

Established 1880.

23 Park Row, N. Y.

THE VEEL

A JOURNAL OF CYCLING

AND RECREATION.

VOL. XIII.—No. 22.]

NEW YORK, FEBRUARY 24, 1888.

[WHOLE NUMBER, 334.]

WHEN we are compelled to use racing machines to make records, we

SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

330 1-2 MILES IN 24 HOURS

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's indoor world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

323 MILES IN 24 HOURS.

Not to be forgotten is the 20 miles within the hour on the Ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

100 Miles in 3 Hours 38m. 44 1-3s.,

still with the Ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

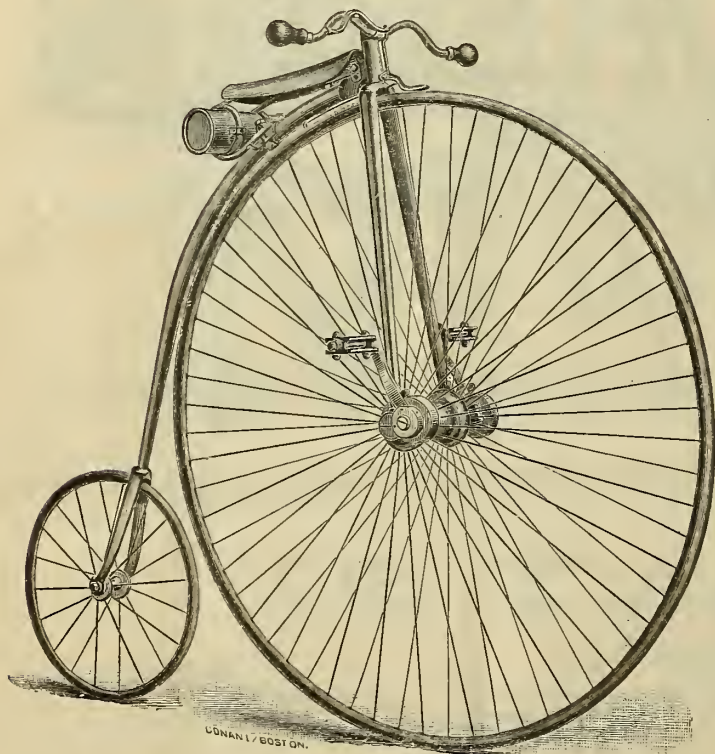
☞ Catalog cheerfully mailed on application.

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILLINOIS.

—LARGEST MANUFACTURERS OF CYCLES AND SUNDRIES IN AMERICA.—

THE SPRINGFIELD ROADSTER FOR 1888.

(Yost & McCune Patent.)



The Only Absolutely Safe Wheel Against "Headers" Made.
It is the Best, and it is also the Cheapest.
Do not buy a wheel before you see the **SPRINGFIELD ROADSTER**.

This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public for the money. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

The 1888 Pattern Springfield Roadster for \$100,

has ball bearings all round and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have the ball bearings added if they so desire at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM: 26 WEST 23d STREET, NEW YORK.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

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 1-mile Novice.

WON 2-mile 6.45 Class.

1½-mile Boys' Race.

FIVE FIRSTS: 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

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

SPRING LIST OF SECOND-HAND Bicycles, Tricycles, AND TANDEMS.

No.	Size.	Name.	Finish.	Price.
156	48	Challenge.....	Enameled....	\$ 75
90	48	Standard.....	Painted.....	25
125	49	Yale.....	.....	40
157	50	Challenge.....	Enameled....	75
135	50	Standard.....	Painted.....	60
38	50	Rudge Light Roadster...	Enameled....	95
95	50	Harvard.....	Painted.....	50
99	50	Harvard.....	.....	40
102	50	British Challenge.....	Nickeled....	75
155	50	Apollo Light Roadster...	Enameled....	85
107	51	Apollo Light Roadster...	.....	85
158	52	Challenge.....	.....	75
82	52	Apollo Light Roadster...	.....	85
26	52	Harvard Special.....	Nickeled....	65
81	52	American Rudge.....	Enameled....	65
13	52	Harvard.....	.....	60
88	52	Expert.....	.....	75
144	52	Standard.....	Nickeled....	60
30	52	Harvard.....	.....	60
12	52	British Mail.....	Enameled....	75
11	52	Expert.....	.....	75
40	52	Iroquois.....	.....	80
47	52	British Challenge.....	.....	70
61	52	Rudge Light Roadster...	.....	75
73	52	Premier.....	.....	60
79	52	Standard.....	Painted.....	40
103	52	British Challenge.....	Enameled....	60
114	52	Standard.....	Painted.....	50
132	53	Rudge Racer.....	Enameled....	85
116	53	Rudge Light Roadster...	.....	100
179	53	Apollo Light Roadster...	.....	85
182	54	Challenge.....	.....	85
160	54	Apollo Light Roadster...	.....	85
32	54	Royal Mail.....	.....	75
43	54	Yale.....	Painted.....	65
163	54	Apollo Light Roadster...	Enameled....	85
170	54	British Challenge.....	.....	60
77	54	Rudge Light Roadster...	.....	80
76	54	Expert.....	.....	60
118	54	Rudge Light Roadster...	.....	75
110	55	Apollo Light Roadster...	.....	85
78	55	Yale.....	Painted.....	75
36	55	Royal Mail.....	Enameled....	75
46	56	Expert.....	Nickeled....	70
48	56	Yale.....	Painted.....	65
74	56	Club.....	.....	60
148	56	Yale.....	.....	60
149	56	Royal Mail.....	Enameled....	75
150	56	Rudge Light Roadster...	.....	75
94	56	Rudge Racer.....	.....	50
25	56	Rudge Light Roadster...	.....	75
34	56	American Rudge.....	.....	60
59	56	Rudge Light Roadster...	.....	80
69	56	Expert.....	.....	70
119	56	Victor.....	.....	85
87	56	Expert.....	.....	80
120	56	.....	Nickeled....	85
126	56	British Challenge.....	Enameled....	60
86	56	Apollo Light Roadster...	.....	80
180	56	Challenge.....	.....	90
55	57	Columbia Light Roadster	.....	80
181	57	Apollo Light Roadster...	.....	100
57	58	Yale.....	Painted.....	60
134	58	Royal Mail.....	Enameled....	75
23	58	Expert.....	Nickeled....	70
164	58	Apollo Light Roadster...	Enameled....	85

SAFETIES.

No.	Size.	Name.	Finish.	Price.
58	40	Rudge Safety.....	Enameled....	\$ 80
71	50	Xtraordinary.....	.....	80
105	52	.....	.....	80
68	54	.....	.....	75
100	54	Star.....	.....	40
176	56	Kangaroo.....	.....	60
44	40	Facile.....	.....	55
121	51	Star.....	.....	35
113	36	Speedycycle.....	.....	60
183	36	Challenge Safety.....	.....	75
112	40	.....	.....	70
184	30	Apollo Safety.....	.....	115

TRICYCLES.

No.	Size.	Name.	Finish.	Price.
139	46	Europa Sociable convert- ible.....	Enameled....	75
178	46	Dual Sociable.....	.....	75
127	46	Coventry Rotary Tandem	.....	120
124	40	Rudge Crimper Tricycle..	.....	130
185	44	Springfield Tandem.....	.....	200
186	44	Traveller Tandem.....	.....	150
187	48	Apollo Two-track.....	.....	60
188	40	Ladies' S. S.....	.....	130
10	44	Apollo C. G. Tandem....	.....	100
93	48	Columbia Three-track....	.....	60
65	48	Victor.....	.....	60

Always order by Number. Terms, net cash. Machines can be sent C. O. D. if desired, providing intending purchasers send \$10 deposit to pay expressage back if not taken. If the machine is taken the money will be refunded. All machines are complete with pedals, saddle bag and tools, and are crated without extra charge. All previous lists canceled.

W. B. EVERETT & CO.,
6 & 8 BERKELEY STREET,
BOSTON.

EXCEPTIONAL BARGAINS

Unless Sold Before Receipt of Order.

SECOND-HAND

BICYCLES

To make room for our
Stock of

"NEW MAILS."

Send Amount to be Returned if
Wheel is Sold.

THESE WHEELS ARE ALL BALL PEDALS.

No.	Size.	Name.	Price.	Bear- ings.	Fin.	Condi- tions.
1	48	Expert Columbia,	65.00	A	C	Fine.
2	48	Standard,	33.00	B	F	"
3	50	Royal Mail,	65.00	A	D	Same as new.
4	50	.....	85.00	A	D	" B.H.
5	50	Stand'd Columbia,	45.00	B	C	Fine.
6	50	American Rudge,	58.00	A	D	"
7	51	Royal Mail,	85.00	A	D	Ball Head.
8	51	Rudge, 'M. '87,	85.00	A	D	New last Oct
9	52	Champion,	60.00	A	D	Fine.
10	52	.....	65.00	A	C	"
11	52	.....	70.00	A	C	"
12	52	.....	65.00	A	C	"
13	52	Expert Columbia,	75.00	A	C	"
14	54	.....	75.00	A	C	"
15	54	.....	75.00	A	D	"
16	54	Rudge, t. R'd'str,	75.00	A	C	"
17	54	Royal Mail,	75.00	A	C	Ball Head.
18	56	Expert Columbia,	65.00	A	C	"
19	56	Royal Mail,	75.00	A	D	"
20	56	New Rapid,	85.00	A	D	"
21	56	Victor,	60.00	A	D	"
22	56	.....	65.00	A	D	"
23	56	Club,	50.00	A	D	"
24	58	Rudge,	75.00	A	D	"
25	58	Cornell,	65.00	B	D	"
26	58	Royal Mail,	85.00	A	D	Same as new Ball Head.

THESE WHEELS ARE CONE PEDALS.

MISCELLANEOUS.

No.	Size.	Name.	Price.	Bear- ings.	Fin.	Condi- tions.
26	50	Premier,	35.00	A	D	Good.
27	50	Atlanta,	30.00	B	F	"
28	52	Sanspareil,	45.00	B	C	"
29	53	Challenge,	35.00	B	F	"
30	54	Cornell,	40.30	B	F	"
31	54	Premier,	25.00	B	F	"
32	54	Yale,	35.00	A	F	"
33	54	Challenge,	25.00	G	F	"
34	54	Stand'd Col.	30.00	B	D	"
35	56	Harvard,	25.00	A	D	"

INDEX OF LETTERS.

A—All Ball Bearings.
B—Ball to Front Wheel, cone to Rear.
C—Full Nickled.
D—Enamel and nickel trimmings.
E—All Enamel.
G—Parallel Bearings.

WM. READ & SONS,

MANUFACTURERS OF THE

NEW MAIL BICYCLE,

107 Washington Street,

BOSTON, MASS., U. S. A.

Catalogue of "NEW MAIL" on application.

BARGAINS!

SECOND-HAND

Bicycles, Tricycles, AND TANDEMS.

Examine Our Prices.

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.

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.
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	75.00	3	1	1
237	48	Columbia Expert,	122.50	75.00	4	2	2
238	46	Special Facile,	123.00	83.00	4	1	1
244	45	Special Pony Star,	107.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	95.00	1	1	1
247	54	New Rapid,	150.00	105.00	3	1	1
248	50	Ideal (Special),	80.00	55.00	4	4	1
252	56	British Challenge,	150.00	50.00	1	1	3
258	48	Spl. Star,	129.00	95.00	4	1	1
260	48	Columbia Standard,	100.00	40.00	5	Ball	5
263	55	Rudge Lt. Rdstr.,	138.75	78.00	4	1	4
264	54	Columbia Expert,	130.00	75.00	1	2	4
265	52	Royal Mail,	137.50	95.00	3	1	1
266	55	Sp'dg. Semi-Racer,	140.00	45.00	4	1	4
269	51	Spl. Star,	160.00	95.00	4	Ball	1
270	56	Racer,	140.00	43.00	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. Club,	160.00	110.00	1	1	1
283	51	Spcl. Star,	130.00	85.00	4	Ball	1
285	51	Spcl. Star,	120.00	75.00	4	Ball	4
286	44	Spcl. Facile,	130.00	67.00	4	1	4
287	52	Columbia Expert,	127.50	77.00	4	1	2
288	56	Columbia Standard,	107.50	50.00	4	4	4
290	52	Sp'k'b'k Cr'p'r Tricycle,	180.00	130.00	4	1	2
291	55	Victor Roadster,	132.50	87.00	4	1	1
291	55	Columbia Lt. Rdstr,	145.00	112.00	3	1	1
292	56	Columbia Expert,	142.50	110.00	3	1	1
293	54	Columbia Expert,	130.00	70.00	4	2	2
295	54	Victor,	130.00	105.00	4	1	1
296	52	Columbia Expert,	137.50	95.00	1	1	1
297	46	Columbia Expert,	120.00	75.00	3	1	1
298	39	Boys,	70.00	25.00	5	4	1
299	50	Columbia Expert,	135.00	70.00	1	1	2
300	50	Victor,	125.00	69.00	4	1	4
301	.....	Quadrant trike No. 8,	185.00	160.00	4	1	1
302	52	Columbia Expert,	137.50	95.00	1	1	1
303	42	Otto Special,	40.00	29.00	5	4	1
304	51	Col. Lt. Roadster,	140.00	95.00	3	1	1
305	48	Columbia Standard,	102.50	53.00	3	3	1
306	51	Special Star,	135.00	90.00	3	Ball	2
307	42	Otto Special,	40.00	30.00	5	4	1
308	56	Columbia Expert,	132.50	90.00	4	1	2
309	52	Sp'k'b'k Hbr. T'dm,	260.00	225.00	4	1	1
310	52	British Challenge,	135.00	65.00	3	1	5
311	48	Special Star,	140.00	110.00	4	Ball	1
312	.....	Springfi'd Roadster,	75.00	60.00	4	1	5
313	55	Col. Lt. Roadster,	135.00	60.00	4	1	5
314	53	Royal Mail,	140.00	95.00	4	1	1
315	.....	Springfield Roadster,	75.00	68.00	4	1	1
316	50	American Club,	125.00	54.00	3	1	1
317	46	Columbia Standard,	77.50	43.00	4	4	2
318	56	Columbia Expert,	142.50	100.00	1	1	1
319	50	Columbia Standard,	100.00	39.00	4	4	2
321	.....	Beeston Hbr. T'dm,	260.00	170.00	4	1	1
324	52	Victor Roadster,	127.50	90.00	3	1	1
325	50	American Ideal,	65.00	42.00	4	4	2
327	54	English,	130.00	75.00	4	2	1
328	50	Columbia Expert,	125.00	68.00	3	1	4
329	54	Royal Mail,	140.00	100.00	4	1	1
330	54	Victor,	130.00	95.00	3	1	1
331	52	New Mail,	135.00	110.00	4	1	1
332	52	N. Rapid Lt. Rdstr,	137.50	115.00	4	1	1
332	54	English Premier,	130.00	70.00	5	3	2
334	.....	Col. 3 trk. Trike,	160.00	85.00	4	2	2
335	.....	Columbia Safety,	140.00	100.00	4	1	1

The Clark Cycle Co.,

Successors to SAM'L T. CLARK & CO.,

BALTIMORE, - - MD.

**Having secured the SOLE UNITED STATES AGENCY for
the Celebrated**

KING OF THE ROAD LAMPS,

Made by JOS. LUCAS & SON, Birmingham,

We are prepared to supply the Trade on Liberal Terms.

**RIDERS should insist on having the best, for a poor Lamp
is worse than no Lamp, and there are none so good as the**

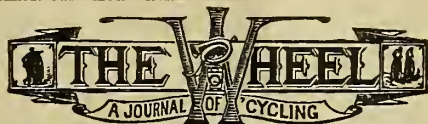
“KING OF THE ROAD.”

Send for 1888 Catalogue of

NEW RAPIDS AND QUADRANTS,

**Containing Complete Price List of Lamps and other First-class
Accessories.**

MAILED ON RECEIPT OF NAME AND ADDRESS.



RECREATION

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All copy should be received by Monday.

Telegraphic news received till Wednesday noon.

Advertising Rates on application.

F. P. PRIAL, Editor and Publisher,

23 Park Row,

P. O. Box 444.

New York.

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

This week's WHEEL will be placed in the hands of five thousand wheelmen in New York, Brooklyn, the Oranges and vicinity. We respectfully ask their subscriptions; also that they will circulate the copies they receive among new riders, or men about to become riders. We will consider it a special favor if our readers will mention the paper when writing to our advertisers.

NEW JERSEY'S "LIBERTY BILL."

A bill will shortly be presented to the New Jersey Legislature, which will declare bicycles, tricycles, etc., to have the same rights throughout the State, as are possessed by any pleasure vehicle. The bill is drawn up in the same terms as that recently passed at Albany. Petitions are being circulated, and all wheelmen should get blank forms and secure as many signatures as possible. For full information, address Dr. J. H. Cooley, Plainfield, N. J. The wheelmen of New Jersey should exert themselves and use all the influence they possess that this bill may be put through.

KINGS COUNTY WHEELMEN.

WHEELMEN'S RECEPTION.

The elegant club house of the K. C. W. was publicly dedicated on Tuesday night.

The members had been given a private view and dinner on the 17, but on Tuesday evening the house was thrown open to all wheelmen. The clubs of Brooklyn, New York and New Jersey were well represented, and between three and four hundred wheelmen flitted through the building, examining its many luxurious features.

The entertainment of the evening was entirely informal. Refreshments were served, and there was some music and informal speaking; but the visitors were fully employed in examining the several floors of the new building, and the entertainment went off smoothly.

President Loucks called the assemblage to order in the large parlors, and introduced Capt. Edwards, of the Harlem Wheelmen, who, on behalf of the Executive Committee, of the N. Y. and N. J. T. R. R. A., presented to the drill team of the K. C. W. the cup which they had won in last November. Capt. M. L. Bridgman accepted the cup on behalf of the team with a few appropriate remarks, and President Loucks also spoke for the club.

The next speaker was Mr. G. R. Bidwell, who said he felt proud that he had started the Kings County Wheelmen as possessing the finest club-house in the United States. Other speeches were made by President Greenman, of the Ilderan

Club, Mr. Charles Cooper, &c. Police Commissioner James D. Bell, who was introduced by Mr. Cooper, endeavored to point out the important position which the Kings County Wheelmen hold among the bicyclists of this city. Referring to the excellent behavior and reputation of the K. C. W., he contended that there would never be any necessity of police interference.

Other speeches were made by Fish Commissioner Blackford, Captain Bridgman and others. Among the numerous letters of regret sent by invited guests, were those of B. Ayres, George T. Brown, Henry E. Ducker, Elliott W. Johnson.

Among the prominent gentlemen who attended last night's entertainment were County Clerk J. M. Ranken, Alderman H. A. Smith, Supervisor O. B. Lockwood, Park Commissioners C. S. Luscomb, Oakley and Somers, Charles Cooper, Dr. L. W. Sageman, Dr. S. H. Benton, T. W. Roberts, of Poughkeepsie; F. M. Price, ex-Captain of the Williamsburgh Athletic Club; E. M. Hendrickson, Cashier of the Broadway Bank; Andrew Peck, of Peck & Snyder, New York; State Fish Commissioner E. G. Blackford, Howard M. Smith, Vice President of the Bedford Bank; E. L. Blanding, Elliott Mason, T. C. Smith, Captain of the Citizen's Club, New York; A. W. Blazo, builder of the K. C. W. club house; W. C. Ryon, H. H. McCord, F. W. Hanford, of the Morrisania Wheelmen; James Hewlett and W. F. Simonson. The New York and New Jersey Team Road Racing Association was represented by E. J. Shriver, President; F. S. Miller, Vice-President; M. L. Bridgman, Secretary and Treasurer; G. E. Pennell, W. D. Edwards and H. Greenman, Executive Committee.

The clubs were represented as follows: Elizabeth Wheelmen—George C. Pennell, E. J. Berry, Jr., J. C. Wetmore, A. C. Jenkins, L. B. Bonnett, W. H. Caldwell, A. N. Lukens, F. C. Gilbert. Universal Cycling Club, of Brooklyn—Fred W. Weaver, William Finn. Brooklyn Bicycle Club—A. B. Barkman, T. C. Snedeker, Howard Raymond, W. W. Campbell, H. Koop, G. Bancroft, S. M. Mead, B. J. Kellum, J. Sutton, E. D. Williams, H. G. Fay, D. C. Morehead. Long Island Wheelmen—Joseph D. Huggins, W. W. Share, C. S. Luscomb, Louis F. Ballard, Richard N. Chichester, F. O. Edgerton, G. G. Teller, C. C. Alden, L. H. Wise, W. J. Clark, Ira M. Clapp, O. E. Parker, F. P. Share, E. L. Donaldson, F. M. Tunnison, E. B. Hutchinson, E. A. Bradford, G. W. Mabie, W. J. Gilfillan, M. D., F. P. Hudnut, M. D., S. M. Clapp.

The committees who contributed to last night's success were: Committee of Arrangements, F. H. Douglass, R. F. Hibson, F. F. Storm, Jr., J. H. Long, T. C. Crichton; Press Committee, A. C. D. Loucks, Chairman; M. H. Leighton, C. Von Trotha.

BICYCLISTS RECEIVING.

THE MEMBERS OF THE PENNSYLVANIA CLUB RECEIVE THEIR FRIENDS.

The Pennsylvania Bicycle Club gave a formal reception to their friends on the evening of February 22, at their new and handsome club rooms, 3940 Girard avenue. The decorations were profuse and pretty. The visitors were received by Captain W. D. Suplee, C. A. Roberts, F. W. Kohler, F. H. Lippincott and George Laing. Among those present were:

C. L. Leissen, R. Dallett, F. N. Lewis, C. A. Roberts, George T. Hellig, Robert Riddle, John B. Young, J. M. Lingle, P. S. Collins, F. M. Justice, D. C. Lyman, Mrs. C. Lyman, Mrs. A. Kennedy, Miss Kennedy, Mr. Ralph Kennedy, Mrs. H. B. Worrall, Miss Lizzie Warnick, Miss Jennie Crawford, Miss Ella M. Mitchell, Mrs. T. S. McDonnell, Harry Smith, Mrs. Harry Smith, Miss C. A. Boyd, Miss Carrie B. Fuller, John G. Fuller, Mrs. J. B. Lee, Mrs. P. B. Lee, Miss Helen Lee, P. B. Lee, Miss L. C. Pitts, Miss B. J. Pitts, Miss Elsie Chase, Mrs. R. M. Glenn, Miss Mary Glenn, Harry Moyer, Miss Moyer, Harry L. Painter, P. W. Adams, W. F. Cressman, Charles J. Baltz, E. R. Dampman, S. T. Dampman, Charles F. Warwick, John A. Hoovey, Frank N. Lewis, Fred. K. Mears, Carl Heviny, George L. Hubbard, F. B. Groff, George Y. Styer, J. C. Bainbridge, A. B. Barkman.

Convenient to wheelmen is George Degenhardt's hotel and restaurant, 349 West Fifty-ninth street. Bowling alleys to let to clubs at reasonable terms.

BINGHAMTON WHEEL CLUB.

At the regular annual meeting of the Binghamton Wheel Club, held on Friday evening, February 17, the following officers were elected:

President, A. H. Saunders; Vice-Pres't, L. H. Harris; Secretary, B. T. Ash; Treasurer, J. H. Copeland; Captain, E. H. Towle; First Lieut., H. Y. Bresee; Second Lieut., John Cutler; Third Lieut., Frank Cox; Club Editor, W. F. Sherwood; Bugler, W. P. Mosher; Color Bearer, S. W. Newton; Executive Committee, W. C. Craver, W. J. Rogers and A. W. Lyon.

The club has been organized about six months and the members have raised over \$700 to build a path to Union, nine miles from here.

As yet we have no rooms of our own, but through the generosity of our brothers, Messrs. Copeland and Harris, we have had the use of their handsome parlors at No. 1 Court street.

They are much more pleasant and handsomely furnished than our club rooms could possibly be unless we had a fortune to back us.

Messrs. Copeland and Harris are bachelors, and from their generous hospitality to their friends, their parlors have received the appellation of "Liberty Hall."

This being our first annual, and it falling (luckily for us) on the same day of the year that Mr. Copeland was born, the members were pleasantly surprised by receiving cards from Messrs. Copeland and Harris personally requesting them to be present on this occasion. After the business meeting they were still more surprised upon being invited to an adjoining room to be presented to as fine a spread as one is often permitted to partake of. Covers were laid for twenty and a more jolly company never gathered 'round a banquet table.

This occasion will long be remembered, and all united in wishing our host "many happy returns of the day," and in expressing the selfish desire that Mr. Copeland may never marry.

JAKE.

A PROMISING ORGANIZATION.

The Passaic County Wheeling and Athletic Association was formally organized last Monday evening with J. T. Granger as President; C. Blizard, Vice-President; Jas. W. Clinton, Secretary, and H. J. Guthrie, Assistant Secretary. The following gentlemen were chosen Trustees with the President, Vice-President and Secretary, who are ex-officio members, making nine in all: R. Morrell, W. C. Kimball, Wm. H. Gillen, J. E. Ackerman, R. W. Bissell and M. P. Slade.

The trustees were authorized to ascertain ways and means for providing a permanent club house, and to report at a special meeting to be called by them as soon as possible. An architect named Holden, from Brooklyn, reported that it would cost from \$1,500 to \$3,500 to put the old Catholic church in trim for club purposes.

The Board of Trustees will elect a treasurer from their own members, and take immediate steps to incorporate the Association. The total membership of the organization is too, and hereafter the initiation fee will be \$10. The dues are \$1 a month. The wheeling members have elected the following road officers: Captain, F. H. Wellington; First Lieutenant, R. H. Blake; Second Lieutenant, B. F. Spencer; Color Bearer, N. G. Palmer; Bugler, G. Sengstack.

A FEW MORE STANLEY SHOW NOTES.

[From Our Special Correspondent.]

The Stanley Show for 1888 is now a thing of the past, which very few regret. Every evening we were there crowds thronged the building, a large proportion of whom were on cycling thoughts intent, but some had very crude notions of cycling matters, and were heard to include tricycles, carriers and home trainers under the rather too general term of bicycles.

A curiosity in wheels, not noticed in our previous letter, was to be found at the "Facile" stand. This was a large wheel of one of their bicycles, having the spokes made of piano wire. The wire is fastened by screws on an extra rim, fixed inside the ordinary one, and made flat for that purpose. The whole affair looks like a circular harp, and we would draw the attention of itinerant musicians to this machine, as we imagine it would be handy for them to have their means of locomotion, and the instrument on which they perform, in so compact a form.

Another rather startling bicycle is one intended for military purposes, made by the "Whippet" people. The frame, which is of the usual elon-

gated safety form, is constructed of wood, giving the machine a clumsy appearance. No holes are bored in the wood, but the joints are made by iron clamps, and it looks a sturdy little affair. It is not heavy, is very cheap, and although the anti-jolting arrangement of the usual "Whippet" machines is omitted, the makers claim it to be a pleasant one to ride, as the wood carries off much of the vibration. The idea of using wood for a military bicycle is we think novel, and has at least this advantage, that the ordinary wheelwrights with an army could repair the machine. The Pope Co. made a neat little show with their Columbias; the machines were of a lighter build than we expected to find them; but possibly they are specially made for the English market. The firm have a bright, attractive advertisement hung up, representing sundry riders who have just reached the brow of a hill, starting on their coast down, with a fetching young lady mounted on a tricycle in the van. As for the Colonel—why there are whole regiments of him.

Stevens' machine also turned up and was exhibited at the "Outing" stand. We, in common with many others, inspected this relic with keen interest. It was a sort of old friend to us, for had we not seen it, at the very outset nearly of its adventurous journey, on Barnes Common, bright then with youthful charms, in charge of the bronzed and daring rider in the white helmet, who's name is now world-wide known. We remember riding a few days after down to Brighton, and on signing the "Gloucester Hotel" visitor's book, saw Mr. Stevens' signature just above our own. "Yes," said the waiter in answer to our inquiries, "that party started off yesterday with some other gents, for round the world." He spoke of "round the world" as if it was the next village. The brave little machine looks good for another spin round, bar a few spokes; as for the rims, their condition is simply marvellous.

The Roads Improvement Association endeavor to attract public attention to their noble objects, by means of a glass case, in which are imprisoned some villainous stones. To conclude, the show was a grand one, in every sense of the word, and we echo the last words of "Marmion"—"On, Stanley, on" with all heartiness, and faith in their future undertakings. FREE LANCE.

STEAM AS AN AID TO TRICYCLING.

A new steam engine has been invented by the Rev. J. Thomas Jones, LL.D., vicar of Curdworth, in order to lighten his labors by applying steam to the propulsion of a tricycle.

Dr. Jones's invention consists, according to the description supplied, of a solid cylinder driven upon an axis within an hollow cylinder; the two cylinders are coaxial, and the inner one is driven on the principle of a water-wheel. The piston fits into a slot in the revolving cylinder, and is carried upon spiral springs, which press it tightly against the inner surface of the outer cylinder. Divided in the center into two interlocking pieces, it has other springs which press it against the sides of the cylinder, and help them to make it steam-tight, and to compensate wear and tear. The annular space between the cylinders is cut in two by a drop-valve, placed between the inlet and the outlet ports, and lifted at each revolution to allow the piston to pass.

Dr. Jones, in making out a specification for the Patent Office, has spoken of several ways in which this valve may be actuated, either directly by the piston, or by means of a cam motion working exteriorly on the shaft. Steam is admitted to the cylinder when the piston has just passed the inlet port and the drop-valve has been shut down behind it. As soon as the piston has achieved half a revolution a cut-off valve is brought into action, and the remainder of the stroke is done by the expansive force of the admitted steam. As the piston passes the outlet port, and the steam begins to escape, the drop-valve is momentarily raised to let it pass, and upon its falling again into place another revolution begins. The invention has yet to be seen applied to practical purposes.—*Birmingham Daily Mail*, January 19, 1888.

ANTI-VIBRATION.

THE ENEMY OF CYCLISTS.

A number of exhibits at the Stanley show were mechanical devices to absorb or lessen vibration. Among the more successful and practical were the following:

In the "Golden-Era" safety, the seat stalk and frame are attached to the front forks, working on

spiral springs. The rider is practically cut off from contact with the ground.

The spring frame of the "British Star" safety, by Messrs Guest & Barrow, is well conceived, as far as luxurious riding is concerned, and the means by which the ease of riding is obtained is very simple. A large flat spiral spring is fixed between the seat pillar and the mud-guard, and the frame, which is of a triangular form, is jointed just in front of the pedal axle, so that the give and take over rough roads is easily and simply obtained.

In the "Elland" anti-vibration safety, the vibration is dealt with at the centre of each wheel, no joints of any kind being made in the framework itself. A coil spring is fitted on the front fork of the "Elland" safety, while the rear axle is suspended on a specially designed spiral.

One of the most successful dodges to nullify unpleasant jolting was fitted to three or four "Ivel" cycles. The framework is hinged just in front of the fork and the necessary play is obtained by a large double-cone spiral spring running from the head to the treadle bearings. This invention, is, evidently, well thought of by the makers, as several firms are fitting their machines with this improvement.

A NEW ANTI-VIBRATION SADDLE.

Messrs. Lamplugh and Brown have just patented a new triple shackle spring and saddle, an illustration of which we append. It is well known that vibration can only be communicated to the rider of a machine from three points of contact, viz., the handles, the pedals, and the saddle. With their new spring and saddle, Messrs. L. and B. claim to have cured the saddle vibration, as, in their invention, isolation from metallic contact is absolutely attained at all times, either when the rider and saddle are in suspension or when at rest; the upper and lower sections of the rubber shackles, setting firmly one in the other, provide a perfect cushion or buffer to receive the rebound produced by the action of riding, in which variable weight is brought to bear on the saddle, and ensures an easy and delightful elasticity without depreciating the rider's powers.

The saddle is held in suspension by means of three rubber buffer shackles, held in proper position by an under frame. Each of these shackles is divided into two parts, and the saddle is arranged so as to get its support from the lower half of the steel frame which has contact with the machine, and holds the upper half, the metallic connection of the two bodies being thus cut off. Immediately the rider's weight is on the saddle, the lower halves of the rubber shackles separate from contact with the upper halves, effectually completing the metallic isolation, this separation being regulated and controlled by an oval spiral spring which surrounds each of the shackles. The result is an elasticity and an immunity from metallic vibration hitherto unattained by any saddle or spring yet before the public. This elasticity is not merely a rear depression of the saddle, but an elasticity on all sides, pommel cantle, sides and center each and all responding to the weight and movement of the rider or the irregularities of the road. The pitch of the saddle can be regulated to any required angle by means of the concave steel frame which secures it to the machine. Messrs. W. B. Everett & Co., Boston, have just been cabled the sole U. S. agency of the saddle.

DETACHABLE LUGGAGE CARRIER.

Mr. C. H. Ross was in town on Thursday on a business trip. He secured large orders for his detachable luggage carrier from all our local firms. The luggage carrier is a neat device. It is securely netted at the head of the wheel. The framework may be taken off by a turn of a screw and the bundle securely strapped. When stopping at a hotel the bundle may be detached almost instantly and brought in with the rider. When coasting, the bundle may be turned at right angles to the handle-bars, and thus does not interfere with a comfortable coast. It is of very neat design, light and cheap, costing only \$1. Address, C. H. Ross & Co., 46 Columbia street, Albany, N. Y.

WHEEL GOSSIP.

Mr. Jens. F. Pederson, the popular Maiden Lane medal maker has again received a large government order for sharp-shooting medals.

The Rules and Regulations Committee give notice of proposed changes in the By-Laws, to conform to the plan of reorganization recently formulated by the Reorganization Committee.

The New York Pants Company have an interesting communication on one of our advertising pages. Our readers will save money on their uniforms and clothing by purchasing of this firm.

A number of wheelmen have joined the Bergen Point Athletic Association, which is building \$50,000 grounds at Bergen Point this spring. The racing men of the Elizabeth wheelmen have joined for the practice afforded by the quarter-mile track.

Messrs. Devlin & Co. have an experienced staff of cutters specially employed on bicycling outfitings. This firm will uniform either individuals or clubs to order, at reasonable prices, giving first-class material and stylish cut. New riders should call at Devlin's, where they will find a large stock of cycling, tennis and athletic goods.

The American public has long demanded a thoroughly well made, all-round roadster at a moderate price, and with the Volunteer Columbia at \$100, fitted with ball bearings to both wheels, ball pedals, hollow forks and handle-bar, double-grip handles and Kirkpatrick saddle, it looks as if the demand would be filled satisfactorily.

CLERGYMAN ON WHEELS.—The townsmen of Elizabeth, N. J., will go down in wheeling history as the first to make an organized movement to place their clergymen on wheels. The wheelmen, of course, are behind it. The congregation are subscribing and each minister will be presented with a new tricycle. The sport will grow in Elizabeth.

The new Kirkpatrick saddle for 1888 is one of the neatest and most graceful that we have yet seen. The rear spring is similar to the pattern of 1885, in shape, but it has two finely tempered coils of wire in one piece which renders breakage almost impossible, besides giving plenty of spring to the rider. The leather part of the saddle is shaped to fit the rider's form and is very much narrower at the front end, while the top of the saddle is well ventilated. The front spring is gracefully curved, with a bolt passing through the neck of the backbone and coming back to the leather in a very simple manner.

NAUTILUS BOAT CLUB.—At the games of the club, held February 21, at the Palace Rink, Brooklyn, a two-mile handicap was decided. Heat 1—H. Prentiss, Brooklyn Y. M. C. A., 110 yards, 6.59½; J. W. Schoefer, Ilderan Club, 90 yards, second. Heat 2—E. I. Halstead, Harlem Wheelmen, scratch, 7.11 2-5; F. K. Brown, Kings County Wheelmen, 110 yards, second. Halstead fell in this heat when well up, remounted, and though half a lap behind, won easily. Final Heat—Halstead, 7.28 1-5; Prentiss, second. Schoefer and others fell and retired. Halstead rode with one pedal in the last half mile.

The Kings County Wheelmen threw open their new home on Tuesday evening. Their house is luxuriously furnished, well arranged and combines the best features of a first class club house. There are bowling, billiards and a fine reading room for recreation and relaxation, a gymnasium for muscular cultivation, a superbly furnished parlor for conversation, and wheel storage, bathing and dressing rooms. We remember the Kings County's old rendezvous in Clymer street, and the contrast between their present and past quarters is astonishing. It is a triumph of good management and untiring industry on the part of the Executive Committee, backed by club confidence and a wheel enthusiasm which will accomplish anything in reason.

We do not use the non-ponderous and rapid cycling bicycle ourselves; in fact we never tried to use it, not because we thought we could not, if we should try—oh, dear me no, but because—well, because we get on very well without it. But our sympathies are with the bicyclists, and we hope they will succeed in getting the proposed law passed which will give them the right to use all roads on the same conditions as other vehicles, or modes of locomotion or transportation. We do see why a bicycle should not have the right of way as well as a junkman's cart, or a lady's phaeton. We especially sympathize with the riders of bicycles hereabouts for another reason, to wit: because there is not a road of any sort in this city on which any one can bestride and use a bicycle with any degree of comfort or sense of security. If any bicyclist is willing to ride on such roads as we have here, he should be at liberty to go it and take his chances of "a header" wherever and whenever he may choose. Perhaps if we were all bicycle riders we should the sooner get better roads.—*Jersey City Journal*.



"'Tis a simple tale, and told right on without eloquence, and altogether lacking in show of speech, but full, withal, of things touching upon facts."



OVERMAN WHEEL CO., Boston.

Gentlemen :

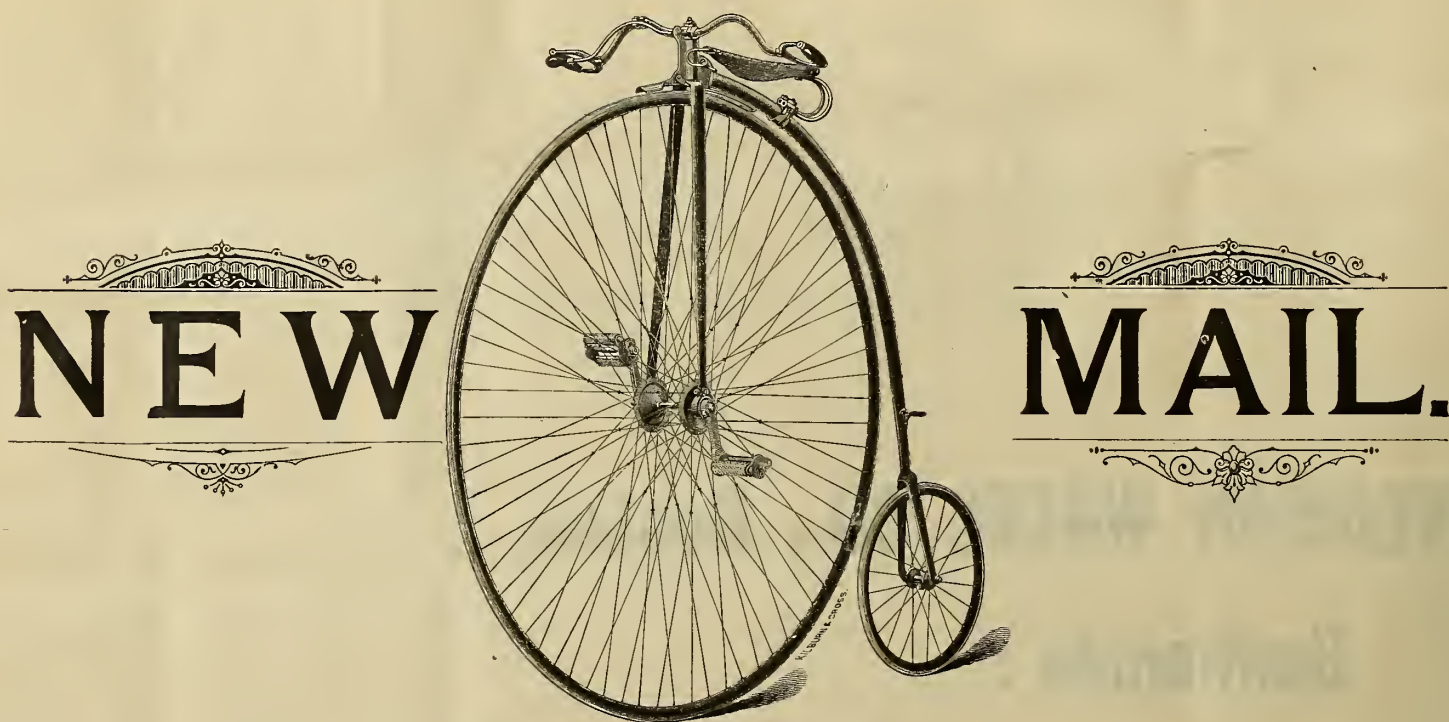
We, the undersigned, can vouch from experience as to the strength and superior running qualities of the Victor bicycles. Out of 23 members, we have 22 Victor riders.

We find it the only wheel that will stand the rough roads and enable us to climb the hills in our rough and hilly country.

Yours, etc.,

KENTON WHEEL CLUB.

Covington, Kentucky.



1888 NEW MAIL.

LOOK OUT FOR IT. READ THIS CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the

NEW MAIL LIGHT ROADSTER,

brought out by us last year, of American Manufacture. All parts Steel Forgings and strictly interchangeable.

THE ONLY WHEEL

having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one-half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's **NEW MAIL**, and as they are the opinions of well known, and many of them hard riders, Stronger Evidence of the Merit of a Wheel cannot be offered. ⚙ Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true *Merit* of the Trigwell Patent may be clearly understood. We wish to impress these facts:

That we control the Trigwell and others *cannot use it*. That the Trigwell is the only Ball Head confining the balls. That we were the *First* to adopt the Ball Head, and hence have had the most experience with it, and we *declare* the Trigwell, which we have used two and one-half years, a *Magnificent Success*. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration for the coming year—we *do not alter the Head* in a single detail. Every part has been *dead right*, and no change required. ⚙ Don't book your order for a new mount till sending for Descriptive Catalogue of **NEW MAIL**, out February 1st. Send your name *now*. Good Agents wanted in every town. Our former Agents requested to write us *at once* if wishing to continue, and book their orders for early deliveries.

Price \$5.00 Less than Last Year. Can now be seen at our Warerooms.

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

WHEEL GOSSIP.

A movement is on foot to abolish turnpike tolls in South Wales.

Chief-Consul Brewster, of St. Louis, will attend the New York meet.

The Pennsylvania Club held open house on Washington's Birthday.

Exit *The Bulletin*; the L. A. W. incubus; the League's sacred white elephant.

The lightest bicycle ever constructed, an eleven pound racing ordinary, was shown at the Stanley Show.

The illustrations of Stanley Show wheels, published in last week's WHEEL, were from sketches in the *Bicycling News*.

It is rumored that the Riverside Wheelmen are to consolidate with the Manhattan Bicycle Club. A good move all around.

The Massachusetts representatives who will come to the New York meet will have a concert in the bridal room on the Fall River boat.

"Washington's Birthday" furnished us with superb weather in this part of the country, and the occasion was improved by many wheelmen.

Buenos Ayres, with 450,000 inhabitants, has but five cyclists. Bob Ehlert, who went thither on Saturday, will increase the cycling population twenty per cent.

Wallace Ross won a road scullers' cycling match on Tuesday at London. The scores were: Ross, 330 miles; East, 325 miles; Corcoran, 324 miles and Godwin, 286 miles.

Charles Schwalbach is organizing a ladies' tricycle club for the ladies who ride in Prospect Park. The club already has twenty members, and when organized will be called the Prospect T. C.

The Ottawa Bicycle Club will invite the Canadian Wheelmen's Association to hold their meet this year in Ottawa, July 1, 2. A guarantee fund of \$250 has been subscribed by members of the club.

THE ETIQUETTE OF MEN'S DRESS.—A neat volume, in pamphlet form, containing a "Manual of Correct Dress for all Occasions." Price twenty-five cents. Address "The Men's Outfitter," Hudson and Harrison streets, New York.

"Walt" Higgins, of the late, lamented New Jersey Wheelmen, has removed to Jersey City Heights and has joined the Hudson County Wheelmen. Walt is now a happy father; his "first offence," as they have it Erminie. It will ride a tricycle.

W. B. Everett & Co., write us that their Singer Tandem Safety Bicycle which we illustrated in last week's WHEEL, is not listed in their catalogue for this country. We think the machine would be a "go" over our rough roads, and because of its value as an after dark mount.

In the field of cycling mechanics, the *Cyclist* thinks there are few new principles left for evolution, and that improvements of the future must, to a certain extent, take a retrograde movement, and that the purely graceful and purely speedy will have to give way to machines embodying greater comfort and less danger.

The *Sporting World*, of London, reports Rowe's arrival. He has already matched himself to ride a series of three races against Howell for \$500 a side, at one, five and ten miles, the winner to two races to take all the stakes. The five-mile race will be run at Leicester, April 4; the one mile at Wolverhampton, April 28, and the ten miles at Coventry, May 12.

The score in the six-day race, started in the Elite Rink, Philadelphia, on Monday morning, was as follows Wednesday night at 10 o'clock.

Miles.	Laps.	Miles.	Laps.
Dingley....	513 10	Rhodes....	454 10
Knapp....	502 8	Whittaker..	280 2
Hollingsw'h	492 3	Neilson....	240
Ashinger...	479 5	Crocker....	119 11
McDowell..	470 5		

STARS, 1888.—There is a rumor going about Boston that the H. B. Smith Machine Co. were to give up manufacturing Star bicycles. We wish to emphatically deny the rumor. The company is more in the field this year than ever before. They have already made large shipments of machines, and have already booked some very heavy orders. The machines of this year will be of a finer finish than any work ever turned out at Smithville, and in this respect, the makers claim that their wheel will compare favorably with any first-class wheel on the market.

The Lincoln Cycling Club gave a successful show at the Madison Street Theatre, Chicago February 15th. The programme was as follows: The first part will be a superb piece of stage setting—Joke—thirty "count 'em," thirty talented pedal pushers 2. Banjo Eight; 3. Serio-Comic, Mr. Ned. Oliver; 4. Zither Quartet; 5. Champion Clog, Mr. Billy Allen; 6. Weber Quartet; 7. R. G. Allen, Expert Banjo manipulator, with songs. "Taken from my Expert," "Those Old Cone Bearing Days," etc. Eight rounds and wind-up. The Lawyer's Office.

THE WHEEL is a "Journal of Cycling and Recreation," published weekly at 23 Park Row, New York, for the subscription price of one dollar a year, and is the best and most ably conducted medium in the country for cycling news and for the interchange of views of wheelmen. It looks to wheelmen, of course, for its support, and every one of them should aid in extending its circulation and its influence in the cause it so ably serves. In this season, when cycling is suspended here by ice and snow, the *Signal* draws liberally upon its columns for such notes as appear to have interest for our local wheelmen.—*East End Signal*, Cleveland.

BICYCLES VS. MUSTANGS.—Another match has been arranged between wheelmen and horses in England, which will take place at the Royal Agricultural Hall, London, March 19 to 24. It will be for a purse of \$1,250, with seventy-five per cent. of the gate receipts to the winner and twenty-five per cent. to the loser, and the bicyclists, W. M. Woodside and J. Dubois, will oppose M. Beardsley and John Kane, the cowboys being allowed an unlimited number of horses and to change at will, while the wheelmen will alternate every thirty minutes. In case of accident each party will be allowed the use of an extra man. The contest will be under the management of W. J. Morgan.

The bicycle house of A. W. Gump, Dayton, Ohio, will hereafter be known as A. W. Gump & Co., as the Gormully and Jeffery Manufacturing Company have taken an interest as special partners. A. W. Gump & Co. have increased their capital to \$20,000, occupy an entire three-story brick building 200 feet deep, and undoubtedly carry the largest retail stock of bicycles in this country. They also carry a line of guns, and are fully equipped for repairing and light manufacturing. One unusual feature of their business is, that they take good second hand guns and revolvers in exchange for bicycles. They make American bicycles their specialty, and hundreds of customers testify to the popularity of their goods, as their trade extends all over America. Their catalogue is mailed on request.

Men of the League, a more momentous question than this has never been brought before you! For John A. Wells the man, we care nothing; for John A. Wells the principle, everything! Take away from us the right to our proper representation, and to choose that representation for ourselves, and you touch the very foundation of our liberties as Anglo-Saxons, and of our rights as American free-men.—"Ariel" in *Bulletin*.

There is no question as to Pennsylvania's right to "proper representation" in the League. Each state should and will have the right to choose its own representatives. But, to a certain extent, the State Divisions are bound by the National Constitution and in selecting representatives, the principles of that constitution must not be lost sight of. The State of New York is at liberty to name any person it desires for the presidency of the United States. Yet, should the Empire State elect to name some man of foreign birth, its candidate would not be recognized, because the National Constitution provides that no foreigner is eligible to the presidency, so that in this case the National would be superior to State rights. The case of Pennsylvania—by which we mean the case of Mr. Wells—is similar. The right of Pennsylvania to select its own representatives is conceded, but it must select "proper" representatives. The Board has declared that Mr. Wells is not a "proper" representative, and will doubtless prove the same. The Pennsylvania men say they are fighting for a principle; all very well; but they cannot have lost sight of the distinction we make above.

FIXTURES.

Feb. 20-25.—Six Days' Race, Elite Rink, Philadelphia.
Feb. 27.—Universal Club's Reception, Brooklyn, N. Y.
Mar. 5.—L. A. W. Board Meet, at New York.
Mar. 6.—Century Wheelmen's Athletic Meeting at Club House.
Aug. 12.—Cambridge Cycle Club's Summer Tour.

PHILADELPHIA BICYCLE CLUB.

ANNUAL ELECTION OF OFFICERS, AND PRESENTATION OF PRIZES.

The ninth annual meeting of the Philadelphia Bicycle Club was held at the club house, Twenty-sixth and Perot streets, on Monday, February 13, when the following officers were elected to serve during the ensuing year: President, George E. Bartol; Secretary and Treasurer, H. A. Blakiston; Board of Trustees, H. R. Lewis, Thomas Hockley, E. W. Burt, H. A. Blakiston, William Morris, R. T. Middleton; Captain, Edward W. Burt; Lieutenant, William C. Smith; House Committee, Dr. C. B. Warder, G. N. Osborne, F. Bement, William Morris, L. H. Watt.

The club was organized May 22, 1870, incorporated December 19, 1885, and moved into its new club house November 9, 1886. It has a membership list of one hundred and twenty, including twenty women. During the year ending February 1, 1888, the members of the club traveled 29,282 miles on their wheels. The Captain's cup, for the greatest mileage during the year, was awarded to Mrs. H. R. Lewis, whose record is 3,043 1/4 miles, including 2,200 miles ridden in Europe during the past summer. The President's cup, awarded for the greatest number of rides during the year, to Captain Edward W. Burt, who made 182 runs, with a total of 2,385 miles. A special medal was designed for and presented to Mrs. H. R. Lewis, she being the first woman rider to win the Captain's cup.

There were nearly seven hundred visitors to the new club house last year. There are sixty-five machines on storage at present, including fifteen tandems.

RACING IN PHILADELPHIA.

About one thousand persons attended the tournament held at the Elite Rink, in Philadelphia, evening of February 16, under the auspices of the Philadelphia Bicycle Club and the Century Wheelmen. A long delay in commencing the sport tried the patience of the spectators, but after the ball had been started rolling, some very good racing was witnessed.

Summary: One-mile, for the 3m. 10s. class—John J. Bradley, South Penn Club, first, in 4m. 9 1-5s; Murray Kilmer, who took a header on the tenth lap, second. One-mile, for Pennsylvania Club men—Homer Synnestoedt rode over alone, covering the distance in 4m. 17 2-5s. One-mile for Century Wheelmen—M. J. Bailey first, in 4m. 15s.; Frank Strasburger second. One mile professional—H. G. Crocker first, in 3m. 7 1-5s.; W. A. Rhoades second, the latter being headed on the last circuit. One-mile for South End Wheelmen—John A. Green first, in 3m. 19 3-5s.; Frank E. Bechtold second; Emanuel Kolb third. Two miles, professional—Samuel G. Whittaker first in 6m. 6 4-5s.; W. F. Knapp second, close up. The race was very interesting, the men alternating in the lead. One mile for Camden Wheelmen—Haley B. Weaver first, in 3m. 20s.; George N. Strong second, by about a foot. One-mile open—M. J. Bailey first, in 3m. 14 2-5s.; having led all the way; W. I. Wilhelm, Reading, Pa., second, by two lengths. Five-miles, professional—Frank E. Dingley, Minneapolis, first, in 16m. 10s.; S. P. Hollingsworth, Indianapolis, second. It was a close race, first one, and then the other being in the lead. One-mile, novice—James Edwards rode over the course alone, in 3m. 38 1-5s. One mile inter club—John A. Green, South-end Wheelmen, first, in 3m. 12 2-5s.; M. J. Bailey, Century Wheelmen, second, by a quarter of a lap. The time was the best made by an amateur during the evening.

BASSETT, BEWARE!

"We shall need about three tons more sulphur for pit 537," said one of the subordinate devils, as he put his head into Satan's private office, "and half a load of brimstone and a new poker. There's a tough consignment just sent down—two murderers, an Anarchist, an incendiary and a conversational punster."

"Is he one of the kind that makes puns on people's names?" asked the head of the establishment, meditatively.

"Yes."

"Well," said the chief, "I hate to waste sulphur, but I guess you can give him a pit all by himself. —Puck.

MORGAN IN THE PULPIT.—Senator Morgan preached a sermon last Sunday week from the pulpit of a chapel at Goytre, near Pontypool. The local press reported him to the extent of half a column.

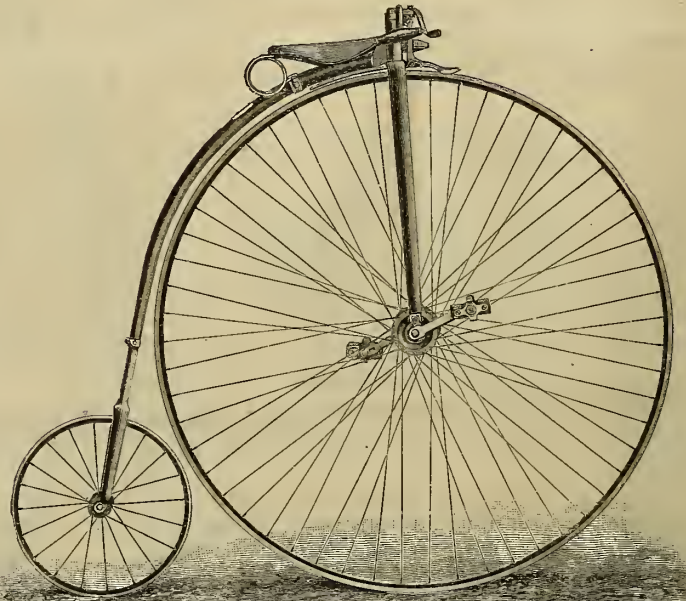
241 BROADWAY,
New York.

A. G. Spalding & Bros.

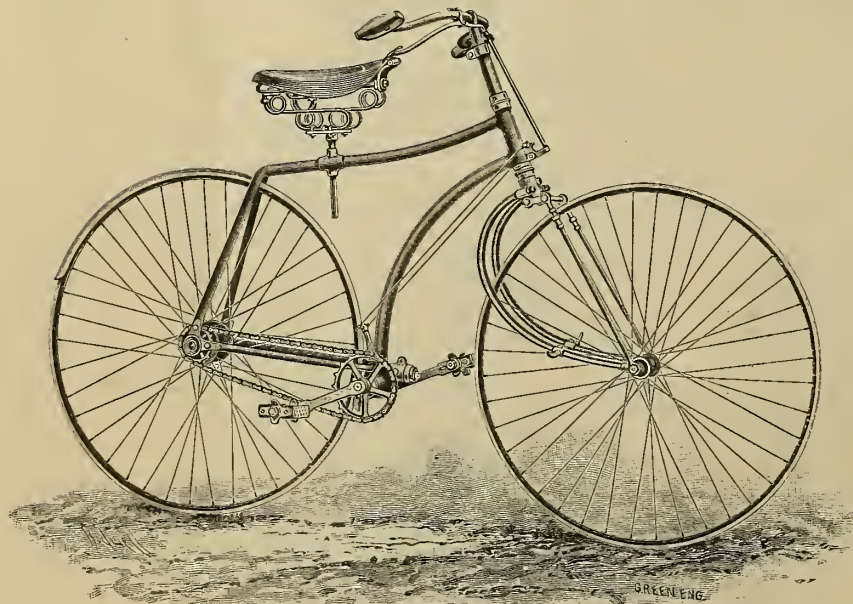
108 MADISON ST.,
Chicago.



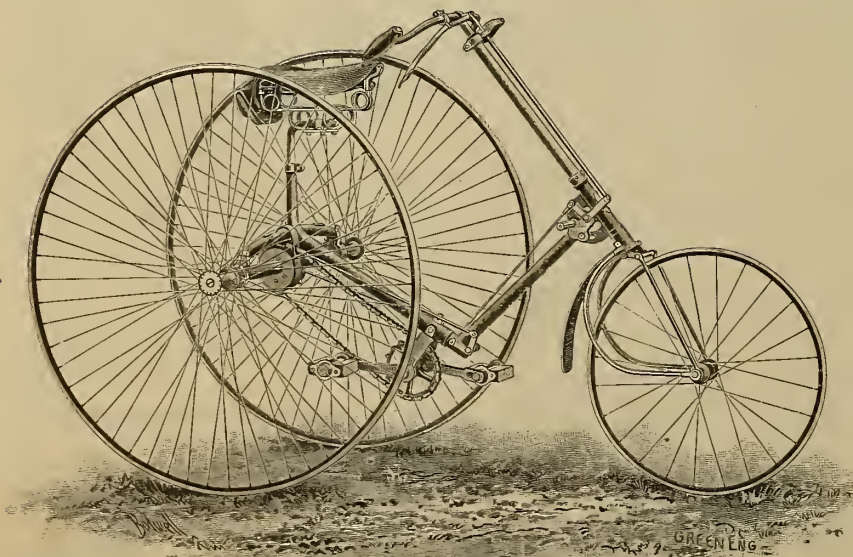
VICTOR LIGHT ROADSTER.



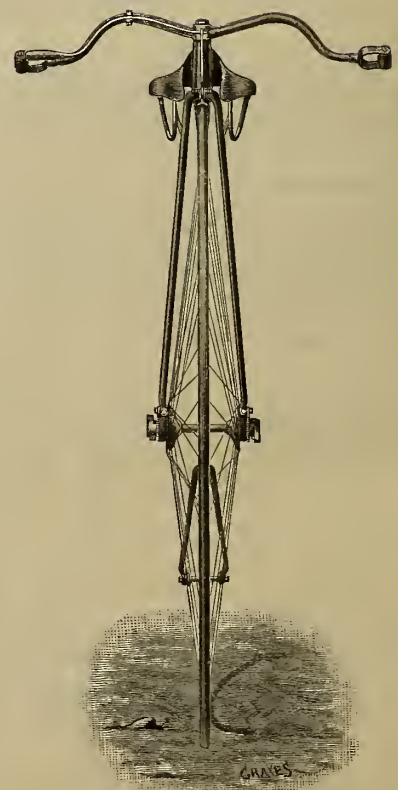
VICTOR JUNIOR.



VICTOR SAFETY.



VICTOR TRICYCLE.



VICTOR LIGHT ROADSTER,
Front View.

The title of a serial now running in one of the magazines, viz., "The Rise of a New York House" might very properly be applied to a sketch of the firm of A. G. Spalding & Bros., except that this is not a New York house, originally; but a slip transplanted from the great Chicago concern. The slip took kindly to the soil, however, and though established in New York but three years; Spalding & Bros.' New York "branch" has assumed the stature of a full grown oak of dignified proportions and innumerable ramifications.

Their immense building on Broadway is the mecca of all cultivators of muscle, be they devotees of the tennis court, the running path, or the hunting field, or addicted to cleaving the water with a sharp-nosed shell.

Within the past few years the business of the firm has grown to mammoth proportions, so great that it has this year been subdivided into departments, each under the immediate charge of experts in the various lines of sport. With the bicycle department the readers of this paper are mostly concerned, and to that we shall devote our attention, first stopping to note that all the other departments of the business are just as complete as the wheel department, completely stocked with the outfitings and paraphernalia of all the departments of sport, of outdoor and indoor amusement.

THE CYCLING DEPARTMENT.

This year the firm may be fairly said to be in the bicycling field as first-class competitors with all our large cycle dealers. In previous years this department was run as a side issue, but arrangements have been made, by which the concern will carry as complete a line of cycle goods as any house in the country. The department is under the immediate charge of Mr. A. B. Barkman, well and favorably known before his connection with the house, as an enthusiastic cyclist, Captain of the Brooklyn Club and compiler of the New York State Road Book. The bicycle department is reached by a broad stairway leading down from the centre of the ground floor or main store and here Mr Barkman may be found at all times ready to welcome wheelmen and show them through his domain.

The room is furnished in hard wood, is well lighted and conveniently arranged for setting off the wheels. Along the walls are arranged the new Victor bicycles, with a collection of tricycles in the centre of the room. A glass case covers an assortment of parts and cycle sundries. In the rear is a repair shop, just built.

THE WHEELS THEY HANDLE.

Messrs. A. G. Spalding & Bros. will this year make a specialty of the Victor wheels, of which they are agents for the entire United States, and will carry the following:

VICTOR LIGHT ROADSTER. | VICTOR JUNIOR.
VICTOR SAFETY. | VICTOR TRICYCLE.

YOUTH'S PREMIER.

THE VICTOR LIGHT ROADSTER, recently described in these columns, is a first-class wheel, made on lines of beauty, which seems to have reached perfection, since no radical changes are made in the 1888 wheel. Prices: Standard finish, 50 inch, \$125; \$2.50 for each additional size; nickle finish, \$10 extra. For complete description and illustration see THE WHEEL of February 10th. A full line of Victor Light Roadsters and Tricycles are now on exhibition and all wheelmen are invited to

CALL AND EXAMINE THEM.

THE VICTOR SAFETY, which will be ready by March 1st, is greatly improved over the 1887 wheel. The steering post is much more perpendicular, correcting the steering centers and entirely obviating the sensitive steering of last year's wheel. Another important improvement is in the form of the frame, as shown in the illustration. This frame is of the most expensive and difficult form, and combines the greatest strength and stiffness that can be obtained. The spring fork, such a popular feature of last year's wheel, will be retained in practically the same form. The steel used in these springs is of the most elastic and toughest grade manufactured, and is of the same quality as that used in the very finest quality of sword blades.

The "Rocking beam," on which the front forks and steering head are hinged, is made in the most careful manner, and each joint or hinge plays on a set of balls. The stay rods are adjustable, and instead of going down from the head to the hub, equal distance from each other, they follow about the slant of the spokes, thus giving a more rigid stay and more graceful lines. Neat foot-rests, also adjustable, are fitted on to each side of the spring fork. Balls are used in every part possible where



motion is encountered, and this fact will be appreciated where it is known that each machine has 176 balls in its make-up; the largest number ever put into one cycle.

The adjustment of chain is very simple, and can be accomplished in a very few moments. It is done by the turning of one screw, which can be secured in place by a simple lock-nut device. The wheels will be the same as last year, hollow rims and tangent spokes, with forged steel hubs.

Every piece of the machine is made positively interchangeable, and is gauged down so that an infinitesimal fraction's variation condemns the part tested. The best steel and drop forgings are used throughout. The seat rod is milled in such a way that the rider having once properly adjusted the reach, he can, if he change for some one else, at once put back the post to his own reach. The saddle is adjustable back and front, and is detachable as last year. The handle-bar and handles are the same as formerly, as is also the brake. The finish will be about the same as last year. Price \$135.

THE VICTOR JUNIOR.

The Victor Junior is a high grade youth's machine of moderate cost, made in sizes from 38 to 50 inches, having all the beauty of outline found in the Victor Light Roadster, and containing many points of excellence that have never before been attempted in wheels of this class, as will appear upon inspection. Price of 50 inch \$75.00. Difference of \$5.00 for each size under. The material and workmanship throughout are the very best, many of the parts being the same in design and material as the Light Roadster. All parts are interchangeable. There is no doubt that many short men will use these wheels, and the smaller sizes make a boy's and youth's wheel that is simply unsurpassable.

THE VICTOR TRICYCLE, which is now ready, is on the same style of last year's wheel, which proved so popular. It is sold at \$160.

THE YOUTH'S PREMIER—A SUPERB WHEEL FOR BOYS.

The Messrs. Spalding Bros. have spread themselves on the Youth's Premier, which they manufacture, and they have turned out a boy's wheel which for make and price has not been surpassed by any other manufacturer. A full description is as follows:

THE YOUTH'S PREMIER.

Steering head and front forks are in one piece, best steel casting. The head is the Andrews long center variety, with hardened bottom step and adjusting screw at top accurately fitted for the steering centers of the neck spindle;

the whole secured by a neat lock nut. The forks are of elliptical section and secured to the bearings by a taper pin through the lugs of the fork.

The handle bar is of best steel, in two pieces, easily detachable and handsomely curved to give room, for the thighs and bring the ends to the proper position for the hands.

The handles are pear-shaped, ebonite, or a handsome spade handle will be furnished at a small extra cost.

The brake is of the double-lever spoon variety, the lever being handsomely curved to match the handles, and controlled by a strong spring.

The backbone is of best quality cold drawn steel tubing curved and tapered at the lower end, and is brazed to the neck and rear fork. The neck is best cast steel, of improved pattern and very strong, being carefully trued to fit the step and adjusting screw in the head.

The rear fork is a solid steel casting of the elliptical section very light and strong.

The saddle is of the suspension variety and a great improvement over anything heretofore offered to the boys. It is a combination of all the best suspended leather seats that have been so popular during the past season. It is made especially for this machine.

Wheels: The most important part of the wheel is the rim. It must, necessarily, be light, and at the same time strong. The rims are of the best rolled steel, deep crescent section and very strong. The joint is dove-tailed by a special machine, and then firmly brazed, making the most perfect joint yet introduced in the cycle manufacture.

The spokes are of No. 11. gauge steel wire headed at the rim, and secured with a covered thread into the hub flanges at a tangent. The tires are the best red Para rubber, 3-4 to 7-8 inches in diameter to front wheel, and 5-8 inch to rear wheel. The hub flangs to front wheel are of best steel, turned and polished, drilled for the tangent spokes and firmly brazed and pinned to the axle. The axle is best steel, carefully turned and polished, and fitted to the bearings and hub flanges.

The rear wheel hub is best cast steel, carefully bored and fitted for the dust proof cone bearings.

The rear axle is best steel, and fitted with special hardened cone bearings. The bearings to front wheel are our new duplex parallel bearings made of the best A No. 1 Babbit metal in special hardened steel boxes, easily adjustable for wear, and so fitted that there can be no lateral or side shaking, making the finest parallel bearing ever put into a bicycle. This form of bearing is used on all high speed machinery, and has been adopted after much study and experiment. If through accident or hard usage the Babbit metal should become worn unequally, it can be replaced by any one in a few minutes, and an entirely new bearing is the result. We consider this bearing one of the special features of this machine. The cranks are best cast steel, adjustable and detachable.

The pedals run on hardened parallel bearings, are of new and improved design and are fitted with non-sliding grooved rubbers. Bearings to front and rear wheel are fitted with improved oil cups for lubricating. The Standard finish is backbone; forks, spokes and rims enamelled. Bright parts polished and nickel-plated.

Tool-bag, wrenches and oil can are supplied with each machine. Prices: 34 inches, \$30; 38 inches, \$35; 42 inches, \$40; 44 inches, \$45; 46 inches, \$50; 48 inches, \$55; 50 inches, \$60.

SECOND-HAND WHEELS.

During the season the firm will carry a line of second hand wheels. Although the firm will not make a specialty of exchanging, it will accept wheels of other makes at a fair valuation, in part payment for new Victors.

In order to make room for new stock, the following wheels have been marked down to very low prices and a good chance is afforded to obtain a really good wheel at a low figure.

In.	Make.	Finish.	Condition.	Price.
52	Kangaroo.	Enam.	Good	\$80
52	Rudge L. R.	Enam.	Good	85
56	Victor, '87.	Enam.	New	100
60	Expert.	Nickel	Fair	80
52	Victor '87.	Enam.	1st Class	100
52	Spalding.	Enam.	1st Class	90
	Kangaroo.	Nickel	Good	85
54	Rudge.	Enam.	Good	80
53	Humber Racer.	Enam.	New	75
55	Humber Racer.	Enam.	New	75
56	Spalding Racer.	Enam.	New	75
52	Expert.	Nickel	1st Class	90
45	Star.	Enam.	1st Class	85
54	Premier.	Enam.	New	75
48	Am. Club.	Nickel	New	60

48 Victor L. R.....Enam.	1st Class	85
54 Expert.....Enam.	Good	70
52 Standard.....Enam.	Fair	50
44 Standard.....Enam.	Fair	45
50 Standard.....Enam.	Fair	45
Humber Tandem.....	Good	140

A large stock of boy's and girl's bicycles and tricycles, both in wood and metal is kept on hand, among which are the following: Petite Steel Tricycle, \$10 to \$15; Petite Rubber Tricycle, \$18 to \$26; Gem Tricycle, \$10 to \$18; Bessemer Velocipede, \$1 to \$7. Columbia Velocipede \$9 to \$16.

INSTALLMENT PLAN.

One-quarter cash; balance in a specified number of equal payments, either weekly or monthly.

THE REPAIR SHOP.

A repair shop, fully equipped to make any kind of repairs necessary, will be a feature of the wheel department. An expert mechanic will be in charge and no Victor need be sent on to the factory, but will be repaired at once and right on the premises.

PARTS, SUNDRIES, ETC.

A full line of parts and sundries will be kept in stock.

In lamps, the Senell patent lamp will be the specialty, selling at \$5, for enameled hub lamp, \$7, for nickle finish, \$4.50 for enameled head light, \$6, for nickle head light. Lakin's cyclometer, Brook's odometer and the Excelsior cyclometer will be carried. The Brooks is a positive motion, simply constructed, accurate and cannot get out of order. Registers up to 1,000 miles and sells for \$5. A full line of all the sundries that may be placed on the market will be carried by this firm.

UNIFORM DEPARTMENT.

The rear half of the main store or ground floor is devoted to bicyclist's outfitings and is under the care of Mr. Keith. From floor to ceiling are rows of boxes filled with articles of cycle wear. A special cutter has been engaged and uniforms for clubs or individuals will be made to order at short notice. A specialty will be the uniforming of clubs, to whom special prices will be made and estimates gladly furnished. In jerseys, sweaters, racing tights, stockings, etc., there is an endless variety, both as to style and prices, and all tastes and purses are sure to be suited. In shoes there is a fine kangaroo with fine leather sole, at \$5. A fine leather rubber soled shoe at \$3.50; a canvas upper leather soled shoe at \$3.50; and a canvas-upper rubber soled slipper at \$1. A specialty to which we would call the attention of all wheelmen is the Morton supporter, retailing at fifty cents. All wheelmen should wear something of this kind.

THEIR INSTALLMENT PLAN.

The Messrs. Spalding will make a specialty this year of selling wheels on installments. There are a large number of men who, while able to pay for a wheel, cannot afford to pay the full cost at one time. To these a chance to obtain a wheel is offered by this firm; full information will be given on application. Don't fail to call and see the wheels, or send for a catalogue.

TWO-MILE BICYCLE RACE.

Amateur military athletic games and reception will be given by the 12th Regiment Athletic Club at their armory on Sixty second street and Ninth avenue, New York, on Monday evening, April 2, at eight o'clock. The events are all handicaps and open to all amateurs as follows: 60-yard dash, 220-yard hurdle, 440-yard run; one-mile run; one-mile walk; two-mile bicycle. Tug of war teams of four men, weight limited to 650 lbs., any belt. Obstacle race, open to 12th Regiment. Handicapping by W. G. Hegeman, Rules of A. A. U. govern all contests except tug of war. Entrance fee, 50 cents per man for each event, and close March 26 with C. J. Leach, P. O. Box 3201, New York. Solid gold (warranted) medals to first, silver to second, in each event—except tug, for which a gold medal will be given to each man of winning team. Dancing will follow the games. Medals on exhibition at 241 Broadway about March 15.

MINNEAPOLIS.

DEATH OF R. H. SPEAR.

One of the saddest duties that befalls a correspondent falls to me to-day in recording the death of R. H. Spear, one of the most popular and widely-known wheelmen in the Northwest. As a fancy and trick rider, till within a year of his death, he stood without an equal in all the West. In the fall of '85, at the State Tournament, then held in this city, he made a record, for quarter-mile on the unicycle, that stood for a long time. Mr. Spear has also ridden the fastest lap in the Washington Rink yet made, 1-8 mile in 19 seconds. Although not posing as a racing man, he had won several races, and was capable of good speed, as the time mentioned above shows. Mr. Spear commenced riding some four years ago, and soon after entered the employ of S. F. Heath & Co., where for three summers he acted as instructor in plain and fancy riding, and many a devotee of the wheel owes the pleasure now experienced to the patient and painstaking assistance of Spear in his first attempts at navigating Armory Hall.

Until Wilmot's first appearance here, a little over three years ago, Spear had never attempted any fancy riding, and the performances then witnessed seemed little short of marvelous to him. His ambition was stirred by the sight rather than discouraged, and within a few months he had not only learned all of the feats attempted by Wilmot, but even added many new and original ones. Nearly a year ago he went to St. Paul to take charge of the branch store established there by Heath & Co., but poor health forced him to abandon that, and he sought health by outdoor life on a farm in Dakota. For a time he seemed better, but on returning to this city last fall, a bad cold taken served to hasten his illness, and he took to his room in October last, only to leave it for the last time on Sunday the 5th of February. Spear was nearly 22 years of age, and it is peculiarly sad to see one that delighted in outdoor exercise as he did, stricken down at so early an age.

For the benefit of any that may think bicycling in any way hastened or brought about his disease (consumption in one of its most subtle and peculiar forms), let me state that the attendant physician gave it as his opinion that it in no way caused or hastened his death. On the contrary, when most outdoors, he was in best health. During his long illness, the indomitable will and energy of Spear showed themselves in the unwillingness to let any one in attendance do anything for him that he could do for himself. But a few moments before his death he called for a drink of water, and when it was brought, insisted on taking the cup in his own hands. This was allowed; he drank, lay back and died! The amount of endurance of pain that he displayed without complaint is said to be seldom witnessed.

I have dwelt at length on these details to try and show the braveness of the spirit gone from among us, and which at this icy and snow-clad season will be so little missed. Were it in leafy spring, when every one's thoughts are turned away from indoor duties, Spear's pleasant face and willingness to accommodate in all things pertaining to wheels and wheeling would be again indispensable, and our loss would be keenly felt. Many here, like myself, had hardly realized his illness till saddened by the news that all was at an end. The large attendance of young and grief stricken friends at his funeral showed the esteem and respect felt by them. Let me add in closing, that although Spear was a professional in that he preferred riding for cash rather than mere glory, he was that rare avis, a "square" professional, and no one can insinuate anything against his fairness or honesty as such. Would there were more!

L. B. G.

The *Spectator* man, way out in St. Louis, is hammering away at us for dear life. Keep it up, "good Peter;" elegant "ad.," you know. You are not the first flea who has tackled the calloused hide of an ephant.

NEW ORLEANS.

Eugene M. Aaron still occupies a tender spot in the hearts of the old League men of this section. I am led to this remark by the fact that during the recent dissatisfied spell that came o'er the "spirit of our dreams" it was the usual thing whenever two or more of the localities met and talked the matter over, for the conversation to drift to the happenings of the past, and one could not but be impressed with the warm-hearted and complimentary manner in which the deposed Secretary-Editor was almost invariably referred to. It would, I know, have done Mr. Aaron's heart good could he have but heard even a small portion of these conversations. His pleasant and informal little scribble to this one or that one, and his courteous, obliging and friendly manner in many seemingly trivial matters, coupled with his live and progressive policy, now serve him in good stead and it will be many a day before another will rise to supplant him in the affections of the wheelmen of this neighborhood. This is not written to stir up memories of past unpleasanties, but because, as has been said, recent doings have profoundly impressed me with the facts as before stated, and I presume there will be no harm in speaking thusly, for I believe it THE WHEEL's policy to give the devil his due, and Aaron isn't the devil by a long ways.

The initial number of the *Sporting South*, the embryo journal to which was transferred the lamented *Bi South's* subscription list, is announced to appear March 3rd. Mr. H. J. Siefert, at one time editor of the latter paper, will have editorial management of the new venture, and presumably the cycling interests will come in for a share of attention.

Bob Abbott, the Springfield Roadster's New Orleans agent and a loyal member of the Cycling Club, is now a fit subject for congratulation . . . It's a boy; a twelve-pounder at that.

The Louisiana Cycling Club is still wrestling with its projected Spring race meet and within the next week or two will decide definitely for or against. The club has recently purchased a neat little register, and, through Fairchild's exertions, procured a serviceable signboard, and as soon as the roads get into rideable condition it is the intention to duly establish both register and signboard at Schadwell's, a convenient stopping place 7 miles down the Gentilly road. All those who have been there during the summer entertain pleasant memories of the oranges, the milk, the cream cheese, the rock-bottom prices and the old lady's conversational "bulls," and will doubtless be glad of the opportunity now offered to leave a record of their visit in the register. The front portion of the book is devoted to reliable road information and other data of interest to wheelmen.

At the Louisiana Club's February meeting one resignation (that of a piqued member) and two applications were passed upon, and there has been but two meetings since the club's organization last July at which the roll has not been added to, while *per contra*, but two resignations have been received in the same space of time. There is nothing remarkable in this, but I mention it merely to rebut what I take to be an insinuation that the club is doing nothing, as well as the so-called rumor (doubtless intended as a "fing") "that there would be some resignations to act on at the club's next (February) meeting, which rumor (!) by the way, originated and was locked within the cranium of one person—and he no other than the aforesaid piqued member himself. Bi.

The Manhattan Wheel Exchange, Messrs. Wetmore and Chester will be found at the old stand, 49 Cortlandt street, this year, as last. They will carry on their business in second-hand wheels, in which line they established a good reputation last year and will also sell Victors, of which they already have a nice stock on hand.

The Rudge Crescent Tandem for 1888 shows many improvements in details, and the splendid advantages of this machine were warmly appreciated by its many riders last year.



KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

People of refined tastes who desire exceptionally fine Cigarettes should use only our Straight Cut, put up in satin packets and boxes of 10s, 20s, 50s, and 100s.

14 PRIZE MEDALS.

WM. S. KIMBALL & CO.

RECALLED TO LIFE.

EDITOR OF THE WHEEL: My term of imprisonment "under the snows of Massachusetts," concerning which I wrote you on January 19 (with the result that a paragraph of the *Mail and Express* quoted the statement and embellished it by calling such misery "living like a prince"), lasted longer than expected. When I returned to town again to-day, the climate of Washington Square seemed comparatively tropical, for never once during eight weeks' absence had I caught sight of so much as a small bit of ground uncovered by the everlasting snow.

I'm glad this dazzling white winter of my discontent is so nearly ended; and my practical purpose in proclaiming this gladness, is to couple with it the following announcement: I hope to celebrate the advent of beautiful spring (March 1, according to the accepted calendar) by beginning then the great gift-enterprise mentioned in my letter of January 19. I mean by this, the gratuitous distribution of a monumental advertisement of "Ten Thousand Miles on a Bicycle," in the shape of a pamphlet containing 132 pages of "notices, opinions and specimens."

This mere "ad." of my book contains a greater amount of printed matter than any cycling book which existed when I began to pile up the 675,000 words for mine; and I expect the firing of 5,000 copies of it all over the world, will have power to awaken a sizable number of the needed 30,000 buyers. Anyhow, I think no one who sends a postal-card request to secure this monster document, will ever have reason to regret the outlay (one cent, in current coin of the United States), as not bringing him his money's worth of fun. The 60 or more titles to the pages will be sent to you for later announcement. At present I give THE WHEEL the first chance to print the preface thereof, as an appendix to this letter; and I remark that applications for the pamphlet (whose olive green color imparts to it an air of gorgeousness worthy of the Orient) will be filed for attention in the order received.

KARL KRON.

WASHINGTON SQUARE, N. Y., Feb. 18, 1888.

PUBLISHER'S PREFACE TO "NEWSPAPER NOTICES."

In compiling this collection of "notices and opinions," the endeavor has been made to render them readable by careful selection and arrangement. Every page is complete in itself and is headed by a different title, and almost every page contains a variety of quotations appropriate to its heading. Many of these are in sharp conflict, or in amusing contrast, with each other; for I have reprinted without reserve everything evil which I have been able to find afloat in the press concerning the book and its author (except a few misstatements of physical facts), in the belief that such censures serve the purpose of arousing curiosity about expressions of the opposite sort. As I have failed to hear from a dozen or more journals to which I ordered that copies of the book should be sent for review, it is possible that some of them may have indulged in appetizing sarcasms, ridicule and abuse not found in the present pamphlet. I only assert that I have included in it every bit of such stuff within reach—aiming in strictly scientific spirit to show my chosen public *all* the evidence—and that I have included enough to make the pamphlet rather interesting on its own account. People who like to "watch the workings of the human mind" ought certainly to be amused by these specimens which so well illustrate the tricks and manners of "reviewers."

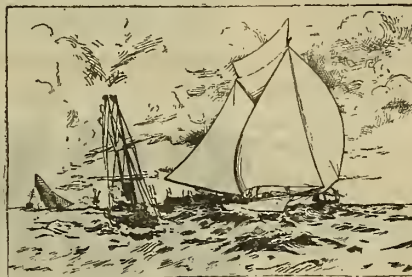
My request that these reviewers should treat of the book "as a unique business enterprise, rather than as a literary curiosity," has been very generally disregarded; and a chief factor in the problem of persuading a large enough contingent of my 3,400 subscribers to really serve as "copartners" (in forcing for it a successful sale of 30,000 copies) is the difficulty of making them distinguish clearly between the "personal" and the "business" phases of the case. "My labor and risk as 'publisher' are what I seek pay for—not my writings as 'author'." So runs the opening phrase in my argument on page 715; and I wish it were possible for my supporters to look upon me as a "publisher" simply—just as they might if some one else had prepared the manuscript (containing

his own road-reports and those of all other tourists whom he could persuade to contribute any), and had worked upon my cycling enthusiasm enough to induce me to invest the large sum of \$12,000 in giving this manuscript to the public.

There is plenty of proof scattered through the 132 pages of this pamphlet that no regard for "the author's feelings," has caused me to suppress any evil words spoken against him, which could serve to awaken curiosity in his work. The distribution of 5,000 copies of so elaborate an advertisement is therefore inspired by "business" rather than by vanity; and those recipients who may help secure as wide a reading as possible for each pamphlet, as a means of helping such business to success, will greatly oblige THE PUBLISHER.

American Sport Pictures

Fac-Simile Prints After the Best Artists.



"THE FINISH."

Race between Puritan and Genesta, 30x21½...\$2.00

"THE START."

Race between Mayflower and Galatea, 30x21½...\$2.00

"VICTORIOUS VOLUNTEER."

Race between Volunteer and Thistle, 30x21½...\$2.00

'THE DASH AROUND THE LIGHTSHIP,'

Race between Sloop and Cutter, 20x20½...\$2.00

TOBOGGANING, 22x28...\$1.50

SNOW-SHOEING, 28x22...\$1.50

SKATING, 28x22...\$1.50

BI-CYCLING, 22x28...\$1.50

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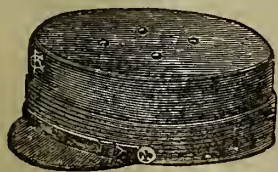
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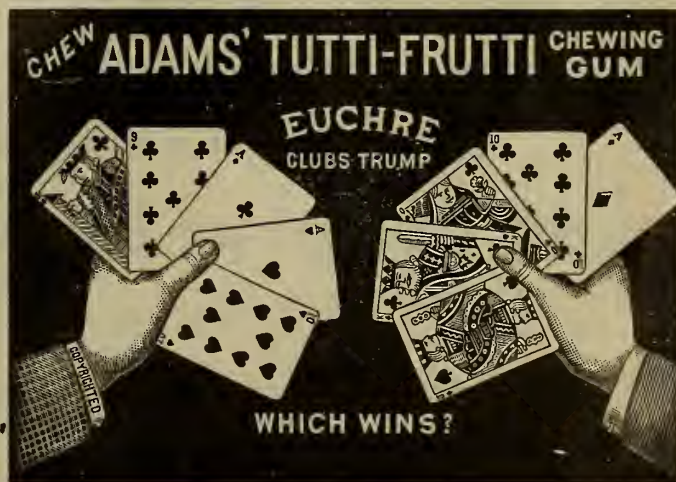
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