

# THE WHEEL

—AND—

## CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

Subscription Price, - - - \$1.00 a year.  
 Foreign Subscriptions, - - - 6s. a year.  
 Single Copies, - - - - 5 Cents.

Newsdealers may order through AM. NEWS Co.

All copy should be received by Monday.  
 Telegraphic news received till Wednesday noon.

Advertising rates on Application.

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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.

### League Meet, 1889.

It is more than probable that the 1889 meet will be held at Hagerstown, Md., on July 2, 3 and 4, although the date may be changed to earlier in the year. A Baltimore cyclist, who is as well informed on current cycling news as any man in Maryland, and who is in a position to know how the cat will jump, writes us a personal letter, which we take the liberty of publishing. The letter explains why Baltimore men do not think kindly of holding the meet in their city, and why the selection of some other place would insure greater interest and success. He tells us that the Maryland Division has already forwarded an invitation to the Executive Committee, L. A. W., to hold the meet at Hagerstown, summarizes some of the advantages of this southern city and assures us that there are men of ability who will take hold and make the meet a success. The only drawback we can see is that the weather would be most uncomfortably hot at that time of the year.

"Your note received, and I reply at once. I am thoroughly satisfied that there would be no possible chance of an invitation going from Baltimore for the League meet this year, for, while it is generally conceded that it has helped the cause here, no one would be found willing to do the work again this year. Besides, it could not be made so successful as last year for various reasons. The number of visitors would be less, because few men would care to go to the same place two years in succession. When the average rider spends much money for a trip or vacation he either wants to see something new or go through some section that offers better riding than his home district. Our roads are only fair, hence Baltimore would offer neither of these attractions to those who came last year.

"Less work would also be done by our local wheelmen, because the lack of novelty of a second meet would naturally mean lack of enthusiasm. After all, it is enthusiasm, more than anything else, that induces men to go in

for a lot of hard work and worry when they have nothing to gain personally. This roughly and hastily expresses my ideas so far as Balto is concerned.

"But there has recently developed a new factor in the case which has altered everything, and the Maryland Division, L. A. W., has already forwarded an invitation to the Executive Committee of the League to hold the annual meet on July 2, 3 and 4 at Hagerstown.

"A decided change of front, you will doubtless think, but the Hagerstown Club were getting up quite an elaborate three-days' meet, and are very anxious for this Division to give them a chance at managing a League meet, so our board of officers has sent the invitation as above. There is plenty of local talent, energy and enthusiasm in Hagerstown to make a success of it if the League wants to go there, ample hotel accommodations and one of the finest riding districts in this country. Within a radius of twenty-five miles there are several hundred miles of perfect pikes over beautiful rolling country. Close by are the Potomac river, Blue Ridge mountains, several battlefields of the late war and many places of general interest. In fact, a meet of an entirely different character can be arranged that should please wheelmen generally.

"If the invitation is accepted the Hagerstown boys will shoulder the work at once, and at the same time receive considerable assistance and advice from those here who have had experience and who will have the time to help.

"BALTIMORE, April 22."

### Important to Racing Cyclists.

An important clause in the new L. A. W. Racing Rules reads as follows:

Any *cycle* club will be allowed, under the special sanction of this board, to pay the entrance fees and reasonable travelling expenses of a member whom they may desire to represent them upon the path; but without this special sanction no competitor in amateur events shall accept from his own club, or from a club promoting sports at which he competes, any payment for his expenses under penalty of suspension from the track for a time at the discretion of the board.

The old rule—the famous Rule H—prohibited payment of expenses, and the new rule, as quoted above, was substituted in a liberal spirit. The restricting clause, compelling clubs desiring to pay competing members' expenses, to apply to the board for special sanction, was introduced as a safeguard, largely to prevent manufacturers—so we are officially told—from forming clubs among their employees and maintaining representatives on the path.

The new rule is excellent, but seems to have caused some commotion among racing men whose expenses are paid by athletic clubs. Here is an example. Jones belongs to the Elizabeth Wheelmen, but is also a member of the New Jersey Athletic Club, which he represents on the race path, and which pays his entrance fees and, perhaps, his expenses. His friends claim that as the rule does not permit athletic clubs to apply for permission to pay expenses, that when he competes in a cycling event for the club, and accepts his entrance fees and travelling expenses, that he not only loses his standing, but also forfeits his membership in his bicycle club. As we understand it, such a claim is absurd. Jones represents an athletic club. According to the rules governing athletics, which are recognized by the Racing Board, Jones may compete for an athletic club and may have his expenses paid without losing his amateur status, and he must be considered

an amateur both by the athletic and cycling path legislators.

The rule should be amended as follows: "Cyclists representing athletic clubs on the path may accept such expenses as are allowed by the athletic rules without the club they represent obtaining the special sanction of the Racing Board."

### A LADIES' TOUR ALONG THE HUDSON.

We have been asked time and again, "Why not boom a ladies' tour along the Hudson?" We thought the scheme a good one, and last year made some private inquiry to discover how much interest would be taken in such a tour. We have every reason to believe that such a tour, properly planned and projected, would give pleasure to a large number of cyclists. The only bad stretch of road on the route could be avoided by training from Tarrytown to Garrisons.

The New York Press is responsible for the following: "There are rumors of an approaching consolidation of ten of the most prominent city wheel clubs, which, if accomplished, will result in an extremely powerful wheel organization appearing in club circles."—*Bicycling World*.

We can't trace the rumors to anything very substantial. It is true that some wheelmen think that the cyclists of New York should combine forces and locate in a central and convenient part of the city a magnificently appointed club house, which should be in the wheeling world what the New York Athletic Club house is in the athletic world. The plan has never been seriously considered. The Citizens have a nice house, are neither dead nor dying and just come out occasionally to show the world that they still retain their grip and have not lost the knack of giving perfect entertainments. The New Yorks have a splendid house on West End Avenue, and their revenue equals their expenditure, while their membership steadily increases. The New York Club is not dead, but very much alive, both on the road and at home. The Manhattan Club, which has grown faster than any club ever established in New York, have a fine club house, second only to the New Yorks, and are easily able to pay their way. They are very active, almost every member of the club taking a personal interest in its welfare. The Riverside Wheelmen have just rented larger quarters and seem in clover. The Harlem Wheelmen's club life is at a low ebb, but it is kept alive principally through the exertions of a few of the members. It is the only club which might consolidate with advantage to the members, but it is doubtful if they have ever seriously considered the question.

MR. E. K. AUSTIN has resigned all active work in cycling organizations. Mr. Austin has long been identified with cycling in Brooklyn. He was one of the pioneer members of the Kings County Wheelmen, and devoted much of his time to the advancement of his club. He was also identified with the League and the Long Island Cyclists' Union. As Secretary-Treasurer of the New York State Division he was eminently satisfactory, his office being conducted on sound business principles. Mr. Austin was capable of a deal of hard work, and this quality, combined with good reasoning power, made him a valuable committeeman. His retirement will be regretted by a large number of cyclists. But matrimony, business and the rest of it—they all get there and then good-bye cycling.



WE recorded, with gusto, in last week's WHEEL, the removal of the three posts which a crusty cyclophobian had planted on the side-path of the road leading from Brooklyn to Bath and which largely interfered with the pleasure of Brooklyn wheelmen, with whom this route is a favorite. We are now pained to note that three iron posts have been planted on the path. The determination of this aged couple is masterful—it is Napoleonic. We say aged couple because we feel that they are a soured couple; so many people sour with age. Fate is often unkind to them and they are left old, childless and churlish. They are not to be blamed. The wheelmen should leave this old couple severely alone. The Cyclists' Union should have the authorities remove the posts and instruct the aged couple as to the right and wrong of the thing.

THE Massachusetts roads improvement bill has been defeated. The State Division, led on by the invincible and eloquent "Doc" Emery, made every effort to have the bill passed. Had the bill been carefully considered its merits would have helped it through, but a strong feeling prevailed that the new street-superintendent system ought to be given at least a year's trial, which killed the bill for the present. The latter system is a great concession, however. The roads of each township are now under the care of a superintendent, which is much better than the old system of highway surveyors. Had the Highway Commissioners' bill been passed Massachusetts would have had an almost perfect system of roads. The wheelmen are still fighting for the good cause, and a new bill will be introduced next year.

THE suggestion that wheelmen take part in one of the Centennial parades has not been received with much favor among New York wheelmen. To be sure, there are a few who are anxious to parade, but the large majority know that riding is impossible, and they see the absurdity of a walking delegation of wheelmen. We feel certain that no cyclist will ride in the parade, and it is very probable that none will walk.

#### 'RAH FOR MOTT AND MARYLAND.

EDITOR OF THE WHEEL:

BALTIMORE, MD., April 24, 1889.

Dear Sir—It was a very graceful act in President Luscomb to suggest to the Maryland Division, in connection with the question of the Annual League Meet, "that extensive and expensive entertainment be done away with." It is noticed, however, that it has furnished a text for a few writers from this division, to preach a sermon on economy, and it is feared the false impression may get abroad that the Maryland Division, while inviting the fraternity to partake of its hospitality, really has not much, if any, hospitality to offer. Economy is an excellent thing in its place, but it has no place now, nor never had, at Maryland's hospitable table. Maryland's guests never yet felt a sense of being unwelcome, or of grudging hospitality in the host, and they never will. Any wheelman who takes a seat at our board July 2, 3 and 4, will experience the good old lang syne with no modern innovations.

To the few members of the Maryland Division who are discussing in public the question of economy in Annual League Meets, and who in the main are right enough in their deductions, it is suggested that this is not the proper time, and they are urged to desist for the present for reasons that will be apparent on reflection. The State Board of Officers will see that the division finances do not suffer; there shall be no unwilling strain on the pockets of the cyclists of the division, and the personal service of any cyclist who

assists in preparing to entertain our guests shall be only those who volunteer to do so, and that cheerfully. In view of all this, members are asked not to embarrass the workers by putting in "cold print" personal opinions, however worthy, which have a tendency to give our guests the impression that our hospitality will not be bountiful or that it is grudgingly offered. To entertain the League is a privilege, not a task.

To the members of the L. A. W. it may be said simply, "this is the same old Maryland that had you for guests in eighty-eight," and they will know what that implies for eighty-nine.

Respectfully and truly yours,

ALBERT MOTT,

C. C. Md. Div. L. A. W.

[This letter has the right ring. When hospitality comes in at the door, economy flies out at the window.—Ed.]

#### NEW YORK CLUB NOTES.

Geo. M. Nisbett, and W. E. Findley, New York Bicycle Club, will start from the Franklin House, Tarrytown, next Monday, April 28, at 2 P. M., to make a tandem bicycle record from Tarrytown to Fifty-ninth Street and Boulevard, New York; route, Kingsbridge Road. The bicycle record is 1h. 59m., held by Philip Fontaine, Citizen B. C. Messrs. Nisbett & Findley will be grateful for any assistance rendered them in the way of pace-making. They will ride a Psycho Tandem.

H. E. Cleveland, N. Y. B. C., is in San Francisco. A. L. Smith, N. Y. B. C., started for Frisco last week. Mr. C. E. Bentley and Chas. Von Dorp sailed for England last Wednesday.

The New York Club are organizing a baseball nine. B. G. Sanford (Manhattan A. C.) will probably pitch for them.

The mileage medals for 1888 will be awarded at the annual meeting, May 6, 1889.

E. J. Shriver has been appointed chairman of the Rules and Regulation Committee, L. A. W.

The President has at last purchased a new wheel—a Sparkbrook. The scorches had better look to their laurels now.

Mrs. E. J. Shriver is a convert to the bicycle, and is practicing daily.

At the monthly meeting of the club to be held on May 1 a fifty-three-inch New Mail Bicycle will be raffled for. Chances, \$1.25.

The club will probably enter G. M. Nisbett in the 25-mile race at Irvington on Decoration Day.

W. E. Findley has entered for the 3-mile race at Fleetwood on Saturday, 27.

W. C. Heydecker will appear on the track this season. If he rides as well as he bowls no one in New York will be able to approach him.

#### PHILADELPHIA.

Glorious weather! What more could a wheelman desire? Judging from the number that were met on Good Friday, Easter Sunday and Monday, the wheelmen of this vicinity could wish for nothing better. Particularly noticeable on Good Friday was the large number of ladies who were cycling. They were mounted, for the most part, on tricycles, but quite a number have already mastered the neat and trim-looking two-wheeler. It is really astonishing what a large number of Philadelphia ladies find exercise and pleasure in wheeling, yet I venture to predict that by the end of the year the number will be doubled. Those who have an idea that a lady mounted on a bicycle looks vulgar and ungraceful need only one glance to satisfy themselves that such is not the case—indeed, quite the contrary.

A petition is being extensively circulated among the wheelmen for signatures praying the Philadelphia and Reading Railroad to abolish the charge for the transportation of wheels. Of course it is impossible to tell what the outcome will be, but it seems to me that the formidable array of signatures that is being obtained should carry some weight, even with a grasping monopoly.

Another Philadelphia record taken! Not a road record nor a mileage record, not even a record for making the fastest mile, but a record for the largest number of membership propositions in one month. Thirty-two is the number. Thirty-two propositions have been received by the Century Wheelmen during April. The boom has struck them at last, and if it continues it won't be long before the roll will foot up to the much-desired 200. It seems as though its new house was a tremendous success.

A fifty-mile road race between teams made up of city clubs is on the tapis. There is some excellent road-racing material in Philadelphia, which needs only a little development, and a race of this sort is just the thing to show who are the best men.

The Century Wheelmen have followed the example of the Pennsylvanians by paying toll on the Montgomery Avenue by the year. This is an excellent arrangement, saving a great deal financially and otherwise—otherwise in this case meaning getting off your wheel and fishing for loose change, while the scorches whirl past shouting back that they will wait you about five miles further on, while you have the pleasure of footing the bill.

What has become of the Decoration Day scheme? Hope it has not fallen through.

The "Great New York Century Run" is receiving generous support at this end, a great many names having already been signed to the official slips and posted in the club houses.

Some fellows are wondering and guessing who "Argus" can be. Well, I may as well tell you: He is ARGUS. Philadelphia, April 23.

#### BROOKLYN NEWS.

Easter Sunday was a most delightful day overhead, but a trifle muddy for riding. However, as Brooklyn wheelmen are noted for their indifference to the condition of the roads while there is a clear sky overhead, the most enthusiastic riders of the three clubs were out on the road and in the park, while the majority of the clubmen dressed themselves in their new spring outfits, and hid them to their respective churches. I am told that the park looked almost deserted by the wheelmen that morning, which, to say the least, was little short of a miracle for such a beautiful morning.

I spoke in last week's letter of a party of wheelmen who removed some posts which were planted on the sidepath leading to Bath. The path is now obstructed by three iron posts, which are anchored and almost immovable.

The Cyclists' Union of Long Island will now take the matter in hand and ask the authorities of that township to decide the rights of the wheelmen. We all sincerely hope that the rights of the case may be proved on our side, for the double purpose of safety and comfort while riding that way, and for the satisfaction of obtaining a victory over the narrow-minded couple who live there, for of all the unpleasant and disagreeable people it has been my misfortune to meet during life these two are, without exception, the worst.

The Cyclists' Union have issued their membership tickets, which bear the fac-simile of the union badge. It is a design quite odd and appropriate, and although I have not seen one of the badges I should imagine they might present quite a unique appearance. The secretary published in last week's WHEEL a list of forty-one new members, of which thirty-seven were from the B. B. C. What is the matter with the K. C. W. and L. I. W.?

Schoefer and Class, B. B. C., will ride in several of the events at the Harvard race meet, which is to be held at Holmes' Fields, Cambridge, on May 11. They appear to be confident of bringing to Brooklyn some of the numerous prizes offered by the managers of the meet.

In a letter from Macon, Ga., of last week I notice that the people and authorities of that part of the Sunny South are certainly up to the times on the road improvement question. The outlook as pictured by the Macon correspondent is specially fine, and we congratulate our Macon friends on their good luck.

The new road officers of the Brooklyn Bicycle Club have changed the usual mode of awarding mileage medals in that club for the coming year by offering a bronze medal for 1,000 miles and an extra bar attached for each additional 1,000 miles. They will also give a gold medal to the member making the highest mileage for the year, and a silver medal to the member holding the next highest record. They are to have a one-mile novice and a one-mile handicap (championship) race, and a five-mile handicap road race (time limit). In each race a gold medal is offered to first and a silver medal to second. ATOL.

Brooklyn, April 23.

#### CONNECTICUTTINGS.

Stamford begins to feel the usual spring awakening in cycling lines, and some new mounts have been bought, among them a Facile, by Mr. G. W. Southwick, who will be a Leaguer and subscriber to the leading "WHEELING" paper as well. Let the good work go on. *Vive la bicyclette!*

Nettled somewhat by the eagle's scream of late, cyclist Thos. Cumming, of the prettiest Sound View Point in this section, repeatedly climbed Put's Hill, near Greenwich, and is ready for other fields to win. He rides Colonel Pope's Light Roadster Safety, and is very satisfactorily mounted.

The New Canaan Messenger has lately established a cycling column, as might have been expected since Editor Kirk and son both became wheel devotees. The quiet old town has about twenty cyclers now, and is pushing right along at a good pace.

The "marksman" of the *Cycler and Tourist* staff, recently shot five times at a big and ferocious dog, making a clean miss each time, owing to the small size of the pistol and to excitement. He threatens to carry a revolving shot-gun after this, for where such beasts abound human life is very insecure.

During the 'winter Adams' Express Co. lost a saddle from one of our wheels in transit from Newark, and have been trying for two months to avoid paying for it. That is the usual way with big concerns, who should set us lesser lights examples.

About twenty of the New Canaan cyclers ran down here last Saturday, and in their club run enthusiasm put to shame many of our Stamford clubbies of years ago, and their visit was a reminder of our "palmy" days, when the tyro, on taking his frequent "drop," either landed on his head, back, or "palms"—hence "palmy days!" But the safeties have done away with all of that, and we who still ride enjoy it more than in the old times, for there are those among us who do not believe that the whole of cycling is to be up in the air and make a display.

The fair, late April days are bringing out the flowers and verdure, the birds and bees, and the roads, so long rough, are getting into fine order. Some of our about Stamford and Sound Beach have been graveled, and we shall have delight on them this season more than ever. Tourists will find the old post road much improved in many places, and we hope road-bettering throughout the country will progress as never before.

Touring cyclers are fraternally invited to call at the *Cycler and Tourist* rooms, 175 Main Street, Stamford, where we shall be glad to assist them in any way possible. The latch string protrudes. STAMSON.

Mr. W. L. Yost, late of the Springfield Bicycle Mfg. Co., and known by all who have had dealings with him as a courteous, painstaking gentleman, has returned from Los Angeles in greatly improved health. He will wind up all his Eastern business relations and make Southern California his permanent home.



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

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

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

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

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

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

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

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

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

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## JACK'S JOTTINGS.

Some occasional correspondents to this, our unique cycling press, are continually criticizing the descriptive cycling writer, preferring the "Tommy's oil-can" scribe. To some prosaic individuals, whose love of bare, statistical productions has rendered them incapable of appreciating even the efforts of a "prosaic Poet Laureate of the fools," there is no doubt that a leisurely system of handling cycling subjects must be unendurable. To the man who, old-coated, old-piped and old-slipped, sits in his easy-chair after the labors of the day, the descriptive rambler will have more attraction. There is to him more restfulness in his style of expression, fewer monotonous or wearisome passages, fewer angles and corners, fewer abrupt places. The git-there-Eli journalist (?)—this latter word is cruelly misapplied nowadays—has little sympathy with our susceptibilities.

In the *Morning Journal* of the 19th he begins his paragraph "Poe, Poverty and Fame," and then goes on to say that the little cottage where Edgar Allen Poe lived during the years 1846 and 1847, in Fordham, was sold to William Fearing Gill, of Madison Avenue, for a very small sum. The paragraph states that in this little frame cottage Poe wrote his "Raven." "The Bells" and others of his famous poems. The reporter then goes on to include in the paragraph the sale of other real estate transfers than the cottage at sums of from \$1,700 to \$25,000. In this little cottage it was that Poe wrote his name into everlasting fame, while he and the woman he loved were in actual necessity of their daily bread. Have we no care in life for the men whose memories we cherish so proudly after death? Must we insult them after death (though denying them the cup of cold water and the crust while they are among us) by erecting expensive though perhaps vulgar stone and bronze monuments to their "memory" on our thoroughfares, in our parks or in the sanctities of Westminster? There is something to me very pathetic about this, Poe, Poverty and Fame! Bah! even the prosaic real estate reporter was aware of the injustice and neglect from which poor, sad, delirious Poe suffered. Only a madman could have written "The Raven." During his life-time, when his fond wife and golden haired little ones were clinging to their father through all the vicissitudes of misfortune, inappreciation or actual poverty, where was the Saurwein or the O'Shaunessy who would give half that amount to save that deserving, gentle family from actual starvation? None; there might have been no printed notice of the act of charity and no personal good accrue from it, and some slight pecuniary loss would be sustained by our monument subscribing parvenus, our Saurwein-O'Shaunessy. Yes, Poe, poverty and fame. Fame, but at such a terrible cost! A loving wife being denied the food which the world owed her husband. Bah, you sicken me!

And now, to keep you in mind that this is from the pen of a cycling scribe, I must tell you that Tommy has got another new oil-can and Jimmy is going to get one just like Tommy's first one. I shall keep my ears wide open for any rumor (true or otherwise) about the introduction of any newly-arrived oil-cans into our community at Bumbletown.

Well, to-day I had the pleasure of meeting the "Coaster" of Jersey City, and had quite a chat with him and "Harry" Strugnell, in the office of THE WHEEL. The talk here is of the 25-mile Milburn-Irvington race, which is going to be a good one, and which I would not miss seeing for a good deal. Barkman reports a great many entries, though half the number of 100 entries have not yet been received. But if you are going to enter, do so at once. Above all things send in accurate times made in races or speed trials during the past year, that you may win (or take a place in) the race upon merits alone. One race honestly won is worth more in the eyes of a gentleman sportsman than any number of crooked winnings. And the public find these things out "in the long run," and then! On this Milburn-Irvington course (which I have not seen) the twenty-five miles have been made in something like 1:32, so the road must be a good one. It is a macadam surface without loose stones, but has two "clipping" hills of the gradual type. Ordinaries and sateties should have about equal show on this course, if all I hear is correct.

The safety rider, like the poet, abusive critic and book-agent, *nascitur, non fit*, is born, not made. So is the rider of the ordinary.

As a rule a long, slim, clean-cut man will ride an ordinary with better satisfaction than a safety. To ride a safety well you want to be of the Whitaker build—thick of chest, strong of hip and thigh and pony-made or short-jointed. Old tricyclists, of course, make grand safety riders, as the hard training on some of the obsolete hook-and-ladder affairs has put a muscle into these men which nothing but toil can give, and which "counts" when applied to the light-running safety. W. A. Rhodes would make a regular monkey of himself on a safety, as all his fine, long leverage of limb would be thrown away. Thomas Stevens would make a grand safety rider, and could ride with a gear sufficiently high to make up for fast pedalling on account of his muscular power, but the average rider, who rides once a week, wants a gear not more than an inch or two inches higher than the diameter of the ordinary and he can ride comfortably.

The safety will suit a class of men whom the ordinary never would have tempted, and *vice versa*. They are both good. Choose the one you like, and which suits you best.

Diogenes, when he emerged nightly from his tub-dwelling, turned the searching rays of his Lucas' bullseye into all the likely places where he expected to find honest men—the Treasury Department, Tammany Hall, the Board of Aldermen, the excise and customs departments, etc.—and, finding nothing approaching that which he sought, he swapped his lamp for a bottle of Scotch whiskey, some loaf-sugar and a kettle full of boiling water, and sat down in his tub with his bare feet dangling over the sides, and drowned his sorrow in the flowing bowl. We are told there were no flies on the exterior of Diogenes. We are not the text in French?—*Il n'y a pas des mouches sur Diogenes* (There are no flies on Diogenes). But history hath not in its wondrous store evidence which proved that the old methodical madman had not them about him. And now our latter-day hunter after the good and pure and beautiful, our "Coaster," has discovered that man is not to be purified by word of mouth or word of pen, that advertisements sufficiently plain on account of their nature to call immediate attention to them are not thought by the advertisers to be sufficiently plainly delineated to rivet the eye of the casual or innocent reader, and so they have caused their merchandise to be labeled so that the reader, whether of the Adam or Eve type of humanity, may make

no possible mistakes, and can have accurate knowledge of the appearance of these wondrous structures from every vantage point except a side "view," and, perhaps, that is at this moment in the hands of the engravers. Let us have this last by all means. Shades of Comstock! but, egad, we can dispense with such "higher education." "Coaster," when I saw him yesterday, was in tears and broken in spirit. His body was bent with grief, his collar was unbuttoned and his neckwear was awry. "Be not so moved, friend Coaster," said I, as, taking advantage of the momentary burst of grief, I removed from his vest pocket a twenty-five-cent cigar, which seemed to take the gilt-edge off a purity hunter, and calmly bit the end off. "Be not so moved; the time will come when even the sombre pantaloon will encase each leg of the pirouetting compass, when even our friends of the ballet will wear Glen Urquhart check trousers with side pocket, and so drive away the bald-headed contingent from the orchestra stalls." At the words "our friends of the ballet" "Coaster" dried his tears, and smiled as he went out of the room with his hat on the back of his head, his thumbs in the arm-holes in his vest, and crooning softly. "O, we've all been there before, many a time, many a time." That is the last I saw of him, but I heard he had gone down to see the newspapers to persuade them to put the "births" and "hotel arrivals" in separate columns.

Apropos of your editorials on prison labor, and John G. Whittier's letter, which says "idleness in (and out) of prison is perilous alike to mind and body," I suggest that a committee be appointed to round up all the defunct Coventry rotaries and other obsolete cycles, and to present them to the prison authorities. There are also latter-day bicycles which, on account of their impracticability, hideousness and worthlessness, might be removed from the world of public cycling to the seclusion of prison life with appreciable benefit to "us boys."

There need be no lack of idleness, and it is certain that the men would sleep soundly at night, and records might be broken (backs and hearts also). It would be a case of the survival of the fittest. But speaking seriously, something should be done for these poor fellows, some of whom are, no doubt, suffering unjust sentences—sentences where circumstantial evidence has been pitted against their liberty, and where *c. e. won*. O, for a day when convicts can be "transported," as in the good old days of "Botany Bay," to some out-of-the-way region to form a colony by themselves, and have at least the freedom of sea and sky, of earth, and the green field and tree. These latter will influence a man for good—the Chubb or Yale lock, the fetter and prison fare and confinement between walls of plaster and stone and iron—never.

Siberia, with its wilderness, is preferable to such a life, hermetically sealed (in some instances) from the world, which has forgotten their existence.

L. A. Clarke calls the attention of the public to the fact that a correspondent from Eureka, Cal., "scorched those 10 miles in 55 minutes." Eureka! what would he have the Californian do—ride faster? Ten miles in 55 minutes from a truthful man is better than 35 (on paper) any way, and faster than the *doings* of the paper-flyer, too. I think that 10 miles in 55 minutes is *p. d. quick*. But wait till the Officially-Handicapped Scratch Liar, L. A. W., gets a chance at those 10 miles against time (and reason), and poor Eureka's record will go the way of all honest records when the fully-evolved liar gets his work in. JACK.

## BUFFALO.

Gray, black or brown, for a uniform is the question which is still bothering the Ramblers. At the next meeting the matter will come to a focus, and black will probably be selected. It took the Buffalos just one year to decide upon their present uniform, and now a movement for another change has made its appearance. But the women's wheel club, composed of twenty-two members, is having the most interesting discussion on this momentous question. There are just twenty-two preferences, and the outlook for a choice is too far distant to be thought of. There appears to be a majority in favor of dark green as second choice, but each one still holds to her first preference.

One dealer reports having sold fifty-four safeties to five ordinaries. The dwarfs are selling with a rapidity that is surprising. While I was in a down town store the other day the agent sold three safeties to middle aged men in less than fifteen minutes. This will show how active the trade is, and especially illustrates how the bicycling ranks are being increased by the addition of men well along in life.

Buffalo can boast of at least twelve lady bicycle riders, and six of them own wheels of their own. Miss Mabel, daughter of Henry B. Ducker, was the first Buffalo girl to mount a safety, though she has been a tricycle rider for five years. Last September she commenced riding the dwarf. Her sister, Miss Eva L. Ducker, is also an expert on the two wheeler. Mrs. A. H. Stevenson, of Linwood Avenue, can well lay claim to being the best long distance lady tricycle rider in the city, as she has accomplished 100 miles in one day.

The Zig-Zags are doing some great hustling this season. The club has had three out of town runs thus far this season, while the other clubs have not ventured out of the city limits.

Many wheelmen are anxiously waiting for the Warwick to make its appearance. Many orders have been given, but no wheels have arrived. Unless the Warwick company fills the orders within a few days, many of them will be countermanded.

The Ramblers are considering the advisability of holding an annual tournament, commencing with this year. The matter is being actively agitated, and the indications are that commencing with the one proposed to be held this fall, the Ramblers will yearly give a race meet that will equal those of Springfield and Lynn in their palmy days. The membership of the club is now 107, and the end of the year will see at least 150. The Ramblers have shown a progressive and active spirit which will ere long, unless the other wheel organizations bestir themselves, make the club the foremost one of the city.

The *Whip*, the new athletic paper, has made its appearance, and for a first number makes a very creditable showing. It is ably edited by "Pendragon," and the bicycle department is newsy and interesting.

Where, oh where, will the L. A. W. meet for 1886 be held? It has been suggested by local men that the Ramblers entertain the League this year, but nothing has been definitely decided upon by the club in regard to the invitation. Zo.

## ST. LOUIS.

A meeting in the interest of the new track association was held at the Missouri club house last Monday night. Both clubs were well represented and there was no lack of enthusiasm, although a disposition to carefully weigh both sides of the question was manifested early in the proceedings. The temporary organization was effected by the selection of President Lucas of the cycle club as chairman, and Mr. Brewster as secretary. Mr. Andrews gave a resume of the negotiations up to the time of the meeting, and after the scheme had been thoroughly discussed in all its bearings, the conclusion was reached that the number of subscriptions already pledged rendered the project a feasible one, and the permanent organization was then proceeded with. It is to be called the St. Louis Bicycle Track Association, and will have a capital stock of \$2,000, divided into 200 shares of \$10 each, half paid up. The following named officers were chosen: President, Geo. K. Andrews; Vice-President, E. N. Sanders; Secretary-Treasurer, W. M. Brewster; Board of Directors, E. A. Smith, Will. Brown, E. L. Mockler, W. A. Todd and the President, *ex-officio*. The hardest kind of an effort is going to be made to get the track built in time for the Stone-Lumsden race. To persons familiar with the building and management of bicycle tracks, the amount of money which this association has seems ridiculously small, and it would be if the intention was to build a permanent track and equip grounds, but these grounds are already equipped with everything excepting the track, and owing to the uncertain tenure of our lease it would be folly to spend any great amount of money in building a track which we may not be able to use longer than this summer.

Concerning the parade of the 30th inst., the committee has decided that the bicycles would be out of place in the day procession with the pedestrians, and have made overtures to the wheelmen for an illuminated parade at night. They propose to contribute \$400 towards paying the necessary expenses, provided a sufficiently large turn out is guaranteed. It is doubtful, however, if the matter can be arranged at this late date, especially as we have no workers to take the places of the indefatigable Stettinius and the mercurial Hicks. The latter is abroad, or was when last heard from, and the former has other matters, more important than illuminated parades to engage his attention. The bulk of the work would necessarily fall on Presidents Andrews and Lucas, and while both of them are qualified in every way to carry the scheme through, it is doubtful if either of them could devote the time required without detriment to his business affairs. It is a pity that the matter was not brought up sooner, for a parade such as was given three years ago would help our cause with the business community immensely.

Captain Lewis had thirteen men out for his moonlight run last Saturday, and eight of them went through to the county line the next day. The cycle club went to Belleville and report the roads bad.

The *Spectator* announces that Sam Miles, manager of the Chicago Cycling Exhibit and Tournament, will be here next Sunday and Monday in the interest of that enterprise. He is to meet the racing men at the Missouri's club house Sunday afternoon. Hodgen, Stone and perhaps two or three others will enter. Lewis, Smith and Barnard will be in Garden's Pullman road race.

The two clubs have organized base ball nines, and the first contest will take place next Sunday morning. The Cycle boys got the better of the Missourians in the foot ball games last winter, and the latter now propose to get even. THURIEL.

## FENTON'S FANCIES.

The axe has fallen after a delay of weeks, and Jack the executioner is proudly standing with the gory weapon in his hand, upon the body of his latest victim. But the vital spark still feebly scintillates and the trembling hand can still move the pen. When I ventured to criticize Jack, I wrote in good faith and without the slightest intention of personal rudeness. But our friend is by no means so kind to me. Being super-sensitive to criticism, as he has often proved himself to be in the past, he makes a very weak attempt to explain the use of some words to which I took exception, and then takes up invective as a sure means of demolishing me.

According to Jack it is a crime to be young. So be it. But for that reason, should I refrain from writing a criticism of what I don't like, because the author happens to be my senior in point of age? Hardly! He, in a very gentlemanly way calls me a "mannikin." The conclusion which must be drawn is that in the literary "dime-museum" Jack would pose among the freaks as the "babonic giant," while I would appear as the "Fentonian mannikin." There is no danger of his assuming the latter role, for he is too well qualified for the former position. Jack evidently would make a fine Falstaff, for some of the lines allotted to that character are eminently fitting for his utterance as the aged and sapient cycling writer. Changing the names of the characters let us take the following from King Henry IV.

Jack.—I am old, I am old.  
The Reading Public.—I love thee better than I love e'er a scurvy young boy of them all.

I see the Sheehan boys flying round the park on a tandem safety every now and then, and their mileage should be piling up in proportion. But take it all in all the tandem safety seems to be but little ridden in this city. I have had but one ride on this type of machine and found the swinging motion which it possesses somewhat trying. Perhaps a second trial may induce me to change my opinion, but for the present I am rather sceptical in regard to its success.

The new uniform of the Manhattans is a great success. It is neat and handsome and the color, though a trifle sombre, is well fitted for the purpose. At the last meeting of the New Yorks, an endeavor was made to make a slight change in the bill of dress, but was voted down by a large majority.

An informal association of members of the New Yorks meet at the club-house on Sunday evenings. They bear the striking title of "The Brannigan Club," and have a very select attendance at their gatherings at the round table. Captain McFadden is senior warden and chaplain of the organization, and among the members are Messrs. Cambreleng, Reese, Shultas, Blake, Pitman and de Goicouria. Mr. J. N. Glass and Mr. C. H. Nicholls have recently become members. FENTON.



## CYCLING AS A THERAPEUTIC AGENT.

There can be little doubt that the ingenious Frenchman who first popularised the use of the bicycle in this country conferred a great benefit upon the men of moderate means. Not that the invention of the modern "cycle" can be attributed to the genius of one man alone; the "Draisienne" in France, and the hobby-horse and velocipede in England, date back fully a century, and the use of wheeled vehicles propelled by the passenger had never fallen altogether out of use. Twenty years ago, however, the velocipede of the day, now irreverently dubbed a "bone-shaker," was a cumbersome toy, from which schoolboys and a few enthusiasts could alone extract any pleasure or amusement. The new era is not more than ten, or, at most, fifteen, years old, but within that period the bicycle and the tricycle have been brought to a state of perfection which almost appears to approach finality. The manufacture of these machines has grown to be an industry of vast proportion, employing thousands of skilled hands, and involving a large amount of capital. There is not a town, hardly a village, throughout the length and breadth of Great Britain which does not contain at least a few inhabitants who possess a "cycle." It carries the mechanic to his work, the tourist through his summer holiday, and the doctor on his daily round; tradesmen use it for delivering their goods, and newspaper proprietors for the distribution of their wares.

It is above all as a recreation that cycling has become known, but the influence which this form of exercise has upon health has not escaped the attention of medical writers. Of these the most recent is Dr. Oscar Jennings, of Paris, who, in a brightly-written pamphlet, has brought together from the writings of other medical authors, and from the pages of the newspapers and magazines devoted to cycling topics, a considerable mass of evidence. Dr. Jennings is an enthusiast, and claims not only that cycling is free from objection, but that it is curative, and in itself a perfect form of exercise. The truth probably is that as an exercise it is inferior to rowing and riding on horseback, but superior to most others. The lucky man who—to parody Swift's picture of happiness—has a river at his garden end, an extra horse to mount a friend, need not trouble himself about cycles; but to that large class who are less fortunately placed they are a great boon.

It is perhaps inevitable that persons who have no personal experience should accuse the exercise, on theoretical grounds, of producing various evils; in this way it has been said to cause varicose veins, hernia, hæmorrhoids, urethral stricture and various forms of cardiac and nervous disease. No definite evidence, however, has ever been advanced to prove those theoretical assertions. As to varicose veins, it seems to be clearly established that in those cases in which this condition is due to chronic local causes, to constipation and a sedentary life, actual benefit is derived from cycling, and that even in those cases which are due to organic visceral disease no harm is done. Dr. Jennings can find no evidence that hernia, hæmorrhoids or urethral stricture have ever been produced or aggravated. As to cardiac and nervous disease, the case is different. Race meetings and the silly craze to "break the record"—to cover a mile, or twenty miles, or the whole distance from Land's End to John o'Groats in so many seconds or minutes or hours less than the last "record-breaker"—have much to answer for. It is not difficult to understand how such exercises may cause permanent injury to the heart, neurasthenia or even organic nervous disease. No rule can be laid down, for each man's possibilities vary, and the symptoms which over-exertion will produce vary also. The commonest, probably, are some disturbance of cardiac rhythm (usually intermittence), insomnia and loss of appetite. If the cyclist persists in performing journeys which produce such symptoms he must expect to suffer, and cannot fairly blame the form of exercise because he has chosen to indulge in it.

Cycling as a therapeutic agent has a considerable future; it ought not to be taken up at too early an age; the so-called "bicycle back"—round, stooping shoulders—is particularly liable to be produced in a growing lad who uses the bicycle too much; a convenient rule is to avoid

recommending it till a lad has passed the age when the chief growth in height takes place. Dr. Jennings' book confirms the impression formed from observation and perusal of scattered notices in fugitive literature, that cycling is a form of exercise specially useful to men who are growing to be a little more than middle-aged. A man who has followed a sedentary occupation begins to experience increasing disinclination to exertion, chronic constipation, with some stiffness, and it may be flying pains in the joints; for such a man a tricycle is capable of accomplishing a great deal; exercise ceases to be a trouble, the bowels become more regular, and the joint troubles which may be at first a little aggravated, disappear. Dr. Jennings believes that chronic gout and rheumatic gout may thus be cured, or at least kept at bay, even when the patient has been seriously crippled by several attacks; he also speaks very confidently as to the cure of obesity, if the patient will refrain from gratifying the thirst, which is at first very trying; he even finds some reason to believe that his favorite exercise may be a useful adjuvant in the treatment of early phthisis.

There are certain warnings which ought to be given when recommending cycling. In the first place, the cyclist ought to be suitably dressed in all-wool clothing, from head to foot, special directions being given to the tailor to make no use of cotton linings, stiffening, or padding; secondly, his motto should be *festina lente*, he should not attempt long journeys or fast journeys, until he has thoroughly gauged his own strength; thirdly, he should not force himself to ride up long hills; fourthly, he must as far as possible abstain from alcoholic beverages while on a journey.

With regard to the choice of a machine, the first question is whether a bicycle or tricycle is preferable. The man who intends to use his machine for exercise alone will choose the former, selecting a "safety;" this new pattern presents many advantages, it is easy to mount, carries the rider nearer the ground than the old pattern, and is cheaper than a tricycle; a good deal of patience and practice, however, are required in order to become proficient in its use. The tricycle is more comfortable, carries a change of clothes more conveniently, is more easily learnt and managed, requires less constant attention while riding, and is on the whole safer. In either case it is wise to purchase of one of the best makers; a good modern tricycle or bicycle is a marvellous combination of ingenuity and first-rate workmanship, and cannot be had at a cheap price.—*British Medical Journal*.

To the members of the New York State Division:

It is the sad duty of the Chief Consul to announce to the Division the death of H. C. Spaulding, Jr., of Elmira, who died in that city April 12.

Mr. Spaulding was a member of the Division Board of officers and also of the Nominating Committee.

He always gave the Division his best work and most judicious advice, and brought with these an enthusiasm which helped to brighten and lighten the duties of his confreres.

He was soon to depart for Europe, to do the old world on his wheel, proving that he was a practical wheelman, who believed in the use as well as the pleasure of cycling.

The Division will mourn his loss as that of one it could ill spare.

Yours fraternally,  
W. S. BULL,  
Chief Consul.

## PENNSYLVANIA'S LIBERTY BILL PASSED.

The following bill has been passed by the Senate. If signed by the Governor it will become a law.

## AN ACT

Defining the rights and regulating the use of bicycles and tricycles.

SECTION 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same, That bicycles, tricycles and all vehicles propelled by hand or foot, and all persons by whom bicycles, tricycles and such other vehicles are used, ridden or propelled upon the public highways of this state, shall be entitled to the same rights and subject to the same restrictions in the use thereof as are prescribed by law in the cases of persons using carriages drawn by horses.

## TACOMA, WASHINGTON TERRITORY.

The long-looked for Sunday run to Puyallup (for April 14) had to be postponed until next Sunday in consequence of a heavy shower of rain Saturday evening. However, Captain Wells and McCoy took a ten or twelve mile run in the forenoon and reported side paths in excellent condition. The other boys could not be found at the time appointed for the rendezvous but appeared in the afternoon.

Prince Wells reports a good trade in wheeling during the past ten days, and if cycling keeps on booming as it has for the past month Tacoma will soon be fully able to uphold her own as a cycling town. Those who never mounted a wheel before late last fall or early this year are making rapid strides toward attaining sufficient proficient speed to enable them to go out with the "old hands."

As proof of the above statement, I might mention the fact that on Tuesday afternoon two of the "beginners," the Thompson brothers, went out to the Insane Asylum (merely for a ride, you know) accompanied by Halsted and McCoy. To the surprise of the latter twain the kids did 'em in great style, and 'twas pitiful to observe the puzzled expression on Halsted's face. It betokened a wonder-when-they-are-going-to-slow-up expression; but it appears that the Tacoma wheelman makes it a practice to "do up" any novices or new acquisitions the first few runs they take with the crowd. While Halsted is by no means a novice, as some of our Eastern brothers can probably testify, still he came under the head of "new acquisitions" and the boys lost no time in getting under way, and, if ever they succeeded in making a stranger tired, success surely crowned their efforts on this occasion. Later in the evening, after their return, Halsted was seen at the *lunch counter* standing up like a little man. His regular waiter told some of the boys that Hal tried to sit down but he claimed the seat of the chair felt red hot and he thought he would try standing. Strange! It was his first road ride since last fall, which may explain.

But "he laughs best who laughs last." The afternoon of Wednesday McCoy, Thompson brothers, Hayes, Manning and Halsted took a ride over to "Old Town" and afterward rode to the western limits of the city. A game of "follow the leader" was suggested and agreed upon and the "man from New York" commenced to think the others were trying to kill him outright. But here is is where the "last laugh" comes in. After several of the leaders bit the dust in trying to do some outlandish "stunts" Halsted finally got up to the head of the line and then the circus commenced. He went up and down gutters (of hard turf and dirt), rode over heavy pieces of lumber and seemed to thoroughly enjoy hearing the wheels tumble in a heap as the followers struck the obstructions. Then, to the surprise of all, the leader jumped his bike off the sidewalk and started off on one of the footpaths for the ungraded streets, jumping roots, riding between huge rocks and otherwise tempting Providence. Headers were numerous, although no serious hurts or strains were recorded. The boys now want to know if all Eastern roads are full of roots and boulders, for Hal seemed to be more at home on the "corduroy" roads than on the boulevards.

Since vacating the hall formerly occupied by the now defunct Tacoma Bicycle Club the committee have been looking around for convenient headquarters, and report a successful find. In future the Tacoma Wheelmen will boast of commodious rooms on St. Helen's Avenue. This location could not be improved upon, for it is central, and members can mount at the door and ride without dismounting to any part of the city. We congratulate the committee.

Several new members will be added to the charter list, and by May 1 the club will surely boast of thirty members, and all riders. Pretty good showing for a town that never saw a bicycle before last year.

The safety craze has finally struck Tacoma, and half a dozen "Goats" were telegraphed for by Prince Wells early this week. Ed. Barlow will be seen on a safety, although he will do much of his mileage on his trusty little 50-inch. Mr. Thompson, father to the Thompson Bros., has not only fully succeeded in gaining mastery over his safety, but also three-quarters persuaded Dr. McCoy to join the ranks. We trust Ed. McCoy will be able to attend to the other quarter, and that the doctor will soon be the possessor of a wheel. What a sight his six feet two inches would make on an ordinary!

The course of the twenty-mile road race has not finally been decided upon, but I have it from good authority that Wells, Halstead and Brackett (the Racing Com.) have decided to have the race on a five-mile stretch, so that the spectators can see how the contestants are riding at the half-way post. This is an excellent plan, and, it is hoped, will not be changed. Carl Thompson is practising assiduously for this event, and deserves a front place at the finish. There will be seven or eight prizes, and all of the competitors who work for a place are sure of a trophy.

The boys are all very much pleased with THE WHEEL, and are glad to see that you spare a little space for items from "The City of Destiny," in order that the Eastern and Southern riders may see that the vast North-Western point of the United States is not dead.

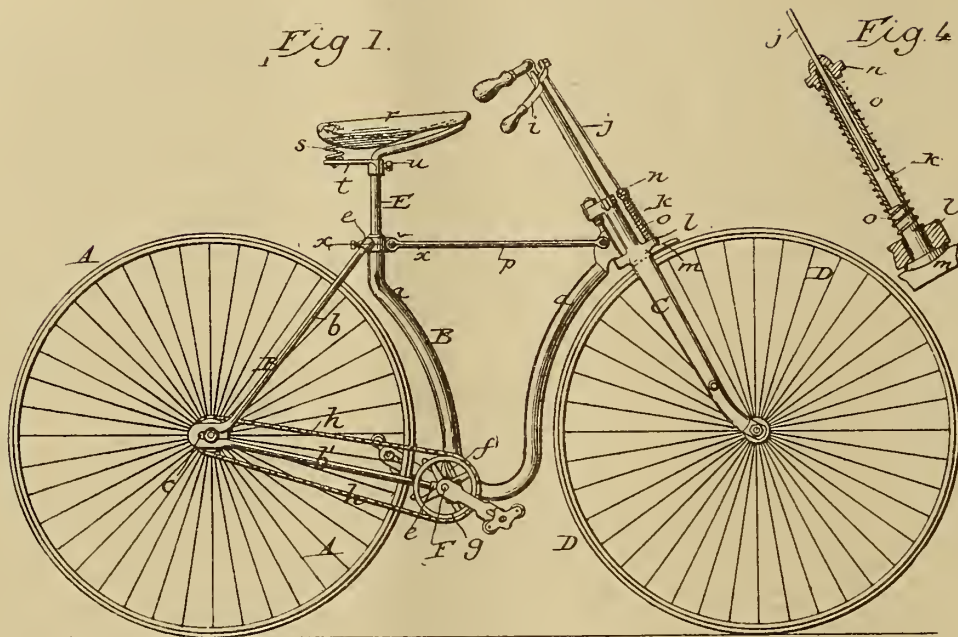
SNOHOMISH.

Tea-drinking is, in the last number of *Bicycling News*, again favorably commented upon as good for cyclists. "White Rose" (who with "any other name would" write with as much authority) says that the deleterious effects of excessive tea-drinking may be easily counteracted by the use of some acid to counteract the effects of the alkaloids contained in tea, and recommends "a slice or two of lemon in place of milk being put in the tea-cup." This is good advice, and, as he says, counteracts the effects of cake, preserves and other trash which cyclists often consume in quantities at the tea-table. Still, I never liked the name of tea, though I liked the taste of it. My mind always wanders back to the saying, "beer and baccy; tea and tracts." There's fun in the ore and innocence in the other—if both are taken in moderation.



## NEW SAFETY BICYCLE.

PATENTED BY HERBERT S. OWEN, WASHINGTON, D. C.



To all whom it may concern :

This invention relates particularly to the construction of the frame-work, having in view the adaptation of the bicycle for the use of ladies and children and a reduction in the cost of its manufacture. In the accompanying drawings, Figure 1 is a side elevation of the complete machine. Fig. 2 is a side elevation of the main frame. Fig. 4 is a vertical central section through the brake mechanism. Fig. 5 is a longitudinal vertical section through the lower part of the frame.

Referring to the drawings, A represents the rear wheel; B, the frame or reach, divided at the lower end to receive said wheel; C, the front steering-fork provided with a steering-bar, and swiveled, as usual, to the front end of the frame that it may turn horizontally, and D the front steering-wheel. The frame consists, essentially, of a tubular bar, *a*, provided at its forward end with steering-centers, as usual, and curved thence downward between the two wheels to or about the level of the pedal-shaft and carried thence upward in front of the rear wheel, its rear end terminating in a vertical position, so that it is adapted to receive and support the seat-standard, E.

The rear wheel is carried on each side by two arms, *b b'*, one connected to the lower and the other to the upper portion of the rear part of the reach. These arms, which are preferably formed in one piece, meet at the centre of the wheel, being bent, as shown particularly in Fig. 2, in such manner as to leave between them a horizontal slot, *c*, for the reception of the axle. The arms are preferably formed of drawn or rolled steel rods or tubes, and are attached at their ends to the frame or reach B by brazing or welding them thereto, or, through the means of suitable clips, *e*, welded or otherwise fastened to the reach.

F represents a shaft provided with the usual crank and pedals and lying transversely beneath the frame in front of the rear wheel, being supported by a suitable bearing plate or plates, *f*, brazed or otherwise secured to the reach. The lower arms, *b'*, may be connected to the same plate, as shown in Fig. 2. The shaft is provided with a sprocket-pulley, *g*, connected in the usual manner by a sprocket-chain, *h*, with a pulley on the driving-wheel.

The brake-lever, *i*, is pivoted to the steering handle-bar, as usual, and jointed to the upper end of a rod, *j*. At its lower extremity this rod enters the upper split end of a tube, *k*, passing through a suitable guide, *l*, on the front of the steering-fork, attached at its lower extremity to the brake-shoe, *m*. The tube *k* is tapered externally at the upper end and threaded to receive a nut, *n*, by which it may be contracted firmly upon the rod *j*. This nut also serves as a collar or bearing for the upper end of a spiral spring, *o*, which encircles the tube and bears upon the guide *l*, as shown in Fig. 4, for the purpose of holding the brake normally out of action.

Owing to the downward curvature of the frame between the wheels, the machine may be used by ladies without interference with their skirts and without the necessity of sitting astride of the frame, as in other machines.

In order to strengthen the frame for the use of heavy persons, a detachable brace, *p*, may be applied between the two extremities of the reach, as shown in the drawings. This brace *p* is not claimed as part of the present invention.

The saddle is preferably constructed, as shown, by carrying the upper end of the standard E forward to support the front extremity of the flexible seat, *r*, which is sustained at its rear end by springs, *s*, attached to a plate thereon and supported in their turn by a vertically-adjustable arm, *t*, encircling the standard E and confined by a set-screw, *u*.

If necessary, the main frame may be stiffened by the insertion of a filling before it is bent, as shown in Fig. 5.

The claims made are :

In a bicycle-frame, and in combination with the U-shaped bar, *a*, the two carrying-arms for the rear wheel, each arm consisting of a continuous rod bent to an angular form, its two extremities rigidly attached to the bar *a* and its central or angular portion adapted to receive the axle of the wheel.

In a bicycle-frame, the wheel-carrying arms *b b'*, formed in a single piece and bent to form the axle-receiving slot *c*.

In combination with the brake-shoe, its tubular standard, the operating rod *j* and nut *n*.

In a brake for bicycles and the like, the brake-shoe having the tubular standard, in combination with the operating-rod adjustably secured thereto.

In a bicycle or tricycle, the seat consisting of the standard E, bent laterally at its upper end, the arm *t*, springs *s*, and flexible seat *r*.

## CURIOUS FACTS AS TO WHEELS.

The product of the cycle manufacturers for 1889 exhibits little departure in types of bicycles, tricycles and safeties, but a number of quite noticeable improvements in details in the direction of strength and lightness, simplicity and ease of use. As usual, the old New England makers have the lead in the finer machines.

The cycling industry is still comparatively young on both sides of the metropolis. It began at Hartford about eleven years ago and took root in other places two or three years later. From the first the New England bicycles were built for men's use, first-class mechanically and first-class in price.

Whether it is impossible or inconsistent to make both high and low grades of bicycles in the same factory, or whether there is some other local or trade reason for it, the fact is the costlier and finer grades never appear from the same factory with the cheaper and inferior grades.

It may be worth observing, in connection with the fact that the high grade bicycles continue to be made by the two or three leading makers of the East, that there is a difference in the average grades of workmen, often quite apparent. Talent and skill are not only cumulative in the same factory by years of practice, but also go somewhat from generation to generation. Skill, ingenuity and steady industry, which contribute so much to the productive power represented on any pay-roll, are found at a higher average in our older manufacturing centres. Articles and machinery of accuracy or delicacy, or complexity or difficulty of construction, like bicycles, guns and watches, require in their production just this sort of super-skilled labor and steadiness of force, especially in the finer grades. Manufacturers of experience take this into account in locating.

The difference in grade and construction of machines made has no necessary relation to the character of machines that are used in the different sections. The sale of fine grades in all sections is very large and increasing. While the East may not lose its excellence or prestige in cycle making, it is quite likely that the West will gain until its marks may be as good as a Boston, Hartford, or Chicopee Falls mark. It took Birmingham some time to equal Sheffield, and then some time longer to overcome the "Brummagem" reputation; but it got there, and, as every one knows, is now a center for really fine manufactures.

Of course, not all that is made in the East in this line is best, since wherever a successful business is founded imitators spring up; but generally speaking, in design of machines, in material used, in workmanship and finish, in substantial improvements over last year's productions, in all that goes to make up the best bicycle, tricycle, or safety, the old New England makers still hold the lead.—*Scientific American*.

Dan Canary arrived in New York on Thursday morning, bringing with him his wife and two children. Canary, who has been very successful abroad, will sail May 11 to fill an engagement at Southampton, England, commencing May 20. Canary has been away almost four years.

Mr. W. L. Ross, manager of the Singer Cycle Co.'s American business was in New York on Thursday, leaving for Boston Thursday night.

The Aetolus Cycling Club have removed to their new club house. The building is a handsome one and is beautifully situated. The grounds are inclosed by large trees and dotted here and there with beautiful flowers. First Lieutenant Bray, who last season carried away many trophies of the race track, has just recovered from a severe cold and states that he will not race in the Chicago tournament; in fact, he will do no more racing this season, as his physician forbids it. Kohler will race in the Chicago tournament.

The safety lever is spreading like a prairie fire. The Capitol Cycle Co. has begun to clear out stock by disposing of fifteen uprights at fifty per cent. discount.

The demand for Psychos is so great that the weekly shipments by the Capital Cycle Co. is barely adequate to the demand.

M. G. Peoli, New York Club, is with George R. Bidwell.

J. B. Roy, Treasurer of the New York Club, was married Tuesday evening at the Church of the Heavenly Rest. A number of the boys went down to the church to see the wedding.

G. A. Litchhult has rented a large store at 352 Lenox Avenue, near 128th st. He will handle new and second-hand bicycles, rent, repair, store, etc.



## TWENTY-FIVE MILE HANDICAP ROAD RACE.

Letters have been sent out to all the local clubs and it is expected that a representative gathering of cycling men will be at the Knickerbocker Cottage—Jacquin's—Twenty-eighth Street and Sixth Avenue, New York City, Thursday evening, April 25, at 8:30.

The trade has responded liberally, and a complete list of prizes will be published in next week's WHEEL. There will be several hundred dollars' worth of prizes, including high-grade bicycles, gold stop-watch, gold medal, cyclometer and a handsome gilt and ivory handled revolver.

A number of entries have already been received. No entries will be received after May 15.

To A. B. BARKMAN,

241 Broadway, New York City.

Dear Sir—I herewith inclose \$1.00 as entrance fee for the Twenty-five Mile Handicap Road Race to be held May 30, 1889; and I hereby certify that I have never been a professional or a promateur, and that my best time in any open event or private trial of speed is as follows, viz.:

5 miles.....	Date.....	Place.....
10 ".....	".....	".....
15 ".....	".....	".....
20 ".....	".....	".....
25 ".....	".....	".....
Name.....	Address.....	Club.....

We hereby certify that the above statement is correct:

Name..... Address.....

Name..... Address.....

Dated..... 1889.

The right to reject any entry is reserved.

## HARVARD-TECH. ROAD RACE.

In spite of the rain of last Saturday, Harvard and Tech. held their semi-annual road race. The course, which was gone over twice, began at the new Beacon Street extension, to Englewood Avenue, round both Chestnut Hill reservoirs and back to the starting point. Shortly before the start it began to rain, and the men were sent off in the midst of a hard shower, which made the roads very heavy and greasy. This, together with the twenty hills in the course, made the time—57 min 31 3-5 sec.—for fifteen miles, very fast.

Greenleaf, Bailey and Brown, all of Harvard, went to the front, and soon had a lead of several hundred feet. "We've left them already," said Bailey. A few minutes later Norton, of Tech., passed the Harvard men like a steam engine, and for the remainder of the way set a pace that strongly discouraged further conversation.

When turning into Englewood Avenue Bailey's wheel slipped, and he fell almost in front of Brown. It is noteworthy that the only two men who were thrown through inequalities in the road, rode safeties: Roots, who fell while coming down Englewood Avenue, caused Barron to fall over him.

Kirk Corey had started out with the riders, and when Bailey fell Corey gave him his machine. At the end of the first lap Bailey changed to Davis' wheel. At this time the points stood 28 to 27 in favor of Tech., and her men entertained great hopes of winning. Norton, at various times during the race, made desperate efforts to shake off the Harvard men, sometimes gaining several hundred feet, but they always caught him again on the hills.

A mile from the finish Bailey, coached by his brother on a tandem, spurred ahead, followed closely by Norton, Greenleaf and Brown fell behind, but the former caught them again half a mile from home, and despite the great exertions of the other two, won by a yard, amidst the cheers of a large body of wheelmen. Norton was close to Greenleaf, and Bailey, who was considerably handicapped by his fall and two changes of wheels, a second behind. Brown, who came in fourteen seconds later, had not trained for this race at all, and only went in at the last moment because Wirts, one of Harvard's best men, was disabled by a severe accident.

The men came in as follows, Harvard winning by 29 points to Tech.'s 26:

	POINTS.	TIME.
	Harvard.	Tech.
1. W. B. Greenleaf, '92.....	10	57 31 3-5
2. Norton.....	9	57 31 4-5
3. E. A. Bailey, '91.....	8	57 32 3-5
4. Kenneth Brown, '91.....	7	57 47
5. Edwards.....	6	.. ..
6. Warner.....	5	.. ..
7. Hadley.....	4	.. ..
8. T. Barron, '91.....	3	.. ..
9. Roots.....	2	.. ..
10. Wasson.....	1	.. ..
11. Webster.....	..	.. ..
12. Holmes.....	1	.. ..
Total.....	29	26

Each college entered as many men as they pleased, but only the first five on each side counted.

## FIXTURES.

- 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.
- May 30, 1889.—Pullman Road Race, Chicago to Pullman.
- May 30, 1889.—Twenty-five mile Handicap Road Race, Irvington, Milburn course. Entries close May 15th with A. B. Barkman, 241 Broadway, New York.
- May 30, 1889.—Rhode Island Wheelmen's Race Meet at Narragansett Park, Providence, R. I. Entries close with C. E. Campbell, Providence, R. I.
- June 8, 1889.—Century Run, Orange, N. J., to Philadelphia. Chairman, L. A. Clarke, 25 Broad Street, New York.
- June 15, 1889.—L. A. W. Race Meet at Brooklyn Athletic Club Grounds.
- June 15, 1889.—Two-mile Bicycle Handicap at New York Athletic Club Grounds, Travers Island.
- 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.

## RHODE ISLAND WHEELMEN'S RACE MEET, PROVIDENCE, R. I., MAY 30.

The committees on the athletic exhibition to be given under the auspices of the Rhode Island Wheelmen, on Memorial Day, at Narragansett Park, are getting down to work. About every sport that has devotees in this city is expected to be represented, and the bicycle events will be especially interesting. The 2-mile national championship race will attract the Eastern racing men and a large representation of prominent flyers is looked for. The H. B. Smith Machine Company, manufacturers of the Star Bicycle, have requested Messrs. Campbell & Co., their agents in this city, to present a race medal to the Rhode Island Wheelmen, to be contested for at these races. The medal is to be given in any race that the tournament committee may suggest.

For the cycle events the committee have endeavored to give a list of races that will in a moment show that they intend to have the races closely contested, and that will show up the best racing qualities of the competitors. And to keep up the interest and give a snap

and life, they work in between races such attractions as foot races, tug-of-wars, horsemanship, football, etc. The full list of cycling events is as follows:

Two-mile L. A. W. national championship; 3-mile State championship, open; 1-mile team race, three men; 1-mile novice race; 1-mile tandem safety, open; 2-mile tandem safety, handicap; 1-mile bicycle, handicap; 1-mile safety, handicap; 2-mile safety, open; 1-mile safety L. A. W. State championship; 1-mile bicycle, open.

Chief Consul Davol feels that he has a good corps of assistants in the division's executive board and staff of local consuls, but he wishes some of the latter would answer the occasional official letters that he sends them a little more promptly than they do.

## CHICAGO TOURNAMENT.

It is probably not generally known that the Exposition Building, in which the races are to be run, is the largest structure in the world without interior supports. It is 1,000 feet in length, 240 feet in width, and 160 feet in height to the base of the flagstaff. The gallery, around which many a fast mile has been run, is over 500 yards in circumference, and around it several long distance records were made by Woodside five years ago. In the Agricultural Hall, London, the track is but six laps to a mile, taking in the whole building, while a track that size can be laid in one-half of the Exposition. The exhibits will be placed on the west side of the building, in the north addition, and in the east wing adjoining the art gallery. Spaces varying from 500 to 2,000 feet have been secured by the cycling houses, and the value of the exhibit will not be less than \$75,000.

At a meeting of the Tournament Racing Committee last week it was decided to run the events as nearly as possible according to the following schedule, though possibly some small changes may be made for the accommodation of out-of-town riders:

Monday, May 13.—One mile, novice; 1 mile, boys under 16; 2-mile safety, preliminary heats; 2-mile, 6:20 class, preliminary heats; 1-mile handicap, first series, preliminary heats.

Tuesday, May 14.—One-mile handicap, second series, heats; 3-mile handicap, 1-mile flying start, heats; 1-mile, men who never have raced prior to this tournament, heats; 2-mile, 6:20 class, final; 2-mile safety, final.

Wednesday, May 15.—One mile handicap, third series, heats; 1-mile flying start, final; 1-mile safety heats; 1-mile, for men who have never raced prior to this tournament, final; 1 mile safety, for boys under 14; club drill.

Thursday, May 16.—Two-mile suburban clubs only; 1-mile safety, final; 1-mile, 8-minute class, 2-mile tandem; 2-mile handicap.

Friday, May 17.—One-half-mile unicycle; 1-mile scratch; 1-mile, local, heats; quarter-mile dash; 1-mile ride and run; 5-mile handicap; 3-mile team, heats.

Saturday, May 18.—One-mile local, final; 3-mile team, final; 1-mile handicap, finals of first, second and third series; 10-mile scratch; 2-mile, L. A. W. members; 1-mile safety handicap, road wheels, 1-mile consolation.

The 1-mile handicap for road wheels has been added to the regular programme, and will be No. 26. Three prizes will be given, and the entry fee will be 50 cents.

The managers of the coming tournament have decided not to give a 24-hour race, but to have a race of 100 miles on Thursday, May 16. This will be open to all amateurs and all descriptions of machines weighing 35 pounds or over.

## KANSAS DIVISION MEET.

The next annual meet of the Kansas Division will be held at Forest Park, Ottawa, Kansas, June 4th, 5th and 6th. The managers are making every effort to have it the largest and most successful meeting of the wheelmen ever held west of the Mississippi, not excepting the national meet at St. Louis, in '87. The race programme consists of twenty events, to be run on the 5th and 6th, and includes two State championships, and the half mile and ten mile National L. A. championships. \$500 will be given in prizes. The Ottawa wheelmen have secured the exclusive control of the park for the meet, and the track for the ten days' preceding. The track, which has always been one of the best in the West, has been recently improved at a large expense, and will be in the finest condition for racing. It is hoped that eastern wheelmen will not be deterred by distance from attending. The prizes will be of a character to repay the expense and trouble of a long trip. A guarantee fund has been raised sufficient to pay all expense and for all prizes, and everyone can rest assured that all promises will be faithfully carried out.

## TO "FENTON."

Dear Fenton! (Most amusing of thy sort),  
Why "fancy" you can write about our sport;  
For many weekly errors do we see  
In Fenton's weakly meditations ("fancy free")?  
Fancy too free, for one day while out roaming,  
He thought "Jack's" "Glencoe-latin" was not Roman;  
And with much verbiage (of which he's short),  
He pads his notes with "Hudibras"—("when common sense ran short")

And this same Fenton, failing to distinguish  
Twixt dictionary words and Carlyle English,  
Rushed into print—with air severe and solemn,  
(To get two correspondents snubs in one short column).

Why make us idly spend a *mauvais quart d'heure*,  
As o'er your wondrous manuscript we pore,  
For each succeeding week—as we expected—  
You've had your fearful flagrances corrected.

But hide not thou thy autocratic head,  
Again "rush in where angels fear to tread;"  
(The less one knows about a cycling matter,  
The easier 'tis to write a lot of senseless blatter).

O, ever thus, since first we donned the breeches,  
We've noticed lion's skins and asses' speeches;  
If we have crossed the erstwhile friendly pen,  
I'll wipe mine clean and shake your hand again.

"JACK."



## MERWIN, HULBERT & CO.'S 1889 CATALOGUE.

Messrs. Merwin, Hulbert & Co., whose sporting goods building is the best appointed and best arranged of any similar house in New York, being handsomely finished and furnished from cellar to roof, have just issued a catalogue for their cycling department, which is in charge of A. C. Banker, the well-known racing man.

An entire floor is devoted to the cycle department, and a stock of the various wheels handled by the concern is always kept on hand so that orders may be filled at once.

The firm are special agents for New York and vicinity for the Gormully & Jeffrey wheels and allow dealers regular discounts on all G. & J. goods. The leading strings of the G. & J. product are the American Rambler, the American Ideal Rambler, and the Girls Junior Rambler, also the Dandy Safety, the G. & J. American Challenge Tandem, the American Champion Ordinary, the Light Champion, American Challenge, the Ideal bicycle, Ideal tricycle and the Challenge tricycle.

Among other wheels handled by Messrs. Merwin, Hulbert & Co. are the Victor Safety, Singer Safety for gentlemen, Singer Safety for ladies, Singer's Straight-stem Tricycle, Singer's Special "S. S. S." Tricycle, Singer's "Traveler Tandem" and "S. S. S." Tandem Tricycles, Victor Light Roadster Bicycle, Victor Junior Bicycle, Springfield Roadster Bicycle, and the Volant Safety.

The firm also carry a complete line of sundries and cyclists' outfitings. Catalogue sent on application.

## E. I. HORSMAN'S 1889 CATALOGUE.

This firm, for many years established on Nassau and William Streets, New York City, and well known in the sporting goods world, have just issued their spring catalogue. The firm handle a line of bicycle, tennis, gymnasium and photographic goods besides games, toys, velocipedes, carriages, etc.

The bicycle department is in charge of Mr. Chapman. The wheels carried in stock are as follows:

The Horsman bicycle, a good roadster for boys, youths and small-sized men; has steel spokes, hollow backbone, solid, malleable iron front forks, solid steel axle and rubber treadles; all bearings adjustable and all parts interchangeable; sizes, 28 to 52 inches; weight, 16 to 47 lbs; price, \$12.50 to \$68.

American Ideal, American Light Champion, American Rambler, American Ideal Rambler, Ideal tricycle and American Challenge tricycle, all of which are made by the Gormully & Jeffrey Mfg Co., and are well known in the cycling world.

Horsman Safety, a boy's safety, in two sizes, 20 and 24-inch wheels, and priced from \$18 to \$35.

The cycle stock includes lines of children's bicycles, tricycles and velocipedes, also a line of the principal sundry articles found in all cycle dealers' places.

The New York Bicycle Company are handling Stars, Eagles, Swift Safeties and Ladies English Rovers among their other machines this season. They are also putting up enamel and lubricating and signal oils, which they confidently recommend in every particular. Also we note their line of second-hand machines is very complete. A list of these wheels may be found in another column.

Two hundred second-hand machines for sale at Howard A. Smith & Co.'s, Oraton Hall, Newark, N. J. "Send for list, or better still, call prepared to take one home with you."

At Spalding's, Dan Ivel's "Ivel" Tandems attract the notice of every rider who visits their cycling department. The ladies' tandem is a thing of beauty, lightness and strength.

Two bargains offered in our Sale and Exchange column this week are a brand-new safety, which owner must sell, and a tandem tricycle.

L. H. Johnson has a novel method of showing his wheels. Any cyclist may call at his Orange store and take a trial spin on the Premier single and tandem safeties. A cyclist recently tried a Premier tandem, and at once bought one for the use of himself and his wife. A cyclist says of the Premier Safeties: They are up to the high water mark of modern invention."

Thomas Maher, of Orange, N. J., will shortly locate at Washington, D. C., from which city he will introduce the Pegasus, or Flying Horse Safety. He will also do local business and repairing. Mr. Maher's brother manufactures this safety in England.

The Western Toy Company will not be able to fill boys' safety orders for six weeks, their stock having been sold out.

## ELWELL'S EUROPEAN TOUR.

A. J. Wilson, "Faed," will accompany the tourists through England and Ireland. The last man to enroll his name on the list is C. B. Shannon, Los Angeles, Cal. The ages of the tourists range from sixteen to forty-nine. The party has received an invitation from the Birchfield Club, of Birmingham, Eng., to dine with them on their arrival in that city. The tourists will meet at the Tremont House, Boston, the night before starting. The majority of the party reside West of the Great Lakes.

A number of gentlemen, who are very fond of walking and who call themselves the "Outdoor Club," will walk from Newark to Philadelphia some time during May. They will take two days for the journey.

A portion of Broad Street, Newark, will be asphalted. This is but the opening wedge of the street committee, who expect to pave many of Newark's principal streets with asphalt.

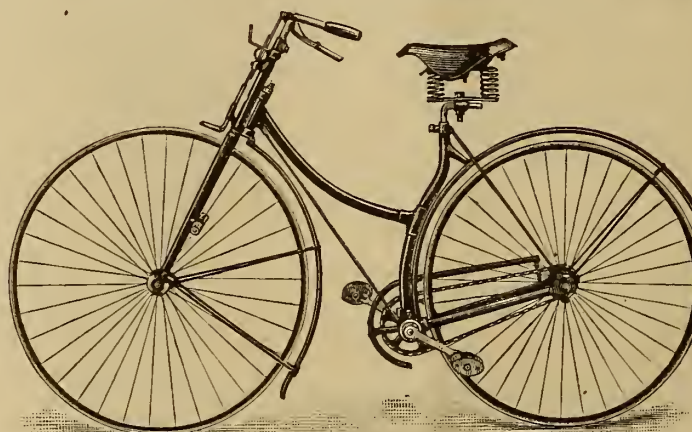
## J. K. STARLEY & CO.'S WHEELS.

The firm of J. K. Starley & Co. recently succeeded Messrs. Starley & Sutton, the original manufacturers of rear-driving dwarf bicycles. The firm have factories at Coventry, England, are in high repute in England and are making a strong bid for American trade. Among their largest agents here are the Pope Mfg. Co., Boston; Overman Wheel Co., Boston, and John Wilkinson Co., Chicago. The principal types manufactured by Messrs. Starley & Co. are illustrated below:



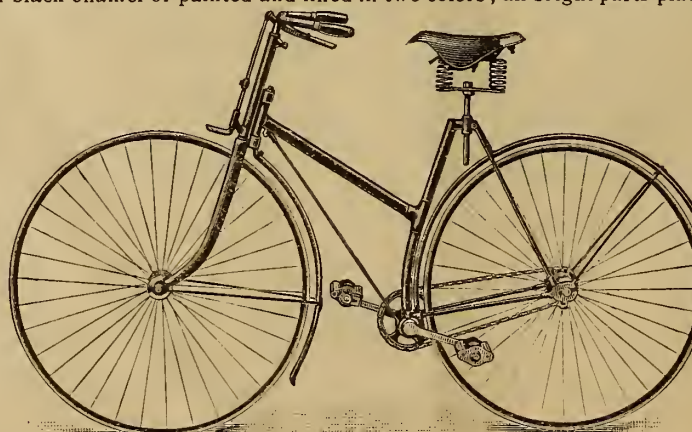
"NEW LIGHT ROVER."

This machine is twelve pounds lighter than the regular road wheel. Wheels—30 front; 28 rear; geared to 56, unless otherwise ordered. Adjustable ball-bearings to both wheels; crank axle and pedals; tires  $\frac{7}{8}$ , front, for American roads; direct or tangent spokes, as preferred; vertical adjustment to seat pillar; spoon brake; finished in black enamel or painted and lined in two colors; £20.



"POPULAR ROVER."

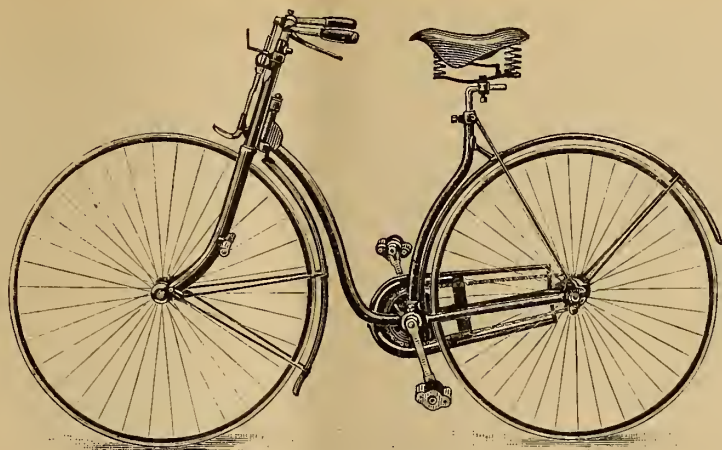
Has 30-inch wheels, geared to 54-inch; adjustable ball-bearings to both wheels and crank-axle; tires,  $\frac{3}{4}$ -inch and  $\frac{7}{8}$ -inch to front and back wheels respectively; adjustable handles; vertical seat pillar adjustment; spoon brake on front wheel; mud guards; Starley's patent detachable cranks; best saddle and spring; lamp-bracket, foot-rests, valise, spanner and oil-can; finished in plain black enamel or painted and lined in two colors; all bright parts plated; price, £18.



"UNIVERSAL ROVER."

This is a cheap, sound and serviceable machine. Specification.—30-inch front and 28-inch back wheels, geared to 54-inch; curved front-forks; ball-bearings to both wheels and crank-axle; tires,  $\frac{3}{4}$ -inch; adjustable handles; vertical seat adjustment; mud guards to both wheels; lamp-bracket and foot-rests; saddle, spanner and oil-can; finished plain black enamel; bright parts plated; price, £14.





"LADIES' ROVER."

Specification.—28-inch and 26-inch wheels, geared to 51-inch unless otherwise ordered; adjustable ball bearings to both wheels crank axle and pedals; tires,  $\frac{3}{8}$ -inch and  $\frac{3}{4}$ -inch; adjustable handles and seat; spoon brake to front wheel; chain and wheel guards; best saddle and spring; lamp-bracket, foot-rests, valise, spanner and oil-can, etc.; finished in best black enamel or painted and lined in two colors; all bright parts plated; price, £20.

In addition to the wheels described, the firm manufacture the "Socket-Steerer Rover," with ball-bearing head; £21; the "spring frame Rover," price, £21 10s.; and the "Rational Rover;" price, £20. Catalogue, containing specifications of above wheels, as well as cuts and descriptions of the firm's "Ordinaries," will be sent upon application to the firm—or to any of its agents—J. K. Starley & Co., Meteor Works, West Orchard, Coventry, England.

#### FROM MARGUERITE.

The Middlesex Cycle Club held a most enjoyable meeting Friday evening, March 29. I do not think an account of it would be out of place. A special invitation was extended by Mr. F. L. Washburne, through the Melrose members of the club, to hold the meeting at his elegant new residence, in Wyoming. Initiation of the '89 riding season and alteration of the yearly dues were the objects of the gathering; and, while the latter caused no delay or dissension, the former was, doubtless, the more pleasant feature. Greetings and handshakings were frequent; also introductions of new members, while numberless wishes were exchanged relative to meeting often on the wheel during the coming season. The club was started only last August, and runs were limited in number on account of miserable weather giving but slight opportunity to the members for mutual acquaintance. This year we start out differently—on a much more social basis.

President Gorrie opened the meeting by stating the business on hand. Thanks were tendered Mr. and Mrs. Washburne for their kindness; and Secretary Jones was kept fully occupied for a short time reading the minutes of previous meetings. The club dues were changed to the satisfaction "of all parties concerned."

The meeting over, a musical and literary programme, arranged through the efforts of Mr. J. M. Gorrie and Mrs. J. Hilbourne, was presented, which, judging from the applause, was very favorably received. Those contributing were: Piano solo, Miss E. White; vocal duett, Messrs. Crafts and Phillips; trio, banjos and guitar, Mr. and the Misses Kirkwood; reading, Miss Barrett; vocal selection, Mrs. Chas. Atkinson; song, Mr. J. M. Gorrie; vocal selection, with violin obligato, the Misses Newhall.

Refreshments were served, after which the home members indulged in dancing; their less fortunate fellow-members departing on the last train. Those present were: Mr. and Mrs. F. L. Washburne, Mr. and Mrs. J. Hilbourne, Mr. and Mrs. Chas. Atkinson, Mr. E. P. J. Morton, Miss Trowbridge, Mr. Sands, Miss Marsden, Mr. and Mrs. F. K. M. Jones, Mr. and Mrs. J. M. Gorrie, Misses Newhall,\* Messrs. Crafts and Phillips,\* Mr. A. M. Beers, Miss M. C. Beers, Miss Nichols, Miss White,\* Mr. Menns, Mr. Dearborn,\* Miss Bicknell, Mr. Coggeshall, Mr. and Mrs. G. J. McArthur, Mr. and Mrs. S. P. Brock, Mr. and Mrs. Jas. Butcher, Mr. and Mrs. W. A. Carey, Miss Brown,\* Col. Hesseltine, Miss Barrett, Mr. Bailey, Mr. W. Kirkwood and the Misses Kirkwood. (Those marked \* are non-members.)

Long life to the Middlesex Cycle Club! as it has certainly done much in the interest of cycling for ladies around Boston, though so recently organized.

#### RAINY REMINISCENCES.

Reading "Mrs. 4386's" reminiscences of rainy cycling trips, brings to mind two similar occurrences in my experience which were anything but delightful. The first was a return trip from Gloucester—my sister and I, in company with our brother and a friend, having ridden down the previous afternoon. The morning looked very doubtful, but it was deemed best to start for home. We were then riding a much heavier tandem than now, but for all that we enjoyed many rides with its assistance—the one I am now describing by no means being on the favored list. When about five miles out it commenced to rain, but nearing Manchester-by-the-Sea, where we stopped for soda, it seemed as if the weather was clearing. We found no such good luck awaiting us, however, after partaking of the above-mentioned soda, which was not remarkable for its delicious flavor. Water is preferable when riding, but I have yet to find the obliging druggist or storekeeper who has such, in conjunction with a soda-fountain. Two miles from Manchester it poured so hard that we sought shelter under a large tree, but, alas! trees are not waterproof for any length of time and we were obliged to ask permission to wait on a small (very small) wayside veranda while the storm abated. What tugging and twisting to get that tandem deposited on the piazza, which, when the two bicycles and ourselves were safe out of the rain, was more than comfortably filled. Here we waited three-quarters of an hour, hoping against hope that it would clear up. My brother and friend could easily have taken the train for home at Manchester, but what could possibly be done with a tricycle tandem? Nothing but "scoot" (excuse the expression, since it was really nothing more or less) for home, which we decided to do in short order.

More tugging, twisting and scraping and we were off. It raining very steady, we were soon drenched, and the roads were one vast sheet of mud. The hills dragged considerable, but it was "do or die," and we "did." Through Pride's Crossing, Beverly and Salem to Lynn, pedestrians staring at us in open-mouthed astonishment. Here our friend left us for the R. R. depot, as we would not hear of him riding any further when he could train it so easy. Fast riding was necessary to prevent taking cold, we now being literally soaked. Six miles more in the splashy wet and we reached home. Glad! the word did not half express our feelings, and it took almost a week to clean the machines.

Our second predicament was on the last Ladies' North Shore Tour, the rain commencing on Saturday, the third day. From Magnolia, where we had dinner, to Salem was a go-as-you-please race, accomplished in a cold drizzle. Everybody got drenched—those longest on the road suffering

#### TOURING.

BY FRED J. SHEPARD, BUFFALO BICYCLE CLUB.

The chief pleasure which a bicycle affords is to be got in touring in congenial company over good roads, through an unfamiliar country abounding in fine scenery or interesting historical associations. The ideal number for a touring party is perhaps four, though two is generally to be preferred to three. In the case of three there is likely to be an odd man; in the case of more than four a lack of harmony may develop, and delays made to gratify one may be irksome to others. It will be found convenient for one member of the party to act as the paymaster, while to another is delegated the care of the baggage. A trip of eight or ten days will satisfy most riders, and if there is a spare day sandwiched in the middle, on which a rest is taken, the enjoyment of the tour will gain zest. Forty or fifty miles a day should be the maximum distance even over the best roads, and if the tourist is to get the most satisfaction from his outing and mount every morning full of ardor for the day's ride, he will content himself with considerably less. The comment of an old tourist who sees a party of wheelmen devoting one day out of their trip to an attempt to make a century run and the next one to recuperating from the effort is: "It is magnificent, but it is not touring." Two or three days after finishing a tour—if ever—is the time for feats of this sort. That the baggage to be carried on the wheel must be reduced to the smallest possible amount will be impressed upon the novice during his first day's run. A change of underclothing, four or five handkerchiefs and a toothbrush rolled up in a yard of rubber cloth will make as big a bundle as he will enjoy carrying when his coat is added to it. If he think them indispensable a pair of stockings may also go into the roll, and if he wear the "Jersey fitting garments" he must carry slung over his back a small bag containing what he would otherwise place in his pockets. All his remaining baggage he should express ahead in his valise. He can generally so arrange that he can get at this every night if he chooses, but once in every three or four days will answer the requirements of most men. Upon arriving at his hotel at night the rider, after enjoying a cold bath and a hard rub, and putting on his dry underclothing, should see to it that the garments which he has just taken off are thoroughly dried over night by a fire. If he does not take special pains to impress upon the hotel people the necessity of absolute dryness, the clothing may come back to him in the morning still damp, in which case he will have to finish the drying process when he stops that day for his noonday meal. Unless he establishes communications every night with his valise, he will have to sleep sometimes in his underclothing—not altogether a disadvantage, for the sheets of country inns are sometimes damp. It is hardly worth while to carry any rubber clothing, even in the valise, for if it rains, and the tourist is unwilling to remain under cover, he can procure overshoes where he happens to be. Riding in rubber garments of any kind is intolerable. The coat and shirt pockets of a wheelman ought to be so arranged as to permit them to be buttoned up, but in the absence of buttons safety pins will be found convenient. This remark applies especially to the coat, because it is carried most of the time on the handle-bar. A serious objection to luggage carriers attached to the backbone is the difficulty of climbing over them.

While on the road the writer has followed without ill effects Karl Kron's rule of drinking whatever was to be had and as often as he was thirsty. Milk is about as satisfactory as anything to most stomachs, and a lemonade with an egg broken into it proves a very gratifying form of refreshment. Beer is decidedly heating, and if a wheelman drinks spirits at any time it should be only at the end of his day's run, after his bath and before his evening meal. Some tourists think highly of the practice of carrying a lozenge in the mouth to allay thirst. The writer has always had in his pocket a drinking cup, but very likely Karl Kron's plan of carrying a small piece of rubber tubing is preferable.

League hotels should be patronized in every case, not only on account of the reduced rates which they usually offer, but also because they are more likely to recognize the peculiar wants



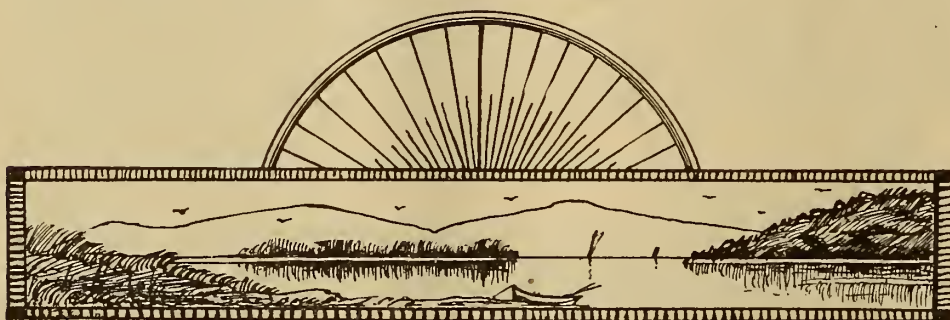
the most. At the hotel, fires were lighted, and by supper-time the riders were tolerably comfortable. We kept our spirits up, trusting that Sunday would bring fair weather. We were doomed to disappointment, since the morning brought a steady down-pour. Many of the party trained home, either sending their machines in the barge (which, unfortunately, would hold but few) or leaving them at the hotel, to be ridden home at some future time. A few tarried at the hotel to wait for good riding. Now, I didn't see the fun in training it unless bag, baggage and wheel trained it, too. "Mac" and his wife, of whom I have previously written, were of the same opinion; so we decided to ride home, a distance of thirteen miles, rain or no rain. The loss of a week's riding—to us a terrible calamity—hastened our decision, as we probably would not be at liberty to secure our wheels before the succeeding Sunday. Some considered us rash and foolish, but we said good-bye to all, and, taking our opportunity when the rain had considerably lightened, we started, a large (?) party of two tandems. It was all right for about four miles; in fact we were congratulating ourselves on our nice escape, when we felt the drops thicken, and "Mac" made haste to secure his wife's rubber-cloak and over-shoes. This was the first time I had seen these articles carried on a wheel and used, but they were certainly useful on this occasion. Oh! how it did pour as we rode through Lynn and along Ocean Street—the water-side. It came in blinding sheets! No need to describe the roads; I will leave that to your imagination. How we did laugh at our condition! but all things must end, and this trip shared the common fate. We parted at the most handy crossing, leaving our friends with two or three miles more to ride, which did not rouse our envy in the slightest.

Our friend "Mac's" experience in the future will be more favorable, since he and his wife are now mounted on a Columbia Tandem Safety.

In conclusion, will only remark how different the results of these trips had we been riding ladies' safeties. I notice that your pleasant corespondent, "Mrs. 4386," likewise confirms the advantages of ladies' bicycles in regard to easy handling.

MARGUERITE.

MAPLEWOOD, MASS., April 10, 1889.



of wheelmen than are other inns. They will prove more trustworthy sources of information in regard to the roads, and will offer fewer obstacles to the demand for bathing facilities than will houses at which wheeling tourists are less frequent guests. Early starts in the morning are a feature rather of speculative than actual touring. People who really have tried one speak enthusiastically of the joys of a day-break ride, but it is to be hoped that no tender-foot will be beguiled by these siren voices into ever getting off without his breakfast. The advisability of a rest in the middle of the day of at least two hours is admitted by most if not all tourists.

The writer has been requested to add some remarks as to touring by women. His own experience has been that, when mounted upon tandem tricycles, they were able to stand as long a day's jaunt as their companions felt disposed to take. The great obstacle to their admission to the delights of touring has been, of course, the difficulty of finding roads over which a tricycle could be driven with much pleasure. The writer knows of but two districts containing such roads—the North Shore of Massachusetts and the Shenandoah Valley. The trouble in securing transportation for tricycles over some railroads aggravates matters. But the introduction of the woman's bicycle and especially of the tandem bike seems to promise that in the future many a pleasant bit of country may be traversed in the company of wife or sister, and that the wheelman may spend his brief summer vacation touring, without an uneasy feeling that he is neglecting the women of his household.

A real want of tourists is a hand-book, or, better, a series of hand-books, that will describe the different touring regions of the country, pointing out the objects of interest in each town. The strange wheelman finds a little work like the "Hand-book of Essex County (Mass.) Wheelmen" vastly more useful than the orthodox road-book. As it is, he who intends to take the Lake George tour must content himself with a careful preliminary perusal of Lossing's "Field Book of the Revolution," and the Shenandoah Valley tourist may with advantage study the volume in the "Campaigns of the Civil War" series relating to the region. Even so small a book as the latter proves something of a burden if carried on the wheel, though the maps ought really to be taken. The separate chapters of Karl Kron's book, which he sells for a quarter apiece, if carried in the pocket will prove in-

teresting to a tourist going over the same ground. The bother of taking along a road-book may be avoided by copying off the pages which will be needed. The writer ventures to hope that the wheelmen of touring regions will take into consideration the necessity of providing small handbooks that will tell the tourist what there is to see in their districts.—*From the New York State Hand-Book.*

#### GEARING AND PACE.

Sir—Many riders are fond of estimating their pace when riding, and I have made a few simple calculations in order to arrive at a fairly accurate method of obtaining a ready determination. It so happens that the case of a wheel geared to 56 inches gives the simplest rule, which is as follows: Count the number of revolutions made by the crank-axle in ten seconds, and this will be the number of miles per hour at which the machine is traveling. Other guides for other gears can easily be found, of which I may give a couple of examples: For a 60-inch gear, 14 revolutions of the crank-axle in ten seconds correspond to a speed of 15 miles an hour; for a 52-inch gear, 14 revolutions of the crank-axle in ten seconds correspond to a speed of 13 miles an hour. Quite generally, if a machine is geared to  $x$  inches and the speed is  $m$  miles an hour, then the number of crank revolutions per second will be  $\frac{m}{x} \times 5 \cdot 6$ . From

this formula anyone can deduce a rule applicable to his own particular machine, whether geared or ordinary, the ordinary being, of course, regarded as geared level. Two factors that might be considered occur to me in making such an estimate as I have suggested—one is the slip of the driving-wheel; the other the reduction of its effective diameter due to the pressure on the tire. Both these sources of error are, however, negligible, for scarcely any appreciable slip takes place save under exceptional circumstances; and, in the other case, if, say, a  $\frac{3}{8}$ -inch tire were compressed by the load upon it to the extent of  $\frac{1}{4}$ -inch, the consequent difference in the distance covered would only amount to a yard in every 24 revolutions of the wheel. Returning to the formula given above, let us compare a 50-inch gear at, say, 10 and 18 miles an hour with a 60-inch gear at the same speeds. We shall find that the distance of pedaling rate at the lower speed is less than a fifth of a revo-

lution in a second, or 11 per minute; while at the higher speed the difference amounts to a third of a revolution in a second, or 20 per minute. It is this *increase* in the difference, when the pace increases, that makes a low gear tiring to drive at a high speed; but, in all-round riding, one is oftener traveling at 10 miles an hour—thereabout—than at the higher speeds, consequently low gears, when used for other purposes than racing, are not open to this, the only objection against them.—*F. T. B. in Bicycling News.*

#### THE BAR SINISTER.

Oh! weep for the dwarf that is blocked,  
On account of the tall 'un it mocked,  
And often would pass  
On the cinder and grass  
In a style which was dreadful—and shocked.  
Oh! wail for the slackness of nerve,  
That kicks at a lurch or a swerve,  
Or a staggering tack  
On a narrow-made track,  
With a smash at the end of a curve.

It is merely a matter of spill,  
Not much you will murmur—but still  
'Tis an excellent plan  
For a bold racing man  
To bring his backbone to no ill.

Oh! groan at 'he manifest,  
That's preparing by Synner & Co.,  
To hurl in the face  
Of the brave pigmy race,  
And queer the best fun of the show.  
How shameful to ruffle and vex  
Such a lot for the sake of the necks  
And limbs of a few  
Or a window or two—  
While teeth can be purchased by pecks.

Some say it's a question of skill,  
Which the clever can practise at will,  
But doubts will arise  
When the loss is two eyes,  
And the medico sends in his bill.

Oh! yell at the wheels that are high  
And cracks that are speedy and spry.  
Who holler "No mix,"  
And their signatures fix  
To a document subtle and sly.  
Farewell to the spokes in a pile,  
To the handle-bar "all of a pile,"  
To cripples and gore,  
And repairs galore,  
And a flopping of six in a mile!

But really the danger is *nil*,  
For seldom you hear of a kill;  
While beetlists flout  
At the wreckage and shout,  
"Yah! bar and be blowed if you will!"

—F. F. S., in *Bicycle News*.

#### New York State Division L. A. W.

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VIC-CONSUL.

M. L. BRIDGMAN, 1255 Bedford Avenue, Brooklyn, N. Y.

SECRETARY-TREASURER.

GEO. M. NISBETT, 50 Wall Street, New York City.

EXECUTIVE AND FINANCE COMMITTEE.

W. S. BULL

M. H. BRIDGMAN.

DR. GEORGE E. BLACKHAM, Dunkirk, N. Y.

TO THE MEMBERS OF THE N. Y. STATE DIVISION:

New York State Division Committees for the year 1889 are hereby appointed and announced as follows:

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RIGHTS AND PRIVILEGES.—Walter S. Jenkins, 18 East Eagle Street, Buffalo, N. Y.; Michael Furst, 16 Court Street, Brooklyn, N. Y.; L. A. Newcome, 169 Broadway, New York City.

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IMPROVEMENT AND HIGHWAYS.—I. B. Potter, 38 Park Row, New York City; C. E. White, W. U. Tel. Co., Albany, N. Y.; A. M. Dickinson, 125 East Seventy-sixth Street, New York City.

ROAD BOOK.—A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.; John S. Kellner, 197 Pearl Street, Buffalo, N. Y.; W. H. De Graaf, 47 West Fourteenth Street, New York City.

Yours fraternally,

W. S. BULL,

Chief Consul.

BUFFALO, N. Y., April 20, 1889.



## CYCLING AROUND THE HUB.

Muddy roads and threatening weather greeted the wheelmen of this vicinity when they took a look outdoors Sunday morning, and, although most of them attired themselves in bicycling suits and started for the rendezvous of the day, more than one returned home, being afraid of the dubious weather and sticky roads. The streets around the Somerville Cycle Club house presented an animated appearance early, when cyclists could be seen coming from all directions to participate in the formal opening of the riding season. At 10 o'clock Capt. Cubberly of the Somerville club had a dozen men on the ground, Capt. Newman of Cambridge had 10, while Capt. Robinson had eight of his Rovers, all mounted on Safeties, and after waiting some time for any derelict wheelmen, Capt. Robinson took command of the party and ordered the march to Salem. The route lay over the Malden turnpike, which was plentifully sprinkled with mud, and thence through Maplewood and Hopedale. At the latter place the party was increased by a number of the Malden Bicycle Club under command of Capt. Jacobs, and he turned his men over to the command of Tourmaster Robinson. From this point the run was past Sunnyside through Lynn, and several towns, to the Essex House at Salem, and here were met several members of these clubs: Maverick Wheel Club, Wakefield Bicycle Club, Chelsea Cycle Club, and Medford Cycle Club, the latter organization parading 15 men. The Dorchester Bicycle Club was represented by Capt. Benson, the Chelsea Ramblers by Capt. Pratt, the Press Cycling Club by Capt. Kerrison and 1st Lieut. E. A. Wilkins. After everybody had taken a rest the saddle-tired wheelmen marched into the dining room, and after dinner were photographed.

About one-half of the party made the return trip to Boston Sunday afternoon, and the others continued the journey to Gloucester, where they remained over night, and on Monday took a trip around the Cape, returning to Boston in the afternoon. After leaving Salem the Boston-bound party commenced to break up, some desiring to "scorch," while others, who were taking their first ride of the season, preferred to "lay back." Just before the party reached Lynn, and while going over a piece of bad road, Worden, the hill climber, accepted an invitation to race a horse, and, just to amuse the party, he began to put on all speed, and very soon the horse was some distance behind, but when the equine "got his second breath," it began to lessen the distance, and after a short time the noted hill climber was given a tow.—Boston Herald.

John C. Wetmore, good old "Jonah," is writing a history of Elizabeth, N. J., for the Board of Trade of that city. The club house of the Elizabeth wheelmen will be illustrated and described in the book.

The Board of Chosen Freeholders of Elizabeth County, N. J., met at Elizabeth on April 18th, and, in accordance with the law recently passed by the New Jersey Legislature, they have gone to work to issue bonds, map out the roads, etc. They propose to connect Elizabeth in direct lines with Linden, Rahway, Roselle, Crawford, Westfield, Fanwood, Netherwood, Plainfield, Springfield, Summit and New Providence. This, with the connections it will open, will be the largest system of macadamized roads in the United States. The new roads, in connection with the Orange system, will cover an area of 100 square miles.

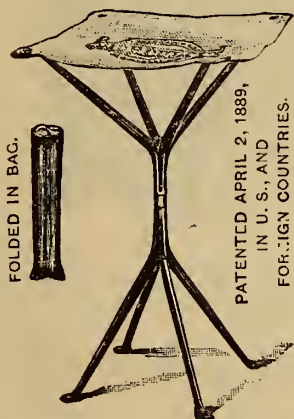
The Lancaster Club will hold a race meet at the Driving Park on July 4.

## MEETING OF THE CYCLISTS' UNION OF LONG ISLAND.

At a meeting of the Union held Wednesday night the resignation of E. K. Austin from the presidency was accepted, and M. L. Bridgman, President K. C. W. was elected to the vacancy.

The Union instructed the Roads Improvement Committee to employ men to clear Cobblestone Hill of the loose stones which now cover its surface. The Rights and Privileges Committee were instructed to discover whether the proper authorities could not prevent the posts being erected on the Brooklyn-Bath road. The Union is doing practical work.

The invitation of the Maryland Division has been accepted and the League meet will be held at Hagerstown, Md., July 2, 3 and 4.



The above Cut represents the Stool when opened (height of an ordinary chair).

## "Hercules" Revolving Pocket Folding-Stool.

BASE BALL, LAWN TENNIS, SKETCHING, THEATRE  
(Standing room only).

CAMPING, EXCURSIONS, YACHTING, CANOEISTS,  
FISHING, RACES, ETC.

Guaranteed to Sustain Over 250 lbs.

Canvas Seat; Bent Steel Legs; Malleable Iron Joints.

Weight only 25 ounces, can be carried in the pocket.

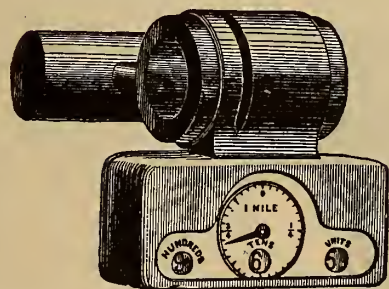
Japanned \$1 00, sent by express to any part of the Country.

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126 to 130 FULTON STREET, NEW YORK.

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Ordinary Bicycle, - \$10.00

Safety Bicycle, - - 11.00

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CITIZENS' BICYCLE CLUB, NEW YORK BICYCLE CLUB, LONG ISLAND WHEELMEN,

DENVER RAMBLERS,  
HUDSON COUNTY WHEELMEN,  
HARLEM WHEELMEN,  
WAPPINGER'S FALLS WHEELMEN  
ROSELLE RAMBLERS,

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HUNTINGTON BICYCLE CLUB,  
YONKERS BICYCLE CLUB,  
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Manufacturers of

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



A bicycle rider came near running over a woman on a sidewalk in this city to-day. A man who saw the danger said to another who stood near him: "By gracious! the Government ought to put a stop to them cypocledias running on the sidewalks."—*Kingston Freeman*.

Another case of the evil of sidewalk riding. The police should arrest every cyclist found using the sidewalks; their place is on the road.

The Trojan Wheelmen gave a reception, April 18, on the occasion of the opening of their new rooms in the Troy City Bank building. The rooms have been completely renovated, the walls and ceilings have been tinted and the woodwork has been repainted. The furnishings of the parlor are very handsome and include tables, escritoire, curtains, banners and pictures. The cost of making these changes was about \$1,400. About 150 guests attended the reception and partook of the hospitality of the club. The evening's entertainment consisted of music by Meschke, and singing by Messrs. Moran and Simpson. Singabaugh had charge of the refreshments and furnished the following menu: Sandwiches, chicken salad, lobster, chicken croquettes, fried oysters, charlotte russe, claret punch, sherry wine, champagne and lemonade. The committee in charge of the affair consisted of Messrs. A. W. Stowe, Harry Synder, George Friday, C. R. Magill and Lewis Waterbury.

E. K. Austin, one of the six original organizers of the Kings County Wheelmen, and a busy man in cycling organizations for the past eight or nine years, has retired from further active duty and resigned as active member of the club and as President of the Cyclists' Union of L. I., this latter action being necessitated by his resigning from his club. He still sticks to his wheel, but has little time to use it.

Messrs. Harrison and Hubbard, New York B. C., ride a Columbia Tandem Bicycle; Messrs. C. and W. Sheehan, Manhattan B. C., also ride a machine of that type.

Herbert Syner, the English champion, won his first race of the year April 6, winning from scratch in a mile handicap in 2m. 57s.

There is a hard race between Massachusetts and New York for the premiership of the League Divisions. Our pile is on the Empire State Division.

## HOWARD A. SMITH & CO.,

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### Everything in the Cycle Line,

And Catalogue ready for mailing. Send for one.

### SECOND-HAND MACHINES

OF ALL MAKES AND SIZES.

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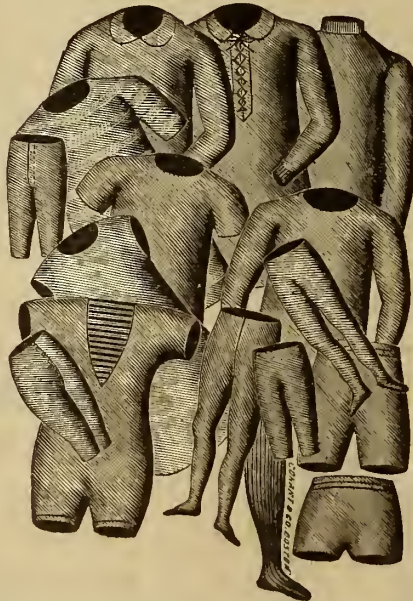
Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, FULL BODY TIGHTS, TRUNKS and SUPPORTERS are unsurpassed for good taste, comfort and easy fitting. Many novelties in PLAIN and RIBBED suits and sweaters.

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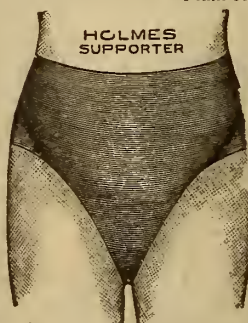
We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

## Jersey-Fitting Garments

FOR

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

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



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

Best and most satisfactory Supporter made.

Let every Sportsman try it.

Price, \$1.00.

Will send by mail on receipt of price.

Send size of Waist and Hip.

## Holmes' Thigh Stocking.

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

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

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

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

## Second-Hand BICYCLES and TRICYCLES.

New York Bicycle Co.,

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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.	Bigs.	Cdn.
460	48	Columbia Semi-Rdstr.	\$75 00	\$45 00	4	3	3
462	51	Semi-Racer Star,	120 00	40 00	4	Ball	4
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
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
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
512	42	Victor Junior,	55 00	40 00	4	3	1
513	—	Humber Tandem,	250 00	115 00	4	2	5
514	48	Rudge Lt. Roadster,	132 50	65 00	4	1	1
519	—	Columbia 2-tk. Trike,	165 00	85 00	4	1	2
522	48	Columbia Mustang,	85 00	25 00	4	4	6
523	56	American Club,	135 00	50 00	4	2	5
524	54	Victor Roadster,	130 00	75 00	4	1	2
527	—	Sparkbrook Crip Tke.,	165 00	125 00	4	1	1
534	52	Dictator,	130 00	45 00	4	2	3
535	48	Special Star,	135 00	100 00	4	Ball	1
537	51	Rudge Lt. Roadster,	136 25	100 00	4	1	1
538	48	Special Star,	137 50	85 00	3	Ball	2
539	51	New Mail,	128 75	75 00	4	1	3
544	—	S. S. Tandem,	250 00	180 00	4	1	1
545	—	Victor Safety,	135 00	112 00	4	1	1
548	54	Columbia Expert,	135 00	65 00	3	2	3
550	—	Marlboro Club Tdm.,	250 00	165 00	4	1	1
552	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
561	52	Rudge Lt. Roadster,	137 50	85 00	4	1	1
563	50	N. Rapid Lt. Rdstr.,	130 00	80 00	4	1	5
564	—	Rudge Humber Tdm.,	250 00	120 00	4	1	3
565	54	Columbia Standard,	110 00	40 00	3	3	5
566	54	Columbia Expert,	135 00	78 00	1	1	2
567	52	Columbia Expert,	122 50	55 00	3	1	4
572	—	Columbia Tandem,	250 00	165 00	4	1	3
574	50	Columbia Expert,	130 00	80 00	1	2	2
576	54	Victor Roadster,	130 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
583	—	Quadrant Tdm. No. 15	250 00	190 00	4	1	1
586	53	Columbia Lt. Rdstr.,	127 50	88 00	4	1	2
591	56	Victor Lt. Roadster,	132 50	100 00	4	1	1
592	—	New Rapid Safety,	135 00	80 00	4	1	5
593	54	Columbia Expert,	135 00	75 00	1	1	2
605	53	Columbia Lt. Rdstr.,	137 50	95 00	3	1	1
596	46	Victor Junior,	50 00	50 00	4	3	1
597	48	Otto Special,	60 00	35 00	5	4	2
598	52	Columbia Expert,	132 50	85 00	3	1	1
600	54	Columbia Expert,	135 00	100 00	1	1	1
601	—	Col. Lt. Rdstr. Tricycle,	160 00	125 00	4	1	1
602	48	Special Star,	137 00	75 00	4	Ball	2
603	54	Columbia Expert,	135 00	110 00	1	1	1
604	52	Columbia Expert,	132 50	90 00	7	1	2
605	56	Columbia Expert,	127 50	90 00	4	1	2
606	52	Singer's Matchless,	130 00	37 00	4	1	6
707	45	Special Pony Star,	150 00	85 00	3	Ball	1

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

### NEW YORK BICYCLE CO.,

No. 8 Warren St.,

No. 4 East 60th St.,

Dealers in New and Second-hand Machines.

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



After a hard fight the wheelmen were defeated in their efforts to have the Massachusetts Legislature pass a bill leading to the improvement of the roads. They were defeated by the hay-seed representatives, who did not know what they were voting against. The proposed bill would have done more to advance the interests and prosperity of small country towns than any legislative measure passed for many years. The defeat of the bill was primarily due to the unreasonable prejudice of the countrymen against the bicycle. In his speech opposing the measure, one of the legislators is credited with stating that the bill was not for the good of the public, but simply to benefit a lot of dude bicyclers who wanted the earth. Such an argument need merit no reply. The wheelmen are not discouraged, however, and will try again next year.—*Boston Herald.*

A man in Phil Armour's employ can kill 400 hogs in a day.—*Exchange.*  
We want him badly to exterminate the road hog.

## DON'T

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

LINCOLN HOLLAND & CO.,

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## WANTED!

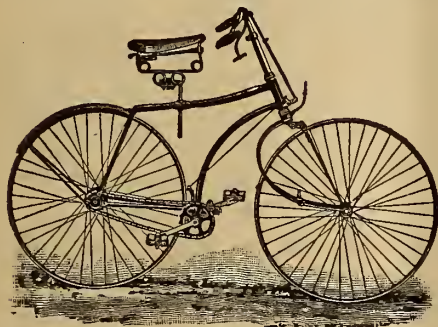
The name of every Wheelman in America for THE WHEELMEN'S DIRECTORY. Send 10c. in silver or 12c. in stamps to cover cost of mailing, etc., and your name and address will be printed in the Directory, and one mailed you when completed. The Directory will be printed in book form, and will not sell for less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

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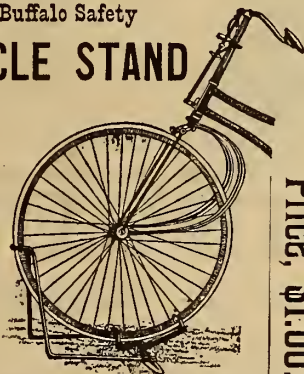
SPECIAL AGENTS,  
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## FOR YOUR SAFETY.

The Buffalo Safety

## BICYCLE STAND

Firm, Strong, Portable.



Price, \$1.00.

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The Trade Supplied.

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<b>Caps.</b>	League Regulation.....	\$1.25
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<b>Shirts.</b>	No. XX Fine Cheviot for hot-weather wear.....	1.00
<b>Stockings.</b>	Our celebrated Linen Sole Stocking, League color.....	1.00
	No. X Silk, Edge's League color, white centre, Snake Buckle.....	.50
<b>Belts.</b>	No. XX Worsted Solid, League color, Snake Buckle.....	.40
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	No. 1, Canvas, leather trimmings.....	3.50

Sent post-paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

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## NEW AND SECOND-HAND WHEELS.

FULL LINE CYCLING ACCESSORIES.

WHEELS BOUGHT, SOLD and EXCHANGED.

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DIFFICULT REPAIRING A SPECIALTY.

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

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## AGENTS WANTED

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Richmond,

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Westchester.



The Acme Bowling Club, which includes many wheelmen in its ranks, held their last meet of the season on Tuesday night. Mrs. Terwilliger won the prize for the highest ladies' score of the evening. After the bowling refreshments were served, and the members pleasantly wound up the season.

The St. Nicholas Mfg Co are unable to fill orders, on account of the great demand for their wheels.

**ENAMEL.** 4-oz. Bottle, with nickel brush, 50c.

**CAMPBELL & CO.,**

*Bicycle Dealers and Repairers,*  
PROVIDENCE, R. I.

## Read and Remember

That Ladies can learn to ride  
the Ladies' Safety  
Bicycle at  
ADELPHI HALL,  
52d Street and Broadway,  
NEW YORK.

Only a few lessons necessary to become proficient.

Competent and experienced instructors in charge.

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

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

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

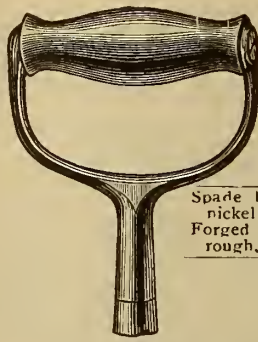
Classes now forming.

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

Applications for lessons should be made at my office.

Send for further particulars and terms.

**GEO. R. BIDWELL,**  
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# ELASTIC TIP CO.,

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

Spade Handles complete, full nickel ..... \$2.50 per pair.  
Forged Steel Spades in the rough, with bolts and grips.. 2.00 " "

Spade Grips, Vulcanite, any style \$ .50 per pair.  
Soft Rubber Handles, Pear shape 1.50 " "  
Tire Cement, ..... .25 " box.  
Electric Tape, ..... .25 " roll.

Mould Work of any kind solicited.  
**THE ELASTIC TIP CO.,**  
**RUBBER SPECIALTIES,**

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

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

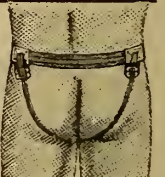


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### EVERY WHEELMAN AND ATHLETE SHOULD WEAR ONE.

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

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



BACK VIEW

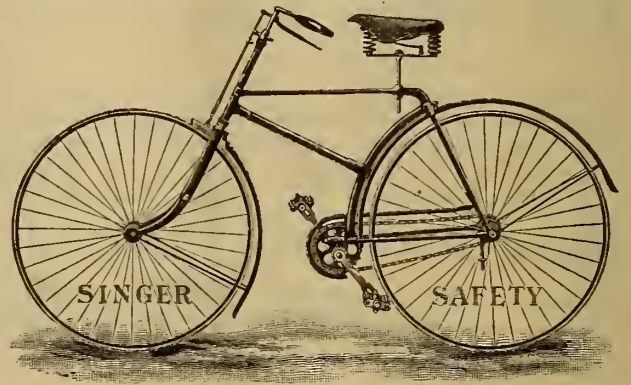
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We can most strongly and confidently recommend this cycle.

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



Price \$135.00.

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## THE "VINEYARD" BICYCLE.

**STRONG, DURABLE AND CHEAP.**

As good as the best for road and business purposes.

**FOR BOYS AND MEN.**

Diameter Front Wheel	Front Tire.	Diameter Rear Wheel.	Rear Tire.	Weight all on	Length of leg inside to sole of foot.	Price.
38 inch	3/4 inch	14 inch	5/8 inch	31 lbs.	27 inch	\$35.00
42 inch	3/4 inch	14 inch	5/8 inch	33 lbs.	29 inch	40.00
44 inch	3/4 inch	16 inch	5/8 inch	35 1/2 lbs.	30 inch	45.00
46 inch	7/8 inch	16 inch	3/4 inch	38 lbs.	31 inch	50.00
48 inch	7/8 inch	16 inch	3/4 inch	39 1/2 lbs.	32 inch	55.00
50 inch	7/8 inch	16 inch	3/4 inch	41 lbs.	33 inch	60.00

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

