

VOL. XIII.—No. 13.]

NEW YORK, DECEMBER 23, 1887.

[WHOLE NUMBER, 325.]

## 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

### 323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write any cycling editor to become himself convinced.



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."

If you wish to purchase the best and easiest running road machines in the world, correspond with

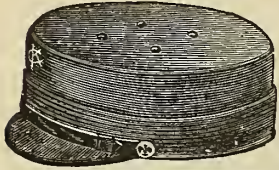
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 LARGEST MANUFACTURERS OF CYCLES AND SUNDRIES IN AMERICA. 





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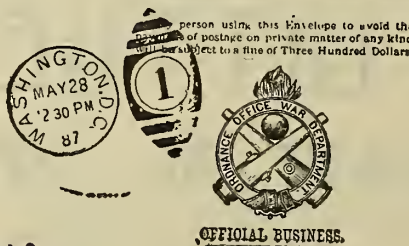
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Prospect Park Plaza, Brooklyn.

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AND  
Lawn Tennis  
**MEDALS**  
MADE FROM  
STRICTLY  
Original Designs  
AND AT  
POPULAR PRICES.

Correspondence Solicited.

Send 3 two-cent stamps for illustrated catalogue and price list.

# 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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GLOVES, LUGGAGE CARRIERS, LANTERNS,  
LANTERN HANGERS, LUBRICATING AND  
LIGHTING OILS.

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Oraton Hall,

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Scale, 1-4 Miles to 1 inch.

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

Size 3 2-3 ft. x 4 1-2 ft.

Mounted on Rollers, or Dissected to fold up in smaller compass

\$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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Price \$1.50.

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.

Ask your dealer for  
it, or send name of your  
lamp to

C. H. KOYL,

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WASHINGTON, D. C.

who will mail a sample, postpaid,  
for one week's trial, upon  
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EUREKA HOME TRAINER and Bicycle Stand, ad-  
justible, well made; improved; will keep muscles  
and cycle in good condition through the winter; price  
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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.
146	56	Columbia Expert,	\$132.50	\$85.00	4	1	4
149	51	"Special Star,"	135.00	95.00	3	ball	2
179		Sp'k'b'k Crimper Tri.	180.00	85.00	4	2	2
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	55.00	1	1	5
258	48	Spl. Star,	129.00	95.00	4	1	5
260	48	Columbia Standard,	100.00	40.00	5	4	1
263	55	Rudge Lt. Rdstr.,	138.75	75.00	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	Sp'dg. Semi-Racer,	140.00	40.00	4	1	4
269	51	Spl. Star,	160.00	100.00	4	1	4
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. Club,	160.00	105.00	1	1	1
278	50	Premier,	100.00	70.00	1	4	1
282	38	Rudge Safety,	135.00	60.00	4	1	2
283	51	Spl. Star,	130.00	90.00	4	3	1
285	51	Spcl. Star,	120.00	80.00	4	3	4
286	44	Spcl. 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
290	52	Victor Lt. Roadster,	132.50	90.00	4	1	1
291	55	Columbia Lt. Rdstr.,	145.00	110.00	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
294	54	Columbia Expert,	130.00	80.00	3	1	1
295	54	Victor,	130.00	100.00	4	1	1
296	52	Columbia Expert,	137.50	90.00	1	1	1
297	46	Columbia Expert,	120.00	70.00	3	1	1
298	39	Boys,	70.00	25.00	5	4	1
299	50	Columbia Expert,	135.00	80.00	1	1	2
300	50	Victor,	125.00	80.00	4	1	4
301		Quadrant trike No. 8,	185.00	165.00	4	1	1

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# 10-Mile Road Race,

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

# NEW RAPID BICYCLES.

### POSITION AT FINISH.

	TIME:
2.---RICHARD WHITTINGHAM, Rapid Light Roadster, . . .	31.03 1-5.
3.---WALTER GRESCOM, Rapid Roadster, . . .	31.03 2-5.
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

# New Rapid Light Roadster,

*IN THE MARVELLOUS TIME OF*

## 30 Minutes 44 Seconds.

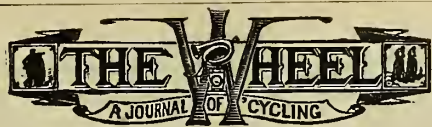
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—AND—

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F. P. PRIAL, Editor and Publisher,  
 23 Park Row,  
 P. O. Box 444. New York.

Merry Christmas. And now comes the time of the year when the editor feels he must say something new of the Christmas-time. The Queen's English is juggled into divers fanciful forms; the realms of metaphor and imagination are exhaustively explored in the hope of striking some rich and original vein; flowery periods, pleasing word-combinations are spread for the delectation of the reader, yet when all is done nothing more than the compliments of the season have been passed.

Since THE WHEEL has come under our care, now about a year since, many friends have discovered themselves to us. We were less than grateful did not kindly thoughts of them suggest themselves on this anniversary, whose keynote is "good will to men." To our readers, to all those who know us, either personally or otherwise, to those who have helped us, we wish a Merry Christmas. Nay, not only wish, but say to them, make a merry Christmas for yourselves. Make your life, as far as lies with yourself, one continued Christmas. By taking things philosophically, by routing envy and discontent whenever those cut-throats appear, by proposing some honorable, though humble line of duty, and following out the same, serene and unwavering, life may be made not such a sad joke after all.

The Binghamton Club is, perhaps, entitled to the premier position among the clubs in this country by reason of its success in building a path from Binghamton to Union, for the exclusive use of wheelmen. The club raised four hundred dollars for this purpose; a very large amount, considering the limited field in which it had to work. Here in Long Island there is a crying need for a safe path from Prospect Park to the Ocean, some six and a half miles. We are informed that at the present time the Boulevard now used is not only unpleasant riding, but absolutely dangerous. For about a thousand dollars two paths could be built from the Park to the Beach. The Brooklyn clubs are enterprising beyond a doubt, yet in this matter they seem to be entirely disinterested. We cannot see why some effort should not be made at once to improve the condition of affairs. The clubs of Brooklyn could easily realize a thousand dollars from a combined minstrel show at the Academy, and a respectable sum could be realized from a race meet. Our metropolitan cyclists seem to have lost all snap, vigor and enterprise, except where individual profit is concerned.

The wealthy horse owners of New York gave the cyclists a lesson last week. They held a meeting in favor of constructing a fast drive—practically a road-race track—through Central Park. It is to cost about a million dollars. Another meeting is shortly to be held, and these wealthy horse-owners, who are accustomed to get a thing if they want it, will continue to agitate the matter until their object is achieved. This is exactly what the wheelmen must do, if they ever expect any improvement in the construction and keep of roads; they must agitate, not for a short time, but continuously, until something comes of it.

The most important work the Board of Officers of this Empire State could do would be to empower the present Roads Improvement Committee to organize an independent association, under League auspices, if you will. Such an association could carry that "new bill" through the Legislature without cost to the State Division. The trade would liberally support such an association, as soon as it was understood that the practical work of road improvement was to be pushed in a business manner, and that the energy of its managers was not to be wasted in political manipulation.

## HARLEM WHEELMEN.

## SMOKER AND POOL CONTEST.

Smoke.  
 Music.  
 Sandwiches.  
 Liquid refreshments.  
 And the click of the ivories.

The above briefly describes the smoker and pool contest held at the Harlem Wheelmen's house on Wednesday evening last.

The champion cue-pushers of the Morrisania Wheelmen thought they could give the Harlem "fiends" points in manipulating the ivories. The Harlemites thought themselves past-masters of the game of pool, and the match was arranged to decide the question.

The Morrisanias sent down big Williams, Harry Hanford and other braves, to the writer unknown, to "do up" the Harlem team, on which were Messrs. Ford, Pearce and Lefferts. The match—first eleven out of twenty-one games—was commenced somewhere about nine; the writer was too busy trying to corral ivories to note the exact time. The teams were pretty evenly matched, and the "excitement ever and anon arose to fever heat," as our friends of the daily papers describe the emotions of a mob trying to corner a greased pig. The match was not decided until the twenty-first game, somewhere near midnight, when the Morrisanias captured the "rubber" amid vociferous cheering.

Meanwhile a "smoker" was going on all this time. Pipes and tobacco were plentiful; sandwiches also were there in great abundance, and the corks of the soda and sprilla bottles popped with as much vim as if they had confined champagne.

After the game, there was also a short musicale. Mr. Bryan W. Quinn twanged the banjo, making tuneful ping-pings and plunk-plunks; Mr. Quinn also extracted music from the piano, and accompanied Mr. Arthur Preyer, who warbled in masterful style the Erminie "Baby" song and plantation melodies of the Goin'-ter-git-a-home-bime-by order, being assisted through the choruses by the crowd. Happy Harry Hanford contributed a dance of the Mille Cavalazzi order; Harry, who is no gazelle, tripped through multitudinous complicated convolutions in a fashion a will-o-the-wisp might envy. After the usual cheering, the party broke up early Thursday morning.

The committee who conducted the evening's entertainment, Messrs. Steiner, Emanuel, Halsey and Bingham, deserve credit for the success of their efforts.

## POSSIBLY A LAW SUIT.

A case, regarding which there may possibly be some legal squabbling occurred in the city last Wednesday. Edward A. Lawson, Deputy Auditor's agent for the district embracing Louisville, and part of Jefferson county, was riding his bicycle near Sixth and Court place, when a valuable horse belonging to Wm. Zable became frightened and ran away, seriously injuring the horse and doing considerable other damage. Suit for damages will be brought, and if it can be shown that Lawson was riding in an orderly manner and attending to his own business, such a suit will be of no avail, since the Supreme Court has time and again decided that the bicycle is a carriage and is subject to all the rights and privileges accorded horsemen and drivers of vehicles. A wheelman owes to himself as a gentleman to be obliging and courteous to both pedestrians and horsemen without allowing himself to be bulldozed into measures by any authority which either may assume. An order issued to the Boston police, April 22, 1878, reads as follows: "In regulating the use of bicycles, you will be guided by the same laws that apply to ordinary vehicles, and see that they conform therewith both as to speed and location." This has proved sufficient for Boston.—*Louisville, Ky., Commercial.*

## THE MANHATTAN CLUB.

Daisies!

Workers from wayback!

Ye editor stumbled into the Manhattan's club house one evening last week.

The club had excited his interest by its rapid growth and the success of its members in keeping it in the public eye.

The members have leased the house, with the furniture, recently occupied by the New York Club, and have comfortable if limited quarters.

Ye editor found a half dozen members present, and with them he pored over the club photo recently taken on the Riverside.

The humorous member, the man who will race next season, the club dude—all these were pointed out.

The club will hold a reception and entertainment at the Lexington Avenue Opera House, early in February, and, to all intents and purposes, the members simply exist to make this a success. Rather an ambitious flight for a young club, but these young Manhattans have a tuck-up-your-sleeves-and-get-to-work-boys way of doing things that will carry them through.

A peculiarity of the Manhattan Club is the Hebrew element in it. We make reference to its existence not in a spirit of belittlement, but simply to accentuate the fact that the Manhattan has a large Hebrew element. Knowing the characteristics of the race, it would not surprise us to see the Manhattan Club rapidly advance to a position second to that of no club in Gotham.

At its regular monthly meeting held last Monday evening, ten new members were admitted. Though they now have but forty-five members, Secretary Sheehan writes us that the club is *near* the coveted hundred; thus does enthusiasm annihilate numbers.

The gentlemen admitted are: C. P. Fry, F. Harsman, F. Kane, L. Kaufman, D. C. Newton, S. S. Patterson, E. M. Schaffner, R. F. Schaffner, G. T. Steiner, P. P. Wiegand.

We hope our clubs will liberally support their reception, as they may be sure of the Manhattans' united support on a like occasion. Tickets, one dollar; address C. A. Sheehan, 304 West Fifty-eighth street.

## NEW ROAD FROM BINGHAMTON TO UNION.

## METHOD AND COST OF BUILDING.

Mr. E. H. Towle, of the Binghamton Wheel Club, in response to a letter of inquiry, sends us the details of the path recently constructed between Binghamton and Union.

The Binghamton Wheel Club was organized July 21, 1887, with thirty charter members. At the August meeting, held August 4, 1887, the club decided to attempt the construction of a path from Binghamton to Union, a distance of nine miles, and a committee was appointed to carry out the work, consisting of Messrs. J. H. Copeland, Chairman, Walter Sherwood, C. E. Tichener, Harry W. Arnold and E. H. Towle. The club subscribed \$100 and from outside wheelmen and others, \$300 more were raised within a few weeks.

It was intended to build a cinder path, but cinders are scarce in Binghamton, and it was decided to use coal ashes as an outside covering.

The first move was to get the consent of the property owners along the proposed path; this they succeeded in doing after some trifling opposition. The contract to build the path was awarded to one John Schultz, who placed his services at \$2.50 per day, and that of his men at \$1.50 per day. He first removed the sod and picked up the gravel and loam, making a cut three feet broad and eight inches deep. A roller was then run over it; when hardened, the path was slightly raised in the centre. It ran parallel to the fences along the road and was covered by shade trees almost all the way, making a delightful ride.

The contractor was compelled to build five bridges—four feet in width and railed—over places that could not be filled with gravel.

The work was commenced so late in the season that it was not completed before the cold weather set in. In the spring, a top dressing of coal ashes will be put on and the path will then be in splendid condition. The cost thus far has been \$400, and it is expected that \$400 more will be needed to complete the work.

A ladies' or gentlemen's Columbia two-track trike is wanted. See our sale and exchange column.



## CHICAGO.

The Chicago Bicycle Club has called a special meeting to consider the advisability of the club retiring from active life. This is too bad!

The owls and Illinois are each about to build fine headquarters for their organizations.

The Lincolns (the baby giant) are buying their retreat.

Every club prospers but the old Chicagos, who have all the vitality pulled out of them; why, we cannot see.

A more popular captain than Fred Ingalls does not exist.

Dick Schmidt would do anything for the club; so would many more of the boys; but still they get cooler and cooler, and now we deem it best to simply hold the name and give up our activity.

The Owls have assured the Chicagos a royal welcome into their ranks, and it is sincerely hoped that they will avail themselves of the offer.

S. Potis Jr., the Illinois Cycling Club man, has just returned from a business trip east.

What we want—and we want it badly—is the reinstatement of Mr. Phil Hammel.

I cannot understand why the board admits such men as Kluge, Burnham, Munger, Smith, of Detroit, or even our Bob Ehler—all of whom have been in more races with cash prizes in than Phil Hammel ever dreamt of. Phil erred but once, and that was in '85 when he raced Grant Bell at Minneapolis. Phil has repented fully.

Several petitions for Phil's reinstatement were sent to the board, but they would not admit the boy.

Now I earnestly hope they will give us a hearing this time, and they will find we have a very good case—one that deserves adjustment.

Geo. Dubois, of Valley City, Dakota, called on me recently. Mr. Dubois is the only wheelman in his town—but told me with a smile that he had persuaded a friend of his, a Mr. "Dewdrop" Fox to buy a wheel, so he would have company on an occasional over-the-prairie spin.

Mr. Dubois presented me with a splendidly polished and mounted buffalo horn. It serves as a cigar case—when I have any to put into it.

Chicago gets the National Convention, but who will get the League meet?

The Casino Gymnasium is a perfect heaven to the Owls. In a tug of war pull against the Union Athletic Club, the Owls won by two inches.

Dick Forrest's muscular development is a thing of beauty and a joy forever to us. Dick's graceful work on the parallels and horizontal bars brings down the house. He rides a 31 Light Roadster, and never cusses.

Al Mendall, another brawny Owl, left for California last week.

The Lincoln Cycling Club is seriously contemplating the advisability of giving a first class minstrel entertainment some time in February. In a conversation with Mr. Ned Oliver, the "happy" president of the club, he has promised me a pass—so here goes to write him up.

The entertainment will be in the Madison Street Theatre, and for the benefit of the Lincoln Club's gymnasium.

I understand "Verax" will be interlocutor, with "Geis," tamboro, and "Spectator" bones.

The Owls and Illinois boys will be asked to pick out their "funny" fellows and let them shine on that evening.

The Illinois Club will give their second ball January 20th at Martine's. These affairs are what can be termed "very swell."

Thursday, 15th inst., a euchre party was given by the I. C. C., twelve tables. Mr. Loveday took the first prize home, Mr. Kurtz the second.

Even Cory tries to be good natured, although handicapped by four boils.

The Lincolns will run their entire list of their '87 officers as their regular tickets for '88, viz.:

President, Edwin Oliver. Vice-President, E. W. Frost. Treasurer, F. G. Hall. Secretary, F. Ed. Spooner. Captain, Charles B. Pierce. Lieutenant, F. H. Thiele. Etc., etc.

A good ticket, boys. Support it.

The Illinois Cycling Club will vote the '87 ticket with perhaps a few changes.

They can't get better men for President, Secretary and Captain than the gentlemen who fill those offices now, and I think the boys appreciate it.

What the Owls will do no one knows. I know my ticket and will give it to you next week.

Wish you a merry Xmas, Mr. Editor, and all who read the modest Chicago notes written over the name of

CLAW HAMMER.

## MINNEAPOLIS.

## DINGLEY'S RECORD GENUINE.

Your request for inside facts in re Dingley's record of 350½ miles is at hand, and accordingly I have made inquiries, but the answers all point to one thing, and that is that the record is genuine and well-earned.

One of the three scorers, whom I know to be a reliable man, tells me he sat and scored continuously for twenty-three hours out of the twenty-four, and that of the referee and two judges, Messrs. S. F. Heath, John Nicholson, and O. W. Smith, all of them gentlemen above suspicion, one of the three was always there.

Dingley looked about used-up at the finish, but was around all right the next day. The wheel the record was made on is a full-nickel 53-inch Champion Light Roadster, new that evening, and the only change made was a change in handles, during his longest rest, that of twenty-five minutes—though another new wheel waited for him, should the first give out. The whole record is simply the result of a good track, with good and experienced pace-makers, an "easy running" wheel, and good training of the man making it.

I was not there during the day-time or at the finish, business preventing it, and only saw the first ten miles, which were ridden in thirty six minutes.

The only thing I saw that savored of "hippodroming" was a challenge from Knapp and Whitaker to Dingley to run a six-day race later in the season, and his accepting it through Eck as spokesman, and offering to let them change every mile, if desired. As they all belong to the same team, such challenges count for little.

Anything in the line of news is scarce this week, but I append a copy of the articles of agreement between Whittaker and McCurdy for a five-mile race on January 9th, '88, for \$2,000 a side, and I mean to witness that race. Races for stakes of that size are not common, but the backers of the two men seem to have plenty of faith in them, and the result will be eminently satisfactory for the man that wins.

The November (!) number of the *L. A. W. Pointer* has made its appearance, and I mail you a copy—you will notice the Minneapolis letter is chiefly remarkable for the number of errors the type-setter and proof-reader combined to infuse into it. If it only stirs up the Minnesota brethren of the wheel to send in their budgets of news, I shall be willing to overlook all errors or distortions my blind hand-writing may be responsible for.

In Heath & Kimball's yesterday, I noticed that bicycles and tricycles were being crated for shipment, and concluded that before long No. 14 Fourth street, south, will know them no longer—I trust that Mr. Heath will resume business another season, at some location equally convenient.

For a dull time, this much letter must needs suffice. May you have the merriest of Christmases, and begin the coming New Year under happy auspices.

Articles of agreement, entered into this day, December 16th, '87, between S. G. Whittaker, of Chicago, Ill., and A. A. McCurdy, of Boston, Mass., for a five-mile bicycle race, to take place in the Washington Rink, Minneapolis, Minn., Jan. 9th, '88, the best man to win.

The stake to be for \$2,000 a side, with privilege of making it \$5,000.

\$1,000 a side forfeit has been placed in the hands of S. A. Carlisle, the other \$1,000 a side to be put up two days before the race.

It is further agreed mutually that S. A. Carlisle shall act as final stakeholder and referee, and we agree to the above agreement.

Witnesses,	Signed,
W. Eck,	W. A. Tanner, (Backers.)
W. M. Dawes,	Tom Ree.
Contestants,	{ Stillman G. Whittaker,
	{ A. A. McCurdy.

The New York Club have hired bowling alleys for the season, next door to their club house.

The grand old Charity Ball will take place for the twenty-eighth time on Thursday evening, January 5, 1888, at the Metropolitan Opera House. Our social wheelmen, and they are numerous, can contribute to a deserving charity and pass a most enjoyable evening by attending. The boxes are in charge of Mrs. Thomas Hitchcock, at No. 8 East Twenty-ninth street, and tickets can be obtained of the well known managers.

## PITTSBURGH.

We, the riders of the "bike," in Western Pennsylvania, whilst not having so many miles of fine local roads or streets, think we can take visiting wheelmen out over good plank or clay roads, and show them sights to be found nowhere else, and especially so in those furnished by nature; yet if they desire something in the line of manufacturing, we are "right there." We can start out Second Avenue and have four miles of asphaltum pavement, followed by a good clay road level all the way to Braddock—12 miles—and there see the largest steel rail mill in the world, where rails are made almost as fast as one can count them, and where, though nearly everything is done by machinery, five thousand men are employed, and fifteen or twenty private locomotives required to handle the produce. Or we can go to McKeesport and see being made the largest cold rolled iron tubes or pipes ever thought of, and, if tired of so much noise and machinery, we will return, and through a lovely valley enjoy a sixteen-mile run to Murrysville, the largest natural gas field in the world, and there see some of the famous wells from which Pittsburgh draws its supply. Returning by a different route and over good roads, we can point out the deepest well (4,600 feet) in the United States, on the property of Mr. Westinghouse, and from which he gets all the gas needed for his private residence.

Taking another day, and prepared for a longer ride, we follow the Butler plank road for some thirty-five miles, and show one of the best oil fields ever found in Penna., where all the various processes of getting the fluid can be examined, and derricks as numerous as the trees of a forest may be seen. Returning by way of Harmony and Perrysville over the Perrysville plank road, a series of delightful coasts can be had for nearly thirty miles, several being more than a mile long, and perfectly safe. Right in the heart of the city we can show one of our greatest curiosities, though not a rare one, the "Government Building," which the nation, with a big "N," began to build fifteen years ago, and are now at the top of the first story. We hope to buy postage stamps about A. D. 1976, provided we have good luck.

Mr. Clarence Reisinger, of Sewickley, has just returned from a trip abroad, in which he enjoyed the pleasures of cycling quite extensively, touring over the best part of England and Ireland, going thence to France and other places of interest on the continent. Amongst other wheelmen, met during the tour, was Mr. Henry Sturme, who proved himself to be a most agreeable gentleman and cyclist. Mr. Reisinger also had the pleasure (?) of an introduction to Ernest Shipton, Esq.

Mr. W. P. Chambers, of this city, is a gentleman whom to see one would never imagine had other than the soundest of lower limbs and good ones at that. The fact is Mr. C. had the right foot and leg so badly injured by accident that amputation was necessary, the limb being taken off about eight inches below the knee. After several trials Mr. C. secured a satisfactory substitute from the "Artificial Limb Mfg. Co." of this city. As he had learned roller skating previous to loss of limb, concluded to try the same sport with his present one, and had great success. Still not satisfied, he, with the assistance of Mr. Frank Magill, of Irwin, Pa., learned to ride the latter's "Star" bicycle, and is now very expert.

At a private exhibition in the school here he surprised every one by his dexterity and ability to perform numerous tricks. He can drive his "Star" equally well with either foot, can make any mount or dismount, including vaulting into the saddle; in fact, do what very few ordinary riders would think of trying, and can go out and make an all day run at any time. KEYSTONE.

## NORTHAMPTON WHEEL CLUB.

At the annual meeting of the Northampton, Mass., Wheel Club, held Dec. 5, the following officers were elected.

President—L. L. Campbell.  
Vice-President—E. E. Davis.  
Secretary and Treasurer—H. R. Graves.  
Captain—A. A. Chabot.  
First Lieutenant—F. T. Woodard.  
Second Lieutenant—F. W. Dewey.  
Bugler—H. S. Campbell.  
Color Bearer—W. E. Barnard.  
Executive Committee—The first three named officers and F. T. Woodard and E. C. Smith.  
Membership Committee—H. S. Campbell, C. B. Swift, A. A. Chabot.



## BALTIMORE.

The meeting of the League committee, which took place on Wednesday, 7th inst., found C. C. A. E. Mealy, Sec'y-Treas. R. M. Lockwood and Representative S. W. Clark and H. W. Barrington, present. The absentees were the two out of town Representatives, W. S. Seabrook, of Westminster, and G. J. Updegraff, of Hagerstown. The evening was spent in discussing the feasibility of having the League Meet here. Whilst all of the members of the committee expressed themselves in favor of the project, they concluded that it would be perhaps best to get the sentiment of the members of the Division on the subject, and for that purpose it was decided to call a general meeting of the Division at the Md. Bi. Club house on Tuesday, December 20, at 8 P. M. It is expected that this call will bring out the largest part of the members, and it will then, no doubt, be definitely decided whether the meet will take place here or not.

This League Meet matter has been taken up lately by most of the cycling papers. They put it in about this shape: "Baltimore wants the League Meet;" "Baltimore is crying for the League Meet;" "Baltimore ought to have the League Meet;" etc., etc. Now, whilst we certainly should like to see the Meet here, we are not crying for it, by a large majority, and we do believe that we might still manage to exist if we did not get it. The precedent set by St. Louis is the stumbling block in the way of our Division. Baltimore, if she has the Meet, wants to send the visitors away as well pleased as those who attended at St. Louis; but the question is, can this be done at a less expense than that incurred at St. Louis? My answer is: Yes. Let that Meet be the climax of League Meets of the old style, and let Baltimore begin the new era. Year after year we see other fraternal organizations hold their meetings, conventions, etc., in this and other cities, and as far as our city is concerned, we know the visitors always go away well pleased; and yet these meetings are almost always held at comparatively small cost, and I might also say, at times, at a gain to the home order. Now, why can our Division not do the same thing. I see no reason why the whole affair should cost any more than \$1,500, and this amount can certainly be raised if our members will only go to work with the intention of getting it. The form of entertainment, as I have said before, would have to be different from that at St. Louis; but there are certainly a great many more means of enjoyment than a banquet, which I know from personal experience is only acceptable to a certain portion of the League membership.

There has also been going the rounds of cycling papers of late an item which reads something like this: The Md. Division promises to back up the Penna. Division in its Wells vs. Board of Officers fight. Whilst the general membership look upon this affair with the utmost disgust, and (I might say distrust toward the Board) the Division will certainly remain neutral. Mr. Wells is looked upon here, as he is in Pennsylvania, as an ardent and energetic League member, and although his paper has frequently contained some very cutting articles, we have always looked upon them as thrusts at the League management and not at the League.

RALPH.

## BALTIMORE AND THE LEAGUE MEET.

EDITOR OF THE WHEEL:

On account of the extreme inclemency of the weather, C. C. Mealy found but twenty members present at the Division meeting last night. But what this meeting lacked in numbers, it certainly made up for in enthusiasm. After a very heavy snow storm Saturday night and rain all day yesterday, last night was not at all a very desirable one to be out on, and this accounts for the very slim attendance; those that did get there had considerable experience in wading, swimming, etc., etc. In view of the small number present, it was moved that the regular meeting be postponed until the night of January 7, at which time it is hoped that "Old Prob" will treat us a little more kindly. The balance of the evening was

spent in an informal discussion of the feasibility of having the Meet here. Every one there expressed himself in favor of it, and if as much enthusiasm can be awakened in the rest of the members as was shown by those present, there is not the slightest doubt that the Meet will go through, and if it does, it will certainly be a grand success. I was very pleasantly and agreeably surprised to find the "boys" so ready, as a whole and as individuals, to do their share of the work, and when the talk of finances came on, it would have done a charitable organization's heart good to see the way they "came down." Yours etc.,  
December 21, 1887. RALPH.

## BINGHAMTON WHEEL CLUB.

The Binghamton Wheel Club has been organized scarcely a year, but it is doubtful whether there is a finer club of riders, or one that has expended as much money for the interests of the club as has this organization. At the time the sport was organized they had no rooms. Liberty Hall was furnished by Copeland & Harris, members of the club, and the use of this was given the club gratuitously. A few days ago several members of the club, among whom were B. T. Ash, Harry W. Arnold and E. H. Towle, held a conference for the purpose of devising some plan whereby the club could show its appreciation of this generous gift. They finally decided to purchase a souvenir in token of their esteem for Copeland & Harris.

Last evening, December 15, a special meeting was held and nearly every member of the club was present. At the close of the meeting Harry W. Arnold invited the boys to lunch at the Globe Hotel. Upon arriving there they found three long tables loaded with choice viands. Upon one of the tables was a beautiful silver water service valued at \$50, which bore the following inscription:

"Copeland and Harris; from the Binghamton Wheel Club, December 15."

A. H. Saunders, on behalf of the club, presented the service to Messrs. Copeland & Harris, with a few appropriate remarks. The recipients were greatly surprised, but managed to regain composure sufficient to gracefully accept the gift.

## NEW YORK CLUB.

The Board of Trustees of the New York Club are busy examining plans for their new club house on West End avenue. Ground would have been broken this fall, but on advice of builders the commencement of the new house was postponed till spring. Meanwhile the members enjoy club comfort at their house in Fifty-ninth street.

A stag reception, followed by a supper, will be held at the club house on Saturday evening, December 24th, from eight to twelve. An enjoyable time is expected.

At a late meeting, the monthly meetings of the club were abolished, the government being placed entirely with the trustees. This plan may have some very good features, but it certainly lessens the interest of the members at large.

## A PARADISE FOR WHEELMEN!

The Wheelman's Garden of Eden has at last been discovered.

This terrestrial garden is situated in the salubrious climate of Mobile, Ala.

Its discovery is due to a traveling agent of the Gormully & Jeffery Mfg. Co.

The authorities of Mobile, with unprecedented liberality and enterprise, have hired "burly negroes" to assault wheelmen who ride on the shell road.

No doubt Mobile will next year be the Mecca of all touring wheelers; a free thrashing, and by burly negroes, is the chance of a life-time.

We wonder if dynamite and nigger agree. Hitherto we have had no belief in the bomb method, but our views have undergone a change.

The L. A. W. Rights and Privileges Committee will look into the matter.

## POPE M'F'G CO. VS. GORMULLY &amp; JEFFERY M'F'G CO.

CHICAGO, Dec. 17, 1887.

EDITOR OF THE WHEEL:

The five cases were set for hearing before his honor, Judge Gresham, on the 14th and 15th inst., he being the United States Circuit Judge before whom the Pope M'f'g Co. made their motion for injunction against us in the principal of these cases last summer, and which was denied—Judge Gresham having notified us that it was scarcely possible for him to hear the cases upon the dates named, and we desiring that the cases should be heard and a definite time fixed for so hearing—ourselves moved the Court to assign a definite time for hearing the cases; and Judge Gresham, of his own volition, assigned January 26, 27 and 28, 1888, for final hearing in all these cases. We were ready and anxious to have all these cases heard before Judge Gresham on the 14th and 15th inst., as set, and will be equally willing and ready at date now set.

Yours very respectfully,

GORMULLY &amp; JEFFERY M'F'G CO.

## WHEEL GOSSIP.

The Massachusetts Road Book will be issued in January, probably.

W. H. Milliken, of the Plainfield, Mass., Club, claims a record of 6,104 miles.

H. H. Griffin has been appointed editor of the *Sewing Machine and Cycle News*.

Mr. J. C. Stringer, the junior partner of Messrs. Singer & Co., is shortly expected in Boston.

G. P. Mills slept but four and a quarter hours in five days, while on his record ride from Land's End to John O'Groats.

The Dorchester Club gave its first social party of the season on Thursday last, at Lyceum Hall, Dorchester, Mass.

A piece of work in silver, a racing man leaning on his wheel, is on exhibition in Messrs. Stern Brothers' show window, on Twenty-third Street.

There is a striking resemblance between President Kilpatrick and General Boulanger. No doubt the sword-swallowing Frenchman would be proud to learn this.

The Bristol County Wheelmen have been having a cyclometer race during the past season, the result of which is just announced. Captain Bliss wins, with a mileage of 4,000 miles; Secretary Barton rode 3,500; Chas. F. Gladding, 3,000, and J. E. Place, 2,250 miles.

The Rovers' Cycle Club, of Charlestown, held their annual dinner at the Tremont, Boston, Thursday evening, with 22 members present. The guests were Herbert W. Hayes, Vice-President of the L. A. W.; Abbott Bassett, Secretary-Editor of the L. A. W.; John Seward and Charles S. Howard.

The New Bedford Cycle Club has voted to invite the Taunton Bicycle Club to participate in a race with local wheelmen for a cup offered by New Bedford bicyclists. The race will be twenty miles on French avenue, and will take place on Memorial day. It will be for a prize, the value of which is to be \$50, and it is very likely that five picked men from each organization will compete in the test.

We understand that Herbert A. Speechly, one mile bicycle champion, 1885, who, until the past season, has raced persistently and successfully since the spring of 1879, is about to enter the holy bonds of matrimony. As an old opponent of his in his early racing days, we wish him every happiness, and trust that his future career in life may be as successful and as fortunate as that of his past on the path. Unless he feels that old age (no offence, we speak comparatively) is creeping upon him, and his reputation might suffer by further appearances, he need not look far for examples of men who, after marriage, have raced with success—Herbert Gaskell and Jack Cole, both his fellow-clubmen, to wit.—*Cyclist*.



## 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.

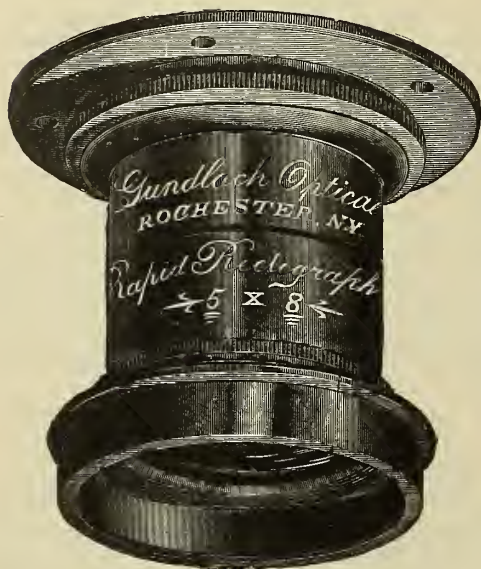
14 PRIZE MEDALS.

WM. S. KIMBALL &amp; CO.



## AMATEUR PHOTOGRAPHY.

No. V.



The Gundlach photographic lenses are manufactured by the Gundlach Optical Company, of Rochester, N. Y. Although a comparatively new lens, its splendid qualities have won for it a place in the front rank. The Rapid Rectigraph possesses all the qualities required to make it valuable for either landscape, groups, or interiors, and it is excellent for copying.

\*For portraiture purposes the larger sizes of the Rectigraphic will give results equal to the best portrait lens, in rapidity, while with full opening they have a wonderful depth and microscopic sharpness.

The Rectigraphic's superiority in flatness of field makes it particularly valuable, and it can be focused sharp to the extreme edges of the field, being free from astigmatism.

Each lens is supplied with a set of diaphragms in a neat morocco case.

One feature worth noting in these lenses is that, being made in this country, the parts can be readily procured, should any of them be injured. The duty on lenses is high, and as all the best photographic lenses are of European manufacture, they cost much more than the Rectigraphic. The cost of this lens for a 5x8 camera is \$30.00. It compares very favorably with the Dallmeyer, and costs less.

**THE WIDE ANGLE.**—The extreme angular aperture of this lens is the especial feature for which we recommend it to the photographic public. It is absolutely rectilinear and possesses, in so far as any lens of extreme angle can, the qualities which have won so much favor for the RAPID RECTIGRAPHIC. It is provided with a rotating diaphragm.

**THE PERIGRAPHIC.**—This is a new and very superior wide angle lens. It combines the peculiarities of a wide angle with all the advantages of the RECTIGRAPHIC, and can even advantageously be used for portrait work, producing a perfectly sharp picture with its full aperture, which is 7-8. The lens is supplied with a set of Waterhouse Diaphragms, made in accordance with the rules of the Great Britain Society; its large aperture making the application of the usual revolving diaphragm impracticable.

In the opening chapter it is stated that photography is divided into two parts, each part being separate and distinct. The apparatus, the first part which has been partly dealt with, is purely mechanical, while the second part, the materials, are mainly chemical.

From what has been said in the preceding chapters, the reader will be enabled to provide himself with a suitable apparatus for making the negative; but it has yet to be made on something and of something to produce the photograph.

The sensitive plate upon which the negative is made consists of a piece of ordinary glass, covered, as a rule, on one side with a solution of silver salt and gelatine, the latter acting as a medium of

support to the former. Glass plates are most generally used, but they are necessarily heavy and liable to break; to overcome these objections a plate has been invented, made of specially prepared grainless paper, called the Eastman Paper Plate; these are treated in producing the negative in the same manner as the glass plates. The extreme lightness of the paper, the chances of breakage avoided, and the compact way in which the plates are packed, make them more desirable in many instances than the glass plate.

Before starting to take a picture the plate holder must be filled with the plates. This must be done in a dark room, entirely free from white light. After entering the dark room and closing the door, make a careful examination, and see that no rays of white light penetrate the room; after attending to this duty, make a light in the ruby lantern which you have provided for use in the room. This light will not injure the plate.

Take the plate from the box in which it is packed, being careful to hold it by its edges as shown in the cut, and dust off its sensitive surface very gently with a camel's hair brush, to guard against spots in the picture. If you are not able to detect which side has been coated, hold the plate between yourself and the lantern, and you will then see which side has received the coating.

Having drawn the slides from the holder, place the plate in one of the outer grooves of it, with the sensitive or coated side facing out, immediately replace the slide and fill the opposite side in the same manner. Be sure and ascertain whether slides are in as far as they will go; if so, the holder should then be absolutely light tight. The plates are now placed back to back with a partition between them and are now ready for the exposure.

## TAKING THE PICTURE.

In selecting the position from which the picture is to be taken, one must be governed by the light shining on the object; it is always better to choose a spot where the sun-light will shine from the rear, or one side, never so that it shines in front of the camera.

Having selected the position desired, the tripod is set up and the camera placed upon it. In doing this, always be sure that the camera is perfectly level. It may at times be necessary to incline the camera slightly, either upward or downward, but in such cases the ground glass should always be swung to a vertical position. If the upright sides of the focusing screen lean to one side, the picture will be in the same position.

When the camera has been placed in position, the focusing cloth is then thrown over the top of it. The cap which covers the front of the lens, and until now has remained undisturbed, is removed. The head is then placed under the focusing cloth, which must be drawn tightly over the sides, and the back of the camera is extended until the object to be photographed is shown sharp and plain on the ground glass. If the back is extended too far, reverse the action. When the focus has been obtained, look carefully around the edges and see that the picture is clearly defined.

Having made certain of this, fasten the back of the camera and recap the lens. Never cover the lens with the focusing cloth.

Everything is now ready for the exposure of the dry plates. This is accomplished by letting down the ground glass, and placing the plate holder in the position occupied by it, always being careful to set it over the pins projecting from the bed of the camera, push the top of the holder gently forward until it is secured by the catch at the top. Great care should be taken not to disturb the position.

Look, now, and see that the cap on the lens is still in position; if it should have fallen off and remain so unnoticed, a portion of the sensitive plate would receive the light before the other, and result in an over exposure.

Having made sure that all is right, gently withdraw the slide nearest the front of the camera, and lay it on top, so that it may be readily found when needed; having determined how long an exposure will be required, uncap the lens. When the time has expired, first replace the cap, and afterward

the slide in the holder. Never replace the slide before putting on the cap. In so doing one portion of the plate receives a greater exposure than the other. The slide should always be replaced with the mottled side in, leaving the black surface facing outward to serve in making a record of observations.

The picture having been taken, the outfit can now be repacked in the case. When the next picture is to be taken, remember that the side of the holder on which the record has been made contains the plate on which a picture has already been made, and must not be used again. A correct record of each exposure should be kept, so that in making subsequent pictures there may be something to govern the time of exposure. When trying to get in focus, the head should be held four or five inches from the ground glass. Always look upon it, never through it. Remember, in placing the plate holder in position, to have the slides drawn out from the right. Draw the slide nearest the camera. Having now taken the picture, we shall next week make or develop it.

## THE FUTURE OF THE ORDINARY.

For the last two years I have been riding one of Dearlove's "Rational" bicycles. The machine is a 54in., with 22 in. back wheel. It is but 4in. between the flanges of the front hub, and has a total width of tread of 6½in., and 1½in. rake. There is a full inch clearance at both forks, so that it can never choke with mud. Cranks are 6½in., and tyres ¾ inch.

I am sure nothing can approach an ordinary built as above for general winter riding. Apart from the comparative ease with which such a machine travels in mud, there are other advantages, notably its cleanliness, as the rider is well raised out of the mud, and arrives at the journey's end much cleaner than he possibly could on any safety built with mud-guards as at present made.

Then the absence of a chain is a great point in favor of the large-wheeled machine on winter roads. This was forcibly brought to my mind last winter in a club race, when I rode a safety against ordinaries. For a mile or two I could keep up with them, but the chain soon began to clog, and I was hopelessly out of it. In another race, held a fortnight afterwards, I rode this ordinary against the same men, and won easily, although in the dusk of a winter's afternoon, and over a road with patches of stones at intervals, which was, of course, unfavorable to the so-called "dangerous ordinary."

Even on good roads one can see the back bone of most ordinaries springing a good deal, which must interfere with speed. This would not occur if the back wheels were large enough to prevent sinking into every inequality of the surface. I believe several manufacturers are thinking of putting such a machine, with even a larger back wheel—26 in., I think—on the market next year, and I shall look with interest for the result of the first road race on a light machine of such build against the safety. Providing the men are anything like equal, I feel sure the safety will have to be content with second place.—Correspondence in *The Cyclist*.

## NEW SAFETY BICYCLE FOR AMERICAN ROADS.

The Midland Cycle Company, Bell street, Wolverhampton, have patented a new pattern of safety bicycle, which will be called the "Easthope" safety bicycle. The new machine is built upon a spring frame, and is claimed to possess exceptional ease and durability. It consists entirely of straight pieces, which all run in the direction of the strain, and these are arranged in such a fashion as to permit the absence of any supporting-rods. The makers assert that this new type of safety will never break across the "neck"—a disaster which has frequently occurred to safety bicycles. The machine has been constructed almost entirely with the view to sale in the American market, and the spring frame is consequently supplemented by extra thick rubber tyres. The Transatlantic roads are so heavy that elaborate precautions are needed to ensure easy riding upon them. The makers anticipate an excellent demand from this market. The construction of the machine makes it peculiarly suitable for being sent over to New York in parts, payment of tariff upon machinery being by this means avoided.—*Ironmonger*.



## WAYSIDE SKETCHES.

## I.—A FLOOD.

I had eaten a good dinner, upset the mint sauce over the clean cloth, looked through thick volumes of illustrated papers, tried all the easy chairs, worried a young commercial out of his wits by my restlessness, before the sun again, for the twentieth time that day, gave another half wink at a dripping world, and induced me to venture forth once more from friendly shelter, to explore the ancient City and Cathedral of Gloucester.

To one like myself, ignorant of their local history, the streets of Gloucester seemed uninteresting enough, on that wet April afternoon, except that they wore that calm, self-complacent air of repose that all cathedral towns seem to enjoy in common, to a more or less degree. They seem to say, to the casual visitor: "Why this hurry, and this running to and fro? Have done with it, oh foolish man, and rest in quiet here, like my saints."

In the Cathedral, no officious verger came to torment, and the place was empty, save for two rustic visitors; their voices rang along the roof, and echoed in the side chapels with a strange distinctness; then they left, and nothing broke the sacred stillness but my own foot-fall.

I was glad of this; to be able to see the building in my own free lance way, without a fee-absorbing showman forever at my heels, to look at the flood of light and color from painted windows, to admire the shadows in quaint corners, to read an inscription here and there, but obtaining more pleasure, perhaps, from well stimulated fancy, which roams light hearted backward over the centuries, and fills again these silent naves with pomp of priests, crowds of superstitious yet picturesque worshippers, and solemn burial of the mighty dead.

Out in the yard was a sailor-like man, with his lady love on his arm, staring about in a dazed sort of way. He approached with some caution, for my C. T. C. uniform had seemingly raised doubts in his mind whether I was a person of importance or an escaped lunatic. Gaining courage from my peaceful demeanor, he opened fire thus: "S'pose this be some sort of a church, sir?" I assured him that his conjecture was quite correct, and suggested his going in to see it. "Ain't no preaching on?" he asked, with a mysterious, furtive wink. Being set at rest on this point, he marched off to inspect. I wonder what he thought of it.

When I told the ostler at the stables of my intention to push on to Worcester, in spite of the rain, he gave a searching glance at my face, traveled slowly down to my shoes, looked at the sky, caught hold of his cap at the back, scratched his head, and expressed a hope that I would enjoy it. To the intent that I might immediately begin to do so by anticipation, he gave a graphic description of the state of the road, as gathered from public house loafers and other trustworthy sources. From this it appeared that the whole way was beset with rapids, whirlpools, broken bridges and blocked with drowned flocks. Thinking that possibly the too poetic mind of the ostler had run away with him, I determined to try, in spite of his somewhat discouraging report.

Out in the country again, now flat, flat as the prairie, and the cruel, creeping water covers it all, except a narrow strip which forms the road, and this small remnant will soon be gone. A dreary scene, as far as the eye can see. Ail around is water, and all above is a sky one dull, level grey. From out of the water now and then, mounds will rise, forming islands in the sea, cottages also, as if they were floating barges, cut off from the world, without—oh, misery!—letters, newspapers or scandal. The hedges peep up at intervals, whilst the trees lift up their upper branches, for all the world like drowning men imploring aid.

But of life, nothing; no children hurry home from school; no carter trudges by his team; the carrier comes not with his load of good things and gossip from the town, and the squire's carriage does not bring my lady home from the rectory or from shopping.

Sometimes the water came over the road and set the stranger speculating as to whether the depth was six feet or six inches, and one bridge had really been burst up by the rapids mentioned by the ostler, necessitating a primitive arrangement of boards.

Tewkesbury, with its fine old abbey and war history, was fairly dry. Here Shakespeare's Avon joins the Severn, a bridge across them, and soon after the road leaves this damp region. Never

reached Worcester that night, as I found ten hours or so of mud and a loaded trike quite as much as I wanted, so turned off the high road to a small place called Upton-on-Severn. It had been Severn-on-Upton a short time before my arrival, the river having flooded the town, even walking up the high street, and flooding houses that stood on rising ground.

Everything bore a damp and woebegone look. A knot of men stood on the bridge, watching, with faces sad, their friend and enemy, the river, which, like a bully, blustered on. Once in the small hotel, a change came over the scene. The fire was given a hearty stir and went roaring a welcome up the chimney, the hostess hoped I was not wet, and busied herself to make things comfortable, her daughters flew up and down the stairs, with candles, like ministering angels, and finally conducted me across the yard (you often have to walk across open yards in old inns, to go from one part to another) to my room, and the luxury of a wash.

The society of the bar was preferable to the solitude of the coffee room. All the evening, sturdy, broad shouldered farmers kept dropping in, with heavy top coats on; they talked about the flood and their losses with beaming faces, thundering slaps on the back, and laughter so hearty, that the very glasses on the shelves caught the infection, and knocked against each other in their mirth. Then first one, and then another, buttons up his coat, and says: "The missus will be thinking me drowned." The horse is brought out and harnessed to the two-wheeled cart, with many injunctions to be "Steady there, now, will yer," "Whoa," "Back," and so on, and away rattles Mr. Brown, over the stable yard stones, and under the low arch into the street, with as much noise as a regiment of cavalry. The ostler looks in at the bar, when that job is off his mind, and gives it as his opinion, "That that 'oss is a 'oss, if ever there was one, and he should think he knowed a 'oss when he sees 'im." All present bow down before this authority, except a small man with a large pipe, who is immediately sat upon, metaphorically speaking, and retires into private life for the rest of the evening.

An awkward silence follows, broken at length by the landlady, who hopes he will get home safe, "for surely it is a nasty road, such a night as this"; hereupon the remaining yeomen assure her, "he is as safe as in your own bar, marm, and lor bless your heart alive, will be home in next to no time." Then they take their reluctant leave, and with many a "Good night, George," "Good night, Bill," go their several ways, and Upton sleeps, oblivious of its watery surroundings.

FREE LANCE.

## ORDINARY v. SAFETY.

[877].—I have read with interest the correspondence in your columns respecting the merits of the ordinary bicycle and the rear-driver. As I have been a rider for over eight years I can speak from experience. I rode the ordinary until 18 months ago, when I tried the Rover-pattern, and have ridden that class of machine since. My experience is that the rear-driver is the machine for all purposes. A friend of mine, who advised me to try the "Rover," has lately gone back to the ordinary, he believing that to be the easiest running. As he is also an old rider, I thought I would give the ordinary another trial, which I did, but I am only too pleased to return again to the R. D., which I think it will be hard to beat. I will, of course, acknowledge that it is a little more complicated, and more liable to get out of order than the ordinary, but I find that a good-made machine in the hands of a careful rider requires a very little attention. I use mine a great deal in the winter for business purposes, and I can ride that where I dare not think of riding an ordinary, without any fear; this is a great point I consider. I have no doubt that there are yet great improvements to be made in various parts, but I feel confident that this is the class of machine that is going to stay.—Correspondence in *The Cyclist*.

## A NEW SPRING FRAME.

Last week we had a visit from Mr. T. Redman, of 172 Manningham Lane, Bradford, who brought with him a rear-driving safety fitted with his patent spring frame to the front. This consists in attaching to the front wheel a duplex fork, the inner one working within the outer one. It is provided with long slots at the hub extremities, and a strong spiral spring within the barrel of the steering post. Although fitted with only 24in. steering wheel, we found that the effect of charging a curbstone was

scarcely perceptible to the arms—in fact, it was hardly more noticeable than riding over a walking-stick or ordinary crossing would have been with a rigid machine. A great point in the new design is that no second motion is called into action, so that the steering is not affected in the least. To test the machine we rode over some rough frozen gorse-land and up and down a few ditches. On riding over the same course upon a springless mount with lower gear and larger wheels, we had to dismount several times, and in one or two instances failed to surmount the obstacles, the machine coming to a dead stop where the spring-framed safety had mounted easily. We consider the invention a decided improvement, and certainly one of the best things of its kind yet introduced.—*The Cyclist*.

## WHEEL GOSSIP.

Over a hundred League application blanks are taken each week from the Pope Co.s' Warren street store.

The annual election of the Elizabeth Club will be held January 11th. Secretary Pennell is talked of for the presidency.

The Cits held their monthly meeting on Monday night. One new member was elected, and two applications were received.

On Thursday evening last Messrs. Peoli and Breyfogle, of the New York Club, were given a dinner at Riccadonna's previous to their departure for California.

Centaur Cycle Club, of Baltimore, will be "at home" on Christmas Day, from 2 to 10 P. M.; so a neatly engraved card informs us. A happy day to the Centaurs.

Stevens' globe-girdling wheel, which was on exhibition at Minneapolis, has just been received at 12 Warren St., where it may now be seen. Stevens is writing voluminously for the dailies and weeklies and for literary syndicates.

Mr. Joseph Huggins, Long Island Wheelmen, gave a wedding supper at his house on Berkeley Place, Brooklyn, on Wednesday evening last. Over six hundred invitations were issued, and members of many of the local clubs were present.

The Morrisania Wheelmen and the Excelsior Wheelmen, the latter an off-shoot of the former, have failed to agree upon a combine. The Excelsior Club represents the active wheelmen of the Morrisania Club. For some time past the Morrisianas has been developing into a social club, and the members who now form the Excelsior thought it best to withdraw. The Excelsior Club will be heard of shortly, as an active policy is to be pursued. The establishment of the new club was greatly aided by the efforts of Jason Rogers.

FASHIONS IN COLLARS AND CUFFS.—In the way of collars and cuffs the holiday season differs little from any other, and so with the stock of goods shown by Earl & Wilson, the standard producers in this line at Christmas time as in midsummer. The link cuff, of which the "Hecla" is a model form, is, of course, the prevailing style for full dress. There are two novelties in collars. One is a standing, turn-over collar, called the "Uvilla." The other is a greater departure from the prevailing style. It is the "Gogebic," and is a high, standing collar, cut V shaped in front. Both of these styles are adopted in the latest fashion plates, which are just about to be published. \* \* \*

## WHEEL NEWS STANDS. •

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Wall street Ferry House.  
Wall street and Nassau, Treasury Building.  
71 Broadway Arcade.  
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Warren " " "  
Chambers " " "  
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**FOR SALE.**—Columbia Tandem Tricycle, new last June; latest improvements; cost \$250. Best offer above \$150 takes it. Used very little. Will sell on instalments. A. J. Kolp, Scranton, Pa.

**WANTED.**—Ladies' or gentlemen's Columbia 2-track trike in first rate order. Must be reasonable for cash. Address, with full particulars, Rev. Arthur P. Ravenswood, care of WHEEL.

**BARGAINS.**—45 and 48-in. Stars—almost new—will be sold cheap; also a few boys' machines. Chas. Schwalbach, Prospect Park Plaza, Brooklyn.

**PHOTOGRAPHS.**—Cabinet size of Thos. Stevens, S. G. Whittaker, W. A. Rowe, F. Foster, H. G. Crocker, G. M. Hendee, W. E. Crist, A. B. Rich, E. A. Neilson, E. P. Burnham, C. F. Adams, Ed. De Blois, Victor Team, F. Wood, C. F. Frazier, A. McCurdy, W. Harradon, Hal. W. Greenwood, S. P. Hollingsworth, at 25 cents each. Address F. H. Roberts, Collinsville, Ill.

**WANTED.**—Bicycle, 42 or 44 inch, in good order for cash. Address at once "Standard," care WHEEL Office.

**TO PURCHASE.**—A1 50-inch Expert, Victor, or New Rapid for cash. Must be late pattern, in fine order, and reasonable. Write, with full particulars, Samuel T. Morton, P. O. Box 444.

**FOR SALE.**—BRAN NEW SPRINGFIELD ROADSTER Bicycles for \$68.00. A. W. Gump, Dayton, Ohio.

**\$50 CASH** buys Yale Light Roadster in good order, ball bearings, tangent spokes, cowhorn bars, rubber handles, 54-inch; cost \$127.50. P. M. Harris, 351 West 59th street.

**HUMBER TANDEM;** excellent condition; balls all round, 4 bearings on axle, hollow cowhorn bars; positive bargain. "Sparkbrook," Post Office Box 444.

**51-INCH RUDGE LIGHT ROADSTER,** all nickered except wheels, balls to both wheels and pedals, latest pattern, spade handles, lantern and drop, perfect order; cost \$157, sacrifice for \$75 cash. C. H. D., 240 West 127th street, New York.

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**TO EXCHANGE**—44-in. 1887 Light Roadster Facile, in fine condition, for a 40 or 42 Special, '84 preferred and cash. Arthur Munson, Stamford, Ct.

**HINTS** to Prospective Cycling Tourists in England and Wales; particulars they most want to know; from start to finish. Price 25 cents. Stamson, Stamford, Conn.

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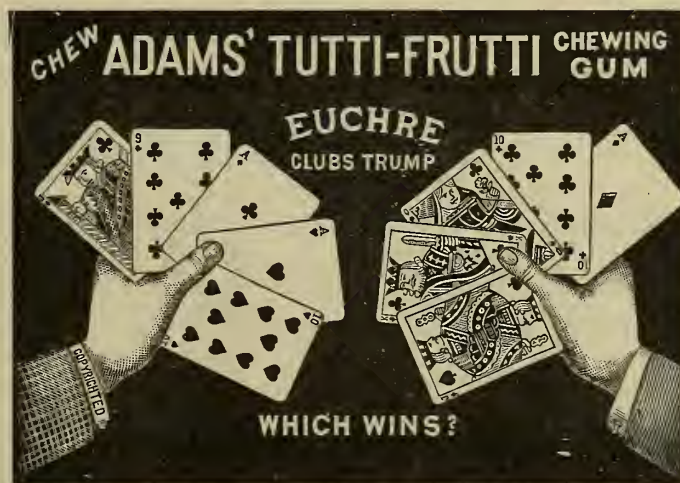
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