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23 Park Row, N. Y.

VOL. XIII.—No. 10.]

NEW YORK, DECEMBER 2, 1887.

[WHOLE NUMBER, 322.]

OUR LITTLE FLYER, STILLMAN G. WHITTAKER,

Has closed the season for us with the most wonderful road performance ever recorded by the wheel press, making in the 24 hours, on an ordinary 51-inch Light Champion taken out of stock and weighing 40 pounds, the phenomenal distance of

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The American Cycles are road machines, and strong enough for the toughest American roads. They hold every American road record from 10 miles up to 24 hours, hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

Oh, but the bearings do tell, sure enough.

And that little track trial of Dingley's at Lynn on a 36-lb. Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth, "It was a wonderful record."

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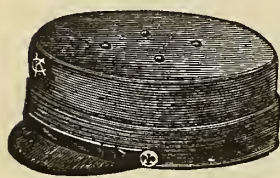
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Original Designs
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POPULAR PRICES.

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THE STAR.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.

" " second and third in 1-mile STATE CHAMPIONSHIP

" " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.

" " 1-mile Open.

" " 2-mile Open.

" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

NO.	NAME	25 MILES.	TIME.
6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
8.	S. B. Bowman, E. W.,	STAR,	1.40.20
9.	H. Greenman, I. B. C.,	STAR,	1.43.36

WILKESBARRE, PA., JULY 4, 1887.

STAR

WON

FIVE FIRSTS:

1-mile Novice.

2-mile 6.45 Class.

1/2-mile Boys' Race.

1-mile STATE CHAMPIONSHIP.

3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.

" " in 1-mile Class.

" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

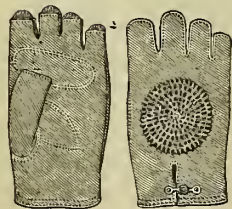
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Environs of N. Y. City.

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Compiled from the New Jersey State Geological Survey, the U. S. Coast and Geodetic Survey, Local Surveys and other authentic sources.

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\$4.00.

This Map shows the Railways, Wagon Roads, Cities, Towns, R. R. Stations, Villages, Lakes, Ponds, Rivers, Streams, Mountains, Valleys, etc., in a style unequalled for distinctness, legibility and correctness. The Index is complete and renders it an easy matter to find any desired locality.

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A weight placed above
the axle raises the centre
of gravity of the lamp to
the point of suspension and
counterbalances its ten-
dency to swing.

ADVANTAGES

OF

ITS USE.

It secures a steady light
upon the track.It prevents lamp from go-
ing out on rough roads.It prevents spilling of oil
from the cup.

It is ornamental to either
nickel or black wheel,
weighs less than half-a-
pound, and can be at-
tached to any lamp in
fifteen seconds.

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it, or send name of your
lamp to

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receipt of price.

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and cycle in good condition through the winter; price
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OPPOSITE D. L. & W. R. R.

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Bicycles, Tricycles,

AND

TANDEMS.

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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.

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.

CONDITION.—"1" Slightly used, good as brand
new. "2" Tires show but slight wear, finish excellent.
"3" Tires brand new, finish excellent. "4" Tires show
a little wear, finish first class. "5" Tires some worn,
finish somewhat marred. "6" Tires badly worn or cut,
and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
146	56	Columbia Expert,	\$132.50	\$85.00	4	1	4
149	51	"Special Star,"	135.00	93.00	3	ball	3
179		Sp'k'b'k Crimper Tri.	180.00	110.00	4	2	1
180		"Hbr. Tandem,	260.00	220.00	4	2	1
213	52	British Challenge	135.00	65.00	3	1	4
217	48	Special Star,	120.00	110.00	4	ball	1
220	53	Royal Mail,	140.00	95.00	4	1	2
234	52	Rudge Lt. Rdstr.,	135.00	90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	70.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	80.00	4	1	1
244	45	Special Pony Star,	107.00	100.00	4	1	1
245	54	Royal Mail,	140.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	150.00	110.00	3	1	1
248	50	Ideal,	80.00	55.00	4	4	1
252	56	British Challenge,	150.00	70.00	1	1	5
253	50	Columbia Standard,	100.00	40.00	4	4	4
257	56	Spl. Columbia,	130.00	40.00	4	3	5
258	48	Spl. Star,	129.00	100.00	4	1	1
260	48	Columbia Standard,	100.00	40.00	5	4	5
261	52	Royal Mail,	125.00	45.00	4	3	4
263	55	Rudge Lt. Rdstr.,	138.75	83.00	4	1	4
264	54	Columbia Expert,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	95.00	3	1	2
266	55	Spl'dg. Semi-Racer,	140.00	40.00	4	1	4
269	51	Spl. Star,	160.00	100.00	4	1	1
270	56	Racer,	140.00	40.00	4	1	4
271	52	Sanspareil,	127.50	75.00	4	2	1
274	52	Sans. Lt. Rdstr ,	137.50	75.00	4	2	1
275	48	Victor,	127.50	90.00	4	1	2
276	52	Columbia Expert,	137.50	105.00	1	1	1
277	52	Spec'l. Club,	160.00	105.00	1	1	1
278	50	Premier,	100.00	75.00	1	4	1
279		Col. 2-track Tricycle,	165.00	90.00	4	2	2
281	48	Columbia Standard,	100.00	55.00	4	4	1
282	38	Rudge Safety,	135.00	70.00	4	1	2
283	51	Spl. Star,	130.00	90.00	4	3	1
285	51	Spl. Star,	120.00	80.00	4	3	4
286	44	Spl. Facile,	130.00	70.00	4	1	4
287	52	Columbia Expert,	127.50	80.00	4	1	2
288	56	Columbia Standard,	107.50	40.00	4	4	4
289		Sp'k'b'k Cr'p'r Tricycle,	180.00	130.00	4	1	2

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NEW MANAGEMENT,

38 Park Place, New York.

THE

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AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 5 men each from the Maryland Bi Club, the Balto. Cycle Club and the Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

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5.---	J. KEMP BARTLETT, JR., Rapid Roadster.
8.---	E. F. LeCATO, Rapid Light Roadster.
13.---	S. H. SHRIVER (fell), Victor Roadster.

THE FIRST MAN IN WAS H. L. KINGSLAND, RAMBLER CYCLE CLUB, RIDING A

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IN THE MARVELLOUS TIME OF

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The wheel press correspondents, all power to them, do more than any other class to perpetuate the idea that wheelmen are callow youths, lambs, apron-string boys, fellahs and other what-nots. If a wheeling man goes a short journey and returns safely, as men have sometimes been known to do, they write post haste to their editor: "Johnny Brown has just returned to the fold," as if Johnny had taken a flyer forth into an outside whirlpool of wickedness and sin and destruction, and had returned unsinged. There are also penmen who write: "Jack Jones has just got his new Victor. Jack has made his mile in 3m. 49s." We have often wondered what "his mile" meant, and whether he was a property owner.

The man who undertakes to champion the cause of the minority against that of the majority is very apt to have a world of trouble. He is not only apt to lose friends, but is certain to create enemies, some of them rabid. The protest against Kluge furnishes a case of this kind. At the solicitation of his club-mates, Captain Barkman, of the Brooklyn Club, consented to be the mouthpiece of what was undoubtedly a strong public sentiment against Kluge's competition in the late Inter-Club road race. While knowing the unpleasant consequences, he did his duty and lodged the protest. Technically, as we proved last week, his protest was founded on good grounds, which were afterwards overruled by previous considerations of which he could scarcely have had any knowledge. We refuse to believe that there was anything personal between the protested and the protestor. "Bon" is intelligent and independent enough to make an appearance in the role of apologist unnecessary; but at the same time a quietus should be put on the untruthful and bitter statements emanating from those who look at the question from a different standpoint than does Mr. Barkman.

"Disaffection in the League's methods will probably find expression in the withdrawal of the Philadelphia clubs from the national body as clubs. The individual membership will, no doubt, be largely retained. There is, no doubt, a growing disposition on the part of members of clubs to resent the forced membership in the L. A. W. We do not think this compulsory membership a good thing; let each and every wheelman use his own free will in the matter. The League will suffer nothing in consequence; on the contrary, we think it would gain."—*Bicycling World*. Right you are. The case of Kluge and the Hudson County Wheelmen proves that membership in the L. A. W. entails interference with local and purely club questions. One man forced into the L. A. W. will do more talking against it than twenty enthusiasts can overcome.

A ROADS IMPROVEMENT ASSOCIATION WANTED.

What is wanted to advance wheeling in this country is a "Roads Improvement Association."

By adopting such a name, the association at once declares the only plank in its platform, and there is left no room for doubt as to its functions.

Besides this, such an association would appeal to wheelmen on practical grounds. No one of them would refuse a dollar per year for the grand object of road improvement.

We are quite aware that such an organization would undertake work which some might believe to be the peculiar province of the L. A. W., and possible a true and broad conception of the League's work would include the improvement of the roads; but the fact remains that the L. A. W. has accomplished but little in the line of practical road improvement. Let some of our legislators start the ball a-rolling, and see what hearty support will be given them. The Association might be a sub-committee of the L. A. W., but with full power.

WHAT SHALL BE DONE WITH SURPLUSES.

Secretary-Editor Bassett has discovered that there is \$2,000 lying idle in certain State Divisions of the League, the custodians of which report that there is no immediate or prospective use for the same. The fact that so much money is lying idle gives rise to the question, whether all Divisions should receive the same proportion of dues. "If there is a wrong principle involved in this distribution of dues," says Editor Bassett, the Reorganization Committee should determine some wiser method of distribution. The question is also put, whether surpluses should remain tied up in the strong boxes of some of the State Divisions, while the bills of the League and of the New York State Division remain unpaid.

It seems to us that this is a simple question. Why should not a Division with fifty members receive the same proportion of dues as a State with five hundred? It is fair to presume that, with an active and brainy Chief Consul, the money could be put to some good use, and if it is simply impossible to spend it, let it earn interest, and some day both principal and interest may be used by the Division with good results.

Under normal conditions, the League should have a surplus; for is not most of the work accomplished by the State Divisions? If the League has no surplus, why has it not? This is the question for the Reorganization Committee to solve, that they may find a suitable cure. Under normal conditions, we say, the League should have a surplus, and from this surplus a sum might be voted to help out a Division which has accomplished some good work, as in the case of the New York Division, for instance.

RACES AT WILMINGTON, DEL.

THE WILMINGTON CLUB'S FIRST ATTEMPT.

The Wilmington Bicycle Club held its inaugural race meet at Union Street Park, on Thursday, November 24th. Though the weather was unfavorable, a large number of people witnessed the eight events. The following is a summary of the races:

One Half Mile Championship of Delaware—S. Wallis Merrihew, 1.42; B. F. McDaniel, 2nd, S. D. Wilson, 0; R. Dallett, 0; J. S. Bertolette, 0; V. R. Pyle, 0.

Two-Mile State Championship—J. S. Bertolette, Wilmington, 8.26; H. H. Curtis, Newark, 2nd by 200 yards. Bertolette is quite young, and was coached in this race by his brother, of whom he demanded repeatedly, if he "could go ahead yet?"

One Mile, Four Minute Class, First Heat—C. S. Wilson, 3.55; W. F. Kurtz, 2nd; H. J. Wiley, 0; J. D. Kurtz, Jr., 0.

Second Heat—A. Jefferis, 3.51; H. A. Drake, 2nd; Z. H. Lofland, 0; F. L. Kurtz, 0.

Third Heat—N. R. Bertolette, 3.52; B. F. Townsend, Jr., 2nd; T. Jefferis, 0; B. McNair, 0.

Final Heat—N. R. Bertolette, 3.47; A. Jefferis, 2d; Chas. S. Wilson, 3rd. Won after a sharp contest.

Two Miles Handicap—B. F. McDaniel, scratch, won easily, time, 7.20; S. D. Wilson, 100 yards, 2nd; J. S. Bertolette, 80 yards, 0; R. Dallett, 25 yards, 0; S. W. Merrihew, 65 yards, 0.

One Mile Novices—R. Dallett, 3.45; S. W. Merrihew, 2nd; W. F. Kurtz, 3rd; S. D. Wilson, 0.

One Mile Handicap, First Heat—B. F. McDaniel, 3.41; A. Jefferis, 2nd; H. A. Drake, 3rd.

Second Heat—W. F. Kurtz, 3.47; S. D. Wilson, 2nd; N. R. Bertolette, failed, 0. Messrs. Townsend and J. S. Bertolette, being the only entries in the third heat, qualified for the final.

Final Heat—McDaniel, 3.33; Townsend, 0; Bertolette, 0; Jefferis, 0.

Three Miles Lap Race—McDaniel, 12m. 15s.; F. M. Dampman, 2nd; W. C. Seeds, 0; H. D. Ludwick, 0; R. Dallett, 0.

GREAT SIX DAYS' RACE, COWBOYS VS. CYCLISTS.

A six days' race between Marve Beardsley and Broncho Charley, mounted on horses, and Dick Howell and W. M. Woodside, on wheels, was the talk of London from November 6 to 13.

The contest took place at Agricultural Hall, the men riding from 2:30 P. M. to 10:30 P. M. each day. The score was follows:

Monday.—Cyclists, 137 miles, 7 laps; horsemen, 136 miles, 6 laps.

Tuesday.—Horsemen, 272 miles; cyclists, 271 miles, 7 laps.

Wednesday.—Horsemen, 406 miles; cyclists, 405 miles, 5 laps.

Thursday.—Cyclists, 536 miles, 5 laps; horsemen, 535 miles, 2 laps.

Friday.—Horsemen, 674 miles; cyclists, 673 miles, 3 laps.

Saturday.—Horsemen, 814 miles, 4 laps; cyclists, 812 miles, 2 laps. Of this distance, Woodside covered 422 miles, 4 laps, and Howell 389 miles, 6 laps.

The affair was a great success and much credit is due to the management of Senator Morgan. A series of short races were run each day, in which Ralph Temple appeared prominent as a victor.

THE NEW ORLEANS THANKSGIVING DAY HANDICAP.

NEW ORLEANS, Nov. 25th, 1887.

"Here, Machin, Jonas and all you boys, hurry up and take your place in line here and get ready. Keep out of the way there, youngster!"

Sospoke Referee and Marshal-in-Chief Crane, at 2:30 last evening, as he hurried about, keeping the road clear and arranging the fifteen starters in our first great Thanksgiving day road race in line, in preparation for the start.

The puffing of the engine drawing the "grand stand" is heard approaching.

"Get ready, Machin!" warns Timer Hughes in an undertone.

"Go!" and with a hop, skip and a jump, Fred Machin, with five minutes start, slides into the saddle and settles down to work for the long 5½ miles pull to West End.

The train has come to a halt and the occupants, comfortably filling six coaches, witness the other fourteen riders start on the journey in the following order: E. A. Jonas (handicap 4½ minutes), E. M. Graham, R. McKenzie (4¼ minutes), M. S. Graham, R. A. Kirk, L. J. Frederic (4 minutes), J. W. Dodge, S. Harby Plough, T. M. Hill, J. P. Phelan (3 minutes), R. G. Betts (2 minutes), and as the three scratch men, C. B. Guillotte, A. M. Hill and Geo. E. Guedry, pull out, a wild scramble for the cars follows; a puff and a blow; the train moves, and the race is fairly under way.

For two miles the train keeps even with the scratch men and the spectators witness

A BEAUTIFUL STRUGGLE

between Hill and Guillotte. Now Hill leads, now Guillotte, and thus they fight it all the way, Guedry all the while a few yards in their rear. Every few moments the spectators aboard the cars join in shouting encouraging cries to their favorites, Guillotte is evidently the most popular, and the oft-repeated cries of "Keep it up, Charlie!" and "Go it, old boy!" stimulate him not a little, for every now and then he indulges in a burst of speed that assures his friends that he has an abundance of the necessary left yet.

Now they dash across the canal drawbridge, and for a moment are shut from view by intervening houses. When they again heave in sight, with the canal between them and the train, Guillotte's maroon tights are seen leading Hill. Charlie is getting in his work now; his friends see it, and give him a hearty cheer. His legs move with a swift, strong stroke and unvarying regularity, which forces Hill to spurt repeatedly to maintain his distance. These constant spurts are evidently sapping his strength; for, see! Hill is slowly but surely, inch by inch, dropping back. It's dollars to dimes now that Guillotte will be the first scratch man over the line.

But what has become of the handicap men?

Three miles, and none of them in sight yet. So must have thought the engineer of the train, for he gives his horse a little more fuel, and soon leaves Guillotte and his trailers behind.

Ah! there's Phelan now! Poor fellow! his pedal worked loose, and he was forced to dismount to tighten it while his companions speedily left him. And Machin! see him over there. He rides wearily, and the look on his face shows that he is done for. A few seconds and the train comes up with Plough

—the man who straddled a wheel for the first time in months only the day before, and yet started in the race—he, too, looks fatigued and evidently feels the want of practice.

A half minute, and a figure in black jerseys is seen across the canal, pedaling rather tired like. It's Betts, by Jove! The "grand stand" slows down a peg; the spectators give voice to encouraging shouts, above all of which is heard, in the familiar tones of Chief Consul Hodgson, a frequently repeated and cheery "Go it, Ritchie." Betts recognizes it as the same lone voice uttering the familiar words that cheered him on in Shreveport, and "goes it" a little faster. "Go to work! Go to work!" shouts some slangy individual voice, a local slang phrase. A cap waves in the air; a broad grin spreads over a countenance, and a laughing "Oh! I'm a working" is wafted back to the train, just as its speed is increased and Betts and the "grand stand" soon part company.

The finish is only a half mile off and all eyes are now riveted in that direction, but the winners have already crossed and until the cars slow up and their occupants alight and dart across the bridge, not one of them can tell or even guess the result.

They're across now.

"Mal Graham, first! Rob McKenzie, second! and Kirk, third! and Joney, fourth! Holy smoker! but the new 'uns have done good work. "Look out! Look out!" warn half a dozen voices as Guillotte and Betts appear down the road, Guillotte spurting in great shape, Betts riding easily, as if unaware of his competitor's near approach. A startled exclamation and Guillotte darts by, he of the black Jersey, twenty feet from the finish, crossing the line six feet in front of Betts; Hill fifty yards further back, followed by Frederics, Guedry, and the others in rapid succession. The handicaps had been too much for the scratch men to overcome, and twenty-five minutes had been beaten by two men only, Guillotte and Hill, though the latter's time does not appear in the

OFFICIAL REPORT.

	Time.	Corrected Time.
1. M. S. Graham.....	21:38 2-5	25:38 2-5
2. McKenzie.....	21:58	26:13
3. Kirk.....	22:58	26:58
4. Jonas.....	23:01	27:31
5. E. M. Graham.....	23:41 2-5	27:56 2-5
6. Dodge.....	23:53 1-5	26:53 1-5
7. T. M. Hill.....	24:15 3-5	27:15 3-5
8. Guillotte.....	24:17	24:17

Betts, Hill, Frederics, Guedry and the others followed in, but their time was not taken.

NOTES.

The winner rode a Rudge; the first scratch man a Champion. The Columbia, Victor and New Mail were the other makes represented.

The Louisiana Cycling Club did itself proud, carrying off three out of five prizes; first, third and fifth and the second man is as good as member. The N. O. B. C. scooped third prize and claims the fastest man, Guillotte.

The prize winners are all practically new men, and their success will go far towards booming future races and matters of a cycling nature.

Guillotte's magnificent riding was admired by every one, and while he beat Hill fairly and squarely there has been a wish, frequently expressed, to see the two meet in a series of say five races. If this could only be brought about, phew! but wouldn't the races be worth witnessing.

The "moving grand stand" proved an entire success, but don't it sound queer to speak of a grand stand slowing down?

Not enough money was secured from entrance fees to purchase sufficient turkeys to go round, but an immense package of cakes was bought instead, and no doubt the fatherless and motherless little toddlers of the St. Vincent took more readily to the sweets than they would the more substantial turkey. Br.

NEW BEDFORD'S CLUB HAS A SERIES OF CLOSE CONTESTS.

NEW BEDFORD, November 24.—About 25 wheelmen and a company of over 100 people witnessed the races of the New Bedford Cycle Club, on French avenue this morning. The first race, for the president's medal, had five starters—F. L. Wing, C. L. Dunham, Edward H. Almy and A. H. Mandell, Jr. Dunham covered the five miles in 21 minutes 23½ seconds. Wing finished a minute later, with Almy third man. The president's medal, which has been held by Wing for a year, will be held permanently by Dunham. The second prize, a bicycle lantern, was won by Wing.

The second race, a half-mile dash, was a very ex-

citing contest, and was won by Royland Smith. F. L. Wing, A. G. Briggs, A. L. Blackmer, W. F. Jenney and Hoyland Smith were the contestants. Smith wins the gold medal and Blackmer the second prize, a saddle. The time was 2 minutes 37¼ seconds.

The quarter-mile race had three starters—F. L. Wing, Royland Smith and A. G. Briggs. Smith won the race and the gold medal, while Wing took second prize, a pair of bicycle shoes. Time, 1 minute 2¾ seconds.

BOSTON CLUB HARE AND HOUNDS.

The Boston Bicycle Club undertook to have a hare and hound chase on Thanksgiving Day, and would have succeeded had not the wind been so high that it scattered the trail and rendered pursuit by the hounds fruitless. The hares were Messrs. F. S. Wetson and W. H. Senter. The hounds were Messrs. H. W. Porter, P. J. Berlo, M. D. Frost and J. D. Bigelow. Starter W. G. Kendall sent the men off at 10:30. Porter was the first man to return, which he did soon after the start. Bigelow followed his example five minutes afterwards, while Frost and Berlo came in three-quarters of an hour afterwards. The hares returned at 11:15. The prizes were to have been gold and silver medals. Mr. J. S. Dean was referee.

NEW ORLEANS NOTES.

NEW ORLEANS, Nov. 23, 1887.

To-morrow is Thanksgiving Day. Of course there is nothing strange in that, but I need but say that to-morrow is also the date of our big handicap road race, and it will be readily understood why this particular Thanksgiving has such an attraction for New Orleans wheelmen. And the race! Oh, if the morrow is but dry and cloudless, what a race it will be! Eighteen entries! Just think of that; and yet there were just that many names affixed when the list closed last evening. Eighteen! the largest number by a long ways that has ever been entered in a Southern race. So, then, can you blame one for feeling elated, more especially when he has had two or three fingers in the arranging of the pie? Hardly. Then pardon my little crow. Can't help it, you know.

The handicaps were made public at noon to-day, and as a whole reflect great credit on the judgment of the committee in charge, Messrs. Fairchild, Crane, and Abbott. A. M. Hill and C. B. Guillotte, will be the scratch men, though Geo. Guedry, who has been allowed forty seconds, says that he intends starting with them. R. G. Betts, two minutes; J. W. Dodge, A. A. Ruhlman, S. Harly Clough, T. M. Hill, J. P. Phelan, 3 minutes; W. F. McClure, R. A. Kirk, L. J. Frederic, M. S. Graham, 4 minutes; E. M. Graham, R. McKenzie, 4½ minutes; E. A. Jonas, 4½ minutes; Fred Machin, 5 minutes; and H. H. Hodgson (tricycle), 6 minutes,—is the order of the others.

The fight for supremacy between the scratch men, who are old rivals, and the development from among the new material lends special interest to the affair, and if, as was prophesied, it is not a "hummer" it will be considerable of a take back.

I went over the course last Sunday and found it in worse condition than it has been in months; patches of fresh shells, a very rutty and lumpy stretch, nearly a mile in length, and one very bad railroad crossing, to say nothing of a terrific head wind near the finish, make it a road race in the full sense of the word. Still 25 minutes will undoubtedly be beaten, as, while resting at West End Sunday, that old vet, A. M. Hill, came up puffing and perspiring, having made it in 26, against a wind that made two or three others get down and walk, and another so weak in the knees that he fell off before he could dismount. Yes, it will be a great race.

Prince Wells is with us again for a short while. He is down for a judge for to-morrow's event, and will entertain the spectators and console the losers with one of his own taking performances at West End after the finish of the race.

An effort is to be made during the winter to have Whittaker, Dingley, or some of the prominent professional flyers come down and have a bout with Daddy Time. There is no good reason why they should not come. There are several halls and rinks where indoor tournaments might be held, and if a few genteel and well-behaved pros were to put in an appearance it might result profitably. Certainly a region where "the snow don't fall, and the winds don't blow (indoor)" should be preferable to the ice-bound regions of Minneapolis and thereabouts. A six days match might be gotten up, and maybe some home amateurs could be induced to run against each

other after office hours. We are always willing to lend a hand.

Some men are hard to down. Noriega was worsted in his second mounted sword combat with Ross, but now wants to meet him afoot.

Can it be that C. H. K. means that the resemblance between a Washington wheelman and the Louisiana State Lottery is in that both are dead beats—or maybe it is because both are hard to beat. Of course no offence is intended. Br.

PITTSBURGH NOTES.

Just at present our citizens are, as a whole, interested in a new charter or form of City government, that is, with Councils, and likely to become a law; another but smaller body of the aforesaid persons interested are wheelmen, who anticipate wide improvement in street paving, and that, too, with a material so much in favor amongst city riders of the bike, especially in a city where cobblestones reign. Several members of the Department devoted to streets favor asphalt, and 'tis rumored that two or three "bosses" holding the balance of political thunder are connected with a large concern, makers of this pavement; so we are interested truly.

Thanksgiving runs were a nonentity with us, and the rider-out on such a day deserved probably all he endured. The "Cyclers" had a run up, but failed to carry it out owing to a much needed rain that began about 7 A. M. and occupied the balance of the day. The "Keystones," having cut their eyeteeth some seasons ago, saw the run could be dispensed with, previous ones having furnished experience galore.

The report that a local rider will accompany a well known New Castle wheelman in a ride over the lake shore road from Girard to Buffalo and return, in one day, seems to have caused a smile on the faces of some local pushers of the pedal who think they can ride (?). Now I would like to persuade those who smile to go out with this gentleman on, say, an all day run when distance is an object, and I venture to predict the smile (?) would be a queer one and the distance between this rider at nightfall and the pleased ones in his rear would require several hours of good riding to cover.

The correspondent of a Boston paper writing from this "vicinity" seems greatly exercised over the claim of the Banker Bros. for their 116-mile run. The claim did not embrace the earth, nor yet a fence, but they do say no one else has ridden so much over the same roads in so short a time, and credit is desired for that alone.

The correspondent referred to is evidently a "prohibitionist" from the amount of cold water he wants used in this "vicinity," whilst his business is evidently in some way connected with the manufacture of "towels." "KEYSTONE."

MINNEAPOLIS MUSINGS.

LAST NOTES OF THE SEASON.

Everything betokens snow, and as the first snow-storm in this country usually comes to stay, the above title befits this short letter. Roads are frozen hard and smooth, and a run of some twenty miles was made on November 20th by a couple of us in much less time and with more comfort than the same route could be traversed in summer. On our way back to the city we faced a southern breeze that had nothing balmy about it, but seemed as if direct from the Antarctic Ocean. My face tingles even now to think of that searching zephyr. The latest addition to the professionals congregating here is McCurdy, and as he brings his wheel and is to stay for some time, it looks as though races were coming up in the near future.

Crank riders prophesy his defeat by either Knapp or Whittaker, but McCurdy is in good condition and looks fit to hold his own against any man. A fine photo of the Gormully & Jeffery team adorns Heath & Kimball's show window, but the team itself may be usually found up at the Washington Rink getting used to the indoor track.

Rumor again says, and I hope truthfully in this case, that J. P. Bruce, whilom wheel editor of the Tribune, inherits some \$40,000 in Scotland, and shortly returns to that country to gather in the shekels. After counting over that bagatelle—for of course forty thousand dollars is nothing to a newspaper man—he is undecided whether to go to South Africa and grow up with the country or get a 30-pound racing tricycle and come back here and make it hot for Bartlett, who defeated him some time since. Come back here, by all means! If I might be allowed to make a suggestion, it is that a concrete road for bicycles and tricycles between

here and Lake Minnetonka is a "long-felt want," and although the above-named amount is not quite enough to build it clear there, it would make a fair beginning, and what true enthusiast would begrudge that much, if sure of immortality in return? Bruce has done much for the good of wheeling in this city, and although we rejoice in his good luck, we shall be sorry to have him leave us.

This year Thanksgiving comes in this State on November 24, and if snow only holds off, plenty of cyclers will get up a fitting appetite for turkey and the usual accompaniments by a run to some neighboring town and back—presumably St. Paul. Two years ago quite a crowd took part in such a run, and it was a thoroughly enjoyable one. The pleasure of riding in cold weather—moderately cold—is known to few wheelmen, and they never realize what it is to ride at a high rate of speed and not be uncomfortably warm. People that we pass are wrapped up in furs and blankets, and, with reddened noses, look anything but happy as their horses plod along, and no doubt in their inmost souls they thank themselves they are not as the miserable cyclist perched aloft on a slender wheel, and exposed to the searching air of Winter. It all depends on the point of view you look from.

MINNEAPOLIS, November 20, 1887. L. B. G.

GEORGE S. DARROW.

INDIANAPOLIS, Ind., SUNDAY, Nov. 20th.

We are grieved to learn of the death of Mr. George S. Darrow, which occurred at Indianapolis, Indiana, on Sunday, November 20th. Mr. Darrow succumbed to a lingering attack of typhoid fever.

Though we had not the pleasure of Mr. Darrow's acquaintance, the papers of which he was editor, the *Wheelmen's Record* and *Wheelmen's Gazette*, reflected a man, who, with age and culture, would have made himself known in the newspaper world. He possessed a fine lode of humor, which scarcely ever failed to respond to his demands on it. Although in the field of cycling journalism but a short time, Mr. Darrow's many bright things were widely quoted. The gift of humor, in our mind, is an implication of the possession of rare qualities; human nature, discernment, sympathy, unselfishness and others. We sincerely regret Mr. Darrow's untimely death, and tender our sympathy to his brother and co-laborer, Mr. P. S. Darrow.

The following obituary notice of Mr. Darrow we republish from the *Wheelmen's Gazette* for November:

"George was born June 13, 1863, and had been for the past nine years connected with his brother in the printing business.

"Eighteen months ago he lost his wife, one of the dearest little women that ever breathed. Her sudden death, after a married life of a little over a year, was a shock from which he never rallied. Bright and talented, he used his talents as a cover for his real sorrow. His perennial flow of humor was but the reaction of a deeper feeling that few knew of. He acted his part nobly and died as he had lived, 'faithful unto death.'

"His life, though short, was rounded and complete. He had tasted of life's highest joys and deepest sorrows. Through it all he bore himself cheerfully and manfully, and he approached the end which he saw afar with all but willingness.

"He was a man of deep feelings and true instincts. He hated deceit, underhandedness and impurity with the same fervor that he loved honesty, sincerity and uprightness. Those who knew him best loved him most. His place can to us never be filled."

Why cannot a road race be held before the close of the season between members of the New York City clubs, say from Tarrytown to N. Y., or Yonkers to N. Y.? Such men as Messrs. Fontaine and MacCormack of the "Citizens", Harris and Pringle of the "New Yorks"; Halsted and DeGraaf of the "Harlems," and others from the various clubs in the metropolis. Or, if not, two members from each club, just one member to represent his respective club. Since Harris's victory on Election Day his friends think he could warm the best of them. But the various constituents of Messrs. Halsted and Fontaine would just like to see them enter such a race "for fun."

The best New York City road record for mileage to date is held by Capt. Halsted of the Harlem Wheelmen, who completed his 4,000 miles Nov. 14th, having ridden 121 days since January 1st, or an average of 33 miles. Mr. E. C. Parker of the same club has the second best, with a record of 2,620 miles (149 riding days.)

AMATEUR PHOTOGRAPHY, No. II.

Photography is divided into two separate and distinct parts, the apparatus and materials. The former is purely mechanical, the latter entirely chemical.

We will deal first with the mechanical, endeavoring to make our explanation as plain as possible by giving the names of the various parts of the apparatus and defining their uses.

The camera is nothing more than a square box with a bellows attachment used in focusing, with the interior blackened. The rays of light penetrate from the lens on one side, not obstructed by any foreign light, to the sensitive plate, on which the picture is made, at the other end.

The focusing mechanism consists of a bellows made either of black cloth, rubber or other dark material, which is attached to the box opposite to the end holding the lens, and is drawn backward and forward as occasion may demand; for the purpose of obtaining a sharp image of the object to be photographed. The object is shown on the ground or varnished glass, called the focusing screen. Focusing, therefore, is adjusting the distance between the ground glass and the lens by means of the bellows so that the object is brought out sharp and plain on the screen. The moving of the bellows is usually accomplished by means of a rack and pinion.

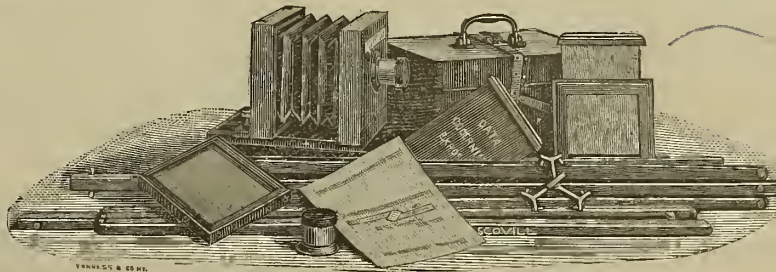
The focusing screen is a piece of ground or varnished glass attached to the end of the bellows, on which the object is reflected, in an inverted position. It is generally hinged at the bottom, but is sometimes hung on parallel hinges. This is done so as to permit the holder containing sensitive plates to be inserted for exposure. The plate holder is of the same size and shape as the camera, and is divided into two separate parts for the purpose of holding two plates; like the camera it has its interior blackened. It is fitted with slides, which are drawn out at time of exposure.

The swing-back is an important adjunct to the camera; it is a contrivance by which the back of the camera is inclined from a vertical position, either backward or forward; the object of this arrangement is readily seen. When objects to be photographed are at varying distances from the camera, those farther off need the focusing screen nearer to the lens, while those nearest require the distance between the screen and lens to be increased. The swing-back is one means of accomplishing this, and it is done by inclining it either forward or backward.

The rising front is only second in importance to the swing-back. It consists in so fitting that portion of the front of the camera to which the lens is attached that it may be raised or lowered as the occasion may require. This movement is very often necessary in photographing architectural subjects.

The tripod is that part of the apparatus on which the bed of the camera rests. To insure perfect rigidity the top of the tripod must be perfectly even, or at least touch the bed of the camera at all its extreme points. It is generally made of wood, and as light as possible. The legs fold or slide together so that the height of the camera may be changed at will, and also for the purpose of making it compact during transportation.

The above explanation will, we trust, enable the reader to better understand the description which we shall give of the best and most popular cameras. Those contemplating the purchase of an outfit should obtain catalogues of the various goods made by leading manufacturers, and carefully compare them, endeavoring to learn the merits of the various instruments, and if possible they should examine the cameras, getting the best advice as to which outfit will give the best results at the least expenditure. It is always to the purchaser's advantage to buy of a house with an established reputation, not only for the goods they make, but also for veracity, and such a house will spare no effort to satisfy its customers. There is perhaps no line of goods made that offer better opportunities for sharp practice, than photograph instruments; by applying to a house of known veracity the novice may be sure that no deception will be practiced. We will begin our description of cameras with the Ne Plus Ultra. This instrument is as light as is consistent with strength, and is very compact when folded. It is provided with the rising front, which in the hands of a novice will insure better results than the swing-back. The bellows are of rubber and will not crack with use. The platform is hinged, and, when camera is folded, it is exceedingly compact. The Waterbury single achromatic lens which accompanies this outfit will be found to do work of the very highest order. Notwithstanding what may be said to the contrary, there is no better lens for landscape work than the single achromatic lens. When not in use the camera is placed in a neat wooden carrying case. This outfit is also provided with a dry plate holder and a folding tripod. An outfit such as we have described can be purchased for about \$10. Many amateurs begin work with one of the cheaper outfits, and when success has been achieved choose something finer.

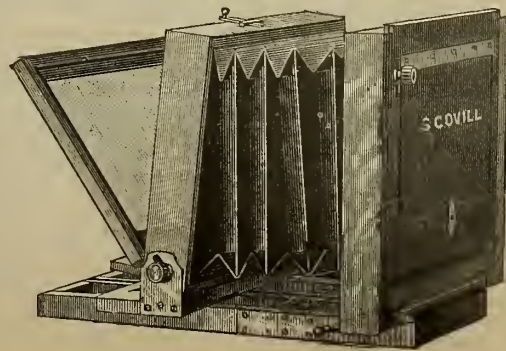


The Waterbury cameras were first introduced to the public in the spring of 1885. They produce pictures $4\frac{1}{4} \times 5\frac{1}{2}$, $4\frac{1}{4} \times 6\frac{1}{2}$ and 5×7 inches. They are a higher grade of camera than the Ne Plus Ultra. The outfit accompanying the Waterbury is similar to that just described, but slightly better.

The camera, however, is made of mahogany, and will not shrink or crack, and is exceedingly neat and strong. The Waterbury outfits are well and favorably known to a large number of amateurs.

The '76 camera is especially worthy of mention as an instrument of the highest grade. It is a mahogany camera, handsomely finished, and is adapted for taking pictures 5×8 inches; it is also constructed for obtaining stereoscopic views; for this purpose an extra piece for the purpose of attaching two lenses necessary for this work accompanies each camera.

A camera adapted for making stereoscopic views is only different from other cameras in that it has two lenses, and the interior is divided into two parts by a bellows-like arrangement. This is done for the purpose of duplicating the object by one exposure on the same plate. Accompanying this camera is a dry plate holder, a tripod and a neat canvas carrying case.



WHEEL GOSSIP.

The Eastern Boulevard is in superb shape for riding.

The Lynn track will be kept in trim for cycle racing.

Two females, who ride bicycles, have challenged each other to race.

Boy's WHEEL.—Big bargain at the New York Bicycle Company, 38 Park Place, New York.

At the six days race between the Ex-Wild West Cowboys and the cyclists, some 60,000 people were present.

The Manchester Club's Thanksgiving road race did not come off, owing to the heavy condition of the roads.

Oraton Hall Bicycle School has opened with a boom this fall. Howard A. Smith & Co. report a crowd of learners.

The Rudge Company will very probably establish an agency in this country with H. D. Corey as probable manager.

Everything necessary for winter riding can be had of Howard A. Smith & Co. Lanterns, oil, winter riding suits, etc.

The shares of Humber & Co. have been listed by the London Stock Exchange. They sold 5s. above the par value of £5.

English wheelmen are discussing an agitation to petition Parliament to pass a law requiring cyclists to carry lights after sunset.

The Scots are incensed at N. C. U. legislation, and the press is talking of a Scottish Cyclist Union. Scotch home rule sounds well.

Wheelmen of Quincy, Mass., are rejoicing over a proposed improvement of the road from Quincy to Quincy Point, thence to Weymouth.

D. E. Hunter, Lynn Cycle Club, was married on Saturday last to Miss Mamie Shields, of New Bedford, Mass. Mr. and Mrs. Hunter reside at Salem, Mass.

Twenty thousand Bostonians witnessed Professor Alphonse King ride the Charles River on his marine bicycle on Thanksgiving Day. The Professor rode a mile and a half in 19 minutes.

The Z. & S. Bundle Carrier has been more popular the season just closing than ever before. Howard A. Smith & Co. report the sales of their popular carrier as being very large the past season.

Editor Foudrinier, of the *Bi. World*, regrets that he could not attend the opening of the Long Island Wheelmen's club house. Duty called him in another part of our State. Up Albany way, we should say.

Jack Keen and H. D. Corey agree that most road riders use wheels too large for them. Jack, who measures for a 55, uses a 52 inch on the road, with six-inch cranks. The innovation in ordinaries Mr. Corey found to be a larger rear wheel.

The Thorndike Bicycle Club, of Beverly, Mass., will give its sixth annual promenade concert and ball in the Beverly town hall December 15. Concert music will be furnished by the Salem Cadet band and orchestra.

A communication from the Roads Improvement Association, of England, which we republish in another column, will give Americans an idea of what might be accomplished in this country by just such an organization.

Mr. John Read, of Messrs. William Read & Sons, is a member of the Massachusetts Legislature. We met Mr. Read once and were very much impressed with the fact that he was a gentleman, more than which cannot be said.

The Pool Tournament now being held at the Club House of the Harlem Wheelmen for members is the source of much amusement for the spectators. There are many exciting games played. Messrs. Pears, Clark, Parker and Lefferts are in the lead.

The Powers brothers are in fine trim for the bicycle races at the 12th Regt. Armory on Dec 10, and it is hoped the handicapper will keep his eyes on them when calculating the time allowance. Percy Harris is also doing fine work and will make a good showing.

Baltimore wants the League meet, and wants it badly. Baltimore should have it. It will stimulate cycle and League interests in the South. Some of the prominent Baltimore clubs should take hold of the matter and get the feeling of Baltimore Wheelmen on the question,

Some wise paragraphist in the *Bulletin* thinks it would be a pleasing spectacle to match Temple against Rowe, to see if he could beat him. It would be the vain attempt of a Shetland pony, a good, quick-limbed pony, to make a visible impression on a stocky thoroughbred.

J. Purvis-Bruce, of the Minneapolis *Tribune*, will sail for England on the "American Line" steamship "Indiana," on the 7th inst. He will visit the prominent English cyclistries. His address will be care of Ernest Shipton, 139-140 Fleet Street, London, E. C., England.

On Sunday last a number of Manhattan Bicycle Club men were practicing fancy riding, etc., in the enclosure in front of the "Casino" in Central Park. This is no place for trick riding, and it is hoped that these few indiscreet members will not be guilty of such actions in the future.

The wheelmen of England have subscribed £650 for a life-boat. The fact that the ordinary wheelman has little use for life-boats stamps the gift as one of pure philanthropy. The success of *The Cyclist* in this matter speaks well for the regard in which it is held by English wheelmen.

Mr. C. R. Eisenbrandt, of Messrs. Eisenbrandt Bros., general bicycle agents of Baltimore, Md., has just returned from a business trip to Boston. Mr. Eisenbrandt stopped in New York a few days. He is a League enthusiast of the first water, and wants Baltimore to engineer the 1888 meet.

The London Illustrated News shows a picture of Broncho Carley and Dick Howell dashing around a corner in Agricultural Hall. It seems that Senator Morgan and Buffalo Bill have just about corralled the London public. Who wouldn't be a Bloody Bill, and have Lords and Ladies and Dukesses at one's feet?

The growing practice of drivers and horsemen who frequent Central Park to "crowd" bicyclists is simply outrageous. On several occasions riders have experienced very narrow escapes. Of course a cyclist would always be blamed to the vindication of the driver. The Dept. of Park Police should be notified.

Galena, Kansas, has a sterling road-rider in the person of Silas Adams. Silas has won the two road races for a fifty-dollar medal presented by T. M. Hardwick. If he is victorious in the third race, the medal becomes his property. Adams has ridden twenty miles over a rough course and against a headwind in 1h. 35m.

Our readers have doubtless read of many unique devices for smuggling goods into the country, but none that we have ever heard of would be more successful than to fill the backbone of a wheel with jewels. We are not recommending smuggling, which is a very unhealthy business, especially when you get caught, but the backbone method was forced upon our attention.

On Sunday Messrs. Parker, Halsted, and DeGraaf of the H. W. rode to Tarrytown, and found the roads in excellent condition excepting where a few "repairs" were being made. Mr. Halsted rode back to N. Y. after dinner in 1h. 54m. 30sec., which is good time, considering the head wind and poor condition of 7th ave. from 155th st. to 145th st. The best time made by him was last Fall—1h. 47m. from Franklin Ho. to Harlem Wheelmen Club House, 124th st. and 6th ave.

In the Boston *Globe* of November 27th, Mr. H. D. Corey publishes a column or more of impressions of his recent visit to England. Mr. Corey arrived too early to note any of the new things which will be brought out at the Stanley Show, consequently there is little of interest to the trade in what he writes; and, on the other hand, his visit was so brief that there was little time for any of those little sociables, scorchers, etc., which Harry participated in, and wrote up last year.

Pennsylvania League members are circulating a petition to the Chief Consul for the reappointment as Representative of John A. Wells. Either Mr. Wells was the dupe, or duped others. Mr. Wells has worked hard and persistently to advance League interests in his State, and the hearty support given him by the wheelmen of Pennsylvania is a significant fact. Were we in Mr. Wells' position, we should at once set out to prove that we were misled, deceived, cheated, and generally maltreated.

The *Bicycling World* of November 25 publishes a cut of one "Mr. Tom Bumpus," champion of 1894. Mr. Bumpus is the result of the alleged Hillierish-Prial doctrine that brains and tactics, not muscle and brawn, are the thing. Mr. Tom Bumpus has watery, weakish looking legs and a head of noble proportions; the brow, especially, is of heroic mould, and the eye mathematical, as becomes the true tactician. Will Mr. Foudrinier, for he is doubtless the artist, now draw for us that happy combination of brains and muscle which is our conception of the ideal racing man?

The entertainment committee of the Boston club announces that there will be but two "birthday parties" this year; one to open, the other to close the season. The first will take place early in December, and be composed of members whose natal days fall either in December, January, February, March, April or May. The second party will be made up of beneficiaries from the remaining months. The entertainment will consist of a supper served at the club, so that, practically, half the members invite the other half to sit down with them. During the evening, speeches, songs and instrumental music will further digestion.

The Harlem Wheelmen are fortunate in having a good and thorough club photographer, in the person of Mr. Harry D. Cochrane, one of the oldest members. His work is all first class, and for an amateur, cannot be excelled. He has taken numerous groups and individuals—conspicuous among which are two groups taken three weeks ago. The photos are not very large, but the detail is first class; the faces are clear and show to good advantage. Even the claws of the eagle on one of the numerous medals shown on Mr. E. C. Parker's manly breast are discernible. Individual photographs were also taken of Pres't Halsey and Capt. Halsted.

Mr. Ziba Carpenter, proprietor of the Franklin House, Tarrytown, N. Y., will present a two quart bottle of wine to the first New York City wheelman who arrives at his House, in 1888; providing the wheelman leaves the city south of 110th street (East or West) after the death of worn-out 1887—or, in other words—midnight of December 31st; also providing that the wheelman claiming the "trophy" has received no assistance such as by railroad or other conveyance. This is one more evidence of Mr. Carpenter's kindness towards wheelmen. Any wheelman who stops at the "Franklin House" for dinner or to remain for a short stay will receive courteous treatment.

By far the most novel, convenient and valuable business calendar for 1888 is the Columbia Bicycle Calendar and Stand, just issued by the Pope Manufacturing Company, of Boston, Mass. The calendar proper is in the form of a pad, containing 366 leaves, one for each day in the year, to be torn off daily. A portion of each leaf is left blank for memoranda. The pad rests upon a portable stand, which takes up but little more room than the pad itself. Upon each slip appears, as in the the previous Columbia calendars, quotations pertaining to cycling from leading publications and prominent writers on both sides of the ocean. The notable events in cycling are mentioned, and concise opinions of medical authorities; words from prominent wheelmen, including those of clergymen and other professional gentlemen; rights of cyclists upon the roads; general cycling statistics; records; the benefits of tricycling to ladies; information about costumes; directions for road-making; and other matter interesting to the public in general and to the cyclist in particular, appear from day to day. In fact it is an effective, attractive and fresh cycling encyclopedia, crowded into convenient measure.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

THE LONG ISLAND WHEELMEN'S HOUSE-WARM.

The Long Island Wheelmen's house-warm on Thanksgiving Eve was an event of local importance.

Elegant engraved invitations had been sent out to the local clubs, and every man thus favored apparently accepted.

At 8:30 the house was ablaze with light; sweet orchestral music floated up from the flower-decked parlors; and crowds of cycling humanity stalked through the various rooms, dropping notes of admiration at every point.

At the door, a colored attendant waited, while along the wheel room stood the reception committee, who greeted their guests warmly and conveyed them to the coat room on the floor above.

A peep into the parlors was an inspiring sight. An admirable body of men stood in couples and in groups, discussing knotty points in wheel mechanics, swapping wheel experiences, or commenting on the various features of the new house.

The rooms, under the softened glare of colored jets, presented a bright and inviting appearance. The wheel room was crowded with loungers and smokers; the parlors, decorated with ferns and other plants, and enlivened by an orchestra, was completely filled with gentlemen in full evening dress, in the more modest frock, and even in handsome uniforms.

Upstairs in the billiard room the inner man was provided for. Here was spread an enjoyable lunch by Dillard, whose minions handed it to the guests. Such substantialities as salads and sandwiches were washed down by coffee, rum punch and other soothing liquid concoctions. In the corridor, just outside the temporary lunch room, were a number of the older members of the club. They smoked, and chatted, and laughed with all the good-fellowship and abandon of youth. Some of them were silver-haired and ruddy; all were substantial looking men, who had made their little mark, as it were. They are a credit to the L. I. W. and to wheelism.

There were nearly three hundred names registered on the club's scroll. There were present Park Commissioners and other officials of high degree. Chief Consul Bidwell looked positively well, and was carefully looked after by members of the club. He spent much of the evening in a quiet corner of the billiard room, convenient to the great punch bowl. Captain Luscomb was in several parts of the building at once, working like an old war-horse to make everybody perfectly happy. "How do you like the house?" was a question he asked about five times per minute. President Share, who remained in a "painful state of sobriety" throughout the entire evening, was indefatigable in making things glide along smoothly. In fact, every member of the club seemed imbued with a study-to-please spirit, and various and unlimited little courtesies on their part were the order of the evening.

Towards morning, when the "flowing bowl" had diffused merriment to its woosers, Captain Luscomb sounded the alarm, and all present crowded into the billiard room. In response to a cry for "Luscomb," accompanied by a salvo of applause and a volley of china artillery from the Bartlett Battery, the Captain of the L. I. W. stepped forward and welcomed the guests. He alluded to the good fellowship that should exist between the local organizations, and hoped the present visit of their representatives would not be the last. Much of the success of the Long Island Wheelmen is due to Mr. Luscomb's efforts, and the hearty applause which greeted him proved the popularity and appreciation in which he is held.

President Share, introduced by Toastmaster Luscomb, made a few humorous and other appropriate remarks, and was given three hearty cheers. Mr. Bidwell, introduced as "the man who has done more to advance League interests than any other member of that body," made a graceful response. F. P. Prial, very kindly introduced as "the editor of THE WHEEL, the leading cycle paper of this country," spoke briefly, and retired in confusion and applause. Captain Bridgman, to the toast of the "Kings County Wheelmen," spoke of the L. I. W.'s enterprise, and hoped good feeling would always prevail between the clubs. And right here, let us hope that the present latent ill feeling will fizzle out; let us hope this was a veritable "love-feast." Captain Bridgman was applauded.

Mr. Mabie, "the best Treasurer the club has ever had," spoke briefly. Mr. Furst airily referred to the "fossils," as the L. I. W. have been called. If they are fossils, we want to be a fossil

at once. Mr. E. A. Bradford, dignified, methodical Mr. Bradford, spoke three several times and drank the health of various people and various things—in rum punch, of course—more times than we cared to count. Mr. Bradford "let himself out" with a vengeance and was rewarded with the applause and surprise of his club mates.

Mr. P. M. Harris responded for the New York Club and A. B. Barkman for the Brooklyn Club. To an amphetamine cry of "Ilderan," no one appeared. Where wert thou, President Greenman. Dr. Wilder talked for the "older members of the club." Mr. Bartlett said little, but got in some fine orchestral effects on the heaped up plates. Mr. Frank P. Share paid tribute to the "fair sex at Cottage City." An "unknown individual," fired by the insidious effects of rum punch, attempted to recite "Spartacus." He had scarcely time to inform the crowd that they called him Chief, which was a base libel, when kind samaritans carried him off. This ended the feast of reason and the Niagara flow of soul, and shortly after two the janitor of the club house was in solitude.

The following clubs were represented: New York, Citizens, Passaic County Wheelmen, Calumet, Harlem, Plainfield, Scotch Plains, N. J., Brooklyn, Flatbush Wheelmen, Kings County, Ilderan, Bath Beach, Ixion, of Bayonne, N. J., and Elizabeth Wheelmen.

Messrs. Mason and Bidwell represented the Cits; Pennell and Bowman, the Elizabeth Wheelmen. E. K. Austin talked League to Road Book Barkman. Messrs. Hibson, Schwalbach and Bridgman, K. C. W., were present. The New Yorks sent Messrs. Harris, McFadden and Kolb. C. A. Sheehan, of the enterprising Manhattans, got there. Mr. Arthur W. Perego was present. Messrs. Richards, Strugnell, Furst, Hoole, Sage, Babcock, Cort, Luscomb and Share, all of the L. I. W., said pleasant things to THE WHEEL's representative, and helped him to the rum punch, liberally.

THE TRADE IN COVENTRY

The chief event of the past month in Coventry trade circles was the throwing open to the public of the business of Rudge & Co., Ltd. The firm made its greatest success with the Rudge "Coventry Rotary" tricycle. The withdrawal of a large stockholder from the firm caused it to be turned into a stock company, with a capital of £200,000. The firm has several novelties in hand for 1888, and it is also probable that it will establish an agency in the United States.

Singer & Co. have enlarged their workshops, having found themselves unable to keep up with the demand for their "Apollo" bicycles, "Singer" safeties and "S. S. S." bicycles.

Messrs. Hillman, Herbert & Cooper and the Sparkbrook Mfg. Co. have combined in a new venture and will establish workshops in Germany. The object of this move is to escape the heavy duty imposed on manufactured goods, and thus enable them to compete with the continental houses. The Sparkbrook have something new for next Spring in the form of a new pattern safety of the Rover type. Some little excitement has been caused in trade circles lately by the introduction of a new principle in the construction in Germany of rear-driving safeties by a Mr. Rothgiessar, who brought over a machine steered by the saddle, which is attached to the front wheel, the handles being used merely for steadying the rider, and not for the purpose of steering at all. The result gives a machine which, although it cannot be ridden without some practice by an accomplished cyclist, can, when the principle is mastered, be ridden even at the slowest pace without the use of the handles. Two or three firms in the city have undertaken to manufacture a small number of machines as trial orders to give the new principle a fair test. Rudge & Co. have already built half a dozen, which are being tested by several riders in the city.

Starley & Sutton have done extremely well during the past season with their celebrated "Rover" safety, and are now engaged in making stock for next season's trade. They have one or two new things under experiment at present, and propose introducing a new pattern in bicycles at an early date. Firms generally here are now either engaged upon the production of stock for next season or upon the elaboration and perfection of new designs.

The trade during the past year has been of an exceptionally good character, and most houses have had all their facilities taxed to the utmost to supply anything like the quantity of machines on order. With all firms the demand seems to have been pretty well alike, namely, upon direct-steer-

ing tricycles and rear-driving safeties, and it is the general impression in the trade that the demand upon these general patterns will continue at least for another season, whilst it is very probable that the movement which is now being made in favor of what are termed "rational bicycles" of the ordinary pattern, that is, with larger back wheels, greater rake, longer cranks, and more open build, will have the effect of considerably improving the trade in ordinary machines next year, and that this pattern, once the only form of cycle in use, and which has of late shown signs of waning popularity, will once more take its place in the favor of riders in general as a leading type of machine.

THE CARE OF THE EYES WHEN WHEELING.

By a singular coincidence, the best article which has appeared since the last issue of *Wheeling* is contained in a book entitled "Our Eyes," by the same gentleman who contributed an article to this page—Mr. John Browning. This little work has already passed through five editions, and this, the sixth edition, makes up 11,000 copies which have been issued. An excellent sign, this, of the value of the book. We may mention, in passing, that there are 58 illustrations, so that every point dealt with is fully set forth to the eye as well as by the text to the mind. One chapter, with which we are most interested, is upon "The Care of the Eyes when Riding, Driving, or Cycling"; and this chapter, the author says, is the result of a conversation with Mr. J. B. Marsh, who took notes of a conversation with the author upon this subject, and afterwards wrote them out for publication. Mr. Browning advises all who cycle to wear folders, or spectacles, to keep the wind, the dust, and insects out of their eyes. If the light is very bright, the glasses should be slightly tinted. This is most useful when riding over chalk roads. If the sight is good, the folders should have parallel glasses; if shortsighted, then the glasses should be slightly concave. Occasionally particles of flint may be blown into unprotected eyes, causing serious mischief. The danger of this when riding down hill is obvious. Folders also give complete protection to the eyes against high winds. A strong east wind acts very injuriously against unprotected eyes. People wrap up their throats and take no care to protect their eyes. With regard to the tint of the glasses, Mr. Browning recommends a true neutral tint, an absolute grey, for instance, or something between black and white. The question of adjustment upon the nose is one also dealt with; and it is pointed out that they should be carried well up in front of the eyes, taking care that the glasses do not touch the eyelashes. There is an objection sometimes raised to the use of glasses on account of rain dimming the surfaces; but Mr. Browning thinks that this does not prevent good riding, and the glasses certainly prevent the eyes from being struck by the rain drops. The book is one of the most useful ever published on the subject of "our eyes"; and, written, as it is, by a specialist, has claims to attention which cannot be denied. Chatto & Windus are the publishers.—*Wheeling*.

HARE AND HOUNDS AT DORCHESTER, MASS.

A hare and hound race was given at 10 o'clock on Thanksgiving morning by the Dorchester Bicycle Club, starting at the clubrooms, corner of Adams street and Neponset avenue. Walter S. Doane and Arthur Benson, the two fastest riders in the club, were sent out as hares with ten minutes' start, when six hounds started on the trail. The trail led over the roughest part of the country, crossing fences, ditches, stone walls, fields and brooks, and gave the hounds a hard time of it. After riding 1½ miles Billy Rhodes came upon the hares near the Blue Hills after a hard journey of one hour and a half.

THE ROADS IMPROVEMENT ASSOCIATION OF THE N. C. U. AND C. T. C.

The attention of cyclists is specially directed to this association, which is a joint committee of the two bodies, formed for the purpose of agitating for the adoption of a more efficient system of repair of roads than is in vogue in many districts. Since its constitution, about a year ago, the labors of the committee, though necessarily of a preliminary character, have produced results of a distinctly encouraging nature. Recognizing the necessity of formulating the many causes of complaint with reference to the state of the highways, the committee publishes a pamphlet, specially

written by Mr. W. H. Wheeler, M. I. C. E., which fully sets out the need of reform, and the proper method which should be adopted to effect improvement. As the pamphlet is of necessity of a technical character it was thought advisable to issue a leaflet for the general reader. "Our Roads and how to treat them: A Word to the British Ratepayer," while embodying the main principles of Mr. Wheeler's work, clearly demonstrates to those immediately concerned that it is to their own interest to take the matter into their consideration. An eminent authority, Mr. Ellice Clark, says: "In the case of suburban and rural roads, badly maintained roads cost more to maintain than roads maintained in a state of high efficiency, and it would be well if ratepayers' representatives and road surveyors had this axiom constantly brought before them, for it is the one great weapon upon which reliance may be placed, as the only means of obtaining reform in road maintenance from the present constituted authorities."

Armed with their valuable pamphlet and leaflet, the committee in January last decided to make special efforts to bring this important question to the notice of the general or non-cycling public. A communication was therefore sent to the provincial press throughout the Kingdom, and in the majority of cases a leader or special article was devoted to the subject. As a natural consequence, an enormous number of applications for information as to the association and for pamphlets was received from all parts, a pleasing feature being that the applicants were in most cases officials connected more or less closely with the repairing of roads.

The assistance of many local agitators was secured, who, to show their appreciation of the popular leaflet (which apparently had been long wanted), purchased hundreds of copies to rouse the interest of the residents in their districts. This course of action has been consistently followed up ever since, and, upon reference in the press to any movement connected with road improvement, the parties interested have been communicated with, and the claims and objects of this association pressed. It can be confidently asserted that in many districts the influence of the association will be felt during the forthcoming repairing season, as ample evidence has been received to show that the knowledge of some of those in authority was, until they were enlightened, of a most meagre character.

Although it is most desirable that the general public should be induced to support the work of the association, it is to their fellow-cyclists that the committee naturally look for co-operation in placing the organization on a firm basis.

Although there have been some notable exceptions, the support accorded by cyclists has been of so slight a character that the committee might well be discouraged. They hope, however, that as the riding season to many has now closed, the assistance they feel justified in asking for will be cheerfully given. Any willing helpers can materially assist by judiciously placing the literature of the

association where it is likely to receive consideration. Correspondence is invited from any who may be specially situated to secure the co-operation of influential non-cyclists, as the committee have decided to enlarge the scope of the association's influence by forming branches in any districts where the cycling element need not be necessarily brought into prominence. In explanation of this decision, it should be stated that at the outset it was deemed advisable not to prejudice the work of the association by allowing it to appear simply an agitation by cyclists. With this object in view, the distinctive title of the Roads Improvement Association was decided upon, the sub-title, as at the head of this column, not appearing in its general work.

At the preliminary consultations, when the formation of the association was discussed, it was foreseen that a considerable sum would have to be expended if any practical good was to be achieved, and one of the terms of arrangement was that each body should contribute the sum of £50 as the nucleus of a fund. The latest list of donations shows a total received of about £250, which represents, in addition to the original £100, grants from a few cycling clubs and the contributions of a small proportion of members of the two bodies. In addition to the amount already expended, the committee have to provide for the costs of two cases in which they have taken the preliminary steps. In one, proceedings have been directed to be taken to enforce the repair of a road, which the Highway Board refuse to deal with; in the other, the vexed question of the repair of finger-posts and mile-stones will be in a measure determined.

The committee hope to announce shortly the commencement of a practical experiment, it having been decided to reopen negotiations with the Birmingham Corporation, with the view of testing the efficiency of the principles of repairs laid down in the pamphlets. About two years ago a local committee obtained the consent of the council to a similar arrangement, but from various causes the matter was not proceeded with. It is hoped, therefore, that there will be no objection raised now by the corporation. The committee have made a similar application to a local board in the vicinity of London, but have not, unfortunately, such powerful local influences at their disposal as at Birmingham. Any reader who may be in a position to offer assistance in this direction is earnestly requested to communicate with the committee.

Details as to the various matters dealt with by the association have already appeared in the official organs of the N. C. U. and C. T. C. It is, however, hoped that this general resume may have the desired effect of enlisting the sympathies of the general body of cyclists. The undersigned will be pleased to issue collecting cards, or forward copies of prospectus, pamphlets, etc., on application, and as gladly receive any donations that may be forwarded.

FRANK THOMAS,

Hon. sec. and treasurer.

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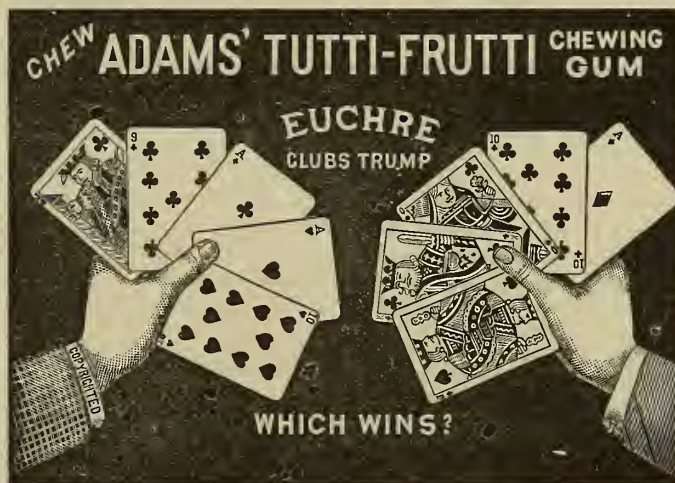
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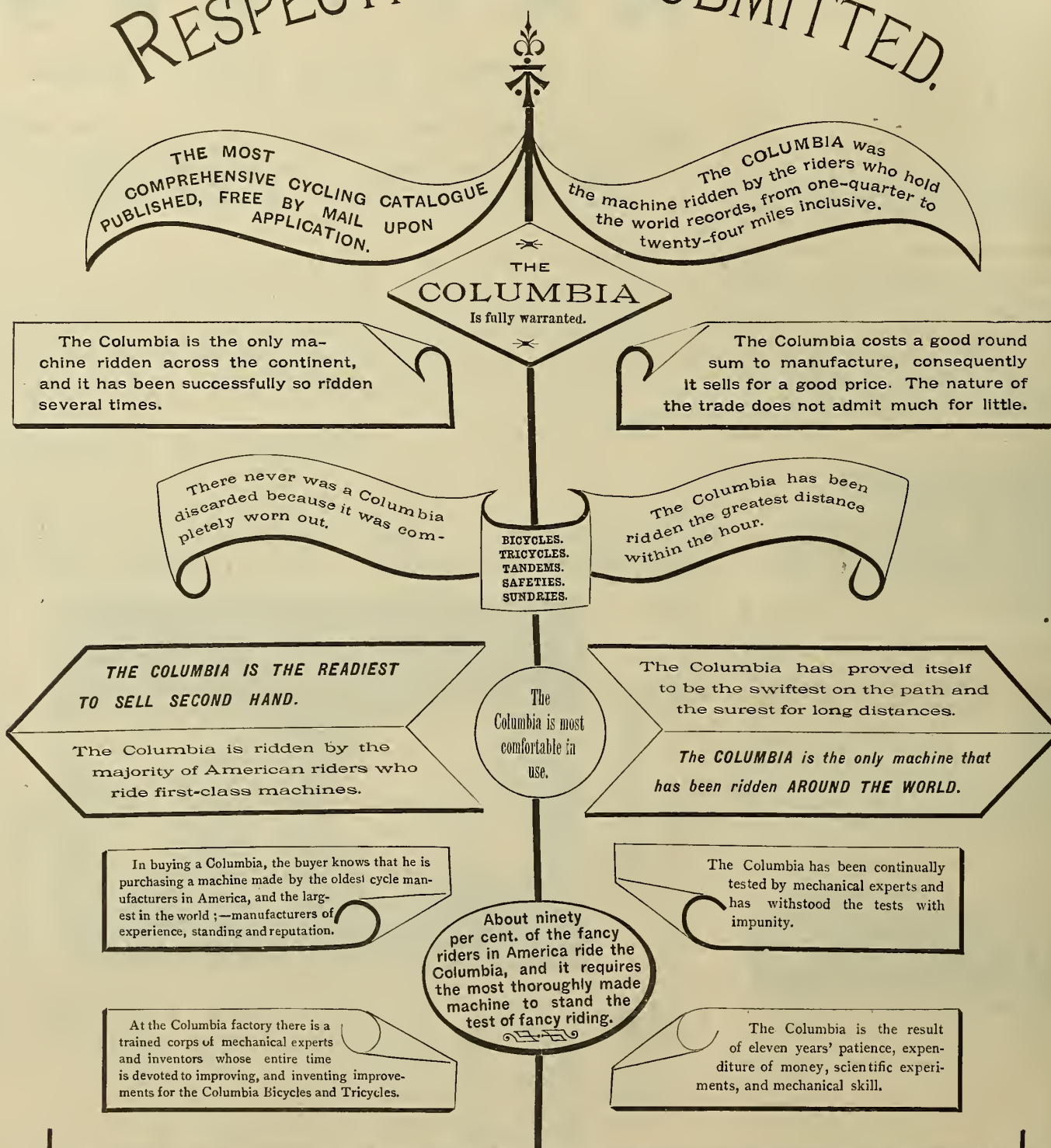
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