmen.  
 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 4, 1889.—Titan Athletic Club Games. Two-mile Bicycle Handicap. Entries close April 27, with A. Surcott, 361 Broadway, New York.  
 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 18, 1889.—Staten Island Athletic Club's Games at New Brighton, S. I. Two-mile Bicycle Race.  
 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.  
 May 30, 1889.—Bicycle and Athletic Tournament and 2-mile L. A. W. Championship Race at Narragansett Park.  
 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.

## HARVARD'S RACE MEET.

The last year has been marked by the great increase in the interest taken in bicycling at Harvard. The bicycle club has held two road races and a hare and hounds chase, besides a team road race with Tech. This spring the interest is still on the increase. Saturday, the 20th, the second road race with Tech. comes off, and from all appearances Harvard will have to work to win. Tech., last fall, would have won the race but for an accident to Bradley, one of her best men, and this was doubtless the reason for her challenge this spring. Harvard's team will consist of Greenleaf, '92; Davis, '91; Bailey, '91; Barron, '91; Wirts, '92; Rogers, '90; Holmes, '92; Cromwell, '92, and Kelley, L. S.; Brown, '91, has given up road riding and will not race.

The most important event in bicycling, however, is doubtless the race meet, which will be held on Holmes Field Saturday, May 11. It is expected that all the principal riders of New England and the adjacent States will compete. Already entries have been received from New York. Following are the events and prizes: One-mile safety handicap (open), one hundred yards limit. First prize, Kodak camera; second prize, Columbia cup, given by the Pope Manufacturing Company; third prize, Flobert rifle. Quarter-mile bicycle scratch (open). First prize, Anthony's Lilliput detective camera, given by Barker & Starbird, 56 Bromfield Street, Boston; second prize, Smith & Wesson Hammerless revolver; third prize, "Pettitt" tennis racket. One-mile inter-scholastic scratch, open to all preparatory schools in Massachusetts. First prize, sole-leather traveling-bag; second prize, "Sears Special" racket; third prize, silver cup. One-mile bicycle handicap, 120 yards limit (open). First prize, Meyrowitz Bros. yachting glass, given by the Coventry Machinists' Company; second prize, traveling-bag; third prize, engraved silver cup. One-mile bicycle, 3.20 class, scratch, open to members of H. B. C. First prize, United States signal glass, given by William Read & Sons; second prize, "Sears Special" racket, given by Wright & Ditson; third prize, engraved silver cup. Two-mile tandem safety scratch (open). First prize, two brass standing lamps; second prize, two stop watches; third prize, two engraved silver cups. Two-mile bicycle handicap, 250 yards limit. First prize, Eagle bicycle, value \$130, given by Eagle Bicycle Company; second prize, Kodak camera; third prize, Winchester repeating rifle; fourth prize, old silver cup. Entrance fee, \$1 for each event, except

interscholastic. One-mile interscholastic, fifty cents. Entries close Saturday, May 4, at 12 P. M., with R. H. Davis, 153 Brattle Street, Cambridge, Mass. There is a special rule made, allowing safety bicycles to compete in the bicycle events. The track is hard, and perhaps the fastest quarter-mile track in the country. Besides Davis, '91; Brown, '91; Bailey, '91, and Greenleaf, '92, the following Harvard men intend to train for this race meet: Cromwell, '92; Wirts, '92; Barron, '91; Spencer, '90, and several others.

The first open cycle race of the English season took place April 13.

The English are very much upset over the question of separating safeties from ordinaries in path races. The difference between English and American temperaments and methods is shown by the promptness with which our Racing Board classed the wheels, while the English have, as yet, only arrived at the boiling-point of discussion.

The Kansas Division race meet on June 4, 5 and 6. First-class track, and \$600 worth of prizes. They want Missouri Division to co-operate.

The Harvard Bicycle Club will hold an open race meet at Holmes Field on May 11. A number of events are on the programme, and we hope amateur racing men will support the meet. Entries close May 4 with H. Davis, Cambridge, Mass.

A 2-mile bicycle handicap will be held at the New York Athletic Club games, to be held at Travers Island, June 15. Entrance fee, \$1.00; close June 5 with F. D. Sturgis, 104 West Fifty-fifth Street, New York City.

## MEETING OF THE LOUISIANA DIVISION OF THE L. A. W.

The Louisiana Division of the League of American Wheelmen met April 7, with Chief Consul H. H. Hodgson in the chair. A new constitution was adopted.

Chief Consul Hodgson suggested that a summer tour or encampment be organized and put into the hands of a committee of five.

Mr. Betts then made the same proposition in the form of a motion, which was seconded and carried, and the following committee were appointed: Messrs. Christy, O'Reardon, E. M. Graham, Gore and Fenner.

Messrs. Randall, Shields, Renaud, Gore and Fenner were appointed to constitute the new racing board.

The chair appointed Messrs. Hill, Fairchild, Russ, Betts and Graham as a committee on improvements of highways.

On rights and privileges were appointed Messrs. Ziegler, Rea, Christy, Crane and Walters.

Chief Consul Hodgson stated that he has offered a gold medal for the winner and a silver one for second place, to be contested for by the members of the L. A. W., in six handicap races to be run in June, July, August and September, respectively. The following committee were appointed to select the time and road: Messrs. Betts, Rea, Graham, Gore, Fredericks and Russ.

Mr. A. M. Hill was appointed official handicapper for the States of Mississippi, Arkansas, Texas and Louisiana.

Mr. Betts then offered the following resolution, which was accepted and ordered placed on the minutes, and that a copy be sent to the Board of Trade:

*Whereas*, The impassable condition of the public highways throughout the State during a goodly portion of the year is such as to seriously hamper the interests, both public and private, of its people; and

*Whereas*, The agricultural element and parish authorities have commended the agitation and the calling of a road convention, as witnessed by the action of the Hammond Agricultural Relief Association and the Pointe Coupee police jury;

*Be it resolved*, That this organization, representing a class deeply interested in the improvement of the public roads, along with other branches of the Government, views with pleasure the present agitation of the subject, and pledges as far as possible its assistance and support, both moral and material, to any movement that looks toward a betterment of existing conditions; and

*Be it further resolved*, That the attention of the officials of the Board of Trade be respectfully directed to the suggestion that they are the proper body to take the matter in hand and outline a course of action.

The meeting then adjourned.

The Louisiana Division members have adopted a sensible resolution, expressing their sympathy with, and support of, any movement having a system of better roads for its object. They believe in agitating, assisting and supporting, both morally and practically, any method of roads improvement. Every Division in the League should adopt similar resolutions.

The English are estimating the number of American cycle agents at 2,000. We think there are more than this number, and we have been unable to obtain lists of agents from any of the larger firms.

## CYCLISTS' UNION OF LONG ISLAND.

At a meeting of the Executive Committee of the union, held April 8, 1889, the following new members were elected:

NO.	NAME.	ADDRESS.	CLUB.
230	M. L. Allen,	765 Carroll St., Bkn.	Bkn Bi. Club.
231	F. W. Bradner,	206 Washington Av., Bkn.	" "
232	O. C. Belding,	79 Leonard St., N. Y.	" "
233	A. C. Banker,	26 West 23d St., N. Y.	" "
234	H. L. Bradley,	47 3d St., Bkn.	" "
235	H. R. Brown,	36 Sterling Place, Bkn.	" "
236	R. W. Candler,	11 Monroe St., Bkn.	" "
237	S. V. Carman,	Hempstead, L. I.	" "
238	W. K. Cleverly,	349 20th St., Bkn.	" "
239	H. G. Fay,	480 Broadway, N. Y.	" "
240	F. C. Farnsworth,	725 President St., Bkn.	" "
241	T. B. Hegeman,	561 Lafayette Av., Bkn.	" "
242	J. E. Hayes, Jr.,	134 Park Place, Bkn.	" "
243	H. Hornbostel,	39 Second Place, Bkn.	" "
244	E. Hornbostel,	39 Second Place, Bkn.	" "
245	A. S. Haviland,	436 Grand Av., Bkn.	" "
246	W. F. Homan,	407 Clermont Av., Bkn.	" "
247	W. M. Kenyon,	216 Berkeley Place, Bkn.	" "
248	W. J. Kenmore, Jr.,	93 St. Felix St., Bkn.	" "
249	T. F. Mulqueen,	49 Willoughby St., Bkn.	" "
250	W. E. Mayor,	109 South Oxford St., Bkn.	" "
251	G. B. Owen, Jr.,	18 Willoughby Av., Bkn.	" "
252	F. H. Pough,	146 Hicks St., Bkn.	" "
253	F. Powell,	Hempstead, L. I.	" "
254	E. L. Ropkins,	84 North 2d St., Bkn.	" "
255	N. Rogers,	218 Dean St., Bkn.	" "
256	E. C. Smith,	219 Washington Av., Bkn.	" "
257	B. C. Smith,	219 Washington Av., Bkn.	" "
258	C. L. B. Snedeker,	109 Park Place, Bkn.	" "
259	F. E. Stewart,	470 Broome St., N. Y.	" "
260	T. C. Snedeker,	141 Adelphi St., Bkn.	" "
261	E. Skinner,	227 Cumberland St., Bkn.	" "
262	W. E. Sheffield, Jr.,	362 1st St., Bkn.	" "
263	A. L. Tinker,	528 Clinton Av., Bkn.	" "
264	N. H. Weed,	120 Broadway, N. Y.	" "
265	G. L. Warner,	175 Atlantic Av., Bkn.	" "
266	E. Williams,	189 St. John's Place, Bkn.	" "
267	J. H. Mellor,	In care of Prospect Harriers.	" "
268	J. W. Bate,	In care of	" "
269	H. Filmer,	481 Macon St., Bkn.	Unattached.
270	W. T. Zugalla,	390 Carlton Av., Bkn.	" "

The Road Improvement Committee reported that communications had been held with Mayor Chapin in reference to Cobblestone Hill, and that he had informed them that the proper authorities would give the hill their immediate attention.

The following letter was received from Mr. Charles Schwalbach and accepted by the committee:

"E. K. AUSTIN, President

"Cyclists' Union of Long Island.

"Dear Sir—I have the pleasure of submitting to you the following offer: I will present, on or before the first of May, 1890, to the member of the Cyclists' Union of Long Island making the greatest mileage during the year, commencing April 1, 1889, and ending April 1, 1890, a valuable and suitable gold medal, to be competed for on the following conditions:

"All distances to be made on the road, it being understood that this offer is made in promotion of touring. Reports of each month's mileage to be handed the President of the Cyclists' Union on or about the first of each succeeding month, after being duly checked and authenticated by officers of the club to which the member may belong, and total mileage for the season to be sworn to before a notary. Reports from members not of any regularly organized club to be duly authenticated to the satisfaction of the Executive Committee of the Union, and total mileage sworn to before a notary. In no case is any person's mileage at any time during the twelve months to be made known by you to others competing or not competing. In the case of regularly organized clubs, your Executive Committee may waive the condition requiring a member to confirm his total mileage before a notary.

"Yours fraternally,  
 "CHARLES SCHWALBACH."

Members of the union intending to compete for the above medal should send mileage reports as stated to E. K. Austin, President, 82 Front Street, New York City.

It was decided by the committee to drop from the membership roll the names of all original members who shall fail to renew their membership by May 1, 1889. Renewals should be sent in at once to the Secretary.

Signed BERT M. COLE, Secretary,  
 126 South Elliott Place,  
 Brooklyn, L. I.

Brooklyn, April 12, 1889.

Says the Nashville American: "THE WHEEL, the leading cycling paper in this country," etc.

We have received a neat invitation for the Bay City Wheelmen's reception, which will be held Friday, April 26, at Odd Fellows' Hall, San Francisco.



## THE LEAGUE MEET.

EDITOR OF THE WHEEL:

In the current issue of your entertaining journal—which, parenthetically, I wish to add is the most interesting of them all—I notice a communication to the Chief Consul of Maryland, from the President of the L. A. W., in which it is broadly hinted that the Maryland Division again invite the Executive Committee to hold the meet in their section; Baltimore presumably being the place intended for the honor(?). And, further, it is suggested that a repetition of the liberal and hospitable entertainment of last year might be curtailed, though at the same time a programme is outlined which would require much hard work as well as hard cash.

Now, for truly monumental "gall" I rather think the communication quite lays over anything that the League has been treated to during its existence, and I am glad to see that your correspondent, "Bay Ridge," graciously but decidedly turns it down. As "Bay Ridge" truly says, the meet held there last year was a great success, and, as far as the efforts of the Baltimore wheelmen could make it, was all that could be desired, and was characteristic of that generous hospitality for which Baltimore is so noted, and which I, with many others, was sorry to see so grossly outraged by the rough conduct and "horse-play" of many, at both the smoker at the Opera House and the supper at Bay Ridge.

And, for all that was done, how much has Baltimore been benefited? Did the League, as is customary with other bodies when in convention, bestow any of the places of official honor on the Maryland Division? If so, which one? Did they contribute in any way to the great expense of the occasion, and if so, how much? Did they even pay for the hire of the hall in which they held their meetings, and which is really not generally considered as a part of the "entertainment?" I doubt it. Did they at the time, or have they in any way since done anything officially to recognize the time, labor and expense bestowed upon them? I am much inclined to doubt that also. In fact, I am very much inclined to doubt that they even so much as returned the customary and inexpensive vote of thanks.

And now, having had a good time last year, and wanting to enjoy at small cost to themselves a repetition of it, and failing to find in his daily mail an avalanche of invitations from other places, the President casts his eyes around the arena and finally decides that once more Baltimore should be privileged, and hence his letter to the C. C.

But why not New York? It is now several years since they entertained the League, and they have both numbers and wealth. Or Brooklyn? which is a good-sized town with wide streets and a fine park. Wheelmen are plentiful there, too, I believe, and they have not yet been favored with a League meet. Besides, the President himself, being near by, could very materially assist.

Philadelphia, also, is a town of no small dimensions, and enjoys a grand park and many wheelmen. Then out West there is Chicago, and Cincinnati, and Cleveland, and Columbus, and many others, all equally as eligible as Baltimore and having the one advantage of novelty, as I do not recall that either of those mentioned has been favored. Possibly, though, the President wisely concludes with Shakespeare, slightly altered, however, that

'Tis better to enjoy the pleasures we have had,  
Than fly to others that we know not of.

Baltimore, no doubt, appreciates the great honor Mr. Luscomb would do it, and the C. C. will no doubt make full expression of it in his reply; but if it is true, as I have heard, that one of their best clubs, the "Ramblers," have since "given up the ghost," he may be unable to agree with him that "the cause of wheeling in the locality where the meet is held is benefited thereby to a very considerable degree."

Possibly it is none of my business, as I am not a member of the Maryland Division, and I may be meddling in something which does not concern me, but I am much inclined to think I express the feelings of a large number who are interested, but who, with true Maryland gallantry, would sooner die or "bust" than admit it.

In an editorial article, THE WHEEL comes to

the rescue and suggests Washington as the place. Thanks, awfully, but, having already been once favored, we do not crave any more. We are not exactly like the lamented Oliver Twist because we *do* know when we have had enough, and, speaking as one of the workers in 1884, we have had a "genteel sufficiency," and are not hoggish. I recall now the days and nights of hard and generous work done by that little handful of enthusiastic workers on that occasion, the various ways and means devised to entertain the strangers within our gates, the personal responsibility so frequently pledged to obdurate and unsympathetic tradesmen, hotel keepers, decorators, printers and others; the numberless dimes and quarters paid out here and there which could not be accounted for, but which made up a very respectable total that came out of the individual pocket. Then, too, the magnificent races which gave the League something over \$600 to take away with them, and for which we did all the work, without so much as a penny to our advantage, and were even compelled to pay our own admission fee. And for all this we got—well, if my memory serves me right, we did get the usual perfunctory vote of thanks, in a "let's-get-it-off-our-minds" sort of way. And was "the cause of wheeling benefited in this locality?" Well, not to any "considerable degree," as far as the League club was concerned, for very shortly thereafter it was in such a state of "innocuous desuetude," to quote a phrase of the late administrator, that it was only by the application of heroic treatment that it pulled through alive, and to-day but two of the two dozen members of that time still remain with it, and all, or nearly all, the others have given up the wheel.

NO; Washington does NOT hanker after the honor. One dose is sufficient to cure the desire, and we do not wish to deprive other places of the glory and—work. Signed, F. P.

### A FEW WORDS TO "FENTON," WHO FANCIES SOMETIMES.

I am pained beyond expression that "Fenton," in one of his "fancies" in a recent number of THE WHEEL, should agitate his poll about my unfortunate "choice of English," which he asserts is occasionally "above" his, "and, in a number of cases, anybody else's head." Bemoaning my deplorable but characteristic ignorance of the language of my fathers (which, by the way, has been greatly improved and enriched by such mannikins as "Fenton"). I apologize for my paucity of suitable language with which to express the ideas which at rare intervals occupy my noddle. The compound word "wai-cycle," to which he takes such exception, was written "war-cycle"—a cycle intended for military purposes; and when Fenton writes a little more, and grows, in consequence, more modest and charitable in his demeanor to a fellow-scribe, he will be forced to acknowledge that compositors, proofreaders, writers of letters and the men who "edit" them (being human) are not invested with Fentonian infallibility.

I humbly crave Fenton's permission to use the word "rythmetical," which I suggest *might* be applied to an even or regular pedal action. Thomas Carlyle (a man who, especially since his death, has been awarded an acknowledged position in the world of letters) uses the word "rythmetical" in his "Hero-Worship." He doubtless had his own quaint reason for so doing. According to a dictionary, I find the word permissible, although "rhythmetical" and "rhythmical" are in more frequent use. I am sorry that I have lived to annoy Fenton, but hope he won't grasp his *roe* Thor's hammer "until his knuckles grow white," as it would be labor lost to sling impotent ink at one so hardened as I have become (through the unaccountable attention of an army of "those who are of weaker capacity") to adverse criticism. I am painfully aware that my English is faulty and graceless, that "my fingers are all thumbs, and my hands all feet;" that I use words too big for a man of my size (and which I can neither understand nor spell); that my writings are full of untruths, "bulls," provincialisms and technical errors, but my intentions are good—very good; "and my opinion on politics, religion, baseball and the amateur cycle question unchangeable," as is also my respect for and admiration of "Fenton" and his "fancies."

The lines from "Hudibras" have been selected with great care, and describe my utter

worthlessness to a nicety, and show that Fenton has his eyes open to the faults and failings of *other people*, whom he sees with remarkably accurate impartiality.

His remarks also show him to be charitably inclined to his fellow-scribe whom he never saw. And, dear Fenton, if you will but make a chart of the way in which you "fancy" I should see, write and walk in this lachrymose valley, I shall endeavor to walk worthy of even your esteemed approval. No, dearest Fenton, you are not at all inquisitive; you are retiring and modest to a fault, and show remarkable taste. Only, my boy, be a little more *practical* in future and *fancy* less, and you shall meet with the good-will and esteem of "JACK."

### MR. SHRIVER ON DIRECT REPRESENTATION.

NEW YORK, April 15, 1889.

EDITOR OF THE WHEEL:

Dear Sir—Not really being invested with the honor to which your latest issue assigns me—of membership in the National Assembly—and not even being allowed by the League Constitution to vote for my representatives in the Assembly, such part as I may take in discussing League government must necessarily be through the press; so perhaps you will give me a chance to say another word on what seems to be growing into one of our burning issues again—the manner of electing our cycling legislators and executive officials. You ask do we who want direct representation believe that it would be better than the present method. The answer is that we do; and not only because every organization is better managed when it has direct responsibility, or because it is an inherent right of the men who support the League by payment of dues to have a voice in its control; but even more, because the chances for wire-pulling and consequent bad selection of officers and waste of energy are infinitely greater in a small than in a large electorate.

We think, therefore, that it would give better results if the whole membership of the League had the power of voting directly for its officials, and that such a system would more certainly bring about the choice of the men who would do most good work, rather than the men who are most skillful in making combinations to swing the delegates from this or that Division. And as no legislative body can act intelligently on a question which its members have not previously considered, we think it eminently proper to agitate the subject in advance of the Assembly's meeting.

The burden of proof in such a discussion should lie upon the advocates of our present system, which is utterly artificial and unnatural; but inasmuch as it is established, our side has to take the aggressive and propose a substitute. This I did in my last letter to you on this subject, and would like very much to know from yourself or some one else who opposes a return to a natural system, what are their objections to voting at League elections a ballot which records directly the voter's choice for each office to be filled—from President down to District Representative. Yours truly, E. J. SHRIVER.

NEW YORK, April 15, 1889.

MR. PRIAL, EDITOR WHEEL:

Dear Sir—I wish to dispel one of Fenton's "fancies," as appeared in THE WHEEL March 29.

Mr. F. has evidently been misinformed, and the article mentioned is apt to create a wrong impression as regards the H. W. bowling team.

The first of the season, when the Bowling League was formed, we had an understanding with the proprietor of the alleys we bowled on to have the use of the alleys any Friday night we wanted. Before the season was over the alleys were rented to another club, they using them every Friday night. This left the H. W.'s out.

Our Captain, Mr. P., wrote the H. C. W.'s requesting that the game be rolled any Tuesday night that suited their convenience. This they refused to do. It was that date or not at all, and we were compelled to let the game go by default. We wanted then, and still want, to bowl the H. C. W. team, and, although not together as a team, we can scrape up bowling members enough to make any of the teams hustle.

By giving the above space in your paper you will oblige Yours,

C. E. FRASER, Sec'y H. W.



## LADIES BICYCLING.

DEAR EDITOR OF THE WHEEL:

In the issue of the *Bicycling World and Bulletin* for April 5, 1889, there is a letter from "Helen Grey," taking charge of the ladies' department. She has never ridden a bicycle, and seems not over enthusiastic to do so.

I register a protest right here.

It certainly does seem as if the editor might prevail on some one having some knowledge whereof she speaks to take upon herself the office.

Bicycling needs no discouragement, we all know, and any little hit tells against it.

If there were no bicyclists in Boston it might do to make a tricyclist "guide, philosopher and friend," but to have one in the guise of counselor make unfounded statements of facts of which she has no practical knowledge—well, I think it is time for a protest.

I have been amused by the crude views advanced by *future* bicyclists. If they yearn to help their fellows to a proper enjoyment of wheeling, why don't they learn a little something about it personally before doing harm instead of good? A practical bicyclist laughs over the ignorance displayed, but a would-be rider is frightened from her intention by some sibylline utterance which has no foundation in fact.

Miss Grey thinks that there must be no little expenditure of nervous force in maintaining the balance of the bicycle. Of course there is while you are learning to ride, as there would be if you were learning to ride a horse, or learning to skate or swim; but when once you know how, it becomes second nature and no drain on the nervous system whatever, I do assure all readers.

Miss Grey thinks a tricycle should rank high as a protection against dogs. I never had the luck, good or bad, to be chased by a dog, so I am much in the same situation with regard to dogs as Miss Grey is in regard to bicycles; but my theory would be that a bicycle would be lots easier to keep between one and the ravening dog, being more easily moved and light enough to be shifted according to the exigencies of the situation, whereas a tricycle leaves the rider exposed in the rear, if a handle-bar steerer, and front and rear if a side steerer, and most dogs that I know under such circumstances would probably be mean enough not to content themselves with a side attack.

By the way, I think it is on record that a bicyclist sustained an attack from a dog armed only with a simple upright, and defied the animal from behind his machine with such success that he fled ignominiously.

It is wonderful with what calm confidence absurdities are put in print about ladies bicycling, notably in the same issue in which is the letter with which I have just finished quarreling.

The statement is made that some ladies of Newton went down to try one of the new machines and in the course of the evening mastered it. Those who were persistent became good riders before the evening was over. Positively, after reading two or three of the wheeling papers, I come to the conclusion that none of the writers know anything of what they are writing; even the men seem to have temporarily lost their knowledge of the kindergarten facts of bicycling.

There are over 150 of us in Washington, and I have yet to hear of one who rode well under two or three weeks.

I am afraid I shall get the reputation of a "scrapper." I am not, but it does vex me to have women as bicyclists put in such a false and ridiculous light. There must be any number of wheelwomen who read these papers who know what they are reading is perfect trash. Why don't they come forward and help their sisters by their personal experience to a new, delightful and healthful sensation?

PSYCHE.

## LADIES BICYCLING IN THE SOUTH.

The *Wheel*, the leading cycling paper in this country, recognizing the growing importance of the subject, has been devoting much of its space of late to lady riders who have ridden both kinds of wheels. The subject has been discussed in all its bearings, but every

lady who has ridden the two-wheeler is loud in its praises, and the preponderance of evidence is on the side of the "pony," and would seem to indicate that it is only a question of time when the tricycle will be, in a measure, superseded by the later machine. One of these correspondents, who signs herself "Psyche," gives the relative merits of the wheels after this style: "I see that one correspondent, in speaking of the bicycle as compared with the tricycle, says she has no practical experience of the former in shopping or visiting, and doesn't know how it stands the comparison under those circumstances. I have tried both machines for both shopping and visiting, and find the bicycle far and away the most convenient. It is immensely easier to mount and dismount from (when once you know how), it takes so little room, and is so light that it can easily be led up on the sidewalk and put entirely out of the way of annoyance to passers-by or of damage to itself. I have used a *Cripper* tricycle, and always found it disagreeable to mount before an audience, and have never seen any one mount one with any degree of grace, while the bicycle mount is, in nine cases out of ten, very graceful and always easy. One can mount and dismount from a bicycle in a quarter of the time it takes on a tricycle, and with only a fraction, and that a very small one, of the exertion. As to the impossibility of sitting on your machine while you stop, that seems to me a blessing very thinly disguised, for it is a change of posture which unconsciously rests one. I think the difficulty of learning to mount is a good deal overrated. It seems desperately hard at first trial, but I caught the idea at my second lesson, and after a little practice I was all right." "Psyche" here gives in detail a description of three mounts, which, she says, can be learned in an hour. They are simple and graceful, and can be taught by any ordinary wheelman.—*Nashville American*.

## A NEW BICYCLE LANTERN.

The Bowers pedal lamp is the result of investigations made with the idea of producing a bicycle lantern that shall do away with the many objections raised against other lamps. The experiments were so satisfactory that an application for a patent was forwarded and granted. It is safe to say that so far as practicability and convenience are concerned it cannot be duplicated. It is fastened to either pedal by means of a neat, stiff steel spring, which grips the pedal pin in such a way that the use of tools, screws, etc., is entirely done away with.

The absolute absence of play or rattle is a marked feature. Freedom from occupancy of the hub of the wheel allows the use of a hub cyclometer, while the annoying difficulty of having the shadow of the wheel rim directly in

your path is completely obviated by having the lantern under the pedal, which consequently casts that shadow to the opposite side.

There is no uncontrollable forward and back swinging motion, but, on the contrary, the light is under perfect command of the rider, so that in going down hill, by a slight pressure of the toe, the light is thrown forward and down, just where you want it. At other times the bull's eye is nearly perpendicular.

It can be set at any angle on the pedal pin. Necessity does not require but one lantern, but by carrying two a double brilliancy is obtained. Every wheelman who has examined and tried the patent is satisfied that it will supersede all other lighting appliances.

To drivers and pedestrians the brilliancy of a revolving light is very attractive. The weight of the lamp is such that a rider would never mistrust its presence, and the steadiness of the light on the ground has a tendency to annihilate the idea that the lantern is continually revolving in a circle with the pedal.

Work is being pushed as fast as possible, and it is expected they will be ready for the trade in a very short time.

The above description is written by the inventor of the lamp, W. T. Bowers, Saco, Me.

## DO CYCLES RUN EASIEST AT NIGHT?

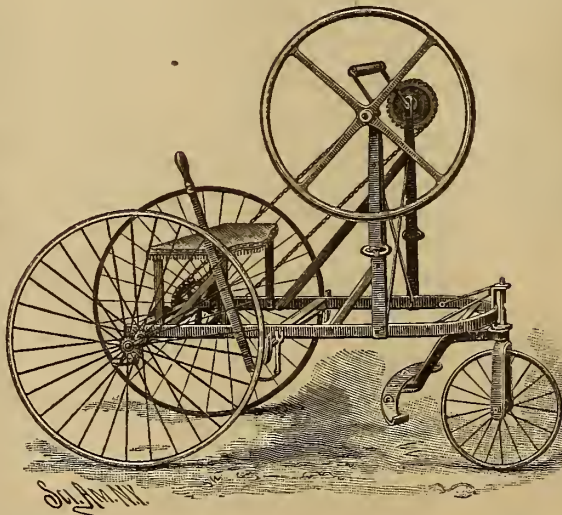
Our cyclist had an experience last Wednesday night, April 10, which tends to show that riding by night appears to be easier than riding by day. With two friends, our cyclist took a run, starting at 7.30 P. M., through Malden (one of Boston's prettiest suburbs), where Mr. G. took a bad "header." He was taken to a drug store, and in about thirty minutes came out with his wrist bound up, saying that it had been sprained.

When in Everett—half-way home—he said that he felt no pain, and was for carrying out the original programme. They turned back and rode to Maplewood, Linden, Revere, Cliftondale to Saugus. The roads were very good, and they seemed to glide rather than ride over them. On their right they could see the light-house on Egg Rock, and everything appeared to be in a drowsy state; yet the party was making ten miles an hour.

When we parted (9.50 P. M.) each said it had been a fine run—eighteen miles. Our cyclist "took in" a very steep but short hill, and it was mounted with a rush. You can imagine our cyclist's surprise next morning to hear that our friend's wristbone had been cracked, and that he would be unable to use it for three weeks; and yet, strange as it may seem, he had ridden eighteen miles in one hour and fifty minutes. It is our cyclist's opinion that the dense quiet that pervades everything and the faint light assist in seeming to make our wheels run much easier than in the strong light of day.

CONSUL.

## AN IMPROVED TRICYCLE.



A tricycle designed to be easily operated and guided is illustrated herewith, and has been patented by Mr. Patrick Gallagher, of No. 145 East Forty-second Street, New York City. It has a light but strong iron frame-work, and is propelled by means of a crank-handle mounted in arms adjustably pivoted to uprights on the frame, one of the ends of the crank-handle having a sprocket wheel connected by an endless chain with a sprocket wheel on the axle of the driving wheels, while the other end of the crank-handle has two fly-wheels to steady the motion of the machine, and so that but little exertion will be required to run it after a high degree of momentum has been obtained. By removing or adding links in the chain, and the adjustment of the arms of the crank-handle in the uprights, the machine is readily made easy of operation by persons with long or short arms. The guide wheel has its bearings in a fork having a post extending

through bracket arms, and is adapted to be readily turned by a conveniently located foot-board. The lever of a suitable braking mechanism extending up at one side of the seat, whereby the operator can readily regulate the speed of the vehicle without changing his or her position on the seat.

The machine is especially adapted for ladies, and can be used for invalids. It has a motion which will exercise the chest. It is very easily operated, and can be stopped instantly.



## CYCLING: ITS ADVANTAGES TO CLERGYMEN.

To the Editor of the Church Record:

I want to speak a word to my brother clergymen and call their attention to the great advantages which many of them are losing in not becoming riders of the bicycle. Do you realize, ye plodding pastors who tramp many weary miles in your parishes or who work in your studies till "much learning doth make you mad," that this is an age of steam, electricity, telegraphs, telephones and bicycles? All are additions to the facilities for business, communication and locomotion. You cannot neglect them without being behind the times. How any active man under fifty years of age can be content to see others ride the bicycle while he does not I cannot comprehend.

Clergymen, I know, in many cases have the financial obstacle against them. With the needs of family, books and charity, they do not feel at liberty to put their money into a bicycle. If they did but know it, they would find this a better investment than any railroad stock. I estimate that my wheel earns over 30 per cent. on its cost every year in saving of car-fare, horse hire, etc., not to speak of increased health and enjoyment.

Some, perhaps, are deterred by timidity, but there need be no trouble on that, or on their heads, either, for the excellent rear-driver safety machines can be ridden by any one after a few lessons without a single accident.

Some, perhaps, are afraid of their dignity, but this fear is quite unnecessary. There are several ministers in our neighborhood, and some hundreds throughout the country, who ride constantly without any damage to the respect in which they are held.

The fact is, a bicycle is a great addition to a clergyman's usefulness, especially if he cannot afford to keep a horse. He can visit distant parishioners more easily, hasten to the relief of the sick and poor, ride to outlying missions and save much time for his study, besides keeping up a vigorous health, which will show itself in all parts of his work.

Here, then, is a suggestion for vestries, church committees, or, perhaps, still better, members of wheel clubs. Go around your neighborhood, to the heathen as well as the Christians, and collect money enough to make your pastor a present of a bicycle. Or let the wheel be the property of the congregation, like the parsonage, for the use of the minister for the time being, as it is adjustable easily for different sizes. If any ministers to whom the gift is made are doubtful about learning to ride, I shall be happy to offer my assistance to persuade them.

As to the kind of machine, use your own judgment. I have ridden an "Expert" for several years, and have had no desire to change until lately, when I tried the new "Columbia Light Roadster Safety," which is certainly an admirable machine. However, any wheel is far better than none.

You might adopt an expedient like that of a Western church fair for a donation. Have a collection book or box labeled: "Put a dollar in the slot and see the minister ride a bicycle; see him doubling his activity in the parish; see dyspepsia, dullness and weariness left behind him; see his sermons growing more full of life and power; see the church sleepers waxing fewer and the whole parish moving on more vigorously on the minister's wheels."

You can easily raise the money if you try. I know of two parishes where this evidence of good sense was shown in making a useful present to their minister. In one, the pastor had a bicycle, which was stolen from him. The people, finding that their loss was as great as his, wisely and generously gave him another steed of steel.

Yours truly,

J. H. WATSON.

Hartford, Conn., March, 1889.

—Church Record.

## TEA-DRINKING.

A QUESTION FOR CHEMISTS AND MEDICAL MEN.

It is generally conceded that tea is a very beneficial form of refreshment for cyclists. Personally, I never feel so "fit" for a fast spin as after having a good cup of tea; and, considering the prominent place which this beverage occupies in the Saturday fixtures of the clubs, tea must be granted a foremost place in the cyclist's commissariat. As an habitual drinker of tea, both at breakfast and in the afternoon, I have sometimes tried the experiment of taking no other form of stimulant, and scarcely any other beverage, when on a long ride; but I have found it to be the case with me, as I believe it is traditionally with others, that excessive tea-drinking is injurious, although the precise point at which this mild stimulant ceases to benefit and commences to be deleterious I am unable to determine. However, there can be no doubt as to tea being an excellent refresher for quite a number of hours when a cyclist is engaged upon a long and fast ride; and what I wish to find out is whether any of

## OUR EXPERIENCED CYCLING MEDICOS

can formulate any rule as to the quantity or frequency of tea-drinking which may be considered innocuous and beneficial. I also have a suggestion which I should like to put before any of your readers skilled in the chemistry of the subject. In the "National Encyclopedia" article "Stimulants," I find the following remarks: "Tea, used moderately, seems to be wholly beneficial to the system—a great contrast to the class of alcoholic stimulants, whose pleasure is purchased at the cost of vital energy, even when they are sparingly used. Tea is found to quicken and deepen the respiration, and to make it easy, at the same time to act but slightly on the pulse, and to act more powerfully on the skin, inducing free perspiration, and hence a refreshing coolness (an effect very remarkable on hot summer afternoons). This is not due to the effect of the hot water, for it occurs also when cold tea is drunk. Tea thus promotes the transformation of food without supplying nourishment, and, consequently, should not be taken pure without food, but the common practice of adding milk and sugar to it somewhat modifies this remark, since that addition certainly brings tea within the rank of foods of a certain small value. Tea has an excellent effect upon the mind, brightening and wakening it; and occasional doses of tea will usually keep a watcher awake during a whole night quite easily. At the same time it increases muscular activity, so that Professor Tyndall has recorded that cold tea was found by him to be

## THE BEST POSSIBLE LIQUID

upon which to accomplish his arduous Alpine investigations. In both these particulars the action of tea presents a remarkable and favorable contrast to the stupefying and enervating effects of alcoholic liquors." Elsewhere in the same article it is stated that the deleterious effect of excessive tea-drinking is occasioned by the quantity of alkaloids contained in the tea; and it therefore occurs to me to ask whether this excessively alkaline beverage might not be safely taken in greater quantities if its consumption is alternated by some acid drink, or even the sucking of lemons, grapes, or oranges, so that the acid of the fruit would counteract the alkali of the tea. Should this supposition of mine be correct, the knowledge will be of great value to long-distance riders, to whom both tea and acid fruits are grateful merely by reason of their taste. On behalf of this class, I express a hope that some of the medical or chemical readers of *B. N.* will give us a few hints on the subject, with especial regard to the quantity of tea which may safely be drunk during a day's ride, the nature and quantity of acid fruits useful in counteracting the deleterious effects of the tea, and any modifications in such rules necessitated by peculiarities of food eaten during the day.—*Bicycling News.*

Chas. Schwalbach, Prospect Park Plaza, Brooklyn, has just published one of the neatest catalogues of the season. Mr. Schwalbach, as fully detailed and illustrated in the catalogue, handles the New Mail, New Mail Safety, Columbia L. R., Expert, Volunteer, Columbia Safety, Columbia Semi-Roadster, Columbia tandem, Ideal Bicycle, Pet, Juno and Crescent safeties, Central Gear tricycle, Lever tricycle, Surprise tricycle, adjustable iron velocipede; also a line of sundries, a complete stock of bicycle and tennis garments, such as caps, mitts, tights, blazers, belts, shirts, etc. Mr. Schwalbach also repairs, rents and stores wheels, and has competent riding instructors.

## DELAY IN PROCURING PARTS.

PHILADELPHIA, April 16, 1889.

EDITOR OF THE WHEEL:

Dear Sir—"Interchangeable parts" is a feature in most high-grade cycle catalogues to which the attention of intending purchasers is particularly called.

This is very commendable and extremely useful when you can get those parts promptly; but, when as your subscriber and some of his friends and others have had to wait from two to three months (the extreme case), it is very mortifying and praise of "interchangeable parts" lose their effect.

I know of one person (not the subscriber) who was so unfortunate as to break an important part of his machine and has been deprived of its use for over two months owing to the manufacturers not sending the parts promptly. In my own case it was not so bad, as I have been able to make use of my "bike," but wished the parts for my own convenience.

Of course in the busy season this may be excused, as the manufacturers seem to prefer to sell a machine instead of taking care of an old customer, but the cases cited were in the dull season.

Perhaps our cases have been unfortunate, but if others have met with the same treatment it will be well to have the manufacturers' attention called to it in your valuable paper.

KLERCY.

## A SELECTED LIST OF PATENTS.

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

Richard H. Fletcher, Socorro, N. Mex. Ter. Bicycle.

Wm. J. Fitzpatrick, South Boston, Mass. Gearing for bicycles.

Samuel A. Burns, Bridgeport, Ct. Brake. Bearing date of April 16.

"The Sewing-Machine and Cycling News," English, publishes a weekly column of American notes, captioned "Stars and Stripes," which is stolen bodily from this paper." So says THE WHEEL; but hold on there, friend WHEEL: not altogether stolen from thee. We notice various speculations from the *American Athlete* also, but our friend across the water is welcome to the same. Don't you think, friend WHEEL, that his judgment is good, if his method of showing such to be the case is bad?—*American Athlete.* [Very good. Very good.]

The funny paragraphists call W. C. Murphy, of the Kings County Wheelmen, "Bars" Murphy. No, gentlemen, "Miles" it is, though we doubt not he is as clever at bars as he is at miles.

The Manhattan Bicycle Club, at its regular monthly meeting, held last Monday, admitted five riders to membership—E. N. Burnett, G. A. Litchhult, W. H. Pederson, F. W. Ruhl and W. H. Liebs.

Mr. J. F. Marsters, a sporting-goods dealer on Court St., Brooklyn, near the City Hall, is starting a bicycling department. Mr. Marsters' store is not near the riding district, but is in the heart of the shopping district, and he should do well.

Messrs. Schoverling, Daly & Gales report a large business in new Mails. The firm has just issued a new catalogue descriptive of the following wheels, for which they are agents: New Mail Light Roadster, New Mail Safety, American Ideal bicycle, American Ideal Rambler, "Vineyard" bicycle, the "Pet" boys' and girls' Safety, the "Junior" boys' Safety, the "Gem" tricycle and a line of sundries.

The Gormully & Jeffery Manufacturing Company publish twelve pages of their new catalogue in the advertising pages of this number.

William Halpin & Co., who are general Eastern agents for the St. Nicholas Manufacturing Company's goods, report large sales of their National safeties. These safeties are good machines, and are sold at a reasonable price. They are made in two styles, one for gentlemen and one for ladies. Agents are wanted in every city in the East to sell these wheels.

THE arrangements for the 25-mile handicap road race, to be held May 30, on the Irvington-Milburn course, are being rapidly completed. Many members of the trade have responded to the appeal for prizes, and the success of the race is now assured. A meeting of representatives of various clubs will be held next week, and sub-committees will be appointed. The conditions of the race and an entry blank will be published in next week's WHEEL.

"Elm City" writes to *Bicycling World*: "What has become of the Le Four Brothers, who started up the Amazon River? I have been awaiting news of them for some time." To which [Ed.] parenthetically remarks that Para must have proved too attractive for them. This will not do! *Bi. World* sends out two innocent young men for a bicycle ride up the Amazon. The young men have not since been heard from. What has become of them? Were they murdered? or did they read one of those 3,471½ circulation editorials and die? Produce them, *Bi. World*!



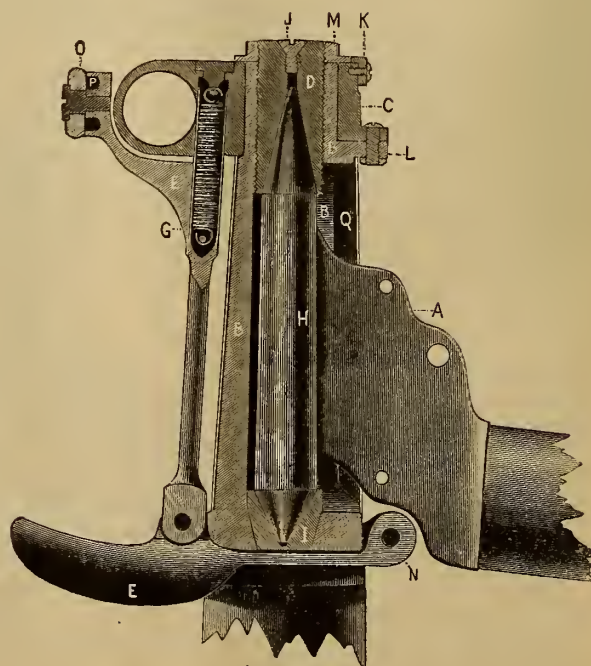
# Warwick Perfection Wheels.



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



WARWICK PERFECTION ORDINARY. Price, \$125.00.



Neck, Head, Brake, etc.

[Adv.]



## WHEEL GOSSIP.

The Bay City wheelmen will hold a race meet on April 30.

Messrs. Lucas & Sons, manufacturers of the "King of the Road" lamps, will shortly enlarge their premises.

The Rhode Island wheelmen will give a grand bicycle and athletic tournament at Narragansett Park on Decoration Day, May 30. A special feature of the event will be the two-mile L. A. W. championship race. Entries close May 25.

The Coventry Machinists' Co., Limited, have four branch offices—at Boston, London, Manchester and Paris. Their London offices, at Holborn Viaduct, were established in 1880. The "Swift No. 3" has been the best seller so far this year. The demand for Ladies' Safeties abroad has been very small. In England a lady must have a guarantee that she will be taught to ride without cost before she will purchase a bicycle.

W. J. Corcoran, who is at present training Yale's racing men for the Intercollegiate Games, will locate in New York about June 1. Mr. Corcoran has trained Crist, Hendee, and many crack racing men, and will make a specialty of preparing men for the path. We have no trainer in New York who makes a specialty of training cyclists, and if Mr. Corcoran locates at a good track our racing men could vastly improve their form by placing themselves under his mentorship.

The Brooklyn Standard awards high praise to Mrs. Grace Clark, who impersonated Mrs. Nettletop in the sketch, "How She Loved Him," presented April 10 at the Brooklyn Academy of Music by the Gilbert Amateur Dramatic Society. Mrs. Clark is prominently identified with wheeling in Brooklyn. She is the wife of Mr. W. J. Clark, Chairman of the Entertainment Committee of the Long Island Wheelmen, whose members and guests have often been entertained by Mrs. Clark's readings.

We alluded some time back to the new "Keen" ball pedal, which was invented by the "old hoss" and manufactured by William Bown. It has since been tried by a number of practical riders, and our original opinion that it was a real good thing is confirmed. It is practically impossible to slip this pedal, and the advantage in getting over the dead centre is manifest. Splendidly turned out, as are all Mr. Bown's manufactures, the pedals can now be obtained by Londoners at Sydney Lee's salesrooms, Quality Court, Chancery Lane.—*Wheeling.*

HAPPY JACK'S LATEST.—We understand that Mr. Sydney Lee has been appointed the London representative for the new "John Keen" ball pedal, which is being manufactured to the veteran's designs by W. Bown. The pedal, we are told, is already "going" well, and amongst others Ernest Mayes, Harry Osborne, and May, of the Surrey, have expressed themselves entirely satisfied with its action, and pronounce it the best thing of the kind they have ridden with yet. Let us hope there may be "millions in it," for Happy Jack's sake.—*The Cyclist.*

## Bicycle and Athletic Goods.

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

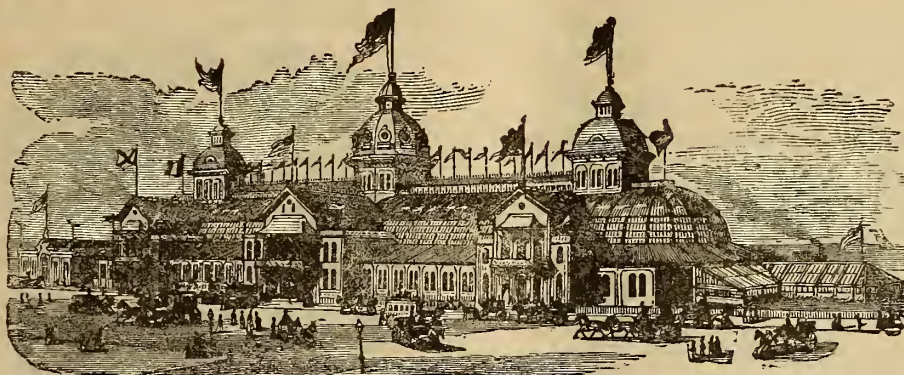
Manufacturer for the Trade and Clubs.

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

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

Our prices are very reasonable. Address  
KINGSTON KNITTING CO.,  
27 KINGSTON ST., BOSTON.  
CORRESPONDENCE SOLICITED.

## CHICAGO EXPOSITION BUILDING.



The Chicago Exposition Building, in which the coming exhibit and tournament in that city are to be held, is by all means the finest structure for the purpose in the world. It is the largest roofed area in the world without interior supports, even the mighty Agricultural Hall in London being almost insignificant in comparison. In length it is 1,000 feet; in width, 240 feet, and in height, to the base of the flag-staff, 160 feet. The location of this leviathan is one of its principal charms. It stands on the lake front, 100 yards from the starting-point of the great Pullman road-race. To the south lies Michigan Avenue, a magnificent boulevard for upward of a dozen miles directly south; to the north lie the approaches to Dearborn Avenue, an asphalt road three miles in length, and the Lake Shore Drive, another famous boulevard, connecting the city with Lincoln Park; to the west is Jackson Street, the most popular of West Side routes, running to Garfield, Humboldt and Douglas parks. The City Hall, all principal hotels, theatres and railroad depots are within ten minutes' walk of the building, which, in addition to being the largest, is doubtless the most centrally located in America.

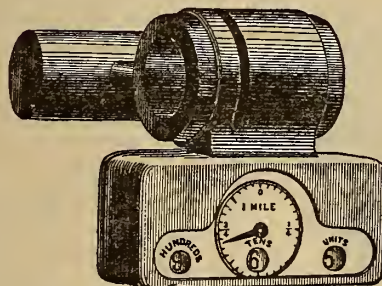
Around the inside runs a gallery, varying from 12 to 30 feet in width. It is over 500 yards in circumference, and on it several records were made four or five years ago. Several riders, including Phil Hammel, who was reinstated by the L. A. W. Racing Board, and Senator Morgan, are now training there. The tracks, of course, will be laid on the main floor—one for amateurs and one for professionals.

Percy Furnivall has entered for the English heavy weight boxing championships, as a member of the St. Bartholomew's Hospital Athletic Club.

The Brooklyn Club admitted eleven new members at their annual meeting, among them Walter Sinn, of the Brooklyn Park Theatre.

## All the Accepted Road Records

PATENTED FEB. 15, 1887.



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

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

## Butcher Spoke Cyclometer

FOR

## ORDINARY BICYCLES.

*Not suitable for Safeties.*

Sent free by mail on receipt of

PRICE, - - - - \$5.00

## Butcher Cyclometer.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

338 Washington Street,  
BOSTON, MASS

Mention this paper.

## Official Tailors and Outfitters.

CITIZENS' BICYCLE CLUB, NEW YORK BICYCLE CLUB, LONG ISLAND WHEELMEN,  
DENVER RAMBLERS,  
HUDSON COUNTY WHEELMEN,  
HARLEM WHEELMEN,  
WAPPINGER'S FALLS WHEELMEN  
ROSELLE RAMBLERS,

**Deylin & Co.**

HUNTINGTON BICYCLE CLUB,  
YONKERS BICYCLE CLUB,  
ST. PAUL'S SCHOOL BIC. CLUB,  
COLLEGE OF THE CITY OF NEW  
YORK BICYCLE CLUB.

REMOVED TO

Broadway and Chambers Street, Stewart Building,  
NEW YORK.

Manufacturers of

Bicycle, Tennis, Yachting and Tourists' Suits, Caps, Stockings, Shoes, etc.



**DON'T**

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

LINCOLN HOLLAND & CO.,  
Worcester, Mass.

**BALTIMORE AND OHIO R. R.**

COMPLETE SERVICE OF  
**Fast Express Trains**

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

*Pullman's Cars on all Trains.*

OFFICES:

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

Boston—211 Washington Street.

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

**HOWARD A. SMITH & CO.,**

ORATON HALL, NEWARK, N. J.

**Everything in the Cycle Line,**

And Catalogue ready for mailing. Send for one.

**SECOND-HAND MACHINES**  
OF ALL MAKES AND SIZES.

Call and inspect at once or send for list.

**The Cyclor and Tourist,**

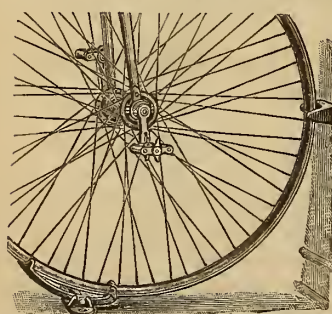
An Illustrated Monthly Magazine, devoted to out-door recreation, adventure and travel. Only \$1 a year. Address **The Cyclor and Tourist Pub. Co., Stamford, Conn.**

**WANTED!**

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

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

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



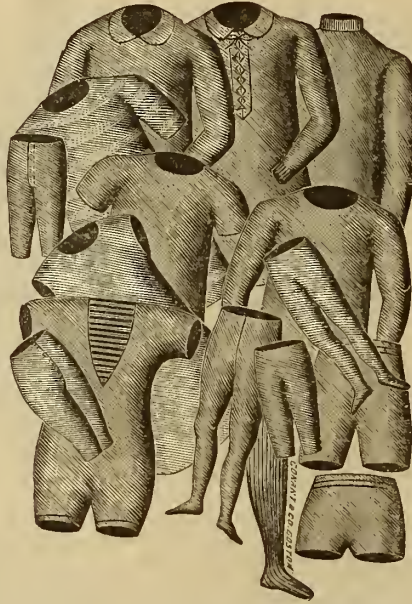
THE  
**BUFFALO  
BICYCLE  
STAND**  
For Club Houses  
and Dealers'  
Warehouses.

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

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

Price 50 Cents.

**E. N. BOWEN, 585 Main Street,**  
BUFFALO, N. Y.

**HOLMES & CO.**

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

**Jersey-Fitting Garments**

FOR

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

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



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

**Best and most satis-  
factory Supporter  
made.**

Let every Sportsman try it.

**Price, \$1.00.**

Will send by mail on receipt  
of price.

Send size of Waist and Hip.

**Holmes' Thigh Stocking.**

The attention of the Wheelmen and the trade is kindly called to our new Thigh Stocking. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that it is the best thing that has been

made for holding the stocking in position. They are Ribbed, Jersey-Fitting and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect, as represented in the cut, and there is no better made or better fitting stocking in the market. The part above the stocking for holding it in position is made of cotton, and comes up and fastens around the waist same as tights, and holds the stockings where they belong.

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

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

**HOLMES & CO.,**  
109 Kingston St. BOSTON, MASS.

**Second-Hand  
BICYCLES and TRICYCLES.**

New York Bicycle Co.,

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

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

**KEY TO DESCRIPTION.**

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

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

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

No.	Size.	Name.	Cost.	Price.	Fin.	Bgs.	Cutn.
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,	105 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.,	105 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	105 00	4	1	1
552	52	New Mail,	137 50	100 00	4	1	1
553	52	Singer Matchless,	130 00	70 00	4	1	2
555	42	Otto Special,	40 00	12 00	6	4	8
557	—	Boy's Rover Safety,	35 00	35 00	7	4	1
558	—	Col. Lt. Rdstr. Tke.,	160 00	125 00	4	1	1
559	50	British Challenge,	135 00	25 00	3	1	9
561	52	Rudge Lt. Roadster,	137 50	85 00	4	1	1
563	50	N. Rapid Lt. Rdstr.,	130 00	80 00	4	1	5
564	—	Rudge Humber Tdm.,	250 00	120 00	4	1	3
565	54	Columbia Standard,	110 00	40 00	3	3	5
566	54	Columbia Expert,	135 00	78 00	1	1	2
567	52	Columbia Expert,	125 50	55 00	3	1	4
572	48	Columbia Tandem,	250 00	105 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. Roadster,	132 50	115 00	4	1	1
582	52	Special Club,	150 00	90 00	1	1	1
583	—	Quadrant Tndm. No. 15	250 00	190 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	58	Special Pony Star,	135 00	65 00	3	Ball	1
590	56	Victor Lt. Roadster,	132 50	100 00	4	1	1
591	56	New Rapid Safety,	135 00	80 00	4	1	5
592	—	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.

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