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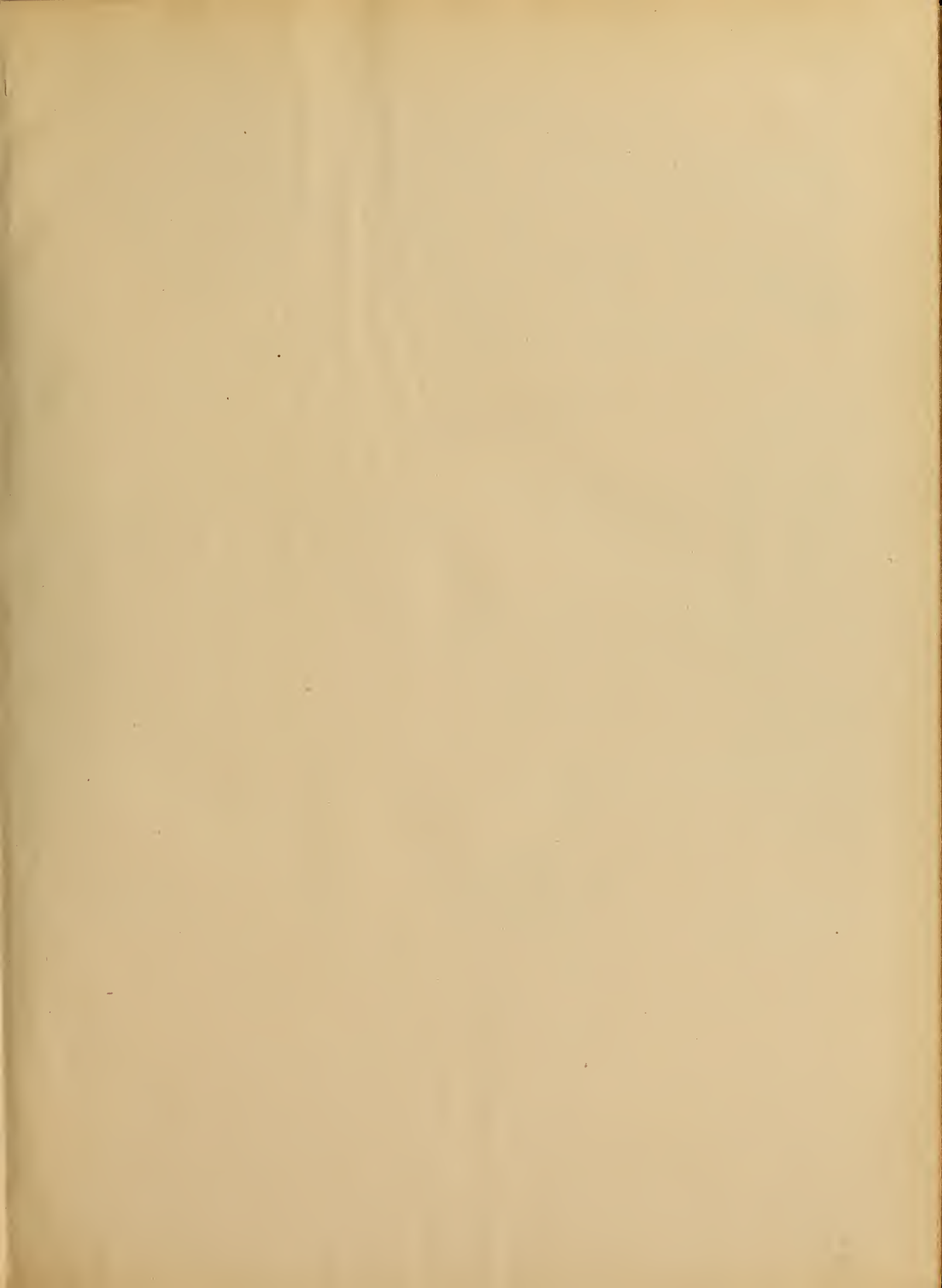
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The Wheel

a D O
CYCLING TRADE REVIEW

VOL. XVIII.—No. 1.]

NEW YORK AND CHICAGO, AUGUST 21, 1896.

[WHOLE NUMBER, 443.]

Original Gazetteous Paid
Golden Age Lib. Wash'n DC

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From Referee

THE GOLD BRICK AGAIN.

"What's the matter, Tom? Had a breakdown, eh?"
"Yes; but the worst part of it is that the sheriff has closed up the factory, and now I can't have the thing replaced under the finely-worded guarantee. It's a regular gold-brick investment!"
"Ah! Now do you see the sense of my advice to you when you were looking for a bicycle? Then you said this wheel was 'just as good' as a Rambler, a wheel which is the result of 17 years' experience in bicycle building, and which is backed by a solid concern open every business day in the year, and every year, too. My Rambler doesn't need a guarantee, but is covered by a good one."
"Well, don't rub it in. When I get rid of this crock I won't ask for further advice. The Rambler is all right."

THE GALES...

HIGHEST GRADE.

Improved Model A, 1896, \$85.00.

Model B, Reduced from \$75.00 to \$65.00.

SUNDRIES.

We carry the largest stock of Bicycle Sundries of every description at **lowest prices.**

TUBING.

We only import this to order and have had the following left on our hands. We will close out the lot at 60 and 10 per cent. from our list.

1,000 feet, 1 1/8 by 20
1,275 feet, 3/8 by 20

962 feet, 1 1/8 by 17
600 feet, 1 by 20

540 feet, 3/4 by 18
2,168 feet, 7/8 by 18

SCHOVERLING, DALY & GALES, 302 Broadway, New York.

Kindly mention The Wheel when writing.

A. D. Meiselbach Company,

MANUFACTURERS OF

BICYCLES

Milwaukee,    Wisconsin.

Kindly mention The Wheel.

ADVERTISERS.—CLASSIFIED AS TO PRODUCT.

Asphalt Pavements.

Barber Asphalt Paving Co., The, 1 Broadway, N. Y.

Automatic Cycle Whistle.

Automatic Cycle Whistle Co., Indianapolis, Ind.

Badges and Medals.

Beegan, John, 226 S. Halsted St., Chicago, Ill.
Duryea Co., 66 Cortlandt St., N. Y.
H'rrriott, John, 3 Winter St., Boston, Mass.

Bells.

Bevin Bros. Mfg. Co., East Hampton, Conn.
Chapman Mfg. Co., Meriden, Conn.
Hill, N. N., Brass Co., East Hampton, Conn.
Leng's, John S., Son & Co., 4 Fletcher St., N. Y.
New Departure Bell Co., Bristol, Conn.

Bi-Gear.

Brown-Lipe Gear Co., Syracuse, N. Y.

Bicycles.

Adams & Westlake Co., The, Chicago, Ill.
America Mfg. Co., Chicago, Ill.
American Sewing Machine Co., Philadelphia, Pa.
Arnold, Schwinn & Co., Peoria & Lake Sts., Chicago.
Barnes Cycle Co., The, Syracuse, N. Y.
Bellis Cycle Co., Indianapolis, Ind.
Blake, G. H., & Co., Boston, Mass.
Boite Cycle Mfg. Co., Milwaukee, Wis.
Buffalo Wheel Co., Buffalo, N. Y.
Crawford Mfg. Co., Hagerstown, Md.
Davidson Cycle Co., Chicago, Ill.
Defiance Bicycle Co., Defiance, O.
Elgin Sewing Machine & Bicycle Co., Elgin, Ill.
Everett Cycle Mfg. Co., Everett, Mass.
Fay Mfg. Co., Elyria, O.
Featherstone, A., & Co., Chicago, Ill.
Powler Cycle Mfg. Co., Chicago, Ill.
Gendron Wheel Co., Toledo, O.
Gilbert & Chester Co., Elizabeth, N. J.
Gormully & Jeffery Mfg. Co., Chicago, Ill.
Grand Rapids Cycle Co., Grand Rapids, Mich.
Hamilton-Kenwood Cycle Co., Grand Rapids, Mich.
Hardy Cycle Co., 49-47 W. 69th St., New York.
Henley Bicycle Works, Richmond, Ind.
Howard Chainless Bicycle Co., Newark, N. J.
Humber & Co., Westboro, Mass.
Hunter Arms Co., Fulton, N. Y.
Indiana Bicycle Co., Indianapolis, Ind.
Iyer Johnson Cycle and Arms Co., Fitchburg, Mass.
James Cycle Mfg. Co., White Cloud, Mich.
Lovell, John P., Arms Co., Boston, Mass.
Lozier, H. A., & Co., Cleveland, O.
Lynch & Co., Peoria, Ill.
McIntosh-Huntington Co., Cleveland, O.
Meisbach, A. D., Milwaukee, Wis.
Meteor Cycle Co., Chicago, Ill.
Miami Cycle & Mfg. Co., Middletown, O.
Monarch Cycle Mfg. Co., Chicago, Ill.
Olympic Cycle Mfg. Co., 35 Liberty St., New York.
Peoria Rubber & Mfg. Co., Peoria, Ill.
Phillips Mfg. Co., 207 W. Broadway, New York.
Pope Mfg. Co., Hartford, Conn.
Richmond Bicycle Co., Richmond, Ind.
Rouse, Hazard & Co., Peoria, Ill.
Schuster, H., Cycle Mfg. Co., Cincinnati, O.
Schoverling, Daly & Gales, New York.
Shattuck, H. B., & Son, 210 Columbus Ave., Boston.
Sleg & Walpole Mfg. Co., Kenosha, Wis.
Syracuse Cycle Co., Syracuse, N. Y.
Waltham Mfg. Co., 240 Broadway, New York.

Bicycle Balances.

Bicycle Chain Lightning Co., 209-33 W. 42d St., N. Y.

Bicycle Crates.

Saginaw Basket Co., Saginaw, W. S., Mich.

Brakes.

Bevin Bros., East Hampton, Conn.
Spencer Brake Co., 140 Chambers St., New York.

Bone.

Fitch Fertilizer Works, Bay City, Mich.

Brazing Stands.

Buffalo Dental Mfg. Co., Buffalo, N. Y.

Chains.

Anglo-American Cycle Fittings Co., New York.
Baldwin Adjustable Cycle Chain Co., Worcester, Mass.
Chantrell Pool Co., The, Reading, Pa.
Hall-Moore Mfg. Co., Cincinnati, O.
Indianapolis Chain and Stamping Co., Indianapolis.
Lefevre Arms Co., Syracuse, N. Y.
Moore, A. L., Co., The, Cleveland, O.
Morse Mfg. Co., Trumansburg, N. Y.
Myers Cycle Chain Co., Bridgeport, Conn.
Whitney Mfg. Co., Hartford, Conn.
Whitney W. W., Cycle Mfg. Co., Providence, R. I.

Chewing Gum.

White, W. J., Cleveland, O.

Cyclometers.

Bridgeport Gun Implement Co., 315 Broadway, N. Y.
Waltham Meter Co., Boston, Mass.

Cycle Clothing.

Call, S. B., Springfield, Mass.

Cycle Fittings.

Ames Sword Co., Chicopee, Mass.
Independent Electric Co., 133 Lake St., Chicago, Ill.
Indian Orchard Screw Co., Indian Orchard, Mass.
Toledo Cycle Supply Co., The, 22 Erie St., Toledo, O.
Worcester Ferrule and Mfg. Co., Worcester, Mass.

Cycle Stands.

Bradley & Hechinger, 167-169 Randolph St., Chicago.
Bridgeport Gun Implement Co., New York.
Esmond, E. R., 57 Park Place, New York.
Hampton Mfg. Co., Bay City, Mich.
Lefevre Mfg. Co., Arbuttle Bldg., Brooklyn, N. Y.
Porter, H. K., 66 Beverly St., Boston, Mass.
Rochester Bi. Comb. Holder Co., Rochester, N. Y.
Safety Mfg. Co., 63 S. Canal St., Chicago, Ill.

Cycle Watch and Carrier.

Waterbury Clock Co., 10 Cortlandt St., New York.

Electrotypes.

Raisbeck Electrotype Co., 24 Vandewater St., N. Y.

Emery Wheels.

Northampton Em. Wheel Co., 20 S. Canal St., Chicago.
Sterling Em. Wheel Mfg. Co., 59 S. Canal St., Chicago.

Enamels.

American Enamel Co., Providence, R. I.
Gerstendorfer Brothers, New York and Chicago.
Olympia Japanning Works, 390 Canal St., N. Y.
Pitts, J. R., & Co., 136 Mechanic St., Newark, N. J.

Felt.

Tingue, House & Co., 56 Reade St., New York.

Forgings.

Bowen Mfg. Co., Auburn, N. Y.
Buffalo Drop Forging Co., Buffalo, N. Y.
Fay & Bowen, Auburn, N. Y.
Huenekens Cycle Co., Milwaukee, Wis.
Seward, M. & Son, Co., New Haven, Conn.
Whitney W. W., Cycle Mfg. Co., Providence, R. I.

General Supplies.

Leng's, John S., Son & Co., 4 Fletcher St., N. Y.

Grinding and Polishing Machinery.

Builders' Iron Foundry, Providence, R. I.

Grips.

Fiber-Bucksin Mfg. Co., Malden, Mass.
Jones, L. M. Co., The, West Winsted, Conn.
Lund Pneumatic Grip Co., Rochester, N. Y.

Handle-Bars.

Avery & Co., 24 Superior St. Viaduct, Cleveland, O.
Bostedo Co., New York, Chicago.
Greencastle Mfg. Co., Greencastle, Ind.
Leng's, J. S., Son & Co., 4 Fletcher St., New York.

Home Trainer.

Sturgis, S. A., St. Johns, Mich.

Hotel.

Lexington Hotel, Chicago.

Hubs.

Boite Cycle Mfg. Co., Milwaukee, Wis.
Huenekens Cycle Co., Milwaukee, Wis.
Indian Orchard Screw Co., Indian Orchard, Mass.
McLish & Co., Chicago, Ill.
New Britain Hardware Mfg. Co., New Britain, Conn.
Weston, I. A., & Co., Syracuse, N. Y.

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Lamps.

Atwood Mfg. Co., Ameshbury, Mass.
Bridgeport Gun Implement Co., N. Y.
Place & Terry Mfg. Co., The, 247 Centre St., N. Y.
Schoverling, Daly & Gales, 302 Broadway, N. Y.

Lamp Brackets.

Bridgeport Gun Implement Co., 315 Broadway, N. Y.

Locks.

Deitz Cycle Lock Co., Albany, N. Y.
Safety Mfg. Co., Chicago, Ill.

Looking Holder.

Safety Mfg. Co., Chicago, Ill.

Luggage Carriers.

Bay State Mfg. Co., So. Framingham, Mass.
Rochester Bi. Comb. Holder Co., Rochester, N. Y.

Machinery.

Barnes, W. F. & J., Rockford, Ill.
Bliss, E. W., Co., 25 Adams St., Brooklyn, N. Y.
Builders' Iron Foundry, Providence, R. I.
Cincinnati Milling Machine Co., Cincinnati, O.
Clelland Mach. Screw Co., Cleveland, O.
Diamond Mach. Co., Providence, R. I.
Ferracute Machine Co., Bridgeton, N. J.
Fox Mach. Co., Grand Rapids, Mich.
Garvin Mach. Co., Light & Varick Sts., N. Y.; Chicago.
Hanson & Van Winkle Co., Newark, N. J.
Looge & Shipley Machine Tool Co., Cincinnati, O.
Niles Tool Works, Hamilton, O.
Rudolph & Krummel, 95-100 N. Clinton St., Chicago.
Toledo Machine and Tool Co., The, Toledo, O.

Name Plates.

Hanson, C. H., 40-44 Clark St., Chicago, Ill.

Nickel-Plating Outfits.

Burns, E. Reed, 42 and 42 Withers St., Brooklyn, N. Y.
Hanson & Van Winkle Co., The, Newark, N. J.
Zucker & Levent & Loeb Co., 526 W. 25th St., N. Y.
Mayer, M. M., 337 E. 107th St., N. Y.

Oils.

Betts, A. U., & Co., Toledo, O.
Kenzoline Oil Co., Chicago, Ill.

Olivers.

Cushman & Denison, 172 9th Ave., N. Y.

Parts.

Indian Orchard Screw Co., Indian Orchard, Mass.
Leng's, John S., Son & Co., 4 Fletcher St., N. Y.
Whitney W. W., Cycle Mfg. Co., Providence, R. I.

Patents.

Aughinbaugh, W. E., Washington, D. C.
Dodge, Theodore A., Equitable Bldg, Boston, Mass.

Pedals.

Bridgeport Gun Implement Co., N. Y.
Brown Mfg. Co., Chicago and New York.
Cycle Improvement Co., Westboro, Mass.
Huenekens Cycle Co., Milwaukee, Wis.
Iven-Brandenburg-Burgess Co., Chicago, Ill.
McCool The Co., New York and Chicago.
Moore, A. L., Co., The, Cleveland, O.
Richards, Edward S., Suite 318, Rookery, Chicago.

Polishing Material.

Aetna Wax Mfg. Co., Newark, N. J.
Hanson & Van Winkle Co., Newark, N. J.

Power.

Tuerk Hydraulic Power Co., 23 Vandewater St., N. Y.

Presses, Dies and Tools.

Bliss, E. W., Co., 17 Adams St., Brooklyn, N. Y.
Ferracute Mach. Co., Bridgeton, N. J.

Pumps.

Davis & Stevens Mfg. Co., The, Seneca Falls, N. Y.

Repair Tools.

Burlington Blanket Co., Burlington, Wis.
Century Chem Co., 547 So. Sav. Bldg, Cleveland, O.
Cycle Compound Co., Glens Falls, N. Y.
Griswold, M. E., Co., 595 W. Madison St., Chicago.
Pigline Co., Wade Bldg., Cleveland, O.
Tireme Mfg. Co., 534 Central Ave., Cleveland, O.

Road Maps.

Servoss, R. D., 21 Centre St., New York.

Saddles.

Brown Saddle Co., Elyria, O.
Dickson & Beaning, Indianapolis, Ind.
Duguid Saddlery Co., Syracuse, N. Y.
Gormully & Jeffery Mfg. Co., 939-945 8th Ave., N. Y.
Graton & Knight Mfg. Co., Worcester, Mass.
Hollenbeck, F. A., & Co., Syracuse, N. Y.
Huenekens Cycle Co., Milwaukee, Wis.
Kells Mfg. Co., Cleveland, O.
Muller Mfg. Co., 605 W. 39th St., New York.
Wheeler Saddle Co., Detroit, Mich.

Scales.

Buffalo Scale Co., Buffalo, N. Y.

Speed Indicator.

Harsin & Swanson, 607 Garden City Block, Chicago.

Specialties.

Betts, Arlington U., & Co., Toledo, O.
Bevin Bros., East Hampton, Conn.
Ea. le Chemical Co., Findlay, O.
McLish & Co., Chicago, Ill.
Pitts, J. R., & Co., 136 Mechanic St., Newark, N. J.

Steel Balls.

Cleveland Machine Screw Co., Cleveland, O.

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Sundries.

Bevin Bros. Mfg. Co., East Hampton, Conn.
 Bostedo Co., The, Chicago, Ill.
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 Hartley & Graham, New York.
 International Cycle Fittings Co., 70-72 Read St., N. Y.
 Leng's, John S., Son & Co., 4 Fletcher St., New York.
 Moore, A. L., Co., The, Cleveland, O.
 Toledo Cycle Supply Co., The, 22 Erie St., Toledo, O.

Tires.

American Dunlop Tire Co., The, 506 W. 14th St., N. Y.
 Beebe Tire Mfg. Co., Sandusky, O.
 Boston Woven Hose & Rubber Co., The, Boston, Mass.
 Gendron Wheel Co., Toledo, O.
 Goodrich, B. F., Co., Akron, O.
 Gormully & Jeffery Mfg. Co., Chicago, Ill.
 Hartford Rubber Works, Hartford, Conn.
 Hodgman Rubber Co., 459 Broadway, New York.
 Leng's, John S., Son & Co., 4 Fletcher St., New York.
 Morgan & Wright, Chicago, Ill.
 Newton Rubber Works, Newton Upper Falls, Mass.
 New York Tire Co., 59 Read St., New York.
 N. Y. B-ling and Packing Co., 35 Park Place, N. Y.
 Palmer Pneumatic Tire Co., Chicago, Ill.
 Pope Mfg. Co., Hartford, Conn.

Toe Clips.

Bevin Bros., East Hampton, Conn.

Tool Steel.

Jessop, Wm., & Sons, Limited, 91 John St., New York.

Tool Bags.

Bay State Mfg. Co., So. Framingham, Mass.

Tools.

Hammacher, Schlemmer & Co., 209 Bowery, N. Y.

Trouser Guards.

Bevin Bros., East Hampton, Conn.

Tubing.

Brewer Seamless Tube Co., Toledo, O.
 Cincinnati Steel Tube Co., 44 Pike Bldg., Cincinnati, O.
 Ellwood Weldless Tube Co., Ellwood City, Pa.
 Gormully & Jeffery Mfg. Co., Chicago, Ill.
 Hamilton Tube Co., Hamilton, O.
 Huennekens Cycle Co., Milwaukee, Wis.
 Leng's, John S., Son & Co., 4 Fletcher St., New York.
 Mansfield Machine Works, Mansfield, O.
 New Castle Tube Co., New Castle, Pa.
 Indian Orchard Scr-w Co., ...
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 Standard Tube Co., Toledo, O.
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 Union Drawn Steel Co., Beaver Falls, Pa.
 U. S. Projectile Co., Brooklyn, N. Y.
 Warwick Tube Co., Newark, N. J.

Valves.

Schrader's Son, A., 32 Rose St., N. Y.

Watch Chains.

Indiana Chain Co., Indianapolis, Ind.

Water Cycles.

Wisconsin Int. Water Cycle Co., Milwaukee, Wis.

Wire Wheels.

Weston-Mott Co., Jamesville, N. Y.

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Greencastle Mfg. Co., The, Greencastle, Ind.
 Home Rattan Co., Wells and Seigel Sts., Chicago.
 Indiana Novelty & Mfg. Co., Plymouth, Ind.
 Lauter, H., Indianapolis, Ind.
 Olds Wagon Works, Fort Wayne, Ind.

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Builders' Iron Foundry, Providence, R. I.

Wood Rims.

Boston Wood Rim Co., Bedford, Mass.
 Fairbanks Wood Rim Co., N. Tonawanda, N. Y.
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 Hercules Kim Co., Detroit, Mich.
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 Indiana Novelty Mfg. Co., Plymouth Ind.
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Richards, Edward S.	89				
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Tingne, House & Co.	—				
Treine Mfg. Co.	79				
Toledo Machine and Tool Co.	71				
Toledo Cycle Sup. Co.	85				

THIS IS THE TREAD OF THE PEBBLED VIM

FOR EXPORT.

Manufacturers shipping wheels out
of the country find it to their advantage
to equip them with

VIM "CACTUS" TIRES.

They are puncture proof; cause no trouble; need no repairs;
are fast, AND

❁ GIVE ABSOLUTE SATISFACTION. ❁

BOSTON WOVEN HOSE & RUBBER CO.,

276 Devonshire St., BOSTON.
89 Chambers and 71 Reade St., NEW YORK.
205 Lake St., CHICAGO.
10 South Water St., CLEVELAND.
709 North Fourth St., ST. LOUIS.
1730 Arapahoe St., DENVER.
14 Fremont St., SAN FRANCISCO.

Hartford Single-Tube Tires.

(THE STANDARD SINGLE TUBES.)

The Hartford Rubber Works Company first made Single-Tube Tires six years ago. At first other makers laughed; then they saw their mistake and now they are learning to make Single-Tube Tires. We make the original Hartford. We are six years ahead.

DON'T BUY AN IMITATION.

The genuine Hartford Single Tube is the right kind.

IF IT'S A HARTFORD TIRE IT'S RIGHT.

Made by

THE HARTFORD RUBBER WORKS CO.,

HARTFORD, CONN.

(THE HOME OF THE SINGLE TUBE.)

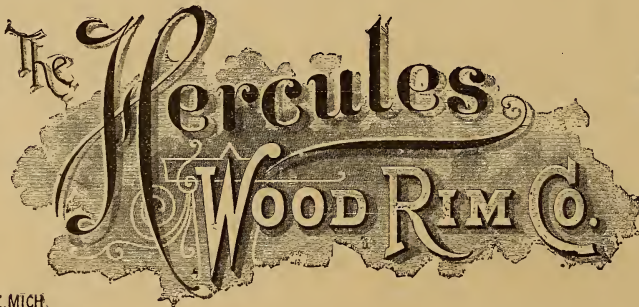
BRANCHES.

100 CHAMBERS STREET, NEW YORK.
136 LAKE STREET, CHICAGO.
910 FILBERT STREET, PHILADELPHIA.
8 QUEEN STREET, E., TORONTO, ONT.

DISTRIBUTING DEPOTS.

370 ATLANTIC AVENUE, BOSTON.
17-19 BEALE STREET, SAN FRANCISCO.
1757-1759 ST. CHARLES AVENUE, NEW ORLEANS.

Kindly mention The Wheel.



Factory, AU SABLE, MICH.
General Sales Office, DETROIT, MICH.

THE HERCULES RIM consists of two layers of wood, between which is a strip of chemically prepared fibre of **great strength**; the three strips are so joined as to be **absolutely undetachable**; the different joints are each located in a different part of the rim. The main features accomplished in the rim are, that while it weighs slightly less than an all-wood rim, it is very much stronger; it is very elastic, and the special fibre strip is an absolute preventative of splitting. The disposition of the average rider to follow the racing custom of blowing his tire to the maximum seems likely to result in an unheard of quantity of split rims the coming season. As already stated,

THE HERCULES RIM WILL NOT SPLIT.

The color of fibre is either red or dark, as preferred, and is a positive addition to the beauty of the rim.

DUST AND CHAIN GUARDS,

In Bird's-Eye, and Plain Maple or Elm.

OUR GUARDS ARE NOT MOULDED OR WARPED, but worked out from blanks $\frac{1}{2}$ x 2 in., giving them all the strength and stiffness required with the least amount of weight. Our workmanship on these cannot be excelled. Samples upon application.

THE HERCULES WOOD RIM CO., DETROIT, MICH.

Mention
The Wheel.



"ON THE SQUARE"



"ON THE SQUARE"

All Kinds of Money

Can be made by the hustling dealer who will add a livery department to his cycle business.

Had you thought of it?

The best riding season is yet to come, and a renting department outfitted with Cleveland Cycles will get the business.

There's money in it!

We are prepared to co-operate with enterprising and responsible people who will take up the Cycle Livery business at this time.

Write to-day for particulars.

Cleveland Cycles - H. A. Lozier & Co.
CLEVELAND, OHIO, U. S. A.

BRANCH HOUSES:—337 Broadway, New York City.
830 Arch Street, Philadelphia, Pa.
304 McAllister Street, San Francisco, Cal.
18 Holborn Viaduct, London, E. C.
6 Place de la Madeleine, Paris.

FACTORIES:—Toledo, Ohio. Thompsonville, Conn. Toronto Junction, Ontario.

N. B — Cyclists going abroad are invited to call at our London and Paris stores.



"ON THE SQUARE"



"ON THE SQUARE"

Scorch, Sprint, Stroll or



Saunter.

No matter the pace or what the road, it all means the same to a man who has his wheel equipped with a . . .



Bostedo Adjustable Handle-Bar.

Price,

with **\$5.00**
a...

Two days' trial.

By the simple pressing of a latch and without dismounting he is able to instantly adjust the bar to the requirements of the moment. It is simple and absolute in its rigidity and perfection of mechanism and much stronger than any other.



TERMS.....

Send us your name and address. Bar will be shipped by express, prepaid, upon receipt of P. O. Order for \$5.00. C. O. D. if desired.
Put it on your wheel and **TRY IT** two days. If not satisfactory, ship back to us (prepaid) C. O. D. \$5.00
WE WILL allow you two days' trial dating from the time of delivery to you by Express Co.
WE WILL refund your \$5.00 IF you find the bar unsatisfactory and return to Express Co. within 48 hours from its receipt subject to these conditions.
WE WILL NOT receive returned bars unless sent us C. O. D. by express, *charges prepaid*, nor unless we have privilege of examination
WE WILL NOT accept returned bars that are broken, bent, dented or badly disfigured by evident careless use or accident.
We must have your written reason for returning the bar. Write it on back of return tag.



THE BOSTEDO CO.

NEW YORK:
156 Fifth Avenue.

CHICAGO:
156 Lake Street.

S. T. T.

SINGLE-TUBE TIRES

S. T. T.

Cannot Be Excelled...

Look at the names of corporations
and firms manufacturing

Single-Tube Tires

under the Tillinghast patents :

The Boston Woven Hose and Rubber Co.,	The Mechanical Rubber Co. of Chicago,
The Revere Rubber Company,	The Hodgman Rubber Company,
The New York Belting & Packing Co., Ltd.,	The Peoria Rubber & Manufacturing Co.,
The Pope Manufacturing Company,	The Indiana Rubber & Insulated Wire Co.,
The Newton Rubber Works,	The Kokomo Rubber Company,
The Diamond Rubber Company,	The Mechanical Rubber Co. of Cleveland,
The B. F. Goodrich Company,	The Hartford Cycle Company,
The New York Tire Company,	The Ideal Rubber Company,
The Hartford Rubber Works Company,	The Spaulding & Pepper Company,
L. C. Chase & Co. of Boston.	

The above list embraces more than *forty-nine fiftieths*
of the capital interested in the manufacture of

SINGLE-TUBE TIRES

in the United States, and includes
the only licensed manufacturers of

SINGLE-TUBE TIRES.**OTHERS ARE INFRINGERS.**

SUITS have been brought in every United States Circuit.

.....
SINGLE-TUBE TIRES
.....

.....
SINGLE-TUBE TIRES
.....

S. T. T.

SINGLE-TUBE TIRES

S. T. T.

They Tell the Tale.

AT THE L. A. W. MEET, LOUISVILLE,

TOM COOPER

ON A

MONARCH

WON THE
Quarter-Mile,
Third-Mile,
Two-Mile,
Five-Mile.

NATIONAL CHAMPIONSHIPS.



Ride a Monarch

AND

Be a Cooper.

Be a Cooper

AND

Keep in Front.



MONARCH CYCLE CO.,

CHICAGO.

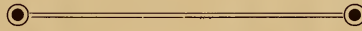
NEW YORK.

SAN FRANCISCO.

TORONTO.

Kindly mention The Wheel.

THE MYERS Detachable Cycle Chain



Great Scott! The Missing Link Has Been Found.



The Myers Cycle Chain

can be taken apart or put together without the use of tools; hence, should any of its parts wear out or break, the same can at once be renewed. The centre blocks and also the studs or rivets are hardened; therefore the wear is reduced to a minimum. It is the easiest running chain, and will fit the standard one-inch sprocket.

Use the Myers Chain and You Will Never Again Use Any Other.



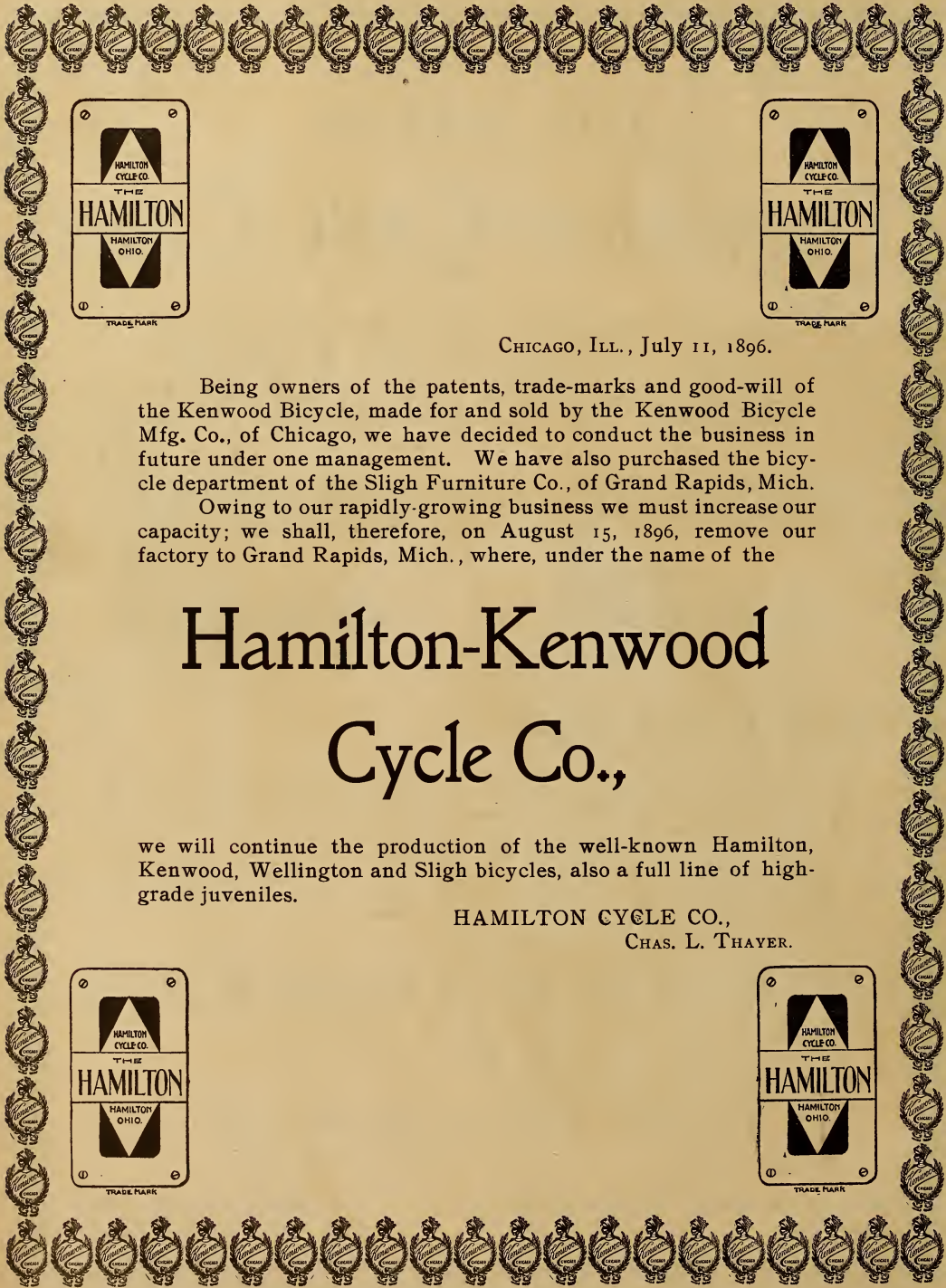
MYERS CYCLE CHAIN CO.,

NEW YORK OFFICE:

Gerken Building, Cor. Chambers St. and West Broadway.

MAIN OFFICE AND FACTORY:

BRIDGEPORT, CONN.



CHICAGO, ILL., July 11, 1896.

Being owners of the patents, trade-marks and good-will of the Kenwood Bicycle, made for and sold by the Kenwood Bicycle Mfg. Co., of Chicago, we have decided to conduct the business in future under one management. We have also purchased the bicycle department of the Sligh Furniture Co., of Grand Rapids, Mich.

Owing to our rapidly-growing business we must increase our capacity; we shall, therefore, on August 15, 1896, remove our factory to Grand Rapids, Mich., where, under the name of the

Hamilton-Kenwood Cycle Co.,

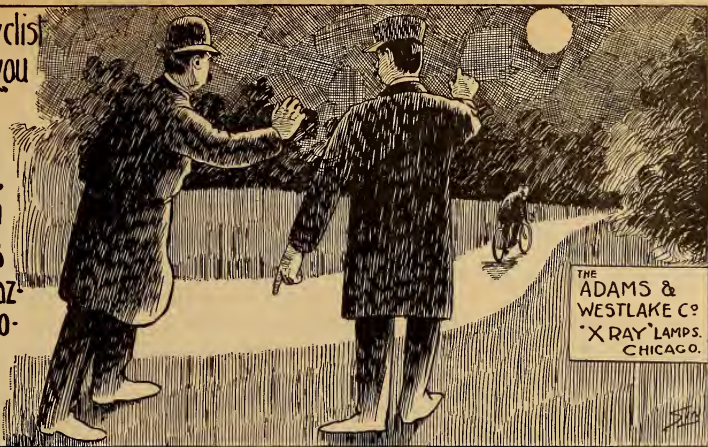
we will continue the production of the well-known Hamilton, Kenwood, Wellington and Sligh bicycles, also a full line of high-grade juveniles.

HAMILTON CYCLE CO.,
CHAS. L. THAYER.



"Officer! There goes a cyclist
without a lamp. Why do you
let such things occur?"

"Well, Sergeant, ye see,
most all of em has thim
"X RAY LAMPS
and me eyes is near daz-
zled out o' me head a lo-
oking at 'em and I cant
see well o' nights."



ME: "The trend of Cycling Gossip seems to be on ADLAKES!"

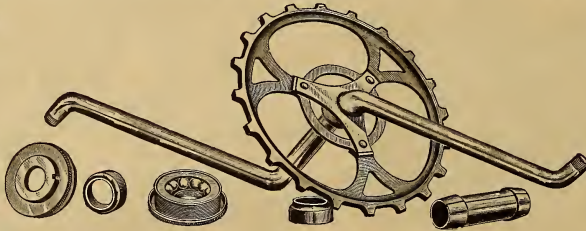
LEAGUE BICYCLES.

STRICTLY HIGH GRADE.

PRICES, \$60.00, \$80.00 AND \$100.00.



The Original
One Piece Crank.



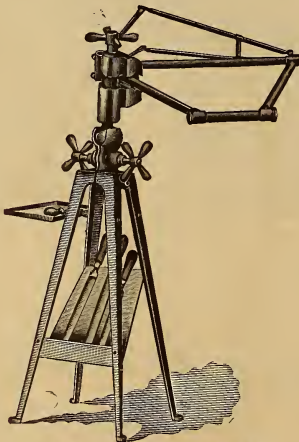
Simple!
Unbreakable!
No More Loose
Cotter Pins!



Any crank broken, whether by accident or carelessness, replaced free of charge.

Send for Catalogue and Discounts to _____

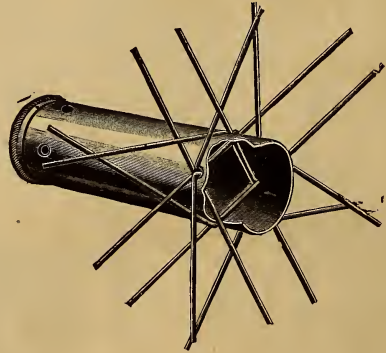
Bolte Cycle Mfg. Co., Milwaukee, Wis.



The Success of the Season.
League Revolving Vise.

To try it is to buy it.
As good for assembling as for filing.

Send for Quotations.



Send for Sample of
New Tubular Hub.

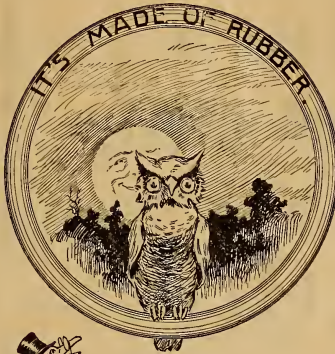
Up to date.
No more broken spokes!

BOLTE CYCLE MANUFACTURING CO.,

186-190 E. Water Street,

MILWAUKEE, WIS.

Kindly mention The Wheel.



A FABLE. THE OWL AND THE GOOSE.

"I see," said the Goose to the Owl, "You are re-tiring. Why not select a patent non-puncturable, non-cutable, self healing, ever-lasting, yellow, crimson, blue, chromatic, perfection tire, that can be used generation after generation, instead of that thing? Why, bless your heart, that's made of rubber."

"To whit!" replied the owl, "you remind me of the poet who said:

'A rubber tire on the rim—
A simple tire was to him,
And nothing more!'

Why bless your pate de fois gras, if

'MADE OF RUBBER'

IT'S A
HODGMAN SINGLE TUBE TIRE

The easiest going, fastest, most durable tire in the world."

But the goose, true to his traditions, bought an everlasting tire every month, and finally gave up cycling because he did not find the promises of the manufacturers puncture proof.

Moral: Don't be a goose. HODGMAN'S being the BEST is good enough.

HODGMAN RUBBER COMPANY

459-461 Broadway, New York.

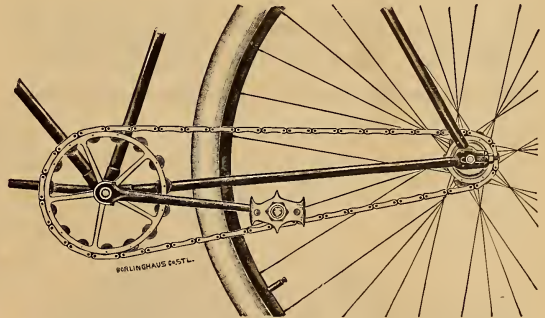
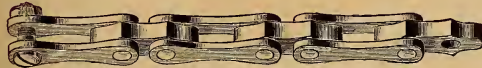
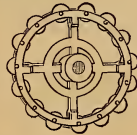
Atwood Building, Chicago.

135 Essex Street, Boston.

Kindly mention The Wheel when writing.



The Record Breaker.



Brown's Patent Roller Sprockets, Moore's Patent Roller-Bearing Chain.

DOING AWAY WITH ALL FRICTION.

MANUFACTURED BY

THE HALL-MOORE MFG. CO.,

OFFICE, No. 406 NEAVE BUILDING,

CINCINNATI.

We can furnish Figure 8 chain in any quantity.

WRITE FOR DESCRIPTIVE CATALOGUE.

Kindly mention The Wheel when writing

A REMARKABLE WHEEL AT A POPULAR PRICE.

THE CENTURION CYCLE,

28 inch Wheels

\$65.00

...Up to date...

BOTH IN DIAMOND AND DROP FRAME.

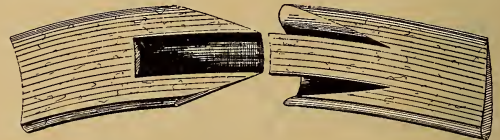
Agents wanted.
Send for Catalogue.

H. B. SHATTUCK & SON,

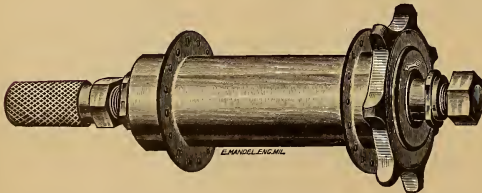
249 Columbus Avenue, Boston, Mass.

Kindly mention The Wheel when writing.

See That Joint?



Made of best selected Rock Elm. Perfect lock; will hold without glue by having spoke hole through joint. Prompt deliveries. Lowest prices.



The Easiest Running Hub

EVER PLACED ON THE MARKET

Tool-Steel Cones and Cups Throughout.
Every pair guaranteed.

We are prepared to take contracts for Tubing (seamless and brazed) Forksides, Forkcrowns, Hubs, Spokes, Nipples, Washers, Balls, Rims, Guards, Chains, Pedals, Saddles, Forgings, Stampings, Fittings, etc.

We also carry a large line of Sundries.

WRITE US FOR PRICES.

HUENNEKENS CYCLE COMPANY,

SELLING AGENTS: Washburn Mfg. Co.
P. L. Jacobsen.

255 LAKE STREET, MILWAUKEE, WIS.

Kindly mention The Wheel.

Experts Disagree on Almost Everything,

but when the subject touches
upon the superiority of the

ENVOY AND
FLEETWING,

there is but one opinion, and that is, that they are the best
wheels on earth at anything like the price.

\$100.00 Wheel FOR \$75.00

BUFFALO CYCLE CO., BUFFALO, N. Y.

Kindly mention The Wheel.

HEAR YE! HEAR YE!!

“CYCO”

The Instantaneous Healer of
Punctures in Pneumatic Tires



DO NOT BUY
UNTIL YOU LEARN
WHAT “CYCO” DOES.

Makes more money for consumer, dealer and jobber than all else.

SEND FOR
BOOKLET.

Address: BURLINGTON BLANKET CO., Sole Agents,

Burlington, Wis., U. S. A.

Mention The Wheel.



CROSSES OF GOLD AND CROWNS OF SILVER

rust out in time, but the plug-hat of popularity perches everlastingly on that which is good and durable.

GOODRICH TIRES

stand the wear, and there is no shrinkage in quality or workmanship.

Most any one can make a tire, but it takes the "know how" born of experience to make a good one.

The "Jiffy" repair tool goes scot free with each pair of Goodrich Tires, if you ask for it.

If you are of the "double-standard" persuasion, remember that we make the Great "G. & J." Double-Tube Clincher Tire.

THE B. F. GOODRICH CO.,
Akron Rubber Works, - Akron, O.

Selling Agents: The Columbia Rubber Works Co.

New York: 66 Reade St.

Chicago: 159 Lake St.

Kindly mention The Wheel.

Puncture "Nit."

If Time, Money, Security
and Lack of Worry

Puncture "Nit."

mean anything to you, you will use

PUNCTURE "NIT,"

a chemical preparation guaranteeing your tire against puncture, and that will absolutely not injure the quality or lessen the resiliency of it.

The best investment of \$1 you ever made.

JOBBERS! DEALERS! RIDERS! Write for particulars.

P. S.—Inducements to Salesmen to Handle as a Side Line.

Puncture "Nit."

EAGLE CHEMICAL CO., FINDLAY, OHIO.

Puncture "Nit."

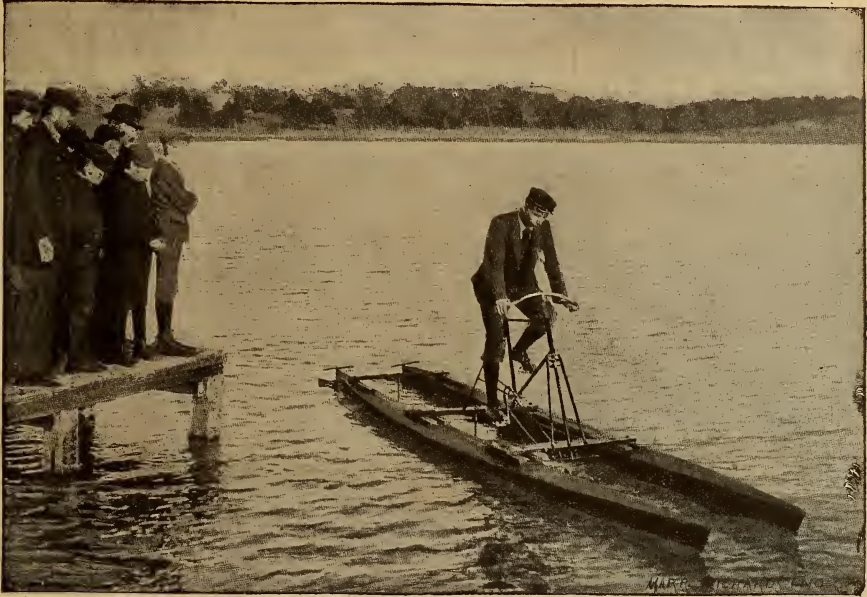
Kindly mention The Wheel.

Have You Seen It?

Of course not, for the simple reason that we are the only successful makers of a Water Cycle.

A MOST UNIQUE NOVELTY.

Our Water Cycle is no experiment. The boats or half shells are made of new composition, stronger than wood, firmer than copper, absolutely air and water tight; non-sinkable, perfectly safe, cannot be upset; is invaluable for hunting or fishing, as the hands are left free while it is being propelled. Runs very easy at a speed of ten miles an hour.



THE WISCONSIN INTERNATIONAL WATER CYCLE CO.,

Mention The Wheel.

318 15th AVENUE, MILWAUKEE, WIS.

THE...

Gladstone

The Premier Cycle
of America.
The Perfection of
High-Grades.



GUARANTEED FOR
TWO YEARS.

It is an obvious fact that no wheel, unless constructed of the finest material possible to procure, and built by careful and experienced workmen, could be guaranteed for such a length of time.

Catalogue gives full particulars, and will be sent on application to

JAMES CYCLE CO.,

WHITE CLOUD, MICH.

When writing kindly mention The Wheel.

"Plugine"
TRADE MARK
\$100

Tony Gavin, the record-breaking "copper" of the Buffalo police force, who lowered the record between Buffalo and New York a few days ago, said yesterday:

"Plugine"
TRADE MARK
\$100

"If I hadn't put 'Plugine,' the liquid tire mender, in my tires before starting, I am positive I never could have reached New York in the time I did. Several times I was compelled to ride over broken glass, and the only thing I noticed was a slight escape of air, and the puncture was instantly mended by 'Plugine.' No," said Mr. Gavin in conclusion, "I was not hired by the Plugine Company to use their tire compound. It was recommended to me by a friend just before starting, and I am now glad I used it."
—Daily American Wheelman, July 24, 1896.

"Plugine"
TRADE MARK
\$100

THE PLUGINE COMPANY,

WADE BUILDING,
CLEVELAND, O.

"Plugine"
TRADE MARK
\$100

Kindly mention The Wheel.

GUNNING

GUNNING

GUNNING

We Are in It, Too....

YOU WILL WANT OUR HIGHEST GRADE—

THE

GUNNING

\$100.⁰⁰

MEDIUM GRADES—

Elgin Timer, \$80. - - - Elgin Favorite, \$70.

WE ARE "GUNNING" FOR LIVE AGENTS.

Elgin Sewing Machine and Bicycle Co.

Branch Office: 364 Wabash Ave., Chicago.

Main Office and Factory: Elgin, Illinois.

Write for terms and prices, mentioning The Wheel.

GUNNING

GUNNING

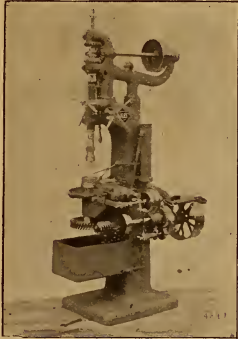
GUNNING

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DRILLING, TAPPING AND FORMING MACHINE

SAVE MONEY

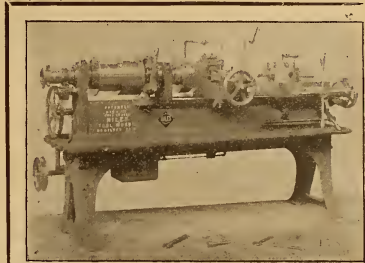
by using latest types Labor-Saving Machinery.

Special Machinery

FOR THE

Manufacture of Bicycles

CORRESPONDENCE SOLICITED.



BICYCLE HUB MACHINE.

THE NILES TOOL WORKS CO.,

HAMILTON, OHIO.

BRANCHES:

- New York.
- Chicago.
- Philadelphia.
- Pittsburgh.
- Boston.

Kindly mention The Wheel.

MULLER PATENT SADDLES

FOR 1897.



Lightness,

Beauty,

Comfort,

Simplicity,

Strength.

MULLER MFG. COMPANY,

605 W. 39th Street,

New York.

Kindly mention The Wheel.

AT THE CYCLE SHOW NEXT YEAR

you will find certain wheels fitted with

THE SPENCER BRAKE.

AND THEY WILL BE SELLERS.

Thousands of riders are daily declaring that they "must have it, and will buy any wheel that has it on in 1897."

IT IS INVISIBLE.	WEIGHS ONLY A FEW OUNCES.	OPERATES BY TURNING THE GRIP.	APPLIES AT THE CRANK AXLE.
------------------	---------------------------	-------------------------------	----------------------------

No mechanic can make an objection to it which has not been answered practically. It is perfect and ideal.

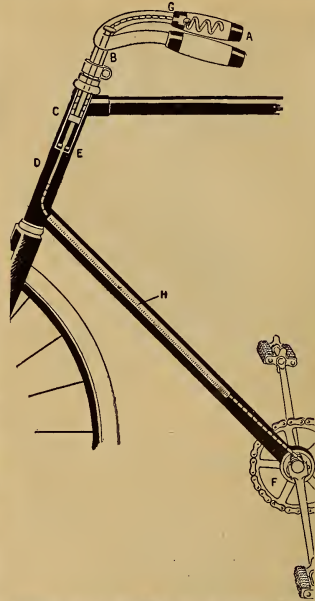
We deal only with manufacturers, and furnish the parts at bottom figures.

THE SPENCER BRAKE CO.,

140 Chambers St., New York.

Send for catalogue and quotations.

Kindly mention The Wheel.



Sectional view of wheel fitted with the Spencer Brake

ELLWOOD WELDLESS TUBING. KUNDTZ WOOD RIMS AND GUARDS. KELLS SADDLES. CLEVELAND HARDWARE CO. DROP FORGINGS.

SHEET STEEL STAMPINGS.

KING PEDALS.



SPINAWAY PEDALS.

GROTHE PEDALS.

ELECTRICALLY WELDED FRAME CONNECTIONS.

Practical tests prove them to be the strongest frame connections yet produced.

Mention The Wheel.

Why the Beebe Tires are the Best....

Because they are Durable.
 Because they are Fast.
 Because they are Safe.
 Because they are to a high degree Resilient.
 Because they are almost Punctureless.
 Because if punctured they may **BE RIDDEN WITHOUT AIR.**
 Because they are as easily mended as any Pneumatic Tire.
 Because they have **NO EQUAL.**

Send for circulars and sample section.
 Correspondence solicited and promptly attended to.

Address:

THE BEEBE TIRE MFG. CO.

SANDUSKY, OHIO.

Kindly mention The Wheel when writing.



**PLACE YOUR ORDERS
WITH THE
ORIGINATORS:**

**THE FAIRBANKS
WOOD RIM
COMPANY..**

**MAKERS
OF THE**

**ORIGINAL...
LAMINATED
WOOD RIMS.**



The Rim which has
been adopted by the
majority of the leading
bicycle makers as the
ONLY PERFECT RIM.

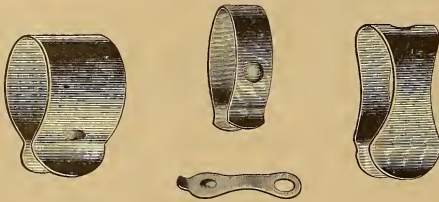
The reorganized Company is now
taking orders for the season of '97,
and, with its tripled facilities, can
give immediate deliveries.

Send all orders for Wood Rims to
FAIRBANKS WOOD RIM COMPANY,
Bradford, Pennsylvania.

Kindly mention The Wheel.

Oil Hole Covers

For '97.



24 Styles and Sizes.

Order early and get low prices and prompt deliveries.

Sample card mailed on request.

BEVIN BROS. MFG. CO.,
East Hampton,
Conn.

Mention The Wheel.

Ride a Hygienic Saddle.
Ride a Comfortable and
Correct Saddle.
Ride

Do They Sell?

Read What the Dealers Say.



SADDLE,

And Enjoy Your Wheel.

**THE "WHEELER" IS BUILT TO SIT ON,
NOT TO STRADDLE.**

The ONLY SADDLE which affords a safe, firm and natural support for the rider. On any wheel, if you insist.

All Dealers Have Them.

WASHINGTON, D. C., June 20, 1896.
WHEELER SADDLE CO.,
Detroit, Mich.

GENTLEMEN—Enclosed please find our check covering your invoice under date of June 11.

We will thank you to send us fifty more of these most excellent saddles, as our supply is entirely exhausted.

We cannot say too much for this King of Saddles, and it will afford us great pleasure to do all in our power to push and advertise same.

Trusting the saddles will soon reach us, we beg to remain,

Very truly yours,
CHAS. E. MILLER & BRO.



. . . MADE BY . . .

THE WHEELER SADDLE CO., Detroit, Mich.

Kindly mention The Wheel.

Old Fort Manufacturing Co.



Wood Rims.

Patent Interlocking Joint. Neat and strong. Made of selected Rock Elm. Finished by expert finishers, with high-grade material. Large stock. Prompt shipments.

Wood Handle-Bars

All the popular shapes. Made of selected second growth timber. Adjustable and Reversible

Complete Handle-Bar, \$2.50

Discount to the Trade.

Wood Mud and Chain Guards.

White Maple, Quartered White Oak, Rock Elm, eyeletted or plain. Best finish. Natural finish or enameled as desired.

We have an excellent Bicycle Stand.



OLD FORT MFG. CO.,

Fort Wayne, Ind.

Kindly mention The Wheel.



LOCK-JOINT TUBING.

Made from One Piece of Steel.



MANUFACTURERS

who have used either "lock-joint" or brazed tube know that the spelter will run out of the seam when they braze the tube in the lugs.

WE GUARANTEE

the material used in the "ELECTRIC" tube to stand any degree of heat required for brazing, and

IT WILL NOT MELT OR RUN OUT.

Stronger than weldless stock, PERFECTLY ROUND, no seam or ridge to show through the enamel, and is only a trifle more expensive than common brazed tube.

FORKSIDES and **HANDLE-BARS** of this tubing will soon be ready.

Before placing your '97 contract write for prices and description.



THE STANDARD TUBE CO.,

Office: 635-637 Spitzer Building,

TOLEDO, OHIO.

INDEPENDENT ELECTRIC CO.,

153 Lake St., CHICAGO,

Sales Agents for Illinois, Indiana, Wisconsin, Michigan and Iowa.

Kindly mention The Wheel.



A SHARP STRUGGLE
FOR SECOND PLACE.

Imperial Wheels

The Go-Lightly Kind—

Easily hold first place.

Lovell Bicycles for 1896

COMBINE BEAUTY, STRENGTH AND DURABILITY.

Lovell "Diamond,"

Known the world over,
Strictly High Grade, \$100.00.

Lovell "Special,"

A New Model, and a
beauty, \$85.00.

Lovell "Excel,"

The Best Medium-Grade Wheel on the market, \$75.00.

A fine line of Boys' and Girls' "EXCEL" Bicycles, 24 and 26-inch wheels,
\$45.00 and \$55.00.

A few more good agents wanted. Apply at once.

Our handsome Catalogue mailed Free.

John P. Lovell Arms Co., Manufacturers,

BOSTON, MASS.

Gardiner ❀ ❀ ❀

The Thistle ❀ ❀

World's Records

THOSE THREE ALWAYS
GO TOGETHER. ❀ ❀ ❀

At Louisville, Aug. 14th, Gardiner defeated all the cracks in
the Mile Open, and MADE A NEW WORLD'S
RECORD, single paced; time, 2.01.

HE'S ROUNDING INTO FORM—WATCH HIM AND HIS THISTLE.



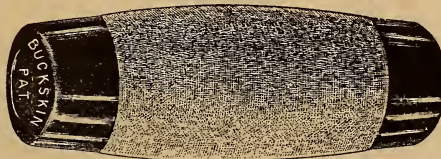
EXCELSIOR SUPPLY COMPANY,

276-278 Wabash Ave., Chicago.

Kindly mention The Wheel.

FIBER-BUCKSKIN GRIPS

..... FOR '97



are undoubtedly the most popular of all grips now presented to the notice of the

Manufacturer of
High-Grade Wheels.

We should be pleased to hear from manufacturers before they place their '97 contract.

THIS absorbent quality alone has made for them a host of ardent friends among the riders. . . .

There's never a slip
'Twixt the hand and the grip.

Fiber-Buckskin Grips are

STRONG, LIGHT,
TOUGH, HANDSOME
AND THOROUGHLY
ABSORBENT.

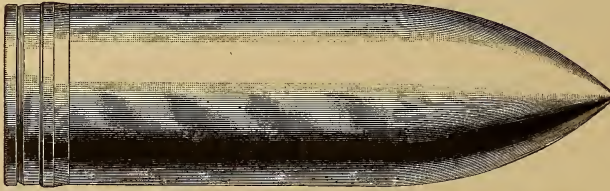
FIBER-BUCKSKIN MFG. CO., Malden, Mass.

Mention The Wheel.

THE United States Projectile Co.,

BROOKLYN, N. Y.

MANUFACTURERS OF



**"PROJECTILE BRAND" HIGH-GRADE, COLD-DRAWN,
SEAMLESS STEEL TUBING,**
For Bicycles, Boilers and Manufacturing Purposes.

* — ALSO — *

Seamless Forksides and Handle-Bars (Plain or Internally Tapered) and Tapered Tubes.

Can Make **IMMEDIATE DELIVERY.**

Write for Prices.

Kindly mention The Wheel.

UNION DRAWN STEEL COMPANY,

General Office and Works, BEAVER FALLS, PA.

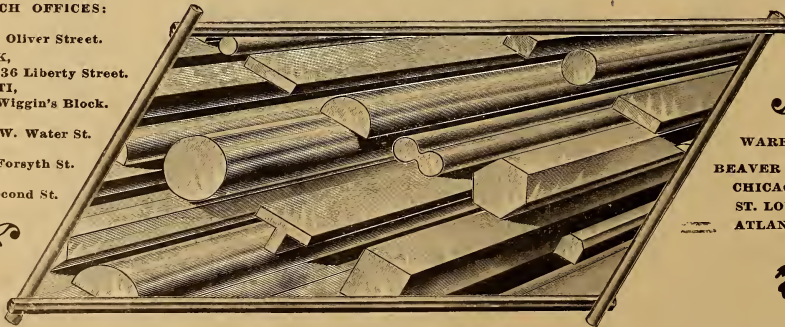
MANUFACTURERS OF HIGHEST GRADE POLISHED STEEL,

Especially Adapted for Automatic Screw Machine Work.

No experiment. First to produce suitable stock for making all parts mentioned below.

BRANCH OFFICES:

BOSTON 8 Oliver Street.
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136 Liberty Street.
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WAREHOUSES:
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Cones, Cases, Cups, Head Cones, Front, Rear and Crank Axles, Solid Seat Posts, Bright Screw Rods in Rounds, Flats, Squares and Hexagon Shapes, for Steps; Set Screws, Cap Screws, &c. Also Special Bright Hub Steel, free cutting. We make Fig. 8 Chain Steel more exact and of higher grade than others can produce.

Our reference is the trade in general. Our delivery is prompt. Quality guaranteed. Our goods have stood the test for years. Write for estimates on contracts.

Kindly mention The Wheel.

The Wheel

AND
A
YOUNG TRADE REVIEW

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VOL. XVIII., No. 1,

NEW YORK AND CHICAGO, AUGUST 21, 1896.

WHOLE No. 443.

WAITING FOR THE TIDE TO TURN.

**The Indiana Company Lay On Their Oars—
Considered a Wise Move by a
Shrewd Man.**

A dispatch from Indianapolis announces the closing down of the works of the Indiana Bicycle Co., throwing out of employment 1,500 men. The following explanation is given for the closing: "The uncertainty of the future is one sufficient cause. We have half a million dollars out now, and we want to know what we are to realize on that before we put more money at present value into stock. It is ordinary business sense, and not politics, that causes us to suspend work until we know what the result of the election will be. We cannot risk in further manufacturing until our monetary contest is settled. If it is determined to maintain the soundness of the present value of our money at the polls those who are hoarding it will let it go again into trade."

Chicago, Aug. 18.—The Waverley factory in Indianapolis has been closed, and will probably remain idle until after the November election. The fact was published in a Chicago paper on Sunday, and was embellished in such a manner as to create something of a stir.

President Smith was made to say that unless McKinley triumphed over Bryan the plant would never be opened or never again be operated. The Altgeld interview is too silly to bear the impress of truth. Dull times, an overstock and the money stringency were undoubtedly the causes of the temporary shutdown.

"I regard it as a good business move," said C. W. Dickerson, president of the Sterling cycle works, in talking of the matter to-day. "The average man or woman who walks the streets does not nor cannot appreciate the tightness of the money market. The banks are positively refusing to take paper. Why, when we desired to make a loan the bank in which we usually had a good balance and in which we had always taken up our notes before maturity refused to accept our paper.

"Do you know what the president told me?" asked Mr. Dickerson. "The WHEEL man confessed that he did not. 'Why,' continued the Sterling man, 'he said: 'Turn the key in your factory until the election is over.' We had money, however, and our factory is still in operation. Although, naturally, not in full blast."

Mr. Dickerson said that this year 10,000 Sterlings were produced, and none were carried over. For next year they are figuring on but 5,000, although, if necessary, 15,000 can be built. He believes that every sound business man will pursue much caution. Conservatism, he says, is the watchword of the hour in business circles.

There is no doubt but that Mr. Dickerson reflects the sentiment of many in the trade. The election has virtually brought business to a standstill. If Bryan by any chance should win and the words of not a few prominent Western cycle men go for aught there are even darker days ahead.

THAT ENGLISH G. & J. VERDICT.

Chicago, Aug. 18.—THE WHEEL'S scoop on the result of the North British-Gormully & Jeffery tire suit is still a matter of comment. Gormully & Jeffery have received nothing but a repetition of THE WHEEL'S cable announcing their defeat.

Frank L. Douglas, the firm's tire man, has been in London for two months watching the case, and inside facts will not be known until his return. The effect of the verdict, Mr. Jeffery said to-day, will be to stop the manufacture of G. & J. tires in England. It would have no bearing or influence on the infringement suits which the North British Rubber Company have pending against Gormully & Jeffery in this country.

"The English laws are peculiar," said Mr. Jeffery. "The court defines what constitutes the invention, and may even broaden the contentions of the plaintiffs. In America the claims filed with the patent govern the rulings of the courts. I invented the tire before Bartlett's tire was patented in England, but did not apply for a patent there until Bartlett had forestalled me. In this country, however, my patent antedates his, and as I certainly am the inventor I have no fears of the outcome of any suits that may be brought or may be pending."

SUNSHINE OF PROSPERITY.

Chicago, Aug. 18.—A ray of light in the generally strained situation of trade is the very strong probability of the Jenkins Cycle Co., of this city, resuming operations. It may be said unofficially that the matter is practically settled. The concern will be conducted under the same management and ownership as heretofore. Offers will be made creditors, which will be accepted, allowing 25 per cent cash balance in partial payments, all within one year. This happy result will be greatly due to the universal confidence in the ability of Manager Charles E. Jenkins to properly manage the company.

GOLD FROM EL DORADO.

The Boulevard Cycle Company, of Chicago, seeks damages to the extent of \$15,000 from the El Dorado Cycle Company. The litigation arises out of an attachment suit begun in the Circuit Court by the defendant against the Boulevard Cycle Company for \$800. The plaintiffs say that the attachment was sued out wrongfully, as the account upon which it was based was not due. For this reason damages are asked.

BETWIXT CUP AND LIP.

**Somewhere Between These a Ship Occurred,
Otherwise a Trade Sensation Would
Have Been Sprung.**

It is expected the announcement will shortly be made that one of the largest, if not the largest of American manufacturers has, during his recent trip abroad, taken advantage of the Englishman's desire to invest in the stock of cycle companies, to dispose of his vast interests to a British syndicate at a figure which will put in the shade all the stock transactions in the wheel trade, with the sole exception, of course, of the Dunlop deal. The whole thing was virtually settled, and, barring the unforeseen, would when announced, have come like a thunder-clap from a clear sky to those who had grown used to looking up to the concern in question as the chief mainstay of the American trade.

The prospectuses of the company's business had been freely circulated among those foreign financiers who make a specialty of "floating" cycle companies. At the last moment, however, some hitch seems to have occurred, the prospectuses were called in, and the American representatives prepared to return home.

Whether the affair is entirely off or only postponed until after the forthcoming election is over is a question difficult for the outsider to answer. At any rate, the attempt was made, and one of the greatest coups of the cycle trade was within the very closest of being pulled off.

FOULS COST \$50 EACH.

Philadelphia, Aug. 19.—Foul riding may have its advantages, and then again it may not. When two such notables as Bald and Cooper take to the practice so openly as they did on the last day of the Louisville meet it behoves the powers that be to put a damper on the game. Sterling Elliott was refereed at the time, and he promptly reported the case to Chairman Gideon. It was at first reported here that the two cracks would suffer suspension, but it is learned to-night that the Chairman will mulct each of the riders \$50. The fine should have a wholesome effect.

SADDLE SUING.

Papers have been filed in the United States Court in an interesting suit against Humber & Co. (America) limited, by Mesinger Bros., the owners of the patents on the Mesinger saddle. They seek to recover damages for using a saddle on the Humber wheel this year which is an infringement, so Mesinger Bros. claim, of their patent. A large number of jobbers and manufacturers have used this same saddle, and they will probably watch this suit with interest.

TIT FOR TAT.

Bicycles Injured Jewelry, Now Jewelry Cripples
Bicycles—Myers' Failure and the
Results Thereof.

Milwaukee, Aug. 14.—Bicycles, it is claimed, have crippled the jewelry business to a greater or less extent. But, paradoxical as it may seem, the failure of the jewelry house of S. F. Myers & Co., New York, caused the Telegram Cycle Manufacturing Company of this city to shut up shop to-day.

The Telegram Company manufactured a special make of wheels for the Myers Company and in consequence was the holder of a large amount of the New York company's paper. The total amount is in the neighborhood of \$20,000. Most of this was placed with the First National Bank of this city as collateral to secure loans made to the Telegram Company. A portion of the Myers Company's paper fell due Wednesday, but Monday the company telegraphed and asked for an extension. This the First National Bank refused to allow, and the paper went to protest in the New-York Clearing House Wednesday afternoon. Yesterday afternoon the company passed into the hands of a receiver, the amount involved being estimated at \$500,000.

The First National Bank's claims are secured by two judgments, one for \$6,339 70 and the other for \$41,032.20. Although the extent of the failure cannot be ascertained, it is stated that the assets of the company are more than sufficient to meet all the obligations. The stock on hand is very large and valuable, and includes a great deal of manufactured material that was ready for shipment. The future of the company has not been determined, but there is little doubt that the business will be continued, unless the First National Bank refuses to grant extensions.

The Telegram Cycle Company was the outgrowth of the old Sercombe-Bolte Company, which went into the hands of a receiver in the fall of 1893. For the last two years it has been doing a very large business and was rapidly making its way to the front in the ranks of the big cycling concerns of the West. The business of the company this year was large and of a prosperous kind until the collections began to fall off. The plant as it stands is a very valuable one, but if the business is closed out its value will be greatly depreciated. The entire equipment of machinery was recently changed and all of the modern appliances used in cycle making secured.

The officers of the Telegram Company are President, W. H. Wolf; vice-president, John S. George, and secretary and treasurer, Frank R. Pingree.

CLAIMS AND COUNTER CLAIMS.

The Sager Manufacturing Company, of Rochester, N. Y., has begun an action against the Elbridge Cycle Company, of Syracuse, to recover \$450 on saddles and bicycle sundries. The plaintiff claims that goods to the amount specified were sold and delivered to the defendant, and that no part of the amount has been paid. The defendant claims that the goods were not high grade and the best in the market and that they could not be disposed of, and they present a counter-claim in the sum of \$300.

TWO CHATTEL MORTGAGES.

Two chattel mortgages have been filed by the Mortimer Bicycle Co., of Utica, N. Y. One is given to Thomas Mortimer to cover a claim of \$500 and the other to the Hunter Arms Co., of Fulton, on bicycles and tools, to cover a debt of \$2,800.

TROUBLE IN THE CAMP.

E. D. Sniffen, secretary of the Wheelmen's Protective Association, Chicago, was arrested last week, charged with embezzling \$12,000. He was released on bail, and the hearing set for August 21. Glenwood Preble, the vice-president of the company, immediately took action in regard to the arrest and issued the following statement to their agents:

"Upon the 20th day of July it became necessary, on account of reprehensible conduct coming to the notice of the officers of this association, to discharge E. C. Knowles, bookkeeper of the association, who went away threatening vengeance on the association. His method of showing his malice toward the association caused a warrant to be sworn out, charging the treasurer with the embezzlement of the sum of \$12,000, and he succeeded in having it published in several of the papers, thinking that he could thereby injure the association by causing the public to believe that its funds had been misappropriated.

"We beg to advise you that this charge has been fully investigated by a committee of the Board of Directors appointed at a called meeting, and the following is a copy of their report made at the regular monthly meeting of the Board of Directors:

"Chicago, August 10, 1896.
"The committee of the Board of Directors elected at a special meeting called and held July 31, at 10 o'clock a. m., make report that they have investigated the charge preferred by Director P. H. Barker that the secretary and treasurer of the association had misappropriated the funds of the association for his own personal use, and the committee report that said charge is absolutely untrue and without foundation. The committee further report that they have examined the books and papers and affairs of the association, and have found the affairs of the association in good and solvent condition. Signed John O. Blake, Glenwood Preble.

"We would further say that the treasurer, against whom the warrant was sworn out, continues in office, enjoying the confidence of the officers, the association is in the same prosperous condition that it has always been, will pay all losses promptly, and its ability is in no way crippled by the villainous attempt made to injure its credit by this discharged employe."

FRISBIE QUILTS.

New Haven, Aug. 15.—General depression in the cycle business is announced as the cause for the failure of the Frisbie Cycle Co. to-day.

The assignment was made by Attorney W. A. Wright and in the writ it is stated that the assignment is made by "Mary E. Frisbie, wife of William M. Frisbie, doing business under the name of the Frisbie Cycle Company." Bernard B. Savage was named for trustee and a hearing will be held upon the appointment on Wednesday, August 19.

Mr. Frisbie invented a cart which is attachable to any bicycle and which is known as the Nutmeg Cycle cart. He put considerable money into this scheme and the vehicle did not sell as well as was expected. This and the depression of business led up to the failure. The assignment was precipitated, however, by an attachment which was put on the store the other day by one of the heavy creditors.

It is said that the claims against the company, or rather Mrs. Mary E. Frisbie, will approximate \$6,000 and the assets are estimated at \$3,000.

In addition to manufacturing the Nutmeg cart, the company conducted a large retail store and repair shop.

Riding on the beach may be pleasant, but the result to the wheel is never so.

THE GLOBE CEASES TO REVOLVE.

Because the Power of Money Is No Longer
Applied to Its Machinery—Buffalo's
Latest Failure.

Buffalo, Aug. 15.—Following closely after the other failures in the cycle trade in this city comes the announcement to-day of the assignment of the Globe Cycle Company. W. H. Penseyres and Charles Haberer composed the firm. They made the assignment to Homer E. Dudley, for the benefit of their creditors.

After providing for the payment of all legal expenses first and after them the salaries and wages of the employes, the following preferred creditors are named:

Union Bank of Buffalo, \$1,500, on a note payable August 24, 1896, for borrowed money.

Union Bank of Buffalo, \$1,069 77, on a note for the payment of overdrafts.

Henry F. Allen, for legal services, \$150.

Ferdinand J. Kersten, Buffalo, \$570 64, for enamelling work done for the assignors.

Hoddick Brothers, \$141 66, for rent of the building at 616 Main street.

A. J. McKaig, of Buffalo, \$120 02, on a note made July 3, and payable two months after that date, for merchandise.

Attorney Henry F. Allen, who is the firm's attorney, stated that the assignment was caused by the inability of the firm to make collections as fast as required, coupled with the fact that the creditors were pushing them a little too hard. Mr. Allen thinks that if the creditors would give the firm a little more time the stock could be disposed of in a way by which the creditors would not lose a cent.

The Globe company was started about six years ago, and since that time has built up one of the largest businesses of the kind in Buffalo. Last year the firm made 8,000 wheels, and for 1897 they expected to make still more.

DOWN AMONG THE DIAMONDS.

Maiden Lane was in a panic on Thursday of last week. S. F. Myers & Co., the largest jewellers in Maiden Lane (which, by-the-by, is the centre of the jewelry trade), were embarrassed. S. F. Myers & Co. are stockholders in the Olympic Bicycle Company of New York, and they wish it to be known that they were only minority stockholders. The Olympic Bicycle Company's stockholders are a coterie of men who are specially strong financially, and they state that the embarrassment of S. F. Myers & Co. will not in any way affect the interests or the business of the Olympic Bicycle Company.

When a WHEEL man called on S. F. Myers & Co. in search of information regarding their failure, he was unable to gain entrance to the establishment, but was referred to their lawyers. They informed him that the S. F. Myers Co., the Olympic Cycle Co. and the Self-Healing Tire Co. were three separate and distinct organizations and that the Olympic Co. was not affected financially by the failure of S. F. Myers & Co., as the only connection between them was that Mr. Myers held stock in the Olympic Co.

Mr. Hollingsworth, manager of the Olympic Cycle Co., when interviewed, said that the company was entirely solvent, that their assets were several times larger than their liabilities, and that their business was in no way affected by the failure of the Myers Co. This is said to be also true of the Self-Healing Tire Co., of which S. F. Myers & Co. were only distributing agents, according to the lawyers' statement.

It is reported that the Myers Company owe the Telegram Company \$26,000, and Meiselbach, of Milwaukee, \$56,000.

THIS IS A REAL FAILURE.

John R. Hardin was appointed permanent receiver for the Liberty Cycle Company by Vice-Chancellor Emery, of Newark, on Tuesday. He will conduct the business of the corporation in turning out bicycles, under the direction of the Chancery Court, and has given bonds in the sum of \$200,000 to guarantee the faithful performance of his trust.

On July 31 the first application for a receiver was made by W. F. Wilson, treasurer and secretary of the company, who alleged that the corporation was insolvent. At that time Vice-Chancellor Emery named Mr. Hardin as temporary receiver, and granted an order to show cause why the receiver should not take charge permanently. The order was made returnable Tuesday. Mr. Hardin testified that the open accounts with creditors amounted to \$47,786.62, while there were bills payable outstanding amounting to \$131,108.85, making the total indebtedness \$178,895.47. To meet this, the receiver testified, there were bills receivable amounting to but \$60,608.13, and the two plants. Both factories contain valuable machinery, which, however, would be greatly depreciated if removed or disposed of under a forced sale. Estimates fix the value of the Rockaway plant at \$40,000, while the Bridgeport plant is set down as being worth \$30,000. There is considerable unfinished material on hand, which when turned out as completed machines would net probably \$30,000 more.

GREYHOUND STILL IN THE LEASH.

A voluntary petition of insolvency was registered on August 11 by the Greyhound Bicycle Mfg. Co., of Brookfield, Mass. This action on the part of the company is a result of the creditors' meeting at Worcester July 28, when a committee of five was appointed to make an investigation of the affairs of the company and report at a meeting of the creditors to be called. Since that time no meeting has been held, and the company decided to go into insolvency voluntarily. The company was petitioned into insolvency by the Hunt Mfg. Co., of Westboro, a creditor, on July 18, this petition being returnable on Tuesday, September 1. The petitioner is a creditor of the company for \$109.60 for saddles furnished it, and in its petition alleges that the company made a fraudulent transfer of its property on July 17 to William A. Moody, of Brookline, as assignee for the benefit of certain creditors. There are also about fifteen attachments on the property of the company. Now that voluntary proceedings have been begun, the involuntary petition will probably be dismissed when the case comes up on September 1, and assignees will be appointed at the first meeting of the creditors on that date. A schedule of liabilities and assets will be filed by the company before that time.

GROWN TIRED STRUGGLING.

The business of W. G. & F. G. Shack, the Buffalo dealers, has not been interfered with by the several executions against them, in the hands of the Sheriff. They hope to be able to pay off the claims and avert the sale.

The first executions are in favor of the American Dunlop Tire Company for \$262.92, and another in favor of the Hartford Cycle Company, for \$71.89.

Since these were filed with the Sheriff others have been added to the list. They are as follows:

Lewis N. Lukens, \$90.04; Charles A. Forbush, \$37.45; the Sager Manufacturing Company, \$212.04; Joseph Cushman, \$34.50.

FOR CREDITORS' BENEFIT.

W. D. Hodger, a cycle dealer at 1,024 Connecticut avenue, Washington, D. C., assigned last week to Rudolph W. Bishop for the benefit of his creditors. The assets are about \$3,600, liabilities \$3,300. He handled the Liberty and Gladiator cycles.

ON THE OUTSIDE AT LOUISVILLE.

Within the meet there were three meetings, all of moment and full of public interest.

The first, that of the L. A. W. Membership Committee, considered the case of Tinsdale—E. J. Tinsdale, who, it is generally believed, played the wolf in sheep's clothing and attempted to betray the New York Division into the hands of its then enemies, the railroads. The full committee was present. Tinsdale was not. Instead, he sent a peevish, hair-splitting letter in answer to the notice of the trial with which he had been served. It was meant to be brilliant, but the brilliancy was that of a tallow dip. He wrote that while the notice stated that the meeting would be held in the Galt House, it did not state in what part of the house, and he therefore was at a disadvantage. Such farfetchedness as this filled the long letter. The committee read it, and after listening to the testimony of Will R. Pitman and A. G. Batchelder, voted to recommend that the National Assembly expel Tinsdale from membership in the L. A. W. No other witnesses were heard. W. W. Watts acted as the New York Division's lawyer.

At the second meeting, that on Thursday evening, August 13—it may be well to record the date—the "war" was fought over again. It was a veterans' meeting—L. A. W. veterans, be it understood—and an idea of Secretary Bassett. They met over the tables in the ordinary of the Galt House, Mr. Bassett presiding as toastmaster. There were gray hairs, of course, but as a rule the men were all fresh-faced and hearty, some of them, Fred Jenkins, Ed Croninger, G. M. Allison and J. F. Ives among the others, being still so youthful in appearance as to stagger belief that they have been riding bicycles for "nigh onto twenty years." Henry Goodman and Henry Robinson, Orville Lawson and L. M. Wainwright, hold their years well, but the hairs on their patés are thinning or graying, and there are crow's feet at the corners of their eyes. Pitman, too, insists that he is still young, but his silvery shock contrasts strangely with his jet black mustache. Twenty-eight veterans sat down to the repast. Every one had served his ten years in the L. A. W., and though many of their names are now known to few, they had served the League and borne the brunt of ridicule and turned the arrows of prejudice when the cause was young—very young. Of the twenty-eight it is interesting to note that eleven are more than less prominent in the trade to-day. There was a deal of good-fellowship, a general calling up of the past, a few speeches, and finally the perfection of an organization. The L. A. W. Pioneers it was finally christened, after some little argument, the point that twenty years hence many of those who may be on the roll will not in any sense be pioneers within the meaning of the word being swept aside. James R. Dunn, Massillon, Ohio, once president of the L. A. W. and L. A. W. No. 33, was chosen president of the Pioneers; Fred Jenkins, No. 21, and long years the League's secretary, was made vice-president; George D. Gideon, No. 127, whose present is livelier even than his past, was elected treasurer, and Burley E. Ayres, Chicago, No. 149, and another name that brings dead memories to life, was chosen secretary. The Pioneers will meet annually. To be eligible to membership one must have been a member of the L. A. W. for at least ten years and escape three adverse votes.

The third meeting, that of the Racing Board, occurred on Friday. It was momentous only because of the decision to raise the permanent suspension of L. D. Cabanne, the St. Louis crack, who, with C. M. Murphy and F. J. Titus, were accused and convicted of crooked riding. Murphy is already in good order, and Cabanne will be after September 1, when the ban will

be lifted. He was at Louisville and desired to appear before the Board, but the Board had heard the story so often that they deemed further explanation unnecessary. Cabanne states that reinstatement is not all he wants. He wants vindication, and will not rest easy till he gets it. He vehemently reasserts his innocence of the charge on which he was punished. Mr. Gideon advised him to appeal to the National Assembly, as Murphy had done.

The Racing Board also considered the case of the New York Herald vs. Bald, Cooper and Sanger—that of failing to appear at the Herald race meet after signing a contract. The Board decided that there was no cause for action on their part. Ten days before the event the three men had notified the Herald of their intention not to appear, and as this was what the L. A. W. rules require, the Board's course was plain. Mr. Gideon said that the apparent breach of contract might serve as the basis of a civil suit, but with that the League was not concerned.

NO MORE BONUSES.

Chairman Gideon has issued the following special bulletin directed to race promoters:

The practice of paying certain professional riders a bonus for their appearance at race meets is believed to be a distinct detriment to the sport and calculated to ruin the business both of the men and of the promoters. Race promoters, therefore, are required to enter into an agreement that they will pay nothing whatever, except in prizes, for the appearance of any rider. Failure to live up to this rule will result in prompt withdrawal of sanction, and demands for money for appearance by riders themselves will be treated under Rule 17, track rules.

GOOD FOR TRUMAN.

Late advices from Toledo state that it is quite probable that the Truman Bicycle Co. will pull through its financial troubles. The expert reports that the total liabilities outside of the mortgage given the Northern National Bank amount to \$13,000, which, added to the mortgage held by the bank, makes the total liabilities a fraction less than \$50,000.

President Knisely of the Northern Bank says that the inventory had not been quite finished, but he believed the assets would show up close to \$60,000.

TASTER WAS TOSSED.

The fifteen-mile Koster road race at Erie, Penn., August 18, brought out eighty-one starters. There were six scratch men, the greatest handicap being six minutes. William Kaiser, of Erie, won first place in 42:11½. J. Hoskinson, of Conneaut, Ohio, was second, and A. D. Beckman third. A. P. Taster was seriously injured in a collision.

Proper guidance of a wheel is a tripartite affair. Steering should be divided between employment of the hands, the weight of the body and the correct use of the pedals.

Old clothes and an old wheel are a wiser combination than new apparel and a machine fresh from the crate.

Manhattan Beach was talked of at Louisville as a possible place for the '97 meet.

FIRE FINISHED THEM.

Worcester, Mass., Aug. 18.—Fire occurred last night in the building occupied by the Decker Cycle Company, which was to have been sold to-day at mortgagee's sale. The upper floors, occupied by this plant, were ruined, involving a loss of between \$80,000 and \$100,000, the total loss being estimated at \$27,000. Another occupant of the building who will suffer heavily by water, is the Bay State Cycle Company.



BICYCLES BUILT FOR BUSINESS

CLIPPER BICYCLES

Have proven themselves the equal of any make yet produced. There are three grades of these wheels, all made by the same firm and under the same nameplate. Each grade is guaranteed to be just as represented, and **worth the price** asked. The Clipper Light Roadster has and does command a higher **net** price than two of the three best advertised bicycles made. It is a well-known fact that this wheel is one of the very best bicycles built. Clipper Roadster is a strictly high-grade wheel, but sold at a lower price, owing to the cheaper finish. Business Clipper is a medium-grade sold at the lowest possible price at which a thoroughly reliable bicycle can be made and sold at a profit. If you buy Clipper Bicycles and expect less than we claim, you'll be disappointed. We give you the worth of your money. We cannot do more in justice and fairness to ourselves, nor can any other maker. Remember that.

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Kindly mention The Wheel.

There are other good tires, but
none are better than Straus Tires,
and you all know it.

NEWTON RUBBER WORKS,
Newton Upper Falls, Mass.

Kindly mention The Wheel when writing.



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THE CASE EXACTLY AS IT IS.

BEREFT of the glasses of prejudice the eyes of the unbiased student of the situation cannot but see that the trade outlook is not in the least discouraging. True, people are not spending money freely, but they are still ready to buy good wheels at anything near what they consider the true value of the wheels to be, and, on the whole, there is no reason to expect a reduced demand for wheels to occur.

Politics have a more or less disturbing effect on all trades, that of cycle selling least of any, however. This is always the case. Business men in all branches of trade seldom make new ventures in times of political turmoil and hurrah. They wait until the excitement has ceased, and then act according to the judgment at the time.

But politics will not cause one cycle less to be ridden in '97 than was ridden in '96. The veriest pessimist will not gainsay this. In fact, a man should not be called optimistic if he declared that the usual increase in the number of cycles sold next year would be in keeping with what its average increase has been during the last five years. We do not say the outlook for '97 promises to be as much of a boom year as '96 did in the beginning, but we do say that the present outlook for next season is one which is far more likely to be carried out to a finality than was the over-roseate one of '96.

The wheel trade has gone through the worst of its "bad time," the "boom" element has been eliminated at some expense and much discomfort to the trade and those interested in its success and welfare. To-day we are on the solid rock bottom, safe in that and sure to depart therefrom only by the sure and slow

methods of conservative business methods.

The barnacles and leeches have been removed by the certain scraper of trade depression. The result means plain sailing for the year to come. Where business has been conducted on businesslike methods the cycle trade to-day stands head and shoulders over any other line of manufacturing interests; where it was not so planned and followed the assignees are now winding up their labors.

The way to look at the present condition of affairs is this: The mere fact that a concern has been doing a living business through the last year is proof of its strength. The weak or incompetent concerns have been or soon will be shaken out. Those who have weathered the gale will be stronger than before—unless they lose courage on the very threshold of better times and neglect to clinch their hard-won advantage. Now, of all times, is the opportunity to make vigilance and patience and tact pay large dividends.

All that is needed is courage, confidence and judgment. Dull times are not so very hard upon manufacturers of real strength, because they have fewer competitors than in flush times. Lack of competition helps out the old concerns, and gives them a chance to rise above the reach of future rivals. Hence the maker who is doing only a fair business now should feel satisfied—encouraged. It would be utter folly to sit down and let things drift until times pick up. When the better times come they will bring a flood of new enterprises to divide trade. Now is the golden opportunity for existing manufacturers to strengthen their positions and be on the crest of the coming wave. It does not so much matter when the wave arrives. The vital thing is to be awake and ready for it when it does come, as it surely will.

Once more we declare the outlook for '97 should not be regarded other than favorable to those concerns who have made and sold bicycles according to the laws of trade, which laws govern the cycle trade no less surely than they do other industries.

TIME FOR A CHANGE.

THE last perspiring racer has crossed the tape; the dregs of hurrah, hicough and alleged hilarity have been drained; the final handshake and goodbye have been given and accepted. The League meet of '96 has ceased to exist, and been buried with its illustrious forefathers and those of its forebears which were not illustrious. Of the dead naught but good should be spoken; of the yet unborn either good or bad may be prophesied with none to say the prophet nay. It is of the unborn we would speak.

While yet the wearisome wrangle of who shall get the meet plum of '97 has not become a burning question, we would again urge upon those who control our Leagual destinies the wisdom of abandoning such gatherings altogether, or else the conducting of them upon different and more sensible lines.

The League has grown to be a vast and un-

wieldy assemblage of individuals bound together by the thinnest of sentimental and dollar-per-annum cords. To ask of a membership so weakly held together an annual pilgrimage to places far from the members' homes is to put upon the already over-weak cord a tension it is not wise to subject it to. No matter what else the result may be it cannot be a success, and failing of such makes it eligible to abandonment or radical change.

Knowing, while the former course is the wiser one and the one ultimately to be adopted, that the time is not yet ripe for abandonment, we pass to the second alternative, that of a change in the form of the annual gathering of the League, and urge that it in future be a sectional affair. Let the country be divided into, say, Eastern, Western and Southern divisions; let each of these sections hold its annual meet when and where the majority of its League officers may elect, and the result will be to the advantage of all concerned. This is what should be done, and done now, though we have small hope of its being brought about until a continuation of the present faulty system makes change an absolute necessity.

AGENTS MUST ACT.

IT IS safe to say that the prime cause of each and every failure recorded in this issue can be attributed to the withdrawing of loans and the refusal of banks to take time paper that in other times would be solicited. It is well known that these reasons are now making trouble for almost every concern in the country. The exigencies of this political campaign are very great, though after the storm is over there is sure to be better sailing. A good many staunch firms have done a long list of favors for the retailers and agents who handle their wheels.

They have refrained from pushing for the money that has been overdue, they have extended paper, and given privileges that have been sometimes of vital importance to the retailer. Probably not one-tenth of the retailers are not under some moral obligation of this sort to the manufacturers whose wheels they handle.

This is the time to show their solid appreciation of this kind of treatment. The manufacturers have to look to their goods this fall to pay the running expenses of their factories for the next six months. The banks and money lenders are drawing in their money as fast as possible. The manufacturer who can borrow now is hardly in need of borrowing. This class of men is small, however. The greater part of the manufacturers are constant borrowers. Cut off from this source of help now they must look to the retailers to pay up promptly their accounts.

On their part retailers and agents should press their collections with greater vigor than ever before. Prompt collections on their part will enable many a good concern to pull through and will save not only the makers but the retail cycle trade from demoralization.

HERE IS THE SCARECROW.

THE Jabberwock is a fearsome beast, particularly so when he hails from Japan. That the timid voter may be duly impressed by all of this, it is now stated that a cycling Jabberwock is on his way to this country, and that he is composed of a full hundred bicycles, which are expected to knock the bottom clean out of the American cycle trade. This is what the political drumbeaters are crying, so, of course, it must be true.

While the Japanese Consul, Kyujiro Miyagawa, declared to the WHEEL that the only bicycles made in Japan sold readily there for \$54 each, and from their crudeness would not bring one-fifth that sum in this country; while United States Minister Dunn, after 20 years' residence in Japan, has said no Japanese-made bicycle could be sold in this country at any price, and the WHEEL'S correspondent in Tokio has borne this statement out, politics demands the appearance of a Japanese bicycle just at this time, to be used as a Jabberwock to frighten credulous voters and cycle manufacturers who had been slow to respond to the fat-fryer, and so we have this mythical American order for a hundred Japanese bicycles heralded throughout the columns of the daily papers.

It is useless to argue with a politician or a partisan, and the former is invariably one of the latter, so to point out again the absurdity of this Japanese canard would be a sheer waste of time and space. As Jabberwocks go this is a pretty fair specimen, yet the politician pays a poor compliment to the intelligence of the voter if he expects him to believe this ludicrous scarecrow is a living, breathing issue and worthy of influencing his vote in any manner whatsoever.

Our friends the collegians are again growing restive under the restraining hand of the L. A. W. From the quiet of academic shades they view the outside world with a feeling akin to contempt. They see a thousand things which in their great wisdom they think need correcting and improving. The League and its methods of controlling racing are some of these. Nothing if he is not self-assurant, our collegian again sets himself to the (to him) easy task of overturning the League; he will have none of it in his racing, not he; he will run his own races as he pleases and how he pleases. The task is somewhat larger than the collegian thinks; this he will discover if he proceeds to carry out his threats. College men come and go, but the League, brooklike, goes on forever. Stronger interests than colleges have attacked the League and failed to either kill or conquer it. The League is not perfect; neither is the collegian; but the League has age and experience, both of which the collegian lacks, and in a fight to a finish these qualities will land the cycle organization winner.

Leaving aside all questions of the editorial's soundness or its correctness, we must decline to support President Elliott when, acting as Editor Elliott, he devotes any portion of the League's offi-

cial organ to politics. It was never the intention of the League that its official organ should be used to disseminate the political opinion of its editor any more than his religious or ethical beliefs. Such matters are entirely foreign to the intent which caused the establishment of "The Bulletin," and Editor Elliott's intrusion of politics into the League is an unwarranted impertinence deserving of the strongest kind of protest from every member of the League of American Wheelmen. We want our sport and our politics each by themselves, and no good can come to either when any attempt to mix them is made. Editor Elliott has made a serious mistake which President Elliott should have prevented.

Of the seventeen League meets ten have been held in the East. The first meet favored Newport, R. I., the attendance being computed at 400. At the Boston meet in 1886 the first bicycle show was held at the Mechanics' Building. It was called the "Cycleries" (the name being brought from England), and was made successful through the efforts of the Boston Bicycle Club and particularly through the energy of J. S. Dean. The meets have always been most successful when held in small towns. A League meet can make no impression in a big city, but a small town practically gives itself up to a thing of that kind. All the inhabitants keep within doors during the festification, and the police are turned out to grass.

It is rumored that not a few of the recent transatlantic trade travellers spent much of their time in studying the English stock market, rather than the foreign bicycle market. It is, in fact, breathed about that some American companies have been unloaded on the British public. If such is the case, we must congratulate our countrymen on their enterprise and cleverness. The English public has shown an octopus appetite for cycle companies, and a few American corporations more or less will not make any difference to their present capacious maw.

Stories are travelling back across the Atlantic to the effect that certain Americans are loitering over on the nether brink of the ocean in a sadly dilapidated condition, that is, financially speaking. The phrase "dead broke" is connected with their names. They are hovering about the docks, looking for good Americans to pay their passage home. Among them are some of the adventurers of the bicycle trade—men who make it a point to go "dead broke" at regular periods. It is their profession.

The wheel has come into the life of civilization as a means of locomotion and a source of recreation and pleasure, and it must be recognized as one of the institutions of the time. It may be superseded by something else, but it is difficult to conceive of anything that can take its place, and it is certain that nothing will for some years to come.

Study closely and you will be surprised to see the extent to which the personality of the head of a cycle establishment really figures in the establishment's success or failure. John Stuart Mill, the great political economist, appreciated this when he said: "Hardly any two dealers in the same trade, even if their commodities are equally good and equally cheap, carry on their business at the same expense, or turn over their capital in the same time."

Unless because it harmonizes with the black enamelled frame of the bicycle, how or why black leather came to be generally adopted for cycle saddles is difficult to understand. The stain is, for want of a better term, highly transferable, and is satisfactory only to the comparative few who wear dark clothing, or who are interested in scouring establishments. It is time the trade realized the fact. The russet saddle should be the standard, as in the old days.

The mahogany-tinted manufacturers in Yokohama make bicycles for nothing and sell them for less than that. They are going to land a few of these wheels in the United States. If any of these dark-tinted merchants would spend about a day in New-York they would keep their bicycles at home. By putting them on the American market at this time they are simply favoring the collection agencies.

After all, the League meet contests are the filters of the American speed world. It's contests are a kind of litmus paper. Distinguishing without a peradventure the alkali of success, or the acid of failure. Its decisions are without appeal.

Even the mercury in the thermometer has got the century making craze; it has been scoring hundreds right along for the past week.

The new dollar bill is pretty enough, but to be really up to date Columbia should have been teaching her young son to ride the bicycle.

There are several unpardonable business sins, and unnecessary price cutting is one of them.

She who is not a lady when on a wheel is not one when in the drawing-room or in the church.

It is the man without a bicycle who is most certain cycling is a failure.

The cycle parade has completely supplanted the century run.

The strength of a wheel is the strength of its weakest part.

A wheel that is not altogether good is altogether bad.

AFTER THE BATTLE.

"Howdy!" said Cooper, showing in his form of greeting his recent association with majors and colonels of the South. "Back at the old stand again, you see. Been a little bit longer getting here this year than I was last, but what's the difference, so long as you finally get on top, eh? I'm just going to settle myself comfortably up here and watch those fellows down below there try to do me out of the place. I ain't going to sleep though; pleasant as this top rung is, it is a mighty poor place to sleep on; it isn't very big, and you are liable to fall off and land clean down there among the 'also rans' before you wake up. Say, wasn't it a red-hot dust up all of us fellows had at Louisville? Seems to me I never saw them come harder and faster in my life. Ride? Why, say, you had to fly if you wanted to get one, two three in those finishes. Every blessed one of them was a ride for your life, and no mistake, I tell you. Why, crackerjacks of last year, bless you, couldn't even win the privilege of starting in a final, much less that of winning one. Are the men riding as fast as they did last year? Sure! A blamed sight faster, too, but the game's harder, the gait speedier, and the fields larger; that's why a '95 crackerjack is a '96 'also ran.' Climbing this blamed old ladder was tiresome enough last year, but it wasn't a marker to what you have got to do this year, even to hold down one of the bottom rungs on it."

Having delivered himself of this opinion, which, by-the-by, is not an exaggerated one, the monarch of ladderdom cast a satisfied eye over the gentlemen beneath him, sighed softly to himself, and assumed the contented look of a man who had moved into old quarters for a protracted stay therein.

"I'm too tired to talk," Gardiner said, when he saw the Ladderman, and his notebook. "This racing is a good thing, an awful good thing, sometimes, but when you get it day in and day out, on good tracks and bad, in pleasant weather and the reverse, you almost wish, sometimes, that you had never learned to ride a wheel a little bit faster than some other fellow can ride one. Don't think I'm sore because I ain't squatting up there where Cooper is; he didn't get there without riding for it, you can bet on that. I haven't any kick coming, nor am I going to let up trying to get right back where I came from. What chances do I think I have, eh? Well, I have better ones than some others who have got to win more before they can get up there on top, and the best of the others has at least got to beat two before he can expect to land on top. But what's the good of talking? A fellow's only wasting wind doing that, and in this game you can't do much of that, I tell you."

And Gardiner showed that what he said was true. A racing man's life, bright as it seems to the comfortable onlooker in the grandstand, is one that only few can live through and hope to attain any sort of prominence. Ladder-climbing is no sinecure, nothing for weaklings or faint hearts to tackle with the expectation of easily and luxuriously attaining fame and fortune.

"It is harder work winning stakes than it is cutting steaks. I've tried both, and I ought to know," declared Bald when asked to speak his little piece. "Say, I never rode harder in my life than I did at Louisville; never tried to get up a rung or two higher than during the last week, and yet the best I could do was to get six points and a decision. Oh, yes; this is a dead easy game, I don't think! Sort of a nice lawn tennis-croquet sort of a snap, maybe. Let me see, thirty-three from forty-three—that leaves ten, don't it? Ten points—that's

three firsts and a second to land on top, ain't it? Well, that's a good many at this stage of the game, particularly when you have got to count on the fellow up top not doing a thing while you're winning. Am I going to try for them? Sure! Why not? Come around next week, and I'll tell you what luck I have."

Then the king of '95 seemed to lapse into a series of calculations which, while they called for frequent looks upward, did not seem to demand any further conversation with the Ladderman, who passed on to where Lawyer-of-the-Future Ziegler, in meditation most profound, was perched upon rung No. 4.

"Haven't you got anything else to do but to come around here asking me questions?" was the opening for the defence. "Seems to me you want to be both judge and jury of this racing game, expecting all of us fellows to tell you every blamed thing we know. Why didn't I do something last week? Well, I'll tell you a secret. I didn't try; I was chasing myself around that Fountain Ferry track to shake my liver up a little, that's all. Wasn't I trying to win? Of course not; just exercising, same as all the other fellows who didn't win anything were. Dear me! You don't think I was trying to win, do you? Yes! Well, what a soft mark you are!"

Then it dawned upon the Ladderman that the Californian was indulging in sarcasm at the writer's expense, and he left to call upon the great Zim's namesake, McFarland, who, fallen from his former high estate, gazed gloomily at the near approach of danger only a few rungs below.

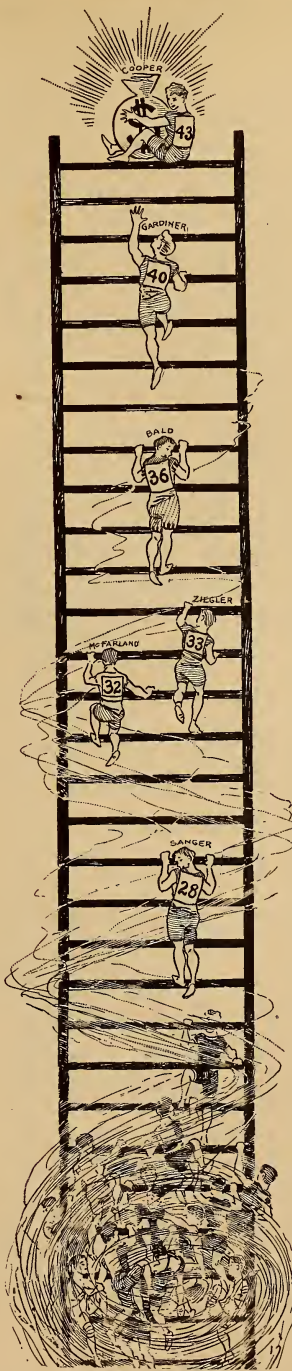
"What do you want to bother me for?" he said. "I've got troubles enough without having you tagging after me all the time trying to get me to say something for you to put into print. Go talk to Sanger; ask him about that 'touch' he got in Louisville, and you'll hear something."

"Touched?" said the big fellow. "Oh, you mean that purloining of a beggarly few hundred dollars? Really, I had forgotten that, don't you know? Yes, some poor devil was hard up, needed money pretty badly, and all that sort of thing, and he did borrow—let me see, \$250, I think it was—from me in Louisville, forgetting to ask me if I was willing. If that is what you call being 'touched' I was 'touched.' But why give such little things as that so much publicity, I'd like to know? Want to congratulate me on my placing my wooden shoes on the rungs, eh? You're very kind, I'm sure; and now that I have started climbing I don't mind telling you that, wooden shoes or no wooden shoes, I'm not going to stay down here in all this smoke and confusion. I think I'd like it better if I was a bit higher up."

In the news columns of this issue appears in detail the story of the ladder-climbers' successes and failures in a fashion mere figures and a ladder cannot hope to compete with. It is a story replete with descriptions of the greatest struggle between the greatest riders America has ever seen, and the Ladderman confides the reader to the mercies of the man who saw it.

Points are based upon the racer's wins on the National Circuit only. A win counts three points, a second two points, and a third one point. The present ladder shows the men as they have climbed up to and including the National meet at Louisville on August 13, 14 and 15.

A Parisian paper figures it out this way: There are 10,000,000 cyclists in the entire world. Each Sunday at least half of them ride on an average 20 kilometres. The grand total is then 100,000,000 kilometres, or 2,500 times around the world.



ALSO RANS.

The following are the men on the National Circuit whose wins have been sufficient to score for them ten points and over: Stevens, 27; Coulter, 27; Parker, 17; Clark, 16; J. Coburn, 15; Tom Butler, 15; W. Coburn, 13; Baker, 11; Mertens, 11; Becker, 10; Kimbel, 10.

SUCCESSFUL SEVENTEENTH.

THE SOUTH SHOWED THE LEAGUE SHE WAS AS HOSPITABLE AS HAD BEEN CLAIMED FOR HER.

Never Before Had the L. A. W. PUNCH by the Bathtubful—For a Full Week the Entertainment Was Unflagging—Racing, Watermelons, Button Chasing, Excursions, Hob-Nobbing Banqueting, Lobbying, and a Hundred Other Diversions All Combine to Make the Affair Successful.

Louisville, Aug. 14.—Everything indicated that this League meet would be done a thorough brown, and it was.

The men were a bedraggled lot. Men in



shirt sleeves were common; men devoid of neckties, and with the top bottom of their negligee shirts unfastened were almost as numerous; some were stretching decency in their efforts to keep cool. This evening in the dining-room of the Galt House, I sat opposite two of them. They were in cycling garb, and coatless. They wore red jerseys unlaced half-way down the front. If they wore undershirts they were of the invisible sort. The exposure of muscular but sweltering flesh made the ice-cream melt.

The women were in striking contrast. Of course, none of them would dream of unlacing—that is to say, they are cool-appearing-to-day and refreshing. The streets are full of them. Nearly all affect light colors and light textures. Heat seems to torture not. They hold their heads high, walk proudly, and if they boil, they boil within.

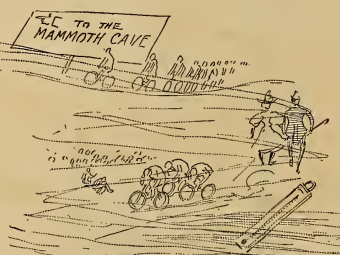
One of the peculiarly striking things about Louisville, and it results from its Southern location and qualities, is its restfulness. As a man from Toledo put it: "All this is really rest for me. It's atrociously hot, to be sure, but how slow, restful, life-enjoying the people are. After the bustle and ding-dong of the Middle and Northern cities it's a relief to the senses to observe the slowly moving people on the streets, each and every man evidently realizing the fact that this is the best world he ever lived in, and he intends to get a little something besides work out of it." There's a deal of philosophy in this, and to any man whose business habitually brings him where the candle is burned at both ends all of the time, Louisville, heat and all, is a vacation for mind and body.

And the black folks! What would a Southern city be without its quota of the thoughtless, happy folk that are content whether the next meal be an assured fact or a mere hope, so long as the last one was square and fulsome. It is a revelation to the untrammelled Northerner to visit the river wharves and view the small army of glistening blacks lounging and lying in easy attitudes in every shady spot.

I came down with a party of which Stillman Whittaker, wit-at-large, was a prominent member. Every one knows "Whit," and every one also knows that he is as appreciative of a joke, whether on himself or the other fellow, as the next man. Outside the depot he was accosted by the usual number of colored porters, hotel-runners and baggage-men. Whittaker must have looked the financier of the party, for he was the man in de-

mand. The most aggressive chap of the lot, a lineal descendant of some ex-African king probably, for he seemed a leader of his mates, suggested the party stop at some little hotel near by, mentioning, as a special inducement, that there would be music each day of the races.

"What races?" inquired Whit.



"What races! Why, golly, boss, the bicycle races, of course."

"The bicycle races! Why, Mose, we don't want any of your bicycle races. We ain't here for fun. We're here to boom free silver. We're going to give you people free coinage at sixteen to one."

Quick as a flash came the answer: "Sixteen to one! I know what that means, boss. Dat means sixteen dollars for the white man and one for the nigger!"



And the mule! He's here, of course. Wherever the negro is plentiful there will the mule be found. It's a queer sight to strange eyes to see street cars drawn by the patient, plodding, long-eared beasts.

The Louisville hotels are good, both as to meals and appointment, that is to say, all but the water—that used for bathing pur-

poses. It comes from the Ohio River, and is as muddy almost as a hog wallow.

Sterling Elliott, the president of the League, is here. He looks sweet and clean as he saunters around the corridor in crash clothes, but he confided to me that he wanted a bath.

"I looked at that water," he said, "and couldn't go it. I used a towel, but I'm going to bribe a haliboy into bringing me some clear water or lose my fortune in the attempt."

If the heat will but moderate, signs are not wanting that this, the seventeenth annual meet, will do its promoters proud. It is the first time that an effort has been made to carry a programme from one week's end to another.

This glad hand was extended in hearty fashion at "headquarters."

Ordinarily, headquarters is—whisper it lowly—a young ladies' seminary. It is rather the worse for wear, but to-day its flaking paint is well hidden by huge streamers and festoons of bright-hued bunting and by signs breathing welcome. Stairs lead from the sidewalk to either end of the porch. At the foot of one flight an officer of the law—a policeman—is on duty. When I approached this afternoon he was busy, very busy. He was seated in a chair, his coat unbuttoned, his legs crossed, his face buried deep in a newspaper. He was rudely disturbed by a call from indoors. An Omaha jag was slopping over and required attention.



The officer is a fair type of the Louisville policeman. They all saunter along in lackadaisical fashion, coats open and with a languid air that impresses the visitor from the East most unfavorably.

Within "headquarters" the hospitality is of a nature that might shock the supposedly demure young ladies who imbibe knowledge therein. There is a profusion of bunting and flags and ferns, and the visitors who are in temporary possession imbibe, but something more tangible than knowledge—good old Kentucky punch. And it is good and as seductive as it is good. The first glass begets a desire for a second and the second for a third and well, it steals so softly o'er one that the wonder is there were not more jags than that enveloped by Omahajan. And it is served here with hospitality that is more than princely and from a receptacle that is distinctly original.

When Louisville was fighting for the privilege of holding this meet the moth-eaten connection of Kentucky and corn juice of course arose and was the peg for many an alleged witticism.

"Come to Louisville," said one of the Ken-

[Advertisement.]

GOOD THINGS ABOUT COLUMBIAS.

A Few Extracts Taken from Letters to the
Poep Manufacturing Com-
pany.

"While in Paris last summer during a visit to one of their celebrated riding schools I asked to see what they considered the finest of their wheels. They showed me a number of different designs, all specimens of the highest class of workmanship, but when I had finished admiring them they brought forth a Columbia, and with an enthusiasm not born of politeness, said: 'But this is the best of all. There is no bicycle equal to the American Columbia.'"—George Cayvan.

Increase in Popularity.

"Unless I am greatly mistaken the growth of bicycling will be very great in Japan during the coming year. This means, of course, a marked increase in the popularity of the Columbia which we all delight to hail."—John A. Cockerill, Yokohama, Japan.

Columbia Leads.

"Those who ride my wheel say that it rides easier than any wheel in town. Two or three want to buy it. The Columbia leads."—Rev. B. P. Capshaw, Gouldsboro, Me.

It's All Right.

"The Model 40 is the finest wheel in our city. As soon as I planted myself in the saddle I remarked: 'It's all right because it's a Columbia,' for it fits me as no other machine ever did, and runs so easily that I almost seem to fly."—Jesse Barker, Humboldt, Kans.

Easiest Running.

"I am very much pleased with the Columbia wheel, which I think is the most solid and easy running wheel around this city."—F. Walkley, Montreal, Canada.

Best in the World.

"Rode 110 miles Sunday over a terrible road with my Model 40, and can say that it is the best wheel in the world for a hill climber."—W. S. Ford, Ontenagan, Mich.

Superior Qualities.

"I must take occasion to congratulate you on the superior qualities of your Model 40 over other makes of bicycles. The Columbia is the wheel for me."—L. C. Wahl, Denver, Col.

Strength and Durability.

"It gives me great pleasure to testify to the strength and durability of your racing wheel, Model 40, ridden by me in the road race here yesterday. I can't say too much for the wheel."—E. Tyler Smith, Denver Athletic Club.

Columbia.

"I used to think that the phenomenal success of the Columbia bicycle was due largely to the name, but if it is the name that keeps my Columbia in perfect condition where other wheels are constantly being repaired, I have no objection."—L. C. Brown, M. D., Tioga, Pa.

Is Always a Winner.

"I would not put my Columbia aside for any other wheel on earth. It's always a winner."—G. E. Countzler, Sebree, Ky.

They Are Columbias.

"There are only three other Columbias in my family, and they have given satisfaction, which is about the same thing as saying: 'They are Columbias.'"—Thomas C. Dunn, Findlay, Ohio.

Envyed by Others.

"I have not yet found a weak thing in your machines. No wonder they are envyed by other manufacturers."—A. E. Davenport, North Adams, Mass.

Get a Columbia.

"If you want the best wheel made get a Columbia."—E. J. Stillson, Los Angeles, Cal.

Pleased With His Columbia.

"To say that I am pleased with my Colum-

bia would be drawing it rather mild."—Edson Borsrey, Pittsfield, Mass.

Accept No Substitute.

"Get a Columbia—accept no substitutes. Take nothing 'just as good,' but get a Model 40 Columbia. The frame and working parts used in a Columbia are incredibly strong for the low weight of the machine. My advice is: 'Get a Columbia.'"—W. P. Boyle, St. Andrews, N. B.

Older the Better.

"On the 21st day of April, 1895, it being my sixty-sixth birthday, I bought me a second-hand bicycle. It was the first time I ever got on a wheel, and in less than four weeks I took twenty mile trips often. After riding two months I bought a Columbia. It fairly ran away with me, and I now regret not having commenced sooner. Never too old to learn. The older you are the more need you have of a wheel."—John H. Brown, Waltham, Mass.

RECENT COLUMBIA VICTORIES.

At Rome, July 5 and 6, Von Gammon won the one-mile championship and one-half-mile open. Gus Johnson won the one-half-mile novice. West and Von Gammon won the one-mile tandem—all on Columbias.

At Providence, R. I., August 1, Messrs. Devlin and Hanson broke the world's one-quarter mile record on a Columbia tandem. Time, 26 1-5 seconds.

At Danielsville, Conn., August 1, F. A. Blanchard won the one-mile open on a Columbia.

At Providence, R. I., August 6, Fred Devlin made two State records—unpaced flying start, one-quarter-mile; time, 29 3-5 seconds; one-mile flying start, unpaced, 2:20 1-5, on a Columbia.

At Wood River, August 8, W. H. Roland won the one-half mile handicap and one-mile open on a Columbia.



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Seventeen Branch Houses and Stock Companies
under our direct control are located as follows:

BRANCH HOUSES

200 Boylston Street, Boston, Mass.	19 Grand River Avenue, Detroit, Mich.
12 Warren Street, New York	124 Mathewson Street, Providence, R. I.
291 Wabash Avenue, Chicago	452 Pennsylvania Ave., N. W., Washington
609 Main Street, Buffalo, N. Y.	817 Pine Street, St. Louis, Mo.
32 East Avenue, Rochester, N. Y.	1757-59 St. Charles Avenue, New Orleans
420 Fifth Avenue, Pittsburg, Pa.	344 Post Street, San Francisco

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Metropolitan Cycling Co., Boulevard and 60th Street, New York
Brooklyn Cycle Co., 555 Fulton Street and 1239-41 Fulton Street, Brooklyn, N. Y.
Hart Cycle Co., 816 Arch Street, Philadelphia, Pa.
Eisenbrandt Cycle Co., 311 East Baltimore Street, Baltimore, Md.
Gano Cycle Co., Denver, Col.

At each of the above addresses a complete repair shop is maintained, in charge of men trained in scientific bicycle repairing, and thus agents and riders can have quick attention for needed repairs, except nickelling—free if under our guarantee, at reasonable prices otherwise; prompt, satisfactory service either way.

No accounts can be opened for repairs. Send enough cash to cover the probable cost; if too much, the surplus will be promptly returned. Or estimates will be cheerfully given.

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Stephens & Hickok, Los Angeles, Cal.; Habighorst & Co., Portland, Ore.; and McDonald & Wilson, Toronto, Ont.; are also equipped for general repair work and authorized to protect our guarantee.

tuckians in retort, "and we'll let you bathe in it."

They have endeavored to keep their word. The punch is being dipped from a full-length bath tub, and to heighten the effect the sign "Soap and Towels Free" stares one in the optics.

For the plebeian there is beer; for the temperate, lemonade. They are not served from bath tubs.

In the vicinity of the tub are the men who are making the meet—Watts, Maxwell, Neuhaus, Bacon, Johnson.

Watts is usually upstairs. Beside him when he is seated at his desk a typewriter clicks merrily. He does not keep his chair very warm, however. He is wanted at the telephone; he is wanted in the next room; his name is wanted on a check. He is kept moving. But his full, smooth-shaven face fairly radiates good humor and his hand clasp real good-fellowship.

Maxwell, too, is a character. He, too, has a full face, likewise a fullness of paunch. In his cycling clothes and shirt sleeves, his knickerbockers held up by galluses and his face fairly shedding perspiration and a desire to give every one the gladdest sort of a glad hand, he's a whole meet to himself. Bacon and Neuhaus and the others are all right, but Maxwell—he seems born to it, and if he doesn't develop into the king bee of the week I miss my guess.

MEETOGRAPHS.

"Button!"

"Button, mister!"

"Say, mister, gimme er button!"

Gimme er button! Gimme er button!
Button! Button! Button! Button!

Louisville is miles away, but its echoes—the echoes of the seventeenth annual meet of the L. A. W.—still threaten the stone and timber in the "halls of time."

They are pleasant echoes—most of them. There are many, so many that some are jumbled and indistinct, but while they live that echo, "Button, mister! Mister, gimme er button," must blend with each and every one.

It is at once a day dream and a nightmare. "Button, mister! Mister, gimme er button!"

By day and by night we heard it—aye! saw it. We could not leave it if we would. The man in cycling garb or one wearing a badge or button had to show himself at the hotel window, and instantly "Button, mister! Mister, gimme er button!" assailed him. If he left the house it followed him. He could not dodge it. It lay in wait for him. If he turned to the right it was popped out instant; if he turned to the left, there, too, it popped. If, in desperation, he mounted his wheel and sought to shake it off it ran out and met him. If he boarded a car it pursued him. At every crossing it was "Button, mister! Gimme er button!" It pelted him like a shower of hail—like a rattle of small arms. It smote the car until the drum quivered. It burst into the brain until the brain ached.

"Button, mister! Gimme er button!"
If the heads of those who attended the meet should be opened, on every brain would those words be found branded. There can be no doubt about it. One heard the cry until almost frantic—until his dreams gave shape to it.

I have not overdone the subject.

Every one under the age of twelve, and many above it, knew nothing else during the week. On Monday it was a mere piping; by Tuesday it had gathered strength; by Wednesday it was vociferous; by Thursday it was epidemic. Black and white were alike affected. Groups hovered until midnight around the hotels waiting for a victim, and followed

him as a pack of hounds would follow their prey; they posted themselves along the routes most frequented by wheelmen; they lurked in every shadow and at every corner; little tots scarce past the lisping age stood at their home gates and, with chubby hand extended, voiced the cry. There was never anything like it. No cycle show bawl can compare with it. The Louisville children were crazy—button crazy. Throw them one of the trifles, and ye gods! such a scramble. They pushed and pulled and piled over one another and fought for the bauble as though it were the richest prize ever placed in their way. Happy, light-hearted youngsters!

To the man "who has been there" several times, the glamour, the glitter of a League meet loses its bezadzelement. He attends not so much to partake of the entertainment and hospitality the hosts may provide—he seldom follows the programme—but rather comes to



"see the town"; to meet new people; to renew old acquaintances; to seek new experiences, and to have "a good time generally," which is, after all, the real intent of these functions.

As this was the first occasion on which a meet had been held in the South it was bustling with such interest to such men. They had heard that the Kentucky women and Kentucky whiskey were the finest in the world—the one always interesting to healthy mankind, the other supposed to be so. It is a matter of individual fancy regarding both. There are fine women, pretty women everywhere. Every country, every clime, every town has its quota. The types differ, that is all. Here in Kentucky, and, indeed, throughout the entire South, the women are the more winsome, perhaps. The heels of their shoes are higher, and even on the streets they move with that air, that grace, that proudness of carriage that such heels, accentuated by high breeding, typify the ballroom. Their complexion is more olive than peaches and cream. The blush of the rose, that is, the full red rose, is not prevalent, and it is seldom affected. Paint and powder are not much used. Dark hair, dark eyes, long lashes—all blendings of the olive skin—are their markings. Natural blondes are rare; those chemically prepared are few. The Southern woman, too, holds herself as high as she carries herself. She is coy, but not flirtatious. I heard several real good-looking lady-killing visitors remark the fact. One glance, perhaps, but that is all. Seldom is there a smile or a head-turning. She has sorely tried the conceit of the "irresistible young man," and, incidentally, a few fairly old ones. I could name some of them. Let it stand to the glory of "Old Kaintuck!"

The whiskey? It is too widely known to require notice, but as brewed into the punch—the punch which filled the now famous bathtub at "headquarters"—ah, me! It seemed a concoction of nectar, a sigh and a few dreams, lullabies and dreamy waltz music. It tickled the palate, lulled the senses and left a moreishness in the mouth that was only satisfied by more. Never was drink more

seductive. Its effect recalled that tuneful verse concerning love, sung in "The Little Tycoon":

Love comes like a summer sigh,
Softly o'er you stealing;
Love comes and you wonder why—
One may guess the rest.

Coming from the hurly-burly of a big city, Louisville is a restful place. The residents move about. They do not rush and elbow each other. The almighty dollar does not seem forever reflecting itself in their eyes. The streets, as a rule, are clean and well paved, a plentitude of asphalt and vitrified brick, the latter affording exceptionally fine riding. It is twice as "lively" as asphalt. There are no cloud-rendering, neck-twisting buildings, and the homes are homes. Few are palatial. All are inviting and attractive. Few there are which have not roomy front porches and tree-shaded lawns. There are trolley-cars, of course, likewise mule-drawn

cars. These latter, and, indeed, the mules, generally look inexplicably queer to Eastern eyes. The long-eared, slow-moving, patient beasts are usually diminutive specimens of their kind, and the sight of them drawing streetcars is funny to the smiling point. The Louisville police are likewise an easy-going lot. Physically, they are dwarfed by the New-York and Chicago and Eastern and Western "cops" generally, and they dawdle along or lounge about as if life really was one "grand, sweet song." Most of them go about with helmet worn askew, and coats unbuttoned and flapping in the breeze, when there is one. It is letting them down easy to say that they must have a hard task in inspiring terror in any breast. An infusion of Roosevelt tonic would improve them immensely. The first whom I saw was on duty at meet "headquarters." He was seated on a chair, helmet off, legs crossed and head buried in a newspaper.

The street pumps, too, are picturesque relics, but sadly out of place in a city of Louisville's size and importance. They are the superannuated wooden, long-handled affairs that have been cast out by almost every go-ahead Eastern town of 1,000 inhabitants. They, however, give fine water, clear, cold and lime-impregnated—quite different from the fluid in which the Louisvillians bathe, and which has been the amazement of the average visitor. On his arrival one of the latter turned on the water in the hotel tub. He rubbed his eyes and allowed the water to drain off. He turned it on again and again drained it off. After this had been repeated three times he touched the call button. The negro hall boy responded promptly. "What's the matter with the water?" asked the visitor.

"Nuthin', sah."

"Nothing? What are you talking about! Can't you see it's as dirty as it can be?"

"No, sah, 'tain't. Dat's its nat'ral color."

"You don't mean to tell me people bathe in that stuff?"

"Yas, dey do, sah. Its all right. Won't do yo' no ha'm, sah!"

"Well, I'll be —"



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Kindly mention The Wheel



The water comes from the Ohio River, and is almost of the color and consistency of that in a hog wallow. Sterling Elliott was among those who bribed the hall boy into stealing a tub of drinking water for bathing purposes.

Every one agrees that there was never a League meet—certainly not within recent years—where a better programme or more gratuitous entertainment was provided by the hosts. If the visitor did not have a good time he has himself to blame. There was variety and enough of it to keep any one who desired it "on the jump."

Louisville should be proud of the handful of men who did so well that this may be written to the city's credit, for, if the truth be told, it was a mere handful. Mention the names of Watts, Johnson, Neuhaus, Bacon, Fleck, Prince, Wells, Maxwell, Brigman, Craig and two or three others and there will be few, if any, omissions.

When the idea of stretching the meet from one week's end to the other was first made public it was looked upon as a clever scheme to benefit the hotels, but the stretching was well done and that is enough to say. For the first two days, with nothing but runs and smokers to attract, it was thought that hardly a corporal's guard would be in evidence, yet, notwithstanding, nearly seven hundred names were registered at headquarters, of which more than half were those of out-of-towners. Each day, of course, added to the number, until, perhaps, 3,000 cycling strangers were within Louisville's gates. The East was not particularly well represented, and most of the men from that section were drawn from the ranks of the trade or of League "royalty." The West was here in great numbers, equal almost, if not quite, to the Southern representation.

Omaha was here in white duck clothes and an awful combination of red, yellow and green ribbons, putting in its best licks for the '98 meet. They were not particularly demonstrative; en passant, this meet has been remarkably free from drunkenness and roydism. Chicago ran to white flannel and pronounced shirt fronts, F. J. Wagner easily leading his townsmen. He changed three times a day, each front being more pronounced than the other, and all of the patterns calculated to induce strabismus. C. G. Percival, of Boston, vied with Wagner, but in another direction. His ambition ran to golf hose, although he did set a new fashion for afternoon dress by appearing on the track in white duck trousers, Prince Albert coat and a drab-colored slouch hat. About every one else affected crash. If the new arrival had not a suit of that material he usually purchased one within twenty-four hours. The demand became so brisk that the local stores shot up the price from \$4 to \$5.

When the Louisvillians were making the effort at Baltimore that won them the League meet, it will be remembered, the famous punch was brewed and bottles of cobwebbed Kentucky whiskey were presented to the National Assembly delegates. The punch brought from one of them a smack, a sigh and a remark. A Kentuckian seized the opportunity to win a vote.

"Come to Louisville," he said, "and we will let you bathe in it."

When the meet was voted to the Southern city, a mental memorandum was made of the promise.

When the meet was inaugurated on Monday of last week, the promise was made good.

In one of the parlors at headquarters was a bathtub—a full sized porcelain tub. It rested on a raised platform. Over it were suspended two horseshoes. On a towel rack

near it were soap, towels and a sign stating that both were free. And within it was that punch, enough, yes, more than enough of it, to provide a bath. The tub was filled almost to the brim. It gave out no fragrance, but no product of the poppy ever lulled the senses and wooed the elves and pelleted the imps as did that amber brew.

Steward Maxwell—R. F., of his name—presided over the tub. Big, dark, round-faced, and with an aldermanic paunch, he performed the duty well. He beamed over with cheeriness. Too bad that he should have known it so well and been so modest as to afterward advertise the fact in print. Maxwell is in the bicycle business, and used his space in the local papers to toot his personal horn so loudly that those who met the whole-hearted fellow of the day before could scarce believe their eyes.

Watts, too, was at headquarters, and in demand at a dozen different places at the same time. W. W., his ministerial face beaded with perspiration, was still the affable, kindly voiced Watts of old, and what is more, to all alike. Geo. E. Johnson, short, slight, quiet, but nervous-looking and seeming not to have aged one year in ten, moved in and out. Neuhaus, tall, slender, clean cut, impassive; Fleck, short, stout, swarthy,



and with hair black as night; Lawson, short, nearly as stout, hair dark only as twilight; and Bacon, of medium height, and full, fine features and brimming with vitality, were others who played star parts.

"Headquarters," which ordinarily is a young ladies' seminary, is a typical Southern structure. Half spiral stairways lead from the sidewalk to either end of the high-columned porch, and to the wide hallway, which divides the house. It is of a type now seldom built. It shows the tattering of time, but most of the wear was well hid by folds and loops and festoons of bunting and of flags, and signs of welcome, while indoors palms and potted plants adorned the whole.

Considering the runs and smokers of Monday and Tuesday as mere nominalities—pleasant nominalities for those who participated—the events of the meet really began with the parade Wednesday afternoon.

Originally the intention was to make the turnout a high grade, eye-pleasing function. To that end a number of prizes were offered to induce the entries of uniformed clubs. But the clubs failed to enter. On Monday, when but two had enrolled themselves, and it was seen that the effort had proven abortive, the original idea was abandoned. The parade was thrown open to all. The "all"

responded nobly, some three thousand strong. No need to describe them. With few exceptions the gathering was such as may be seen on any pleasant Sunday or other afternoon on the Boulevard in New York or on the cycle path to Coney Island. The paraders were as variously clothed, as variously mounted, as various in deportment, and as thoroughly various in every other respect. And they kept almost as perfect alignment. The mastodonic Vim tricycle and Twentieth Century lamps interested and amused the throng of onlookers and caused a few timid horses to rear on their haunches.

The cycle corps of the Louisville Legion, without arms and keeping poor order, gave a dash of color and a blare of bugles to the parade, and the Rambler Meet Club—which extracted a deal of fun out of the meet—satirized the bloomerized young woman by parading in balloon-sleeved shirt waists. A few individuals also affected the grotesque. Call this a parade and you have the picture in your mind's eye.

The route led through Third street, a wide, handsome residential street lined for three miles by well-kept, wide-porched Kentucky homes—which make understandable the sad longing of the melody so dear to Kentucky hearts.

On the edging of the outskirts of the town, on the grassy surface of Southern Heights Woodland, the paraders halted and extended themselves. The "watermelon feast" was next on the list, and this was the place of its occurrence.

Wherever there is a mule and a watermelon, there you will find a nigger.

This is an epigram peculiarly Southern, and historically true. But spell it "n-i-g-g-e-r" or the effect will be lost. Loadstone is not more attractive than is a watermelon to a darkey. The watermelon may be for "white folks" only, but somewhere in a woodpile, somewhere in the grass, "a black face and shiny eye" is surely lurking, and with teeth gleaming and on edge.

There was no color line drawn at the watermelon feast on Wednesday. Perhaps President Watts and his colleagues realized the utter hopelessness of keeping it taut. But whether or no, the "black face and shiny eye"—an expression borrowed from the rhymes of Southern childhood—were there, and in great numbers. The mule, too, was not lacking. Two of them drew the cart conveying the melons. The darkeys did not lurk that afternoon. They came out boldly and when the fruit was distributed were well to the fore. The "distribution" consisted of tossing the melons one at a time into the great crowd which surrounded the wagon. With each tossing there was a rush and a scramble, a mixing of white skins and black such as no football field has ever witnessed. The securing of a prize was an event. The joy of the negro who captured one, the grins of his fellows who surrounded him, the sight of the dozens of ebony faces buried deep in the luscious red, was a series of living kaleidoscopic pictures worthy of a kinetoscope. It was as interesting an event as the entertainment which followed—a genuinely negro show. No burnt cork faces and forced dulcet there. It was the real thing. A crude platform had been erected under the trees, and around this the crowd gathered. A troupe of barnstorming darkeys had been engaged, and here they exhibited themselves. They were of all sizes, all shapes, all colors, of both sexes. They danced, they sang, they rattled the bones and "picked the old banjo." A half-dozen pickaninnies had an apple-eating contest. They were ranged in line under a gibbet, from which cords dangled; the youngsters' hands were tied behind their



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Kindly mention The Wheel.

backs. Close the eyes and fancy a "lynching bee." It looked for all the world like one. Open them and find that at the end of each cord there dangles an apple—a green, choleric apple. Hear the announcement that the boy who is first to entirely eat his apple will secure a prize of \$5. Witness six faces break into huge grins, six pairs of eyes blink joyously, six woolly heads go bobbing up, down, now this way, now that; six mouths spread wide open, twelve eyes popping half out of their sockets—then one face bulging out on the sides and moving furiously, and yet showing the joy of triumph. One string is minus the apple. One pickaninny in Louisville is rich in his own right. Then there is a cake walk. The tall, high-cheeked, rawboned negro in a high hat and long-tailed coat who has held aloof from the others, and whose face but a few moments before was buried in a melon, is now in his element. He is leading the walk. The crowd is melting away. What remains is howling in delight.

While the apple-eating contest is being arranged and the young negroes are standing beneath the dangling strings, the lynching aspect is heightened. The crowd has surged upon the platform. It will not be forced back. The dismounted Louisville Legion is pressed into service, is marched on the platform. The soldiers form a cordon around it. The view of the spectators is obscured. They resent it. They groan and hiss, and shout threats of fight. The managers realize their mistake and call off the militia. The crowd cheers, but again intrudes on the platform. Suddenly a dark-complexioned, black-mustached man of medium height, in cycling garb, and with one hand bandaged, makes his way to the front. He speaks a few kindly words to the crowd. He suggests that they keep six feet away from the platform. They cheer and fall back as if touched by magic. The little word in kindness spoken had availed where the show of force was futile. The man who spoke the word was Archie C. Willison, of Maryland, once president of the L. A. W. But few of those present knew it. The scene was quite dramatic while it lasted.

It is questionable whether the watermelon feast or the steamboat excursions on the Ohio River, the latter on Friday night, was the greater function. It matters little, however, as both were enjoyable. Ladies in considerable numbers attended the excursion; the lady-killing cyclists were in their wake. So large was the crowd that instead of one boat two were brought into service. Aboard each a band made music, and the excursionists danced while the boats floated. There was no merriment or devilment, except such as individuals made for themselves. The moon did not show itself, but the dark shadows of the shores, peppered by yellow lights, made the pictures. Abbot Bassett was aboard, and, despite his rotundity and the gray patch of close-cropped whiskers on his chin, he made himself popular with the ladies, and easily, as is his wont.

THE RACING.

Within the last ten years I have attended race meetings enough to top the century mark.

Taking a hasty, bird's eye view of them all, I can recall none that, as a whole, was so intensely interesting, that was characterized by such fiercely fought events, such a multitude of hair-raising finishes, as marked the meetings at Louisville. During the entire three days, there was not one race that was won by two open lengths. From an American standpoint, at least, the racing itself was the pinnacle of perfection. The interest

heightened each day. Each day was better than the day before. The climax, the five-mile National championship, was magnificent. It was like a display of fireworks. The elements themselves were sputtering. Huge angry clouds had suddenly overcast a blue sky. The thunder was rumbling sullenly. Great gashes of brightest silver were being stabbed into the clouds. The wind was capering like a maddened dog. Dust and loose paper was filling the air. The flags were snapping viciously. Eighteen bare-legged, bare-armed, well-browned young athletes were being hurriedly lined up at the tape. The crowd was on its feet, apprehensive but interested, and prepared for a rush the moment the storm should break. All was excitement; everyone was on pins and needles.

Referee Elliott, plainly nervous, announced that if rain should fall during the race it would be the signal for a stop, and a postponement. The pistol cracked. The eighteen men got off safely. They rushed for the triplet ten yards away. Callahan caught it, but the three-seater was so slow in getting under way that many of the men ran ahead of it and bunched there. As the big machine gathered force, they slid behind it. Suddenly Cooper shot ahead, lay next the pole and, as Callahan came abreast, forced him off and tacked on. Then began the greatest series of plays for the pacemaker ever seen on an American track. Man after man repeated Cooper's tactics; strings of five and six went up, dropped back, and one after another tried to oust the Detroitier from the favored berth. It looked like the field against Cooper. But he fought them all off with the adroitness of a general, and in a fashion that was soul-rousing. Finally, the blue-clad Gardiner, attended by a convoy of team mates, went up and attacked. The assault was successful. Cooper fell back and Gardiner occupied the vantage ground. Coming around the next time, Cooper was crowded off the track and unto the grass next the pole. Who did the crowding I cannot say. Crowding and elbowing was so general, however, that had full justice been done, hardly a man would have been left in the race after the referee's decision. Cooper lifted his wheel back on the cement just as Bald came by. The White Flyer seemed rather loath to give Cooper room. The latter made it. He reached over with his right and shoved Bald. A moment later Bald gave his rival a left-handed shove or punch in the ribs. When they passed the next time the excited grand stand hissed and bellowed foul. Cooper paid no attention to it. He was full of fight. He wanted the triplet. He went up, dropped back, and at the first attack Gardiner, usually faint-hearted, succumbed. Then followed more onslaughts on Cooper. He was game as a cock that ever walked, and repelled them all. When

half-way around on the last lap, the triplet slowed preparatory to quitting; the crowd had bunched and Cooper was in a hole. On the last turn they broke and spread all over the track. Cooper, game to the last, saw an opening, and shooting diagonally across the track, came through like a whirlwind, with his teeth set and riding wide and like a fiend possessed, he passed a dozen men on the last twenty yards, and won all out by half a length. It was the most inspiring exhibition on a race track I have ever witnessed. Such pluck, such dogged determination, such a cyclonic sprint, such a resolute face as Cooper displayed have not been paralleled in my experience. If ever man won an uphill fight, if ever man won on his merits, Cooper did. He was afterward disqualified for fouling Bald, but no decision of a referee can rob him of the glory. Tom Cooper is not only the leggiest, but the headiest man on the track to-day. Like a born general who does not waste his army and his powder in needless skirmishes, Cooper set his heart, his soul, on the championships. His every energy was directed that way; he entered no other races, and his plan of action triumphed. On League meet form, when all are supposed to be cherry ripe, he deserves the title of "champion," an honor fairly and gloriously won.

Louis Callahan, who finished third in the five-mile championship, was also disqualified. His elbowing tactics were flagrant and frequent. With these decisions of the referee, the race went to a "rank outsider," W. E. Becker, of Chicago; E. S. Acker, of Philadelphia, was moved up into second place, and Nat Butler, of Boston, into third. Time—12:18 2-5.

Five minutes after this race the storm broke. It proved a black squall of short duration, but it resulted in the abandonment of the last race, the mile open, unpaced, in which, however, none of the first fighters were entered.

Next in point of interest and sensationalism—and some differed with me and placed it ahead of the championship—was Sanger's win in the two-mile handicap, also on the last day. The big fellow seemed in a hopeless pocket a quarter-mile from home, but he dropped back, and coming on the outside with a terrific burst, landed a clean cut victory by three-quarters of a length. It was a wonderful bit of work, and showed clearly who was the popular idol. The crowd rose to feet and for the first time gave vent to full-lunged enthusiasm. They gave Sanger an ovation, which was redoubled when the racing men and trainers on the track lifted him on their shoulders and carried him in triumph to the dressing-room. It was a proud moment for the once most unpopular man on the American path, and, indeed, the change in the appearance of the man is marvellous. A year

NATIONAL CHAMPIONSHIPS.

Distance.	First.	Second.	Third.	Time.
One-quarter mile.....	Cooper	Callahan	Kenny	0:32 3-5
One-third mile.....	Cooper	Kimble	Bald	0:44 2-5
One-half mile.....	T. Butler	Bald	Gardiner	1:11 1-5
One mile.....	T. Butler	Coburn	Callahan	2:02 3-5
Two miles.....	Cooper	Bald	Bliss	4:26 2-5
Five miles.....	Becker	Aker	N. Butler	12:18 2-5

PROFESSIONAL EVENTS.

Distance.	First.	Second.	Third.	Time.
One mile, 2:15 class.....	Newhouse	E. Johnson	De Cady	2:13 4-5
One mile open.....	T. Butler	Sanger	N. Butler	2:03
One mile handicap.....	N. Butler	Kennedy	Aker	2:06
One mile tandem.....	Cooper Brothers	McDonald & E. Johnson	Beruh & Scherfn	2:13 3-5
One mile open.....	Gardiner	Sanger	Bald	2:19 2-5
One mile open.....	Coburn	Allen	Callahan	4:25 2-5
Two miles handicap.....	Sanger	Kennedy	Callahan	4:25 2-5

AMATEUR EVENTS.

Distance.	First.	Second.	Third.	Time.
One mile novice.....	McCarthy	Doigherty	Groeschel	2:37 2-5
Two miles handicap.....	Ingraham	Jim	Peabody	4:54 3-5
One-half mile open.....	Ingraham	McKean	L. Coburn	1:15
Two miles open.....	Peabody	Seaton	Thome	5:04
Two-third mile open.....	Fichtner	Thome	Ingraham	1:35 4-5
One mile handicap.....	Howard	Ingraham	Linn	2:14 2-5
One mile, 2:30 class.....	McCarthy	L. Coburn	Leathers	2:15
One mile open.....	Ingraham	Samberg	Howard	2:24

ago he looked a fat, flabby, sneering, surly hulk of Teutonic humanity. His lip forever wore a curl that bespoke either contempt or an offensive breath. His wiry hair, brushed pompadour style, bristled like the rays of a setting sun and heightened his sneering appearance. To-day his hair is brushed slightly down on his forehead, he looks clean cut and handsome, his eyes are bright, his face is passive, and when it breaks into smiles it is a pleasing, agreeable—a really fetching smile.

Sanger still pursues his old tactics. He trails along near the end of the line until the last quarter, then pulls up, starts the sprint, sets the crowd in full cry, and when his fire is needed most, in the last fifty yards, the flue refuses to draw. He slides back beaten. This is the story of almost if not every race in which he started.

The mile open on the last day also furnished a surprise. Will Coburn, of the Dayton team, and Fred H. Allen, a Frontenac, two good men but little fancied, ran one, two against such men as Sanger, Tom Butler and Gardiner. It was the old story; Sanger came from the rear, Butler, Bald, and Gardiner tacked on and were pulled up, but when Sanger's fire burned low and the other pulled out, it was too late. Coburn won by three-quarters of a length; inches between second and third. It was the second richest purse of the week, \$125, and the joy of Pat Hussey, the willow sponsor of the Dayton team (he is 6 feet 3 inches tall, and weighs 150 pounds) was a sight to behold. His smile reached from ear to ear, and illuminated the track for yards around. It was a smile such as one reads about.

The fattest purse, \$150, was captured by Arthur Gardiner, who, at the same time, placed the single paced mile competition record to his credit, 2:01—the only record of the week. It was on the second day, Friday, the 14th, in the mile open, paced by John S. Johnson and J. W. Parsons, the Kangaroo champion. Callahan caught the pacer and held it until, as usual, Sanger started the sprint and for a wonder held it until the last ten yards, when Gardiner jumped him and won by half a length. Tom Butler was at Sanger's elbow.

The Butlers rendered a good account of themselves. They came here at loggerheads with Stearns & Co. and at their own expense. The Syracuse firm desired them to confine their efforts to Boston territory. The Butlers are ambitious and would not have it. They came here to measure strides with the flower of the country, and both Tom and Nat proved themselves quite some blossoms indeed, Tom, the boyish bunch of spring steel, taking the two championships for which Cooper failed to account. His face betokens the cunning of a fox, but the youngster nevertheless has not much of a head. He has a phenomenal last-fifty-yards sprint and appears to depend entirely on luck and some one else pulling him out of the ruck and tight pockets.

And Bald! Speak the name sadly. Poor Bald! Bald, the once unconquerable! Not one first did he place to his credit, and his appearance begets sympathy. Cooper looks too finely drawn—as if the high tension must soon break—but to one who has not seen him in months Bald's face and riding inspires both amazement and pity. His features are figured and drawn, his cheeks show the shadow of hollowness—his whole face is bordering on the hatchety—not only this, but there is a look of blankness—a look of blank despair and worry in his eyes. He still smiles, but it is not the same old smile. It is rather a sad sort of parting of the lips. He seems to have lost both head and legs. On the first day he rode as if doped. With

plenty of opportunity to clear himself he allowed himself to be tied up in a pocket. With the choice position behind the pacer in another event he remained glued there until the field had swept by him. Then it was too late. He is not the Bald of old. He has lost his fire. He has gone back on a gallop. It is almost inexplicable. Howard Tuttle says it is due to the absence of Asa Windle.

"Last year," remarked Tuttle, "Eddie had not a care in the world. Asa did all his thinking and planning. This year he is worried; he has too much to think of, and he isn't equal to it."

Asa Windle himself says the trouble lies in Bald's position—that he does not set his wheel properly to get the best results. "And Asa comes pretty near knowing," added one who heard the remark.

John S. Johnson was the only notable absentee in the championships. He was present, but says he is too fat to ride. Nevertheless, he did an exhibition half behind a triplet in 53 seconds, and seemingly without trouble. Johnson's reappearance was noteworthy because of his introduction of the very Frenchest creations in racing shirts. One day he wore a white Jersey on the back



Tom Butler.

of which was worked a fiery red lobster, full size. The next day he brought out a pinkish shirt with an American flag embossed between the shoulders. It is quite the thing in France, ye know, to affect such emblems in such places.

There is small need to go into details of the various races. As already stated never were they so hard fought, never so close. Tom Cooper won four of the championships by small but decisive margins and it was a rare race that was won by more than the length of a bicycle, while the fights for places in almost every instance spread the men all over the track and kept the small army of judges guessing.

The amateur events were likewise well contested, but many were State championships, and for that reason of little more than neighborhood interest. Asa Windle, Columbia missionary at large, found and pushed off a good man in Ingraham, of Dixon, Ill., who caused the Columbia balloon to soar upward several times. St. Louis also sent down a warm lot of pures. But the summaries best tell the story.

THURSDAY, AUGUST 13.

One-mile handicap, professional—Final heat—1, Nat Butler (30 yards); 2, A. D. Kennedy (15); 3, E. S. Acker (60); 4, Conn Baker (50); 5, E. C. Johnson (80). Time—2:06. J. P. Bliss, C. Hofer, J. F. Starbuck, R. P. Rice, J. E. Bowler, Bob Walthour, W. F. Selby, O. L. Stevens, Jay Eaton, J. A. Newhouse and J. Coburn also rode.

One-mile novice—1, Charles R. McCarthy, St. Louis; 2, D. A. Dougher, St. Louis; 3, E. Groeschel, Louisville; 4, H. S. Parsons, Louisville. Time—2:37 2-5. J. Luchtinger, C. T. Byers, C. E. Drabelle, C. Rittenauer, G. Speard and R. R. Reidner also rode.

Quarter-mile, State championship—Final heat—1, Karl Thome, Louisville; 2, H. W. Middendorf, Louisville; 3, P. J. Bornwasser, Louisville. Time—0:36 3-5. V. E. Dupre and W. H. Seaton also rode.

One-mile professional, 2:15 class—Final heat—1, J. A. Newhouse; 2, E. C. Johnson; 3, W. De Cardy, Chicago. Time—2:13 2-5. O. L. Stevens, O. P. Bernhard, W. T. Hanse, S. C. Cox, A. French, Jesse Curry and J. F. Staver also rode.

Two-mile handicap, amateur—Final heat—1, C. C. Ingraham, Dixon, Ill., (60 yards); 2, V. E. Dupre, Louisville, (50); 3, W. E. Lum, Montgomery, (60); 4, E. W. Peabody, Chicago (80); 5, C. Hammond, St. Louis, (50). Time—4:54 3-4. P. J. Bornwasser, H. A. Caufield, E. Groeschel, F. L. Eberhardt, J. J. Howard, J. Lindley, L. McCabe, P. Berry, L. Coburn, W. H. Seaton, J. L. App and E. L. Thompson also rode.

One-mile open, professional—Final heat—1 Tom Butler; 2, W. C. Sanger; 3, Nat Butler. Time—2:38. McDonald, Jesse Curry, W. Coburn, J. Coburn, Ziegler, Bald, Kimble, Callahan and Schrein also rode.

Half-mile open, amateur—Final heat—1, C. C. Ingraham, Dixon, Ill.; 2, E. D. McKeen, Greenville, Ohio; 3, J. Coburn, St. Louis; 4, P. J. Bornwasser, Louisville; 5, Karl Thome, Louisville. Time—1:15. Clarence Hammond, E. Fitchner, W. E. Lum, J. J. Howard, F. R. Hattorsley, F. L. Eberhardt, R. Samberg, V. E. Dupre, E. W. Peabody and L. H. Smith also rode.

Half-mile amateur, State championship—1, Karl Thome, Louisville; 2, W. H. Seaton, Louisville; 3, P. J. Bornwasser, Louisville. Time—1:25 2-5. Stuart Leathers, C. O. Uplikte, T. Litzler, E. J. Daubert, H. W. Middendorf, J. C. Mitchell, E. D. Fitchner, A. J. Nowlin, V. E. Dupre and H. F. Cohen also rode.

TWO-MILE NATIONAL CHAMPIONSHIP.
Final heat—1, Cooper; 2, Bald; 3, Bliss. Time—4:25 3-5. Nat Butler, Allen, McDonald, Gardiner, Ziegler, Aker, Eaton and Kimble also rode.

FRIDAY, AUGUST 14.

ONE-THIRD MILE, NATIONAL CHAMPIONSHIP.

First heat—1, Cooper; 2, Kimble; 3, Allen; 4, Becker. Time—0:41 1-5. Schrein disqualified for foul riding. Second heat—1, Bald; 2, Kennedy; 3, Curry; 4, Willie Coburn. Time—0:44. Third heat—1, Tom Butler; 2, Gardiner; 3, Callahan; 4, Coulter. Time—0:44 2-5.
Final heat—1, Cooper; 2, Owen Kimble; 3, Bald. Time—0:43 3-5.

One mile, State championship—1, Edward Fichtner, Louisville; 2, Carl Thome, Louisville; 3, H. W. Middendorf, Louisville. Time—2:25.

ONE-QUARTER MILE, NATIONAL CHAMPIONSHIP.

First heat—1, Schrein; 2, Oldfield; 3, Allen; 4, Callahan. Time—0:32 3-5. Second heat—1, Cooper; 2, Kennedy; 3, Bofer. Time—0:32. Third heat—1, Ziegler; 2, Gardiner. Time—0:31 3-5. Fourth heat—1, E. C. Johnson; 2, Baker. Time—0:31 3-5.
Final—1, Cooper; 2, Louis Callahan, Buffalo; 3, A. D. Kennedy, Chicago. Time—0:32.

Two-mile open—Final—1, E. W. Peabody, Chicago; 2, W. H. Seaton, Louisville; 3, Karl Thome, Louisville; 4, F. L. Eberhardt, Salina, Kan.; 5, E. D. McKeen, Greenville, Ohio. Time—1:25 1-4.

One-mile tandem, professional—First heat—1, Clark, Bowler; 2, Schrein, Bernhard. Time—2:13 2-5. Second heat—1, Nat and Tom Butler; 2, L. C. Johnson, McDonald; 3, Staver, Winesett. Time—2:10.

Final—1, Nat and Tom Butler; 2, McDonald, Johnson; 3, Bernhard, Schrein. Time—2:14 3-5. Clark, Bowler and Staver, Winesett also rode.

Two-thirds mile, open—Final—1, Edward Fichtner; 2, Karl Thome; 3, C. C. Ingraham; 4, Ralph Stamberg; 5, E. W. Peabody. Time—1:35 1-4.

ONE MILE, NATIONAL CHAMPIONSHIP.

First heat—1, Akers; 2, Bald; 3, Calahan; 4, Schrein. Time—2:27 4-5. Second heat—1, Tom Butler; 2, Ziegler; 3, Kimble; 4, Kennedy. Time—2:28 1-5. Third heat—1, Cooper; 2, W. Coburn; 3, Gardiner; 4, Stevens. Time—2:32 4-5.

Final—1, Tom Butler, Boston; 2, Willie Coburn; 3, Louis Callahan. Time—2:32 3-5. Bald, Ziegler, Gardiner, Cooper, Kimble, Kennedy and Schrein also rode.

One-mile open, professional—First heat—1, Becker; 2, Bald; 3, Kennedy. Time—2:27 2-5. Second heat—1, Sanger; 2, McFarland; 3, Rigby. Time—2:23 3-5. Third heat—1, Zeigler; 2, Gardiner; 3, Tom Butler; 4, Aker. Time—2:23 3-5. Fourth heat—1, Callahan; 2, Eaton; 3, Wells. Time—2:44 3-5.

Final—1, Gardiner; 2, Sanger; 3, Tom Butler. Time—2:01. Zeigler, W. E. Becker, Bald, Eaton, McFarland, Kennedy, Rigby, Wells and Aker also rode.

THIRD DAY, SATURDAY, AUGUST 15.

One-mile, open, professional—First heat: 1, E. C. Bald; 2, F. B. Rigby, Toledo; 3, R. H. McCleary, St. Paul; 4, F. C. Schrein, Toledo. Time—2:34 4-5. C. R. Coulter, A. C. Van Nest, Barney Oldfield, Owen Kimble and F. A. McFarland also rode.

Second heat: 1, F. H. Allen, Syracuse; 2, W. Coburn, St. Louis; 3, E. S. Acker, Philadelphia; 4, H. C. Clark, Denver. Time—2:27 2-5. J. Coburn, Arthur French, C. Hofer, J. P. Bliss, J. F. Starbuck, C. S. Wells, O. L. Stevens and Clarence Woodard also rode.

Third heat: 1, Tom Butler; 2, Fred Loughead; 3, Arthur Gardiner. Time—2:31. B. F. Staver, E. C. Mertens, W. De Cardy, E. C. Johnson, Otto Ziegler, Bob Walthour, Nat Butler, R. P. Rice and Conn Baker also rode.

Fourth heat: 1, F. A. McFarland, San Jose; 2, W. C. Sanger; 3, A. D. Kennedy, Chicago. Time—2:23 3-5. Louis Callahan, W. E. Becker, H. P. Mosher, Jay Eaton, Ray McDonald, L. C. Johnson and J. A. Newhouse also rode.

Final: 1, Coburn; 2, Allen; 3, Bald; 4, Gardiner; 5, Kennedy. Time—2:19 2-5. Tom Butler, F. A. McFarland, Fred Loughead, F. B. Rigby, W. C. Sanger, E. S. Acker and F. C. Schrein also rode.

HALF-MILE NATIONAL CHAMPIONSHIP.

First heat: 1, Tom Cooper; 2, E. C. Bald; 3, C. R. Coulter; 4, Conn Baker. Time—1:08 1-5. Owen Kimble, F. C. Schrein, Barney Oldfield, W. E. Becker, R. H. McCleary and H. H. Wright also ran. Second heat, 1, W. Coburn; 2, A. D. Kennedy; 3, F. H. Allen; 4, J. F. Starbuck. Time—1:09 4-5. J. P. Bliss, F. B. Rigby, A. C. Mertens, C. Hofer, F. A. McFarland and W. E. Leconte also rode. Third heat: 1, Tom Butler; 2, Arthur Gardiner; 3, Ray Macdonald; 4, Otto Ziegler. Time—1:13 3-5. C. S. Wells also rode. Louis Callahan allowed to start in the final. First semi-final: 1, Cooper; 2, Gardiner. Time—1:12 2-5. Coulter, Starbuck and Coburn also rode. Second semi-final: 1, Bald; 2, Tom Butler; 3, Allen, Syracuse. Time—1:08. Macdonald, Kennedy, Callahan and Baker also rode.

Final: 1, Tom Butler, Boston; 2, Bald; 3, Gardiner; 4, Cooper; 5, Allen. Time—1:11 1-5.

Two-mile handicap, professional—First heat: 1, C. Hofer, St. Paul (50 yards); 2, Jay Eaton, Elizabeth (40); 3, R. H. McCleary, St. Paul (30); 4, W. C. Sanger (scratch); 5, A. D. Kennedy (20); 6, F. C. Schrein, Toledo (100). Time—4:23 4-5. O. L. Stevens, J. P. Bliss, F. A. McFarland, A. C. Van Nest, R. P. Rice, Clarence Woodard, J. P. Bowler and J. F. Staver also rode. Second heat: 1, J. A. Newhouse, Buffalo (60); L. A. Callahan, Buffalo (30); 3, Barney Oldfield, Toledo (50); 4, H. Van Herik, Chicago (200); 5, Dr. Brown, Toledo (170); 6, L. C. Johnson, Cleveland (140). Time—4:17. Nat Butler, Conn Baker, A. C. Mertens, C. S. Wells, Eli Winesett, J. Coburn, W. T. Hulse and W. F. Selby also rode. Third heat: 1, H. P. Mosher, Storm King (40); 2, H. C. Clark, Denver (300); 3, Fred Allen (80); 4, W. E. Becker, Chicago (150); 5, S. C. Cox, New York (60); 6, Bob Walthour, Nashville (250). Time—4:23 3-5. Fred Loughead, R. H. McCleary, J. F. Starbuck, Owen Kimble, F. G. Rigby, E. C. Johnson, P. O. Bernhardt, W. De Cardy and Arthur French also rode.

Final: 1, Sanger (scratch); 2, Kennedy, Chicago (20); 3, Callahan (30); 4, Eaton (40); 5, Mosher, Storm King (140). Time—4:25 2-5. F. C. Schrein, C. Hofer, R. H. McCleary, J. A. Newhouse, L. C. Johnson, Barney Oldfield, Dr. Brown, Toledo; H. Van Herik, Fred Allen, H. C. Clark, W. E. Becker, S. C. Cox and B. Walthour also rode.

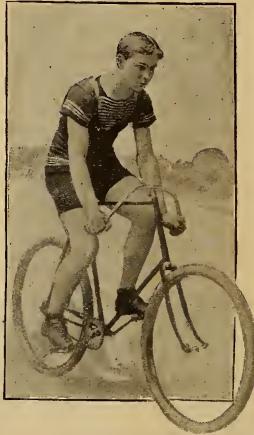
FIVE-MILE NATIONAL CHAMPIONSHIP.

1, W. E. Becker, St. Paul; 2, E. S. Acker, Philadelphia; 3, Nat Butler, Boston. Time—12:18 2-5. Arthur Gardiner, Bald, McFarland, J. Coburn, Baker, Stevens, Starbuck, McCleary,

Walthour and Hanse also rode. Cooper, winner, and Callahan, third, disqualified for foul riding.

One-mile open, final—1, C. C. Ingraham, Dixon, Ill.; 2, R. Sambers, Port Huron, Mich.; 3, J. J. Howard, St. Louis; 4, P. J. Bornwasser, Louisville; 5, E. W. Peabody, Chicago. Time—2:24. H. W. Middendorff, E. D. McKeon, Karl Thome, F. R. Hattersley, H. D. Fitchner, W. E. Leconte and W. H. Seaton also rode.

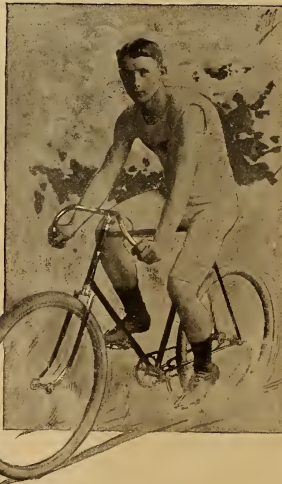
One mile, 2:30 class, final—1, C. R. McCarthy, St. Louis; 2, Lou Coburn, St. Louis; 3, Stuart



Tom Cooper.

Leathers, Louisville; 4, H. W. Middendorff, Louisville; 5, V. E. Dupre, Louisville. Time—2:15. H. A. Canfield, D. A. Daugherty, L. S. Smith, E. W. Peabody and W. Cummins also rode.

One-mile handicap, final—1, J. J. Howard, St. Louis, 20 yards; 2, C. C. Ingraham, Dixon, scratch; 3, W. E. Lum, Montgomery, 155; 4, P. J.,



Arthur Gardiner

Bornwasser, Louisville, scratch; 5, F. R. Hattersley, St. Louis, 30. Time—2:14 2-5. H. A. Canfield, Clarence Hammond, Karl Thome, E. Groeschel, E. D. Fitchner, V. E. Dupre, C. R. McCarthy, Lou Coburn, W. H. Seaton, W. Cummins, E. D. McKeon and H. W. Middendorff also rode.

Two-mile State championship—1, W. H. Seaton, Louisville; 2, F. D. Fitcher, Louisville; 3, V. E. Dupre, Louisville. Time—5:01 3-5. Karl Thome, P. J. Bornwasser, Stuart Leathers and H. W. Middendorff also rode.

When the list of track officials were first announced a well-posted man, after glancing over the names of the judges, remarked in my hearing:

"Puts me in mind of a list of honorary pallbearers."

The remark came forcibly to mind during the meet. The judges were in each other's way, they were so many. The Louisville men apparently labored under the impression that about every man who had attained prominence in the League should be honored by an appointment as judge. There were eight or nine of them on duty each day, and what some of them don't know about judging cycle races will never cause their hair to fall out. With so many remarkably close finishes the wonder is how they contrived to do so well. There was some long wrangles at times.

On the first day Ed H. Croninger served as referee. Croninger is an old-timer, but scarce looks it. "He has been racing nearly twenty years and yet looks not nineteen," is the way some one described him. It was aptly put. Croninger was extremely generous in his decisions. One odd and amusing case arose on the day of his reign. The big Vim tricycle reached the outside of the track just as a race got under way. It is fitted with a big gong not unlike that in use at Fountain Ferry. As the racers went around, the gong ringer on the tricycle on the other side of the fence sounded a few taps. Instantly one of the racing men sat up and came slowly up to the tape. He had mistaken the bell for a call back. He was permitted to ride in the final. Two men who were crowded off the track and into the grass next the rail were also allowed in finals.

On the second day Sterling Elliott refereed, and on the third also, although for the latter day George D. Gideon was catalogued and was present with four other members of the Racing Board, Messrs. Robinson, Croninger, Gerlach and Robert. Gid is nearly a head taller than Gerlach, who tops the other three. They are of the small, wiry, nervous type. When the storm was threatening on the last day Referee Elliott, after the rather novel announcement that in case of rain the race should stop, was in a terrible state of mind. He was fearful that the men might slip on a wet track, and seemed to think their blood would be on his head. Root, of Chicago, handled the pistol; Howard Tuttle, the megaphone, and F. J. Wagner did duty as clerk of course and made a little "jolly" speech to the men before he blew his whistle each time.

Toward the end of the week, trade arrivals flocked in until the hotels had the appearance of cycle show time. L. M. Richardson, of the Monarch Cycle Company; C. W. Dickerson, of the Sterling; Tom Hay, of Hay & Willetts; L. M. Wainwright and L. J. Keck, of the Central Cycle Manufacturing Company; Harry Hearsey, George L. Sullivan, he of Vim tires; G. H. E. Hawkins, of E. C. Stearns & Co.; Kirk Brown, Frank White and James S. Holmes, Jr., were among the late arrivals. Stillman G. Whittaker, booming the Baldwin chain, "the chain that Bald rides," and the Stillwells, father and son, Straus tire advance agents, were also there. "Pop" Stillwell made himself one of the most popular men at the meet.

The attendance at the races was hardly up to expectations. An average of 4,500 each day would be liberal. Pickpockets were about. While in the grandstand with his wife Walter Sanger was relieved of \$505.

PALMER

TIRES

The Value of Speed.

A bicycle rider has so much muscle energy to expend. If he is a racing man or a scorcher, he aims to go the greatest distance in the shortest time with the least expenditure of energy. If he be a lazy rider—and who does not enjoy a lazy jog along a picturesque country road?—the smallest expenditure of energy becomes a burden.

Palmer Tires are great energy savers. They help the racing man to husband the strength which he must put into locomotion; thus he annihilates distance, and wins races.

If the idler wishes to view his surroundings, the bicycle fitted with Palmer Tires runs so easily that no distractions are offered because of lifeless tires, as would be the case with most other pneumatics. It is no wonder Palmer Tires sell for twice as much as other tires.

The Butler Brothers.

Tom and Nat Butler, or, as they are more familiarly known, the Butler brothers, have this season created a most favorable impression by their magnificent riding. True, they have not been following the National Circuit, but opportunity has been afforded them to meet such men as Cooper, Bald, Sanger and Ray McDonald (a better man than Johnny Johnson), and Tom Butler has defeated all of them. "Tom Butler," says State Handicapper Batchelder, "is a youngster of a very likely sort, and the manner in which he knuckles down to his work is always attractive to a crowd. The trim looking rider in yellow is becoming a familiar and popular figure on the tracks." Nat Butler has been a prominent rider in New England for years, and has held the amateur two-mile, flying start, paced record (4.072-5) since July, 1894. He also defeated both Cooper and Sanger in the two-mile handicap at Cambridge, June 17th.

The Butler brothers have always ridden Palmer Tires, their mounts this year being Stearns wheels. Our illustration shows Tom Butler on the upper left and Nat Butler on the lower right of the panel.

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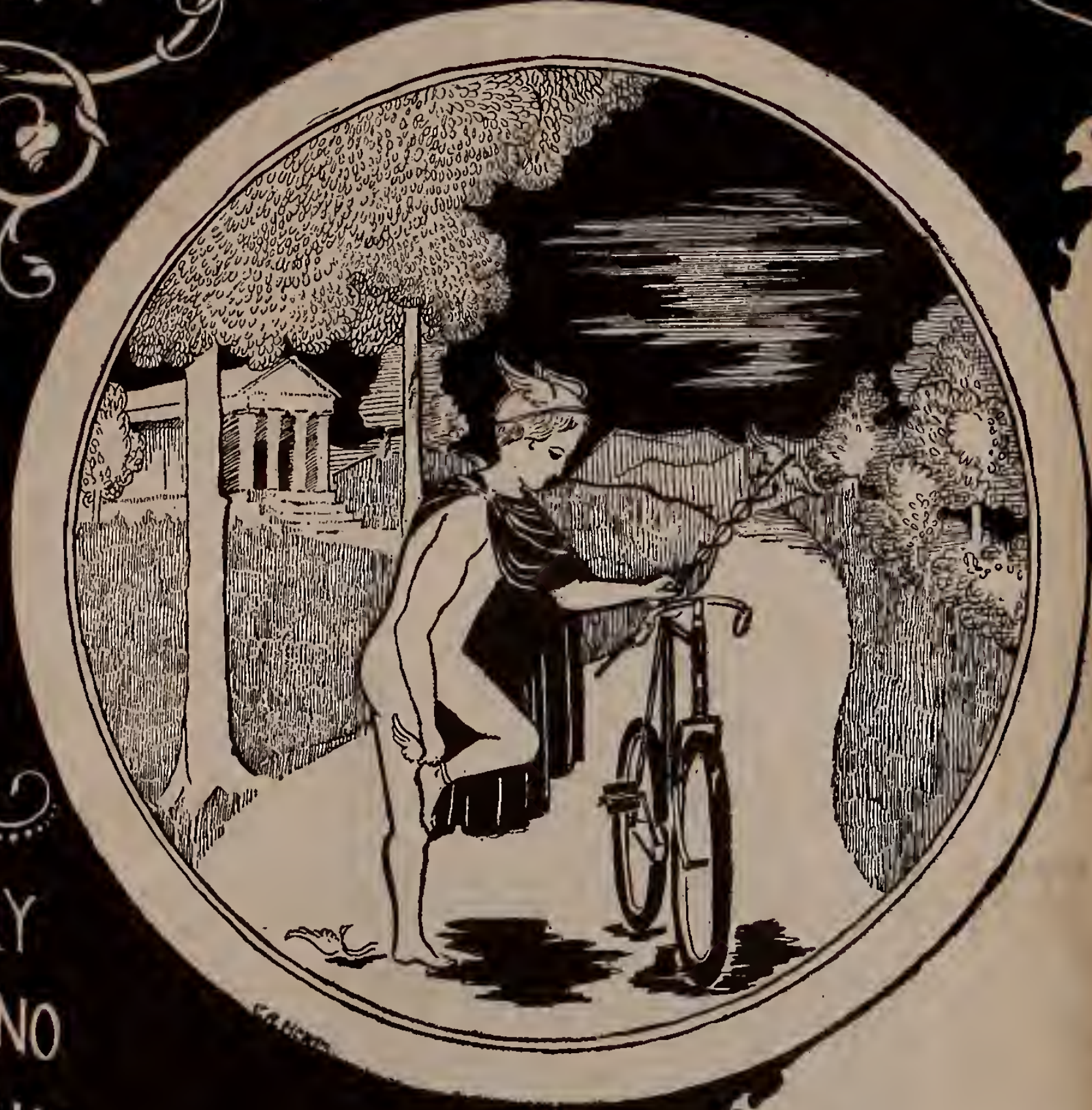
- a. It is made in the best equipped factory,
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AND ALL THINGS CONSIDERED
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INDIANA BICYCLE CO.

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The Waverley Wheel

is the wheel you want. Why?
Because:

- 1st. It is made in the best equipped factory,
- 2nd. It is made by the best of skilled workmen,
- 3rd. It is made of the best of high-grade material.

AND ALL THINGS CONSIDERED
IT IS THE BEST BICYCLE ON THE MARKET

Therefore buy a *Waverley* and take the lead.

INDIANA BICYCLE Co.
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NOW HAS NO
USE FOR HIS
WINGS. HE HAS A

Waverley

Syracuse Bicycles

Possess the necessary combination of speed, strength and beauty. In these days of merry competition you should not make a mistake and purchase on price only. The Crimson Rim Syracuse will give you constant satisfaction.

The Price is \$100.

There is \$100 worth of value in the speedy up-to-date Crimson Rim—that is why the price remains at \$100.

More races are won and records broken on this wheel than any half-dozen makes combined. It is the wheel. Correct lines, accurate adjustments and bearings, and the very best material obtainable, is responsible for this result.

CRIMSON RIMS BREED CHAMPIONS!

Here is one of them:

LINUS SCHILLINGER, New York State Five-Mile Road Record, 11.42, August 7th. New York Tires.

LINUS SCHILLINGER, New York State Ten-Mile Road Record, 24.47 3-5, August 10th. New York Tires.

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Manufacturers

SYRACUSE CYCLE CO., Syracuse, N. Y.

Kindly mention The Wheel when writing.

NATIONAL CIRCUIT DATA.

PLACE.	DATE.	NAME OF TRACK.	SIZE.	SURFACE.	FASTEST MILE RIDDEN ON IT.	ADDRESS COMMUNICATIONS TO
Rochester, N. Y.	Aug. 22	Driving Park	1 Mile.	Dirt	2 02	M. B. Fox, 176 No. Water St.
Binghamton, N. Y.	" 24	B. A. A.	1/2 "	Loam	.....	Fred W. Ogden.
Saratoga Springs, N. Y.	" 25	"	"	"	.....	Good Roads Association.
Bridgeport, Conn.	" 28	Pleasure Beach	1/2 "	Cement	.....	R. Preston Sherwood.
Meriden, Conn.	" 29	"	1/2 "	Crushed stone	2.05 2-5	C. W. King.
Springfield, Mass.	Sept. 1-3	Hampden Park	1/2 "	Clay	.....	F. R. Mackenzie, Box 1534.
Boston	" 7	Charles River	1/2 "	Cement	.....	E. C. Hodges, Boston.
Keene, N. H.	" 9	Driving Park	1/2 "	Clay	2.07	R. T. Kingsbury.
Philadelphia, Pa.	" 12	Tioga	1/2 "	Clay and cinders	1.57	C. A. Dimon, 1020 Walnut St.
Wilkesbarre, Pa.	" 16	West Side	1/2 "	Clay	1.50	E. W. Davis, 163 E. Market St.
New York, N. Y.	" 19	Manhattan Beach	1/2 "	Cement	.....	Dixie Hines, 23 Park Row.
Plainfield, N. J.	" 26	Crescent	1/2 "	Pulverized stone	2.09 3-4	C. E. Teel.
Trenton	" 28	Fair Grounds	1/2 "	"	.....	J. G. Muirhead, Box 105, Trenton.
Washington, D. C.	Oct. 17	"	"	"	.....	W. J. McKean.

FIXTURES.

AUGUST.

- 21-Troy, N. Y., Rensselaer County Wheelmen.
- 21-Medina, N. Y., Cyclers.
- 21-Quincy, Ill., B. C.
- 21-Hanraha, N. Y., Sportsman's Park Ass'n.
- 21-A. Bany, N. Y., Bicycle Club.
- 21-Newark, N. J., Atalanta Wheelmen.
- 21-Philadelphia, Pa., Penn Wheelmen.
- 21-Washington, D. C., Arlington Wheelmen.
- 21-Chicago, Ill., Royal C. C.
- 21-Medford, Mass., C. C.
- 21-Patchogue, N. Y., Wheelmen.
- 21-Elyria, O., Wheel Club.
- 21-Riverdale, R. I., Division Meet.
- 21-Hannibal, Mo., Sportsman Park Ass'n.
- 21-M. Marshall, Ill., B. C.
- 21-Middletown, N. Y., Barnes C. C.
- 21-New Castle, Pa., Cyclers.
- 21-Philadelphia, O. S., Bunnell.
- 21-Ballston, N. Y., Saratoga Agricultural Co.
- 21-New London, O., Fair.
- 21-Pittsburg, Kansas Wheelmen.
- 21-Modelia, Ia., C. C.
- 21-Brattleboro, Vt., Wheel Club.
- 21-Philadelphia, Pa., Quaker City Wheelmen.
- 21-Cambridge, Mass., Massachusetts A. A.
- 21-Flushing, N. Y., Mercury Wheelmen.
- 21-Sootswood, N. J., Middlesex A. C.
- 21-Albany, N. Y., B. C.
- 21-Williamsville, N. Y., Clover C. C.

SEPTEMBER.

- 1-4-Ellenville, Ill., League Cyclers.
- 1-Monett, Mo., Wheel Club.
- 4-5-7-Chicago, National Cycle Exposition Co.
- 5-Philadelphia, P. E. R. Y. M. C. A.
- 5-Norristown, Pa., Wheelmen.
- 5-Harrisburg, Pa., Cycle Track Association.
- 5-Erie, Pa., Wanderers.
- 5-Norwich, Conn., Rose of N. E. Wheel Club.
- 5-Kalamazoo, Mich., Cycle Club.
- 5-Zanesville, O., B. C.
- 5-Akron, O., Trip Trip C. C.
- 5-Vireland, N. J., Cycle Path Association.
- 5-Boonton, N. J., A. C.
- 5-Northbridge, Mass., Whitesville B. C.
- 5-Rockland, Me., Central Wheel Club.
- 5-Detroit, Mich., Wheelmen.
- 5-Des Moines, Ia., L. A. W. Club.
- 5-Birmingham, Ind., C. C.
- 5-Manhattan, N. Y., South Brooklyn Wheelmen.
- 5-Auburn, N. Y., Caledonian Club.
- 5-Newburgh, N. Y., Wheelmen.
- 5-York Pa., Wheeling Club.
- 5-Paterson, N. J., Tourist Cycle Club.
- 5-Piqua, O., C. C.
- 5-Bayonne, N. J., New Jersey Athletic Club.
- 5-Poughkeepsie, N. Y., Bicycle Club.
- 5-Rochester, N. Y., Athletic Club.
- 5-Elmira, N. Y., Kanawoola Cycle Club.
- 5-Norwich, Conn., Cycle Club.
- 5-Portsmouth, Ohio, Cycle Club.
- 5-Syracuse, N. Y., A. A.
- 5-Canton, Ohio, Bicycle Club.
- 5-Pueblo, Col., Rovers Wheel and Athletic Club.
- 5-Bridgeport, Conn., Rambling Wheelmen.
- 5-Nashville, Tenn., A. C.
- 5-Hamorton, N. J., C. C.
- 5-Fitchburg, Mass., Rollstone C. C.
- 5-Westboro, Mass., Agricultural Society.
- 5-Palmer, Mass., Race Meet Ass. ciation.
- 5-Indianapolis, Cycle Track Ass'n.
- 5-Lima, O., C. C.
- 5-Grand Rapids, Mich., A. B. Richmond.
- 5-Red Bank, N. J., Wheelmen.
- 5-Framingham, Mass., Wayside Park Club.
- 5-White River Junction, Vt., State Fair.
- 5-Zanesville, O., B. C.
- 5-Des Moines, Ia., L. A. W. Club.
- 5-Santa Rosa, Cal., Cycle Park Association.
- 5-Philadelphia, Referee Wheelmen.
- 5-Jerseyville Ill., C. C. C.
- 5-Hartford, Conn., Carroll Wheel Club.
- 5-Lowell, Mass., Spindle City W.

- 12-Waverly, N. J., State Fair.
- 15-Dover, Me., Central C. C.
- 15-16-17-Cape May, N. J., County Fair.
- 19-Wausau, Wis., Wheelmen's Club.
- 23-24-Allentown, Pa., Mercury Wheelmen.
- 23-24-25-Allentown, Pa., Allen Wheelmen.
- 23-26-Jerico, L. I., Queens Co. Fair.
- 24-25-26-Chicago, National Cycle Exposition Co.
- 25-Poughkeepsie, N. Y., County Fair.

NOVEMBER.

- 21-22-Chicago, Ills., National Cycle Exposition Co.

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PROMPT ESTIMATES.

THE WHEEL PRESS, 72 Warren St., New York.

The name of the "HARDY" wheel. A superior bicycle will cause all scorchers, racers and other hare-brained individuals to grin ironically, but it will invite every intelligent observer and student, as well as every rider of experience and wisdom, to investigate our claims and apply for our illustrated catalogue on the merits of a wheel built like a spring carriage for COMFORT. '97 MODEL now ready. HARDY CYCLE COMPANY, 45-47 West 67th St., New York City.

TRAINING, NEW AND OLD STYLE.

"A great many riders do too much work while training," said Tom Cooper to a "News" reporter in Buffalo recently. "It used to be the fashion to get up every morning and pound away for ten or twelve miles at a breakneck experience that a little work regularly done is productive of better results. One would think to watch a great many men in training that they were preparing for a prize fight instead of a race, for they don't seem to be satisfied until they have great bunches of muscle standing out all over their bodies. The result is they get muscle-bound, and though they will have plenty of endurance and perhaps more or less speed some fellow who has trained in a more scientific way and kept his muscles soft and pliable will follow them around and sprint by them on the stretch.

"A great many people think that the same work should be done in training for a race as is gone through with in putting a man in shape to fight, but the impression is an erroneous one. A man in a fight uses every muscle in his body, and consequently has to prepare himself on all sorts of manoeuvres, but in racing only one set of muscles is used. So the secret of success is to keep those muscles in good shape and to keep one's general health good. Snap and activity are needed more than anything else, but above all one must have a clear head and ability to think and act quickly.

"I am regular in my habits, not altogether from choice, but because I have to be. I usually take nine hours' sleep, and never take any exercise before breakfast. I don't believe in this notion of stinting one's self in the matter of diet. I eat whatever I want, and all I want. Yes, tea and coffee, too, but of course no liquors save an occasional bottle of Bass's ale after a hard race.

"An hour after breakfast I go to the track, and if it's early in the season I ride three or four miles at a leisurely clip. Usually three of us train together, and in this morning exercise we take turns in pacing, each taking a third of a mile.

"After dinner we get out on the track again, and after warming up do a little sprinting, say for an eighth of a mile or so. As the season advances we warm things up."

A Russian racer has died of blood poisoning resulting from the chafing produced by an ill-fitting saddle.

The New Zealand Wheelmen declares that a century is "a lady's distance."

FELL, FLOUNDERED AND FINISHED.

About the first open-air meet held on Manhattan Island since the Manhattan Field track was abandoned by the local clubs took place at Olympia Park, One Hundred and Thirty-fifth street and Lenox avenue, on Saturday last. The track is six laps to the mile. The turns are sharp, and the banking insufficient. As a consequence spills were numerous, but, as usual, the riders cut all sorts of gymnastic figures without serious injury. Liebold, of the Riverside Wheelmen, had the turns down to a fine point, and established a track record for a half, unpaced, by riding the distance in 1:16 2-5. Mockridge, paced, negotiated the distance in 1:14. The match race between two nine-year-old boys was declared off by the referee on account of their youth. About 2,000 spectators attended. Summary:

One Mile, Novice—1, George Rudolph, Morris Heights; 2, William Hamilton, W. C.; 3, Henry Hoffman, P. V. Time—2:40.

Two-Mile, Handicap—Final heat—1, W. G. Gallagher, G. W. (120 yards); 2, T. D. Richardson, New York (130 yards); 3, J. P. Williams, R. W. (120 yards). Time—2:25.

Half-Mile, Scratch—First heat—1, L. V. Mockridge, H. W.; 2, W. H. Owen, K. A. C.; 3, B. T. Allen, L. W. Time—1:10. Second heat—1, J. H. Lake, H. W.; 2, H. Y. Bedell, R. W.; 3, W. A. Brown, K. A. C. Time—1:18 4-5. Final heat—1, Bedell; 2, Allen; 3, Owens. Time—1:19.

Two-Mile, Handicap—Final heat—1, J. W. Eaton, Oyster Bay, L. I. (200 yards); 2, Morris Glasel, G. W. (180 yards); 3, S. R. Hall, H. W. (110 yards). Time—5:09.

IN THE LEHIGH VALLEY.

Allentown, Pa., Aug. 15.—The most satisfactory and successful bicycle meet ever held in the Lehigh Valley was that at the Manhattan track, Rittersville, midway between Allentown and Bethlehem, under the auspices of the Mercury Wheelmen, of this city. The attendance was large, and the contests were, in the main, close and exciting. Ripley won the half-mile open, after a desperate finish with Dawson and Corser. Summaries:

One-mile novice—1, John Noll, Allentown; 2, E. A. Dorne, Bethlehem; 3, A. S. Deem, Reading. Time—2:29 1/2.

Three-mile handicap—1, E. S. Youz, Reading; 2, C. G. Kidd, Bethlehem; 3, N. E. Danner, Allentown. Time—7:09 1-5.

One mile, 2:40 class—1, C. G. Kidd, Bethlehem; 2, E. B. Gilbert, Allentown; 3, Morris M. Hunter, Philadelphia. Time—2:38 4-5.

Mile open—1, J. B. Corser, Allentown; 2, R. W. Crouse, Allentown; 3, Bert Ripley, Newark. Time—2:13 3-5.

Half-mile open—1, Bert Ripley, Newark; 2, Ray Dawson, Boonton, N. J.; 3, J. B. Corser, Allentown. Time—1:05.

R. W. Crouse, Allentown, paced by Williams brothers on a tandem, and a triplet, made two miles in 4:38, lowering the State record by 9 1-5 seconds.

UNDER THE ARCS.

Electric light racing made a decided hit at Harrisburg, Penn., August 11. Nearly 4,000 enthusiastic spectators occupied the grand stand. In the final of the two-mile handicap a bad spill resulted in W. A. Weazel, of Philadelphia, having his collar-bone broken in two places. C. Bowers, of Riverton, was knocked unconscious, but revived after a physician's aid. Summary:

Two-mile handicap, professional—Final—1, H. Maddox; 2, W. A. Rulon; 3, Ed. Brighthurst. Time—5:29 2-5.

One-mile open—Final—1, Craig Stewart; 2, W. A. Lantz; 3, A. Bateman. Time—2:40.

One-mile open, professional—First heat—1, H. E. Bartholomew; 2, J. L. Ives; 3, E. S. Acker. Time—2:49 2-5. Second heat—1, H. H. Maddox; 2, W. A. Rulon; 3, W. R. Landis. Time—2:37 4-5. Final—1, H. E. Bartholomew; 2, E. S. Acker; 3, H. H. Maddox. Time—2:24.

Two-mile handicap—1, Craig Stewart; 2, W. A. Lantz; 3, George W. Kehl. Time—2:24.

Five-mile handicap—1, W. A. Rulon; 2, Carrol Jack; 3, Edward Brighthurst; 4, A. C. Meixell. Time—10:04.

POT-HUNTERS' COTERIE.

Quite a coterie of pot-hunters visited Cox-sackie, N. Y., August 12, and battled for the prizes offered by the Cox-sackie C. C. The attendance was good, and the track fast. In the mile open Decker, of Ashley Falls, had his collar-bone broken. Summary:

Quarter-mile open—1, E. W. Murray, Syracuse; 2, W. S. Barbeau, New York; 3, G. H. Knight, Housatonic, Mass. Time—3:03 3-5.

Mile, 2:40 class—1, Goldie Meacham, Syracuse; 2, Jack Jasper, Bayonne; 3, W. S. Barbeau. Time—2:35 1-5.

Mile handicap—1, E. A. Oakes, Housatonic; 2, Goldie Meacham, Syracuse; 3, G. B. Smith, Freeport, L. I. Time—2:15.

Half-mile open—1, G. H. Knight, Housatonic; 2, E. W. Murray; 3, G. B. Smith. Time—1:12.

Two-mile open—1, E. B. Murray; 2, W. S. Barbeau; 3, Frederick W. Richt. Time—6:27.

ONLY 300 ONLOOKERS.

Night races at Portsmouth, N. H., August 7, attracted only 300 spectators. S. P. Dodge, of Manchester, attempted to wrest the State championship cup from A. E. Windley, who holds it with a record of 2:25 2-5, but Dodge made only 2:29.

Quarter-mile—1, Ira Newick, Portsmouth; 2, C. M. Hayes, Sanford; 3, E. W. Hutchins, Exeter. Time—0:35 2-5.

Half-mile open—1, T. A. Regan, Waltham; 2, George R. Newick, Portsmouth; 3, J. Fred Simpson, Newfields. Time—1:15 2-5.

Two-mile handicap—1, J. Fred Simpson; 2, Thomas A. Regan; 3, C. H. Newick; 4, Fred Kent, Rowley. Time—5:12 4-5.

Half-mile handicap—1, J. Fred Simpson; 2, A. R. Winkley, Barrington; 3, S. P. Dodge, Manchester. Time—1:05 3-5.

KRICK CONTINUES CAPTURING.

Berwick, Pa., Aug. 15.—The third race meet of the Berwick Bicycle Club, held here this afternoon, was the most interesting and successful yet held. The track was in prime condition. Krick, of Reading, captured the mile open. The principal events resulted as follows:

Half-mile, open—1, Charles Coleman, Scranton; 2, C. W. Krick, Reading; 3, Will McMichael, Berwick. Time—1:09 1/2.

Mile, open—1, C. W. Krick; 2, Charles Coleman; 3, E. F. Kellar, Scranton. Time—2:43.

Two-mile lap race—1, C. W. Krick; 2, Craig Stewart, Harrisburg; 3, R. A. Gregory, Scranton.

Three-mile handicap—1, B. F. Kellar (100 yards); 2, W. E. Dickerson, Palmyra, N. J. (150 yards); 3, Will McMichael (200 yards).

EVERYTHING PERFECT.

Altoona, Pa., Aug. 15.—Perfect weather and a splendid track were the two auspicious circumstances which marked to-day's meet held at the Driving Park. About 1,500 enthusiastic spectators saw the events. Summary:

One-mile novice—1, S. H. Kennedy, Spruce Creek; 2, H. E. Evans, Altoona. Time—2:48 1/2.

One-mile open—1, W. P. McClay, Huntingdon; 2, F. H. Smith, Altoona; 3, Roy Rung, Huntingdon. Time—2:45 1/2.

One-mile handicap—1, C. V. Reel, Johnstown; 2, E. L. Geer, Johnstown; 3, F. H. Smith, Altoona. Time—2:31.

Two miles—1, D. P. Feterman, Johnstown. F. H. Smith, Altoona; T. Hudson, Phillipsburg, and R. L. Rose, Tyrone, tied for second place. A half was run to decide the winner, which Rose won. Time—6:11 1/2.

The gladness of the many who go spinning down the roads on wheels and who think nature's blunder was in not making wheels a part of man's anatomy seems to bring sadness to the few whose wares are no longer in such demand as before the invention of pneumatic tires and ball bearings.

POPULAR SORT OF A PRIZE.

"Brassards" are booming. The original "Brassard" was a race which paid the winner of it a daily income of \$4 so long as he was able to defend it from all challengers. So successful was this form of prize that there is now to be another one—a Brassard No. 2 for stayers. The holder of this has an income of 20 francs a day, but is obliged to take up any challenges on the distance of 50 kilometres, 50 miles, or 100 kilometres, which may be thrown down, on condition that these challenges are backed up by a deposit of \$200, to be the property of the winner of the match.

No wonder this makes the track people rub their hands, smile and feel happy; for instead of having to hang up a prize of from \$200 to \$400 every Sunday, they have a match (which the public like better than a race) practically every week, for the cost of two Brassards—\$8 a day.

TRIALS IN THE MORNING.

In anticipation of a large entry list, the promoters of the National circuit meet at Meriden, Conn., August 29, have arranged to run the trial heats in the morning, in order to permit the visiting riders to make good connections with the railroads. The circuit-chasers have always been well treated at the Meriden meets, and the appearance of about all the cracks is assured. Henry Goodman will referee the meet.

KEEP YOUR HAWK EYE ON THIS.

Cash prizes to the amount of \$350 in the professional events, and a similar amount in prizes for amateurs, are offered by the Hawkeye Cycle Exhibition Co. for their meet at Dubuque, Ia., September 5 and 7. Six races will be run each day. Entry blanks can be secured by addressing F. L. Egelhof, manager, Dubuque, Ia.

PAYS TO BE A CRACK.

The reports that there is no more money to be made out of racing in France seems hardly borne out by Jacquelin's winnings, which amount to \$10,128 since January 1. Inferior riders naturally win inferior prizes, but Jacquelin's success shows that good men can still get good money in France if they ride fast enough.

SPRINTS AND SPURTS.

The great Interstate Fair which annually takes place at Trenton, N. J., is to have a wheelmen's day this year. The date is Monday, September 28. Five amateur and two professional events are on the card. John Guild Muirhead, secretary, Box 105, Trenton, N. J., will send blanks and information upon application.

The half-mile cycle track at Flushing, L. I., will be the scene of the Mercury Wheel Club's fourth annual meet on August 29. Five open events are on the card. The feature of the meet will be the mile championship of Long Island.

E. Mattheil and C. F. Hasbrouck divided honors at the Castle Point Cyclers races, Hoboken, N. J., August 15. The former won the half and mile scratch, and the latter the two handicaps from scratch.

The fractional times of Platt-Betts standing start paced records are: One-quarter, 0:30 3-5; one-half, 0:55 4-5; three-quarters, 1:21 1-5; one mile, 1:48.

The racer is often a man who could not earn \$10 per week at any other profession than speed making.

A French paper refers to a scratch race as "course des scratches."



FOWLER SUCCESS

- - IN '96 - -

is becoming a matter of history. It is the sensation of the cycling world; the fitting culmination of our honest endeavor to build a good wheel and treat our agents right. A policy that upheld our prices and sold our entire output.

"The Fowler"

in '97 will be all it is in '96—the acme of high-grade cycle construction. Built with that necessary and distinctive feature of a strictly high-grade wheel—

The Fowler Truss Frame.

It's not too early to begin to string your wires for '97 if you want to be in with us. We're not ready to talk to you yet; merely want to give you a straight tip.

FOWLER AGENTS ARE TREATED WHITE.

ASK THEM AND SEE US LATER.

FOWLER CYCLE MFG. COMPANY,

CHICAGO,

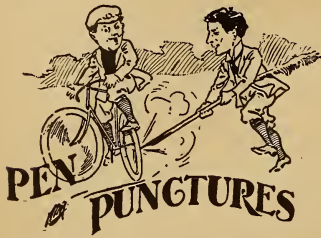
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Pneumatic saddles were used more than twenty years ago.

The girl who wears a duck riding costume is often a little goose.

What you tell some people about cycling goes in at one ear and out at the mouth.

It is the destiny of the bicycle to revolutionize the carrying agents of the world.

San Francisco has a clergyman who preaches his sermons while clad in cycling costume.

A strong solution of soda in hot water will be found excellent as a speedy cleansing agent for lamps.

Verily the pedal-maker has done much to keep the different classes of cycling on the same footing.

Why don't somebody say he'd rather ride fifty years on a trolley in Europe than one on a bicycle in Cathay?

A cloth saddle-cover will prevent the wheelwoman's costume from becoming shiny through saddle wear.

Now cycling is hailed as a certain cure for hay fever. Will the bicycle ever let up in its warfare upon the poor farmer?

Brazil has a cyclo-hippo club to which no one is eligible for membership who does not own and ride both horse and cycle.

Brunswick, Ga., has a colored wheelwoman's club. White women are ineligible to membership in this exclusive organization.

Women are too often induced to purchase a poor wheel through the color of its enamelling and the brightness of its nickel.

Cleopatra must have been a wheelwoman, for did not Anthony advise her: "Of Caesar seek your honor, with your safety"?

It is painful to see a man trying to edit the cycle column on a daily paper with a head that nature intended for a pin cushion.

Cook's tourists will in the future be mounted on bicycles when the tourists prefer that method of locomotion in his foreign trips.

Talking of bimetalism, bicycling and wheelwomen, there is certainly something very attractive in the figure of sweet sixteen to one.

Oil and graphite, well mixed and plentifully applied to nuts and bolts, will prevent them rusting and becoming difficult of loosening.

When you see the wheeling army of to-day you are very much inclined to ask; What did all these people do before bicycles were invented?

A philosopher observes: "Six things are requisite to create a happy home. One of these is a good bicycle, and the other five are money."

Governor Flower is a great advocate of bloomers, and says he dearly loves the bloomer girl. The more she blooms the better he likes her.

Even pedalling produces easy steering; varying the pedal pressure has a corresponding influence on the straight running of the steering wheel.

The New York Street Cleaning Department has just purchased forty bicycles, for use by foremen and inspectors, at a cost of \$52.50 for each wheel.

Somehow the dollars that you get for your old wheel when you sell it never seem nearly so valuable as the ones you have to fork over for a new machine.

If you think a road is perfect, travel over it on a bicycle. At the end of your journey you will no longer have any doubt on the question—you will know.

The wheel, because of its great carrying power, seems to have partly overcome gravitation, in that the weight seems lessened, with no apparent reason for its decrease.

It has already been practically and conclusively demonstrated that in proportion to its weight and strength the bicycle can carry more weight than any other vehicle invented by man.

The table of rates of the Midland Railway of England shows a graded scale of charges, by which it is shown that to carry a bicycle 500 miles would cost a man \$3 if he assumed all risks, and \$3.74 if the risk was borne by the railway company.

When a machine is left standing for a long period—say for several weeks or months—it is wise to turn the wheels occasionally, so that the weight may not always be borne by the same part of the tire. It tends to injure the tires if the machine rests too long on one part.

Spanish cyclists do not seem to lose time; on July 4 a new club, the Pena Cyclists, was formed, which owns already a two hundred metres cement track, connected with a clubhouse with all desirable facilities, including even a repair shop.

After long negotiations the Massachusetts Bicycle Club has purchased a fine lot of land a few feet from Boston's Parkway. A Colonial brick building, four stories high, with marble trimmings, will be erected there, at a cost of about \$20,000, and the interior will be arranged according to the modern designs for cycle clubs.

Of all modes of locomotion, from the crib to the hobbyhorse, from the horse ridden to the hounds by the huntress down to the bicycle, the latter has done the most for the female sex, in health, in sociability and in morality, but that, like the poor, woman is always expected to have with her on or off the steel steed or any other.

A wheelwoman has brought suit for \$1,000 against the City of Rochester. She states that the city's contractor was engaged in constructing a sewer in the street, and that the obstructions were not properly guarded with lights, in consequence of which she and the wheel she rode were damaged by riding into the unguarded excavation.

The bicycle takes men and women into the open air and the beautiful country. It gives them exhilarating exercise. It conduces to temperance and weans from the empty idleness which is the handmaid of Satan; in short, it tones up mind and body and this is the first step to the toning up of the moral nature. It leads no one to sin who is not prone to find it.

The costume for cycling is perhaps the most urgent question of the hour. Of course the world takes a certain degree of interest in the Cretans and the Sublime Porte, and without doubt Americans grow more or less excited over the political issues in this country, but such little matters must retreat in as good order as they can before the overwhelming importance of the bicycle and the proper costume therefor.

The impression is now almost universal that the wheel is the greatest reform propagandist extant, and that whatever it demands will be accorded sooner or later. It is our modern despot, but on the whole a very benign one. So far as women are concerned, it is a sort of emancipation proclamation, and the revolution in dress which is in progress will ultimately result in as much good to the human race as electricity or steam.

One of Pittsburg's Common Councilmen has a scheme to introduce the bicycle into another department of city affairs. He wants it utilized in the fire service, and claims it will save the city money. At the next meeting of the Council he will present an ordinance establishing a cycle department at every engine-house. His scheme is to have a tandem placed at the houses equipped with one or two Babcock fire extinguishers to be placed under the handle-bars.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
 OUR QUICK-REPAIR TIRE IS A
 GRAND SUCCESS - CATALOGUE
 TELLS ALL ABOUT IT

PUMP UP BEFORE STICKING IN TOOL.

MORGAN & WRIGHT
 CHICAGO

A sensation is being caused at the "shoot the chutes" slide at St. Louis, by a cyclist who rides down the steep wooden incline on a Syracuse wheel. The chute is 400 feet long, which the rider comes down in 3½ seconds.

The exigencies of the political battle is what will easiest explain the reported American order for a hundred bicycles from a Japanese cycle factory. The machines, if they are ever seen, will be used as a bugaboo to frighten cycle makers and employes into the protective tariff camp.

Few persons realize the carrying power of the fragile, cobweb-like construction which is to-day so common upon the streets in the shape of the various forms of cycles, and statistics indicate most conclusively that a new era in carrying and locomotive power has already dawned.

Eleanor Kirk says: "No sane person can possibly dispute the truth that women have just as much right to leg freedom as men." This statement is made in a dissertation on the benefits which the bicycle has conferred on suffering humanity, and Eleanor is very near right in the claim she makes.



WORLD'S MILE COMPETITION RECORD BROKEN

TWICE IN ONE WEEK BY

MR. JAY EATON,

THE INDOOR KING,

on a

WORLD RACER.

MILE INDOOR RECORD COMPETITION, 2.10, on an eight-lap track.

Eaton also won Four Firsts at Nashville, Tenn.

AT THE COLISEUM, CHICAGO,

Eaton again First in every race, and lowers the MILE RECORD to 2.07—

Unpaced Standing.

Mr. J. W. PARSONS, Australian Champion,

on a "World Racer," lowers the World's Record Flying to 2.01, and $\frac{3}{4}$ -Mile to 1.29, indoors.

AGENTS WRITE US.

ARNOLD, SCHWINN & CO.,

PEORIA AND LAKE STREETS, CHICAGO, ILL., U. S. A.

OR—

DISTRIBUTING AGENTS:

E. K. TRYON, JR., & CO., Philadelphia, Pennsylvania, So. New Jersey, Maryland and Delaware.
 H. B. SHATTUCK & SON, Boston, New England States.
 HOOKER & CO., San Francisco, Pacific Coast.
 GEORGE L. SEAGER, Des Moines, Ia., Iowa.

Kindly mention The Wheel.

A SKETCH IN BLACK AND WHITE.

To the Northerner the negro, that is, the genuine Southern negro, unspoiled by attempted aping of his betters, is a thing of infinite surprises and queer conceits. To the Southerner, who better knows and understands the negro's characteristics and humor, the man of color is known to possess an unlimited fund of quaint expression and a boundless capacity for belief in the personal care which he feels a kind Providence has for him and his affairs.

Perhaps all this is better illustrated in the following story, told in a Pullman car loaded with Northern visitors returning from Louisville. Said the historian: "It was a number of years ago, and I, naturally, was younger than I am now, consequently the love of adventure exceeded my love of ease, and I was exploring the sandy, stony and crooked roads of Southern Georgia, mounted on an old ordinary. I had concluded that such exploration was not worth the energy and risk attending it, and finally landed at a dilapidated little hole-in-the-ground railroad station.

"My enthusiasm for such touring had been alternately shaken, sweated and starved out of me, and I had concluded that I had enough. Railroads, even Southern railroads, were good enough travelling for me just at that time, and so I had ridden and walked to that tumble down apology for a station. Leaving my wheel up against the weather-stained building, I sat down on the platform, and disgusted and dejected, gazed upon the surrounding scene, while half-heartedly I fought off the cloud of gnats and mosquitoes which had assembled to speed and sample the parting guest. Shiftlessness, doubtfulness and their attendant poverty were everywhere visible.

"Across the narrow thing of ruts and dust which did duty for a road was a cabin so dilapidated that I wondered how it held together. A little negro child, certainly not over six years of age, whose head was a network of plaited tufts of kinky hair, each tuft wrapped with string and bound to its mate with twine, came slowly across the road to where I sat listlessly awaiting her arrival.

"Clothed in but a single garment, frightened by the stranger it addressed, the child burst into tears, but before it ran back to where it had come from it had asked me if I would go over to the cabin. I went. An ancient and venerable Uncle Tomish sort of negro and his wife sat beside a rough bed, upon the variegated counterpane of which lay the wasted frame of a boy, who, it was plain to see, was in the final stages of that curse of Southern life—consumption. Those who gazed upon him and wept were his parents.

"Brought face to face with this solemn scene, I turned to the old man and asked him why I had been summoned. Before the answer could be given the dying boy feebly motioned me to him and said:

"White boy, I'ze got ter die. I nebber done seen but one bysickle in all my bo'n days, an' I wanted to jist ride one mighty bad, but I'ze got ter go. I wuz jest hangin' on all last y'ar, but no bysickle ebber dun com' dis yer way till you did, and' now it am too late."

"The dying boy's eyes glistened, his lips, parched with fever, were tight-drawn against his glistening teeth as he labored and fought for the breath that was fast leaving him.

"In that lonely Georgia cabin the end was coming to that poor ignorant boy, as in time it must come to all, but his whole life for a year or more had been wrapped up in what was to him the unattainable—the possession of a bicycle and the ability to ride it. Now,

as he was passing away, this love of an ignorant mind focussed upon the wheel and became, from constant thought, the only subject that fast-fading brain could comprehend. Moved at the sight, I asked the boy what I could do for him.

"I wanted to ax you if dar was any bysickles up in hebben. If dar's golden streets an' harps an' folkses why ain't dar bysickles, too?"

"There may be, I answered upon receiving a prompting nod from the old woman.

"Will dey sell 'em same as dey do down hyar?"

"I should think not, I answered, determined to carry out the deception to the end. 'If they are there at all you'll get one without cost.

"The boy's breath came fast and sharp; a fleck of blood stained his thin blue lips; he closed his eyes as though to look upon so pleasant a picture, and then, with a faint smile and an effort to raise himself up from his wretched bed, he cried:

"Glory! glory! Hit's all right now! I'ze mighty willin' to be taken any minnit. Good-by, mammy! Lawd bress you, white boy! Call in de folkses, mammy, an' let me tell 'em goodby, for befo' de sun done set dis evenin' I'll be in de promise' land an' hab one of dem bicycles!"

"As usual in the South the train was late, and before it came that little six-year-old bit of ebony had come over to where I sat and informed me 'dat he done gone to git dat bysickle.' The unnamed he referred to being presumed to be the dying boy."

The story finished, silence fell upon the listeners, and none sought to make light of the abounding faith of that poor negro lad's soul, which caused him to pass over the border certain of his future reward and happiness.

MAKING THEM PAY.

The Board of Directors of the Wheelway League has decided to adopt a toll system, charging all but members and friends accompanying them for the privilege of using the famous Indianapolis cycle path. This has been done for the reason that subscriptions are not sufficient to make the contemplated extensions to the path and to keep it in repair.

Single tickets will sell for 5 cents, but a coupon ticket book will be issued containing eight tickets, and the price of these books will be 25 cents. Ladies unaccompanied by a gentleman will be charged 5 cents unless holding a League button. The \$1 buttons entitle the holder to ride for the rest of this year on the path, and to take one lady with him.

In a short time new buttons will be issued to members holding \$5 shares; holders thereof have life membership, and are so entitled to ride on the path and to take their families with them at any time.

The directors have adopted a resolution prohibiting the erection of booths or other structures along the cycle path except with the permission of the League, and in case such structures are erected the Committee on Construction is directed to take steps to have them removed or to destroy their purpose by building high board fences along the path to cut them off from the view of wheelmen who pass.

Few men who ride brakeless wheels, tandems particularly, conceive how great is the energy they consume in back-pedaling. As a saver of strength on a long ride, a brake is worth several times its weight in silver. Its mission is not wholly to prevent accidents.

Show windows do not always contain desirable shows where cycles are the objects shown.

CYCLING AND CIGAR SMOKING.

Says "Tobacco": While the bicycle may have had some effect on the tobacco dealer and the consumption of the fumigatory wares which he sells, it certainly has had no greater effect than ball playing, lawn tennis or any other athletic outdoor sport, all of which have greatly increased in volume during the last few years, without any such hysterical nonsense being called forth.

Coming to the consumption question, a well-known rider, in speaking on this matter, estimated that the average rider, on a Sunday, covered about twenty miles, and that this occupied his time from two to three hours. This much space is undoubtedly closed to tobacco consumption, but no smoker smokes uninterruptedly from getting up to going to bed, and the first thing the average bicyclist appears to do on dismounting from his wheel is to light up.

Let any student of this matter visit any of the hundred-and-one roadhouses, etc., in the vicinity of any great city, note the great influx of bicycle riders, the way they lay off, smoking almost all the time, until returning calls them to the wheel. Further than this the figures of production do not point to any such decrease as a million cigars a day, but, on the contrary, the production of cigars for the fiscal year of 1895-6, closing June 30, 1896, shows a gain over the record of the previous year of 73,783,504; cigarettes increased 722,356,543; manufactured tobacco, 5,397,500 pounds; and snuff, 1,117,125 pounds; while the increase in each department for the fiscal year of 1894-5 was nearly as great over the record of 1893-4.

This should surely be sufficient to settle this absurd story of how cycling is directly responsible for a direct decrease in the sale of 1,000,000 cigars daily to any mind capable of grasping facts and deducting reason therefrom; for it must be remembered that if the bicycle has caused any decrease in consumption, there is not only the fair increases in production shown above to be accounted for, but the decrease claimed must first be made up before any such increase is possible. And in this one feature would appear to be the nub of the entire matter to practical minds.

PNEUMATICS FIFTY YEARS AGO.

If some one was to come to you and tell you that the pneumatic tire was in practical use in 1847, and on the wheels of cabs at that, you would probably laugh at the statement, would you not? Yet in the Scientific American, May 8, 1847, appears the following:

"A number of cabs with newly invented wheels have just been put on the pave here. Their novelty consists in the entire absence of springs. A hollow tube of India rubber about a foot in diameter, inflated with air, encircles each wheel in the manner of a tire, and with the addition of this simple but novel appendage the vehicle glides noiselessly along, affording the greatest possible amount of cab comfort to the passengers."

Verily, it does seem as though there was nothing new under the sun.

WHAT CYCLE MASHERS ARE.

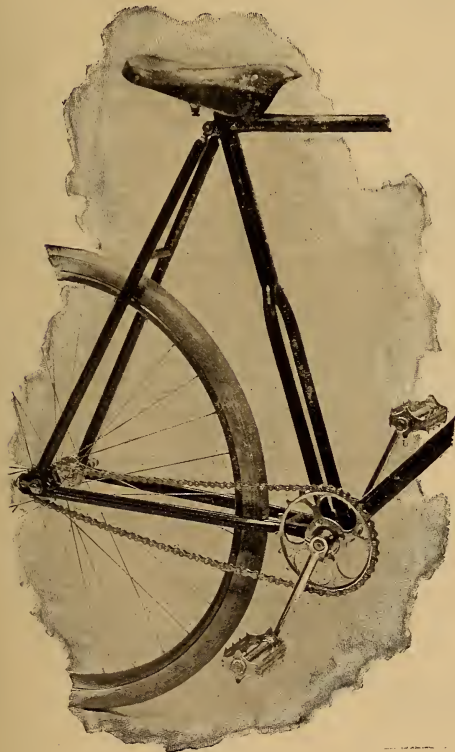
"I have remarked one thing," said the observing young woman who was telling of her annoyance by the cycle masher, "and that is that very few athletic, well-built fellows annoy women in this way.

"It is only the measley, spavined, pimply complexioned, sore-eyed cads, the lightweight, feather-headed creatures, the roller-skating-rink breed, as a rule, who insult and affront wheelwomen in this loose fashion."

There are business as well as physical hypo-chondriacs. The cycle trade proves this.

LOUISVILLE

was the last meet of any consequence and that meant more conquests for that wheel of wheels—



The
Truss
Frame...

AMERICA

of which it has been truly said that the **First Cost** is the **Last Cost**.

A wheel that is built on true scientific principles (both inside and out) of the best material, by the best of skilled mechanics, by a company whose guarantee is "**as good as the Government Seal**"—is it any wonder that when other "so-called" high-grades are selling at \$40.00 or more or less, the "America" brings \$100.00?

GENERAL DISTRIBUTING AGENTS.

B. B. Emery & Co., Boston, Mass.
 Union Nut & Bolt Co., New York City.
 E. K. Tryon, Jr., & Co., Philadelphia, Pa.
 House & Herrmann, Wheeling, W. Va.
 H. L. & E. E. Hunt, Pittsburg, Pa.
 Penn. Cycle Co., Erie, Pa.
 Francis J. Hewes, Rochester, N. Y.
 Geo. H. Terry, Oswego, N. Y.
 A. C. Anderson & Co., Toronto, Ont.
 Adams & Hart, Grand Rapids, Mich.
 Ray M. Hewitt, Detroit, Mich.
 W. B. Holton Mfg. Co., Indianapolis, Ind.
 J. H. Fall & Co., Nashville, Tenn.
 Rhea, Elton & Thelens, Peoria, Ill.
 R. J. Boswell, St. Louis, Mo.
 Aultman, Miller & Co., Dallas, Tex.
 Bradley, Wheeler & Co., Kansas City, Mo.
 David Bradley & Co., Council Bluffs, Iowa.
 David Bradley & Co., Minneapolis, Minn.
 Bray Bros., Cedar Rapids, Ia.
 Mathews Implement Co., Los Angeles, Cal.
 Serrano & Zozava, City of Mexico, Mex.
 Keen & Delang, Chicago.



AMERICA CYCLE MFG. CO.,
CHICAGO.

Kindly mention The Wheel.

WHY RETAILERS FAIL.

L. F. Korns, of Minneapolis, is as familiar with the evolutions of the retail trade since the days of the high wheel, as any man in the Northwest. In reply to a question bearing on the cause of the recent failures, he speaks in a manner which will be approved by many a retail dealer. "About two hundred houses sold wheels here this year," says Mr. Korns. "They contracted for wheels which they could not get fast enough in the early spring. Deceived by this state of trade they urged the makers for wheels. Suddenly the rabid buyer began to talk about waiting until next year to make his purchase. The dealer finds himself with a year's lease on his hands for a ninety days' business. Customers offer him less than his wheels cost, and, on remonstrance, lecture him on the cost of his bicycles. They rarely do this on any class of goods except bicycles. Nearly every purchaser has a speech of this kind for the cycle dealer. With such conditions confronting him, and such are the conditions in this city to-day, the cycle dealer has an easy road to failure.

"Take, for instance, the renting of wheels, and some sharp lessons are to be learned, or failure is the result. Stores are besieged by people who want to rent a wheel during the cream of the season for a sum less than the depreciation of value to the machine. They will have only a new wheel, and refuse to pay over \$5 a month. Now, a wheel cannot be rented over five months. This would make \$25. These same people refuse to pay you over \$25 for the best second-hand wheel in your store. Now, if your renting wheel cost you a cent over \$50, you would have absolutely nothing for your business, and then there is a bill for repairs which has not been counted. These people do not go to livery stables and ask for sleighs at July rates for January use, but somehow they drop in to see us. Some cycle dealers accede to their wishes.

"Another answer to the question: 'Why are so many cycle dealers failing?'

"Why, a man got mad the other day because he could not rent a tandem for 75 cents a day. A boat costs \$12, does not change style in twenty years, is exposed to little danger of accident, and rents for 25 cents per hour, and this man wanted a \$150 tandem for 75 cents per day, and would not rent a last year's machine.

"The cycle dealer who does not fail is one who maintains a scale of prices that pays for goods and expenses, and when the public refuses to pay these prices, has neither wheels nor lease on his hands."

ACCURACY'S LIMIT REACHED.

It is really wonderful to what degree of accuracy the manufacture of steel balls has reached. The Excelsior Machine Co., Buffalo, N. Y., are turning out steel balls which they guarantee do not vary one-fourth-thousandths of an inch. A WHEELMAN last week was shown fifty balls picked out at random that by actual micrometer measurement did not show a difference of one-sixth-thousandth. This means such an infinitesimal quantity that the usual micrometer would not measure, and a special apparatus is necessary. The demand for this company's output has increased so materially that it necessitated enlarging their plant to double its present size and they will soon be in a position to turn out 15,000,000 balls a month.

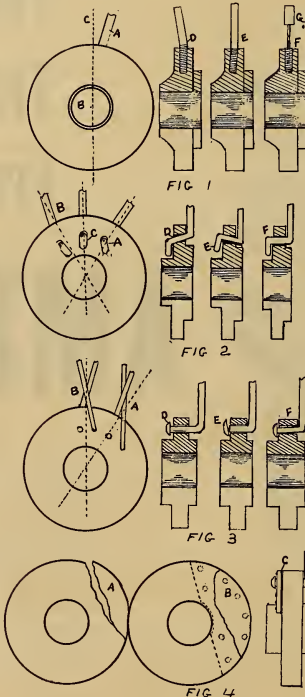
INCORPORATED NOW.

The firm of Butler & Ward, Newark, N. J., manufacturers of bicycle saddles and leather goods, was incorporated August 1, under the name of the Butler & Ward Company. The business will be continued as heretofore. The officers are Eugene Ward, president; John S. Mitchell, vice-president and treasurer; George F. Anderson, secretary.

SPOKE STRINGING AND REPAIRING.

Stringing wheels is an art acquired only by long experience in the shops where the wheels are made. The repairer of bicycles, however, has often to replace broken spokes in wheels, and after a while becomes familiar with the work. The success depends very much upon getting started right. In adjusting a spoke in the type of wheel hub shown in Fig. 1, care should be taken to get the spoke in line with the centre. A good way is to get the correct line of the centre first with a line reaching across the middle of the hub at B and extending to the rim. The spoke should harmonize with the line at C, and not be out of true as marked A. Neither should the spoke slant sideways, as indicated in D in the sectional view.

The trouble with the setting of spoke E is that the hole is cut slanting. The only remedy for this is to bend the spoke to corre-



spond with the irregularity. Spokes sometimes break off close to the hub, as shown at F. Instead of trying to cut out the butt, run in a small drill, G, making a hole in the stub in which to drive a pin. With the plyers this pin may be turned and the stub removed. When spokes of the style shown in Fig. 2 are handed, perfect alignment is also essential.

If a spoke is inserted and the end laid over as marked A, the elasticity of the wire is not so manifest as when the end is laid over as in C. If the spoke itself is out of line with the centre, like B, its firmness is affected, and if many of the spokes are like it the wheel will break down. In putting in these kinds of spokes, there will be a general looseness to the whole work if several spokes are laid in like D in the sectional view; if like E, the wear will come upon the edges of the inner bend and result in wearing off the wire. Lay in all these spokes, even like F, and they will go all right

A good many wheels are strung with the type of spoke setting shown in Fig. 3. In fixing in new spokes in this kind, avoid getting the pairs untrue with the common centre of the hub, as represented by A. Get them true by lining up from the middle of the wheel, bearing to the middle of the connection of the pair of spokes as indicated by B. A rattly wheel all riders dislike, and a wheel will rattle if the spokes of this type are headed up loosely, as exemplified by D in the sectional drawing, in which there is too much space between the bend in the wire and the head.

Often wheelmen come into our shop with wires broken out because some one in heading up the ends continued to pound after the wire had tightened in the flange, resulting in starting the head as marked in E. This is the other extreme to the case D. Simply make a good, even, fairly loose setting as in F, and the wire will neither rattle nor the head break off. Recently a wheelman got his wheel caught between the footboard of a car and a team in such a way that the flange on one side of a wheel hub was snapped off, as marked A in Fig. 1. This was fixed by riveting on the patch of sheet brass as shown at B, resulting in a job which answered all purposes. Several of the spokes had to be taken out and lengthened, as the patch added to the width of the flange. The spokes were laid in both flange and patch, as represented by C.

G. D. RICE.

WILL MAKE EVERYTHING.

Bicycles will be added to the products of Harrisburg, Pa., next year. The W. O. Hickock Manufacturing Company, with a paid-in capital of \$200,000, manufacturers of bookbinders' outfits, is the firm that contemplates the departure. The company has established an enviable reputation for excellent machinery not alone throughout the United States, but in many foreign countries where its machines are well known. The company has deemed it advisable to take up the manufacture of bicycles, because, first, it has buildings which are available for this class of work without interfering with its regular line of manufactures; second, because in its other or heretofore established lines it has required very many special machines and special tools which can now be readily and with slight expense turned to the manufacture of bicycles.

A foreman has been secured with experience gained by years of actual working in cycle factories and superintending like establishments, who will be placed in charge of this department. "One can readily see," the company writes, "that with the many facilities and the great saving in running expenses which may be accomplished in the combining of the two departments, those of bicycle building and machinery construction, the chances of success are most excellent, and the prospective purchaser of the wheels made by us may feel sure of a thoroughly desirable article, since we cannot afford to offer a poor article at the expense of our general reputation. Such an act would be almost suicidal, and realizing this fact it is our purpose to maintain the high standard which has been the basis of all operations."

Mr. Hickock established the business in 1846.

BENJAMIN AND BARNES.

C. A. Benjamin, who is abroad in the interest of the Barnes Cycle Co., is meeting with success in Paris, where he has closed several deals for '97 business. He will also introduce the Barnes in London, Berlin and other large cities. The Barnes company has representatives abroad and anticipates a large export trade for next season.

A four-page little paper has been issued by the Barnes Cycle Co., styled "White Flyer Tips." It is attractive in its literary appearance, and beautified by excellent half-tone illustrations.



“GENDRON”

“The Matchless Steel Wheel”

THOUSANDS BUY IT!
 THOUSANDS RIDE IT!
 THOUSANDS PRAISE IT!

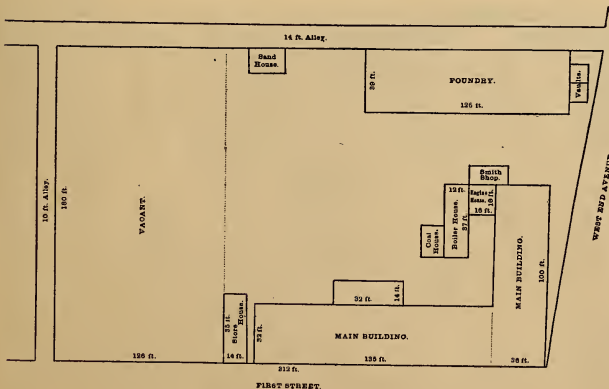
Many bicycles are found wanting, but the “STEEL GENDRON” never disappoints.
 “RELIANCE” BICYCLES are better than most high-grade wheels.
 OUR HANDSOME CATALOGUE FREE.

GENDRON WHEEL CO. - - - - TOLEDO, O.

.. FOR SALE ..

AN IDEAL PLANT, SUITABLE FOR BICYCLE MANUFACTURERS,

AT... LANCASTER, PA.



THE ENTIRE PLANT OF THE
SLAYMAKER-BARRY CO.

CONSISTING OF

**Buildings, Foundry, Grounds,
 Boilers, Engines, etc.**

Lancaster City has a population of about 40,000 inhabitants, is a growing town, surrounded by the best agricultural district in America. It is on the main line of the Pennsylvania Railroad, and on a branch of the Philadelphia and Reading Railroad. Rents and provisions are cheap, labor plenty, and there is no better locality in the State for a manufacturing plant. This property will be sold on easy terms, and possession can be given any time after November 1st.

Kindly mention The Wheel.

Apply to **SLAYMAKER-BARRY CO., Lancaster, Pa.**

HOW FRENCHMEN RACE.

Anything to Beat the American the Only Rule Strictly Carried Out There, Says Weinig.

A. E. Weinig, of Buffalo, who went abroad with the Eck combination, arrived in New York on Thursday of last week, and immediately departed for his home. He states that his trip was a pecuniary gain, and that he is willing to go back at any time. He is in the best of health, and looks almost as brawny as Sanger.

In conversation with a local reporter, Weinig scores the unfair tactics of the foreign riders very severely.

"It would be a big surprise to some of our crack American riders should they go abroad to compete," said Weinig. "They would find that bicycle racing in America and in Europe are as different as boxing and fencing. There is a great gulf between the modes of the crackjacks of the two continents. I sincerely hope that our boys will never get to ride as they ride in France. There it is 'all for France,' even at the expense of an American rider's neck. And the French riders, if they cannot themselves win, will do all in their power to help an Englishman, or a Belgian, or an Italian to defeat the Yankee.

"Time and time again, when one of the American string would start his jump in the stretch, he would find himself crowded steadily and maliciously up the bank by some rider who had no desire to win, but who had been coached to jockey the American, in order to leave the prize to one of their own people. On several occasions, turning into the stretch and starting to sprint, one of the foreigners has run alongside me and crowded me into the fence, or ripped out my spokes with his pedal. It's all in the game over there, but it's a bad game.

"Dirty work of this style does not meet with the disapproval that it would in this country. When an American is jockeyed the crowd laughs. Should the Yankee, as a matter of self-protection, elbow a foreigner ever so little, a storm of whistles would arise. The French do not hiss, to show their dislike; they whistle. Jacquelin is their idol, and it is a question whether he or Jaap Eden, the Belgian, is the best racer in Europe. Jacquelin is at his best now, but it is his last season, for in November he must enter the French Army, a conscript. They are certainly fast men, but there is no telling but that many of the boys in America could lower their colors if fair play were not at a premium on every big track abroad."

"What show would men like Bald, Cooper and Butler have abroad?"

"It would be the allied cycling forces of Europe against them," replied Weinig with a smile. "They would have to compete on queer tracks with men on queer wheels and with queer methods."

"And suppose the Europeans should come to the United States to race?"

"That would be different," said Al. "The foreigners would find themselves like fish out of water. The fairness of American racers would stun them. Deprived of their jockeying schemes, they would only get a fleeting glimpse of Eddie Bald and the rest. A mile race in Europe is not like a mile race here. Across the water the men loaf until the straight, and then make their jump. In races of more than a mile it is all pacemaking. Each man has two or three sets of pacemakers, generally triplets or quads, around the track, and each pacemaker catches its man at a certain point. It is a question of hanging onto the pacemakers. Good time is made, but this takes the individuality out of the contests. Because of this pacemaking, a race

in France and England presents a peculiar spectacle. There will be three or more quads for every man in the race.

"Most of the foreigners had accustomed themselves to high gears, from 80 to 100, and it would surprise you to see the way they are able to sprint with them. A cyclist with a machine geared high gains momentum, of course, and that is one point in their favor. And because pacemaking is so much in vogue, it is easier to push a high gear.

"At first it was hard for our string to ride on the tracks abroad, they are built so peculiarly. The bank turning into the straight is almost a perpendicular wall, and it is impossible to ride it except at a fast clip. Unless you are speedy your pedal will strike the cement. Many of the foreigners ride short cranks to save themselves from this danger.

"I had many a fall abroad, and I am covered with scars from shoulder to wrist and waist to toe. I had a terrible fall at the Catford track, England, and for a long time rode swathed in bandages."

WHY THEY ARE FASTER.

There is no question that the speed of a machine does not increase in proportion to the number of riders for which it is seated; but the question is, why should it increase at all, unless there is a saving of power? Just in proportion as the number of legs working on the pedals is increased, so the number of riders who have to be propelled is increased; and the only reason a multicycle is faster than a single is because a slight economy is effected in various ways. For example, there are fewer bearings to be revolved in proportion to the number of riders, fewer tires to pass over the surface of the ground, and less windage.

LIVING GUIDE-BOARDS.

A company, in which a number of large capitalists are interested has been incorporated under the title of the "United States Guide and Information Company." Its object is to furnish trained guides for public service in this city and vicinity. A portion of these guides, both male and female, will be expert cycle riders, and prepared to take charge of individuals or parties desiring to explore on a wheel the city and its environs.

Cycling undoubtedly is a hobby with some, but it is not such with the majority of those who use the wheel. It has become a necessity and necessities are not to be put aside according to whim.

BUTTON SWAPPING.

How It Is Conducted on a Scientific Basis to the Satisfaction of All Concerned.

The colored citizen of this glorious Republic is an imitative individual; he copies the fads and foibles of his whiter brother, so his wild scramble after bicycle advertising buttons at Louisville was not to be wondered at. Verily, he has had a strong enough example set him by the white man in this direction.

Who would ever have thought that the craze for this questionable form of personal adornment would bring about the establishment of a Button Exchange? Yet such is an accomplished fact.

There is a curious little shop in La Salle street in Chicago given over to the barter of buttons, and is the outcome of the craze for lapel buttons of every sort. The man who runs it used to be in the second-hand book business, but when bicycles took possession of everything people stopped buying even second-hand books. Bicycle buttons then came into active demand, and he saw an opportunity to make a living. He buys, sells and exchanges lapel buttons of every kind. He claims to have 400 kinds of bicycle buttons, no two alike, and he will sell a collector the lot, one of each, for \$12. His prices are 5 cents a button, 50 cents a dozen and \$4 a hundred. In front of this little store hang long felt strings of buttons, around which youthful collectors group themselves. From little books they compare notes with the strings, and when they find a new button they jot it down. Or else they bring their felt strips along with them and "tell" them off in comparison with the buttons in the window.

The store is crowded nearly all the time with boys to buy, sell or exchange. They are the most enthusiastic chaps imaginable, and the lore of buttons is at their fingers' ends. They come in, throw a handful of buttons on the counter and offer to trade "two for one." And they are good traders, too.

SCORCHERS SAFE.

"Lots o' people are dying from sunstroke now."

"Yes; but it'll never trouble you scorchers."

"Why, I thought we'd be the very ones it would tackle."

"No, it's a brain affection; that lets scorchers out."

MORGAN & WRIGHT TIRES ARE GOOD TIRES.

YOU WILL FIND MORE OF THE WHEELS BUILT IN 1896 FITTED WITH

MORGAN & WRIGHT QUICK-REPAIR TIRES

THAN ARE FITTED WITH ALL OTHER MAKES OF TIRES COMBINED.

What They Say.

A. W. BELL, Blenheim, Ont., Canada: "I have escaped without a puncture so far. However, reports from local wheelmen are enthusiastic in favor of your tires."

J. D. BURK, Amherstburg, Ont., Canada: "Morgan & Wright's quick-repair tires are the favorites here. This is also my humble opinion, 'Morgan & Wright Tires are good tires.'"

HOWE BROS., La Porte, Ind.: "Haven't used any other tires this season; quick-repair giving good satisfaction and popular with local riders so far as we have observed."

"HAAS & HUEBSCH, Le Mars, Ia.: "In every case where the Morgan & Wright Tires have been punctured the quick-repair has worked successfully. Out of 80 wheels sold this season 70 had M. & W. Tires on."

Advice.

DON'T stick tool into tire before you pump up—harder the better.

DON'T stick tool into the same hole after injecting cement.

DON'T use any but M. & W. quick-repair cement, made for the purpose, and don't fear to ask the dealer questions. The quick-repair is illustrated in our catalogue. It is so simple that nobody should have the least trouble in making a quick, easy and permanent repair, on the road, without taking tire from rim.

Remember our liberal guarantee. Send defective tires to us, not to the maker of your wheel.

MORGAN & WRIGHT CHICAGO.

C A COX



E. C. Bald.



J. S. Johnson.

MORGAN & WRIGHT TIRES ARE GOOD TIRES



W. W. Hamilton.



Tom Cooper.



Arthur Gardiner.



Jack Coburn.



Bob Walthour.



H. Van Herik.



O. E. Towle.



S. W. Ramsey.



W. A. Wenzel.



C. H. Lanster

MORGAN & WRIGHT TIRES ARE GOOD TIRES



A. J. Banta.



A. Laing.

PERSONAL MENTION.

SOME FAMOUS RIDERS OF M. & W. TIRES ARE :

- E. C. Bald.....(Barnes) Max Morris....(Monarch) Tom Cooper....(Monarch) W. E. Kenyon... (Adlake) Arthur Gardiner..(Thistle) Wm Bainbridge..(Thistle) Otto Ziegler.....(Barnes) C. B Pike.....(Orient) W W Hamilton.....() B B. Bird.....(National) J S Johnson.....(World) John Lawson.....(Fowler) Fred Loughhead... (Fowler) Frank Rigby.. (Frontense) J W Parsons.....(World) O. E. Towle... (Orient) Harry C. Clark.(Napoleon) Owen Kimble... (Outing) Homer Fairmon.. (World) W. L. Becker... (Adlake) O L Stevens.....(America) A. C Mertens....(Dayton) A. C Bliss.....(Monarch) J P Bliss.....(Monarch) Jack Coburn.....() Will Coburn.....() E. E. Anderson...(Stearns) Pat O'Connor... (World) Barney Oldfield...(Stearns) W. De Cardy....(Barnes) Burt Repline.....(Fowler) A D Kennedy.. (World) Glenn P Thayer (America) S C Cox.....(Crescent) W A Wenzel..(Napoleon) C A Church... (Barnes) Tom Hause.....(Outing) J B Bowler....(Halladay) R P Rice.....(America) A. E. Smith.....(Adlake) M. O. Dennis... (Crescent) Joe Dollister..... (Warner Special) Tracy Holmes.. (America) E. McKeon.....(Dayton) Earl F. Jackson...(Stearns) L A Callahan (Dodge) W. E. Lum.....() M. F. Carter... (Barnes) W. C. Shrader....(Andrae) Herman Kohl... (America) A. F. Senn... (Remington) H. E. Frederickson.. (Fowler) J A. Woodlief..(Columbia) Edgar Boren.....(Adlake) John Lund.....(Thistle) Louis Gimm.....(Pirate) Bob Walthour... (Sterling) Chas. Hofer.....(Dayton) L. M. Johnson...(Adlake) A. E. Weising... (Sterling) I. P. Swett.....(Orient) C. M. Ridgley...(National) H Van Herik... (Fowler) Harry Maddox...(Stearns)

SOME OF THE WINNERS :

- Will Hughes, on a Napoleon, with M. & W. Tires, won the four-mile "Constitution" race, at Atlanta, Ga
- H. D. Cleveland, on a Spalding, with M. & W. Tires, won the mile open and the two-mile handicap, at Rutland, Vt., Aug. 8
- Howard A. French, on a Barnes, with M. & W. Tires, won the two-mile handicap, at Baltimore, Md., Aug. 8.
- J. L. Ives, on a Richmond, with M. & W. Tires, beat the trotter "Dukes," best two in three, at Arlington, Md., Aug. 6—1:09 and 1:07 3/5.
- Herman Anderson, on a Monarch, with M. & W. Tires, won first time in the 1 1/2-mile road race, at Moline, Ill., Aug. 8.
- W. B. Lupe, on M. & W. Tires, won three firsts at New Smyrna, Fla., Aug. 7.
- Harry Crutcher, on a Columbus, with M. & W. Tires, won first place and second time, five-mile road race, Dallas, Tex., Aug. 6
- Fred Taylor, on a Sylph, with M. & W. Tires, won first time in the five-mile road race, Dallas, Tex., Aug. 6.
- F. Yancy, on a Norwood, with M. & W. Tires, won first time in ten-mile road race, at Henderson, Ky., Aug. 6.

W F McMichael, on a Stearns, with M & W. Tires, won the mile handicap, at Scranton, Pa., Aug. 8.

Burt Morrow, on a Relay, with M & W. Tires, won first in the half-mile, and first in the mile, at Omaha, Neb., Aug. 8

H C. White, on M. & W. Tires, won first in the half-mile and first in the mile, at Osage, Ia., Aug. 7.

J. Holmes Hall, on a Dayton, with M & W. Tires, won first place in nine-mile road race, at Sedalia, Mo., Aug 8

C. Reinke, on an Andrae, with M. & W. Tires, won the mile open, amateur, at Neenah, Wis., Aug. 6.

C. Pierce, on a Frazier, with M. & W. Tires, won the two-mile Twin City Handicap, at Neenah, Wis., Aug. 7.

E McDonnell, on an Adlake, with M. & W. Tires, won the mile open, at New Decatur, Ala., Aug. 6.

J. Sawyer, on a Sterling, with M. & W. Tires, won the five-mile handicap, at Cassopolis, Mich., Aug. 11.

A. B. Cooling, on a Napoleon, with M. & W. Tires, won the three-mile open, at Wilton Junction, Ia., Aug. 6.

Fred Ulp, on a Stearns, with M. & W. Tires, won the mile handicap, at Wheeling, W. Va., Aug. 1.

Lloyd Fowle, on a Columbia, with M. & W. Tires, won the two-mile handicap, at Mason City, Ia., Aug. 5.

M. Ledequist, on a Gendron Special, with M. & W. Tires, won second time in the five-mile road race, at East Boston, Mass., Aug. 8.

C. S. Porter, on a Stearns, with M. & W. Tires, won the two-mile handicap, at Vassar, Mich., Aug. 12.

E. M. Swett, on an Orient, with M. & W. Tires, won the mile handicap, at Norway, Me., Aug. 14.

W. A. Trueblood, on a Thistle, with M. & W. Tires, won the mile open, at Eldora, Ia., Aug. 5.

E. S. Baier, on a Viking, with M. & W. Tires, established a state record for the one-third mile, in competition, Neenah, Wis., Aug. 7.

R. S. Ricker, on a Barnes, with M. & W. Tires, won the three-mile handicap, at Bloomsburg, Pa., Aug. 5.

A BIG WEEKLY TOTAL.

Number of winners mentioned above..... 26
Crowded out..... 231
Total..... 257



Glenn P. Thayer.



W. E. Lum.



A. J. Weiple.



C. B. Pike.



L. P. Swett.



A. F. Senn.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

L. A. W. NATIONAL MEET.

At the National Meet at Louisville, Morgan & Wright Tires won 44 out of 95 places. Nearly as much as won by ALL other tires combined.

There were six National Championships, three places in each. Morgan & Wright Tires won 3 firsts, 5 seconds and 5 thirds.

Tom Cooper, on a Monarch, with Morgan & Wright Tires, won three National Championships—quarter-mile, one third mile, and two-mile.

Arthur Gardiner beat Sanger and Tom Butler in the mile open, making a world's record for the distance, paced by a single machine; time, 2.01. Rides a Thistle, with Morgan & Wright Tires.

Karl Thome, on an Outing, with Morgan & Wright Tires, won the quarter-mile and the half-mile, amateur, Kentucky Championships.

Off the Circuit.

MASON CITY, IA.,	7 out of 9 places.
NEVADA, IA.,	14 out of 15 places.
NEENAH, WIS.,	25 out of 43 places.
DALLAS, TEX.,	9 out of 12 places.
MOLINE, ILLS.,	6 out of 7 places.
MARENGO, IA.,	10 out of 15 places.

71 out of 101 places won
on Morgan & Wright Tires. Far more than won on ALL other tires combined.

MORGAN & WRIGHT,
CHICAGO.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Kindly mention The Wheel.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

SINGLES SLID, TANDEMS TRIED.

The Lazy Man's Game of Coasting Given a Thoroughly Scientific Trial by the
M. A. C. C.

Whether a Cooper, a Bald, or a man with the fame of Zimmerman occupied the saddle of the winning machines in this contest, it mattered little. It was the wheel that scored. The individuality of the rider went for naught. Probably never before was there a contest promoted in which the manufacturers secured the sole interest of the spectators over the riders as they did in the Metropolitan Association of Cycling Clubs' hill-coasting contest at Cedar Grove, N. J., on Saturday last. "Who won?" was the cry when it was all over.

"Why, a Humber first, Columbia second, Victor third, while the Stearns took the tandem," would be the reply.

The riders—why, they were mere figure-heads. And so, if you figure on gaining fame as a coaster in future contests, give up the

considerable speed, and then it's up hill again. It is this last upgrade which prevented the coaster from riding half a mile further, and at which point the 6,000 and odd feet tapes were stretched for the measurers.

That great interest was taken in the contest can be perceived from the fact that for a week prior to the race several firms had men camped out along the hill, who daily tested the road and endeavored to ascertain the secret of going the farthest without pedalling. A day prior to the meet, the riders barely

was practically accurate, the first two men falling off between the first and second tapes. Measurers with long tape measures speedily took the distance from the nearest tape at which the contestants stopped and the spectators crowded about to gain a glance at the name plate of the machine.

In the first trial Fred Royce, the ex-New Jersey crack racing man, took the bun with 6,258.2 feet, a distance which was not equalled until the third trial, when it was tied by big Hugh Janeway, the ex-Princeton football player, who weighs 226 pounds. The wind freshened after this and the distance was not equalled.

The twelve men who coasted the greatest distance in the first trial then returned to the summit and started again. The six winners in this trial were then restarted, ending finally with a sifting down to three men—a trial that was conclusive and emphatic.

Heavy-weight Janeway was the favorite. His immense weight and massive proportions gave every one the impression that he would prove the winner, and he did hold more than



idea. It will be the name of your wheel and not yourself that will float from ear to ear as the winner.

Coasting contests have been few and far between in the metropolitan district of late. They were held semi-occasionally when the high wheel, the Springfield Roadster and the Eagle reigned supreme, but never before was a contest of the hill-sliding variety promoted on such an extensive scale as the Metropolitan Association's.

To begin with, the hill selected was ideal. It started on the second ridge of the Orange Mountains. The range known as the Orange Mountains, by-the-way, would not be called a mountain by a Coloradoan, or by a Swiss chamois-chaser; it would be, as the English say, a small pimple, but in the Jerseyman's nomenclature they go as mountains. The road descends the mountain at an acute angle. It is macadamized, smooth, and at the summit a pleasing birdseye view of charming woodland is at command. At the bottom the road dips under a railroad bridge, and then the coaster ascends a short ascent. There is another very perceptible dip, sufficient for a rider to gain

reached the railroad bridge, but rain on Friday night cleared the course of dust and obstacles and the coasters cleared the hill at the bridge with ease and never stopped until they half-way surmounted the next grade.

There was a good crowd of spectators present on Saturday. They bothered the starters at the summit, got in the way along the hill and fairly swarmed around the officials and measurers at the tapes. The contestants made a motley crowd. There were heavy men, little men, men in regulation racing costumes, and in touring form. Some had their legs bare and their arms covered, others their arms bare and their legs covered.

It wasn't a particularly exciting contest for the on-lookers, but they held their ground from 1:30 p. m. until 6 o'clock. The excitement all lay with the contestants. They fairly flew down the declivity and covered the distance, over a mile, in what appeared to them to be about a minute, but in reality over two minutes.

It was after 2:30 before the men were started. Of the 50 entered on singles all but four started. They were sent off with a gentle push, singly and by twos. The momentum gained was terrific. No one was exactly sure where the riders would stop, but the guess

his own until the last heat, when he covered the least distance of any of his coasts. He claimed he had to cut from side to side of the road to avoid vehicles.

The trial for tandems was run in two heats and a final. The two-seated machines went down the hill like an express train, but on the up grade, despite their great momentum at the foot, they travelled on the average of only 100 feet further than the singles, and in some instances the singles beat the tandems.

The winner of the final for singles rode a regular road Humber. He wore a racing Jersey sweater and full tights. His wheel was stripped of all paraphernalia except coasters, and tires were pumped to a fair degree of hardness, but were not inflated to their fullest extent. The second man, W. M. Aikman, had a brake on his Columbia, but no coasters, placing his feet on the lower frame. His tires were well inflated. His costume covered his legs and arms. Janeway was attired in full racing attire. His Victor was fitted with foot rests, and he leaned well forward and held his front wheel as steady as a vicelike clasp of the handle-bars could

make it. The winning tandem team rode one of the Stearns stanch-looking yellow fellows, with tires inflated to rock hardness. The crew were well pleased with their victory, but said the strain of coasting the hill three times at such a terrific speed, with the hill lined with spectators and vehicles, was too much for comfort.

As a matter of fact there was a certain degree of risk in the coast, but only one accident occurred. The unfortunate was C. C. Whitaker, of Montclair, who while descending collided with a rider walking up the hill, while attempting to dodge a carriage. He was knocked fifty feet to the side of the road, and was badly cut and bruised.

What constitutes the speed qualities in coasting is somewhat of an open question, but apart from smooth running bearings and a well lubricated chain, the consensus of opinion among the contestants was that it depended in keeping in a straight line along the smoothest part of the road, avoiding turns and swerving. Weight appeared to exert a powerful influence in the case of Janeway,

still in the final he failed to equal the distance covered by much lighter men.

The interest manifested in this, the first open contest of the kind in this vicinity, should have a tendency to lead the way for greater things in the future. Much interesting information and data can be secured by a study of the table attached, which tells the struggle of the speedy non-pedallers in a nutshell.

WHAT A WHEEL DOES FOR HER.

The buying of a wheel by a girl from her own resources and savings is a practical lesson in economy. It has made new and extended social circles; it has decreased the idle hours which all girls have even in the best regulated families; it has made her more sociable; she finds an agreeable companionship in her girl friends, with whom the wheel is a bond of union, and, in fact, all round she is a more active healthful and restful girl when the time comes for rest than she was before cycling was in vogue.

AN OLD-TIMER'S SYMPOSIUM.

The eleventh day of September in the year 1879 was big with portent. On that memorable day the first "Wheel about the Hub" was begun. The world looked on and wondered at the bravery of those adventurous pioneers of cycling who actually intended to ride alone a whole hundred miles on bicycles. Quidnuncs and wise men wagged their hoary heads, and predicted disaster and what not, but the perilous deed was safely done, and great was the glory of those who passed through the ordeal unharmed.

That this doughty deed of the good old times and the better old timers should not be lost, the Boston Bicycle Club, America's oldest cycling organization, has made the famous trip an annual affair, copying in every way possible the original journey of '79. This year the affair takes place on September 11-13, and those honored with an invitation to partake of this old-timers' symposium—and the number so honored is limited—are proudly making envious all their less lucky friends by exhibiting their invitation headed by the five-pointed emblem of the famous Boston club.

SINGLES.

NAME	Wheel	Tire	Weight Wheel	Weight Rider	Make of Chain	Gear	Position of Saddle	First Heat	Second Heat	Third Heat	Final
H A Woodward	Humber	Humber	26	200	Humber	70	Front	622.8	6247	624.5	6.37
W M Aikman	Columbia	Hartford	25	160	Columbia	76	Front	622.10	6228.7	622.3	6218.4
H J Janeway	Victor	New York	26 1/2	226	Victor	84	Back	627.9	6240.8	6238.2	6209.8
Ralph Heley	Spalding	Spaulding & Pepper	25	133	Spalding	77	Front	624.8	6236.2	6211	.....
E Gerbereux	Ide	Palmer	22	165	Morse	53	Direct	6237.9	6222.7	6210.5	.....
F M Nicholl	"	"	22	130	"	70	Direct	6236.2	6223.9	6197.4	.....
J H Livingston	Spalding	"	21 1/2	143	Spalding	66 1/2	Back	623	6175	.....	.....
J E Whitesey	Victor	New York	25	148	Humber	84	Front	623-10	6214.3	.....	.....
F W Libbey	Orient	Hodgson	24	145	Spalding	76	Back	6219.10	6175.10	.....	.....
G F Royce	"	Palmer	24	109	"	72	Front	6238.2	6210	.....	.....
W H Wells	Spalding	Spaulding & Pepper	22 1/2	152	"	80	Back	6215.8	6195.8	.....	.....
P A Brock	Cleveland	Cleveland	25	198	Cleveland	72	Back	6198	6163.3	.....	.....
Neil Ransom	Spalding	Palmer	22	136	Spalding	72	Back	6163.3	.....	.....	.....
C K Alley	Humber	Humber	25	170	Humber	70	Front	6191.3	.....	.....	.....
G E Blaskiee	Spalding	Palmer	21	132	Spalding	70	Back	6224.3	.....	.....	.....
E V Connet	Stearns	"	24	170	Stearns	76	Direct	6133.7	.....	.....	.....
P B Sullivan	Spalding	"	20	150	Spalding	68	Back	6137.9	.....	.....	.....
J H Bailey	"	"	19	150	"	63	Back	6169.7	.....	.....	.....
J W Hobbs	"	"	23	150	"	70	Back	6202.10	.....	.....	.....
L A Hawkins	"	"	25	175	"	68	Direct	6182.10	.....	.....	.....
W Power	Moore Co.	"	23	155	Moore	72	Front	6170.6	.....	.....	.....
C Hughes	Lyndhurst	"	25	135	Humber	66 1/2	Back	6150	.....	.....	.....
W J Garrison	Orient	Hodgson	23	140	Walsham	70	Direct	6172	.....	.....	.....
L E Colony	Spalding	Spaulding & Pepper	20	154	Spalding	92	Back	6198.6	.....	.....	.....
W H Firmin	Victor	Victor	26	216	Victor	84	Back	6193.7	.....	.....	.....
F B Hagematt	Orient	New York	26	160	Walsham	73 1/2	Front	6183.4	.....	.....	.....
Howard Cox	Spalding	Palmer	22	143	Spalding	80	Front	6147.7	.....	.....	.....
M L Ward	Syracuse	New York	25	155	Humber	66	Front	6167.3	.....	.....	.....
H L Howard	Victor	"	24 1/2	150	"	84	Back	6223.3	.....	.....	.....
L Kip	"	"	25	133	"	84	Front	6201	.....	.....	.....
N J Mekeel	Ide	Palmer	22	130	Victor	70	Back	620.10	.....	.....	.....
E L Leaycraft	Spalding	"	21	158	Leaycraft	70	Front	6174.2	.....	.....	.....
H H Storer	Spalding	"	22	142	Spalding	76	Front	6163.9	.....	.....	.....
B Polk	"	Clipper	24	130	Clipper	68	Front	6158.2	.....	.....	.....
N H White	Jersey	New York	22	132	"	78	Direct	6141.2	.....	.....	.....
D Richter	Rambler	G & J	23	171	G & J	76	Direct	614.8	.....	.....	.....
C D Collins	Cleveland	"	21	145	Cleveland	78	Back	6120	.....	.....	.....
J S McIntosh	Peerless	Dunlop	26 1/2	160	"	100	Front	6114.11	.....	.....	.....
D F Allen	Orient	New York	24	155	Indianapolis	70	Front	6134.3	.....	.....	.....
H Trippert	Syracuse	Palmer	21	130	Syracuse	70	Direct	6181.3	.....	.....	.....
T Ward	Crescent	"	21	165	Crescent	73 1/2	Direct	6122	.....	.....	.....
F E Doup	Spalding	"	22	167	Spalding	63	Front	6155.5	.....	.....	.....
H E Fletcher	"	"	21 1/2	107	"	63	Back	6134.10	.....	.....	.....
J E Humason	Ide	"	21	125	Morse	70	Direct	6181.3	.....	.....	.....

TANDEM.

NAME	Wheel	Tire	Weight of Wheel	Weight of Rider	Make of Chain	Gear	Position of Saddle	First Heat	Second Heat	Final
J Connet	Stearns	.....	38	152	.....	80	Back	6310.4	6343.9	6344.4
Ely	Spalding	Palmer	42	150	Spalding	77	Front and Back	6317.3	6345	6319.9
Henry	Spalding	Palmer	42	160	Spalding	70	Back	6301	6306.6	.....
Livingston	Spalding	Palmer	42	152	Spalding	77	Back	6301	6306.6	.....
Setz	Spalding	Palmer	42	157	Spalding	77	Front	6281.5	.....	.....
Gerbereux	Ide	.....	38	165	Humber	74	Front and Back	6309.8	6328	.....
Nicholl	"	.....	38	130 1/2	"	74	Back	6309.8	6328	.....
J H Bailey	Spalding	Palmer	42	150	Spalding	77	Front	6281.5	.....	.....
R B Bailey	Spalding	Palmer	42	150	Spalding	77	Front	6281.5	.....	.....
Peterson	Spalding	Palmer	43	150	Spalding	77	Front	6282.2	.....	.....
Townley	Spalding	Palmer	43	140	Spalding	77	Front	6282.2	.....	.....
Hagemann	Orient	New York	36	140	Humber	77	Front	6217.10	.....	.....
Garrison	Orient	New York	36	130	Humber	77	Front	6217.10	.....	.....
Hawkins	Spalding	Palmer	40	175	Spalding	77	Front and Back	6290.3	.....	.....
Mate	Orient	Palmer	40	150	.....	84	Back	6297	.....	.....
Doup	Orient	Palmer	40	145	.....	84	Back	6297	.....	.....
Collins	Cleveland	Cleveland	40	175	Cleveland	80	Front and Back	6295.4	.....	.....
Mate	Spalding	Palmer	40	150	.....	77	Back	6255.7	.....	.....
Doup	Spalding	Palmer	40	167	.....	77	Back	6255.7	.....	.....
Matz	Spalding	Palmer	40	156	.....	77	Back	6255.7	.....	.....
King	America	Palmer	46	185	.....	80	Front	6190.4	.....	.....
Cole	America	Palmer	46	160	.....	80	Front	6190.4	.....	.....

RACING BOARD'S BULLETIN.

SUSPENDED PENDING INVESTIGATION.

George Bovee, El Paso, Texas.
Burt Gibson, Rockdale, N. Y.
H. J. Parker, Rockwell's Mills, N. Y.
Howard Armstrong, New Berlin, N. Y.
Walter Price, Stamford, Conn.
W. C. McCready, Boston, Mass.
George L. Bates, Springfield, Mass.
W. A. Conlin, C. A. Keating, Ayer, Mass.
C. A. Londgren, Milford, Mass.
Victor Eckberg, Worcester, Mass.
L. N. Gowell, Weston, Mass.
Samuel Thompson, Pendleton, Oregon.
Robin Fletcher, Pendleton, Oregon.

SANCTIONS GRANTED.

September 2, Ashland Fair Company, Ashland, Ohio.
September 2, Women's Industrial and Educational Union, Youngstown, Ohio.
August 17, Pittsburg Wheelmen, Pittsburg, Kan.
August 17, W. W. W., Lawrence, Kan.
October 12 to 24, Dallas Cycle Park Company, Dallas, Texas.
August 17, Taylor Bicycle Club, Taylor, Texas.
August 24, Emporia Cyclers, Emporia, Kan.
September 11, Orwigsburg Agricultural Society, Orwigsburg, Pa.
August 26, Straub & Grube, Lancaster, Pa.
September 5, 7, Virginia Wheel Club, Roanoke, Va.
September 19, Homestead Cyclers, Homestead, Pa.

PROFESSIONALIZED.

Robert H. Gill, Shreveport, La., Clause (d).
Gus Gocke, York, Neb., Clause (a).
Glen P. Thayer, Carson City, Mich., Clause (d).
Nick Mershon, Philadelphia, Penn., Clause (b).
George Owens, Philadelphia, Penn., Clause (b).
Bert Soule, Philadelphia, Penn., Clause (b).
Frank Storey, Philadelphia, Penn., Clause (b).
James Thompson, Philadelphia, Penn., Clause (b).
Clifford Sutherland, Annapolis, Md., Clause (a).
Edwin Deleon, Annapolis, Md., Clause (a).
Amos Carrine, Milton, Iowa, Clause (a).
Fred Myers, Bloomfield, Iowa, Clause (a).
Clarence Stevens, Central, Iowa, Clause (a).
Burt Rowland, Milton, Iowa, Clause (a).
Robert L. Bennett, Helena, Mont.
Day Parker, Medford, Ore., Clause (a).
M. Collinson, Jr., Salt Lake City, Utah, Clause (a).

W. P. Fowler, Ogden, Utah, Clause (a).
R. L. Proudft, Niagara Falls, N. Y., own request.
A. J. Barrett, George Starke, O. F. Kehr, Charles G. Weinbrenner, Charles Craig, W. Pfeiffer, Joseph Burger, William Van Doeren, J. Siegel, D. S. Borton, E. A. Brenner, J. B. Holloway, Guy Erb, Jerry Cronin, W. P. Houghton, Charles C. Kiswetter, F. Kaiser, J. W. Lyons, Joseph Laux, George Dieltmeier, Berry Russell, R. S. Armstrong, Ed Rother, Walter Klouberg, all of St. Louis, Mo., Clause (e).
J. M. Hollister, Denver, Col., own request.
Sain Vest, George Green, W. Jones, George Bowden, all of Pueblo, Col., Clause (b).
George N. Whitsell, Colorado Springs, Col., Clause (b).

SUSPENDED.

For false entry—Charles Prest, Cohoes, N. Y., 60 days from July 29.
For false entry—W. T. Bonfield, Indianapolis, Ind., 60 days from August 10.
For competing in unsanctioned Sunday races—M. C. Lawrence, — Korndoeffer, New-Orleans, La., for one year from August 10.
For competing in unsanctioned Sunday races very under suspension—W. M. Guyol, R. J. Godbery and Sutton Titus, New Orleans, La., are placed upon the permanent suspension list.
For competing in unsanctioned races Amos Carrine, Burt Rowland, Milton, Ia.; Fred Meyers, Bloomfield, Ia.; Clarence Stevens, Central, Ia., are suspended for 90 days from August 11.
For false entry C. A. A. Stegmuller, South Norwalk, Conn., for 30 days from August 10.
For competing in unsanctioned races after warning, A. Swenson, Fred Dinan, J. Vosallia, William Nolan, Robert Cahill and Buck Cahill, Stamford, Conn., are suspended for 60 days from August 11.
For competing in unsanctioned Sunday races the following are placed upon the outlawed list

of the League and permanently barred from all track racing under L. A. W. auspices: Charles G. Weinbrenner, J. Siegel, Guy Erb, Jerry Cronin, George Dieltmeier, William Van Doeren, Berry Russell, R. S. Armstrong, E. A. Brenner, Ed Rother, J. B. Holloway, Walter Klouberg, D. S. Borton, A. J. Barrett, M. J. Flavin, O. F. Kehr, George Stark, W. P. Houghton, Charles C. Keiswetter, Charles Craig, F. Kaiser, W. Pfeiffer, J. W. Lyons, all of St. Louis, Mo.

For competing in unsanctioned races William Lempke, Frank Longley, Grant's Pass, Ore.; Alfred Clark, Glendale, Ore.; John Hurth and Miles Brayton, Oregon City, Ore., are suspended for 30 days from August 1.

For competing in unsanctioned races Charles Holmes, Pueblo, Col.; Ben Green, Denver, Col.; J. Henry, A. Jenkins, F. King, Colorado Springs, Col., are suspended for 60 days from August 4.

SHOD FOR WINNING.



As the measurement is taken from the farthest point reached with the foot, the above is what we may expect to see at the next coasting contest

CLAIMING CENTURIES.

Chairman Krietenstein, of the Century Road Club's Road Records Committee, announces that the organization in the future will recognize a club century survivors' record, and will issue a record certificate to the club having the largest number of survivors (within fourteen hours) on any given century. All clubs must adhere strictly to the rules adopted in competing for this record, as follows:

First—Any club is eligible to compete for this record, and enter a claim whether or not any of its members are also members of the C. R. C.

Second—All centuries claimed must have been ridden within the time limit (fourteen hours), and in accordance with the C. R. C. rules.

Third—The signature of each participant must accompany claim, the same to be a bona fide dues paying member of at least one month's standing in competing club.

Fourth—Said claim to be approved by the president and secretary of competing club, and sworn to before a notary.

Fifth—The Road Records Committee reserving the right to investigate all claims and take whatever steps it may deem proper to secure evidence relating to the authenticity of the same.

STILL COASTING.

Shortly after the coasting contest at Buffalo a few weeks ago the winners, the manufacturers of the Orient, were challenged by the makers of the Bison wheels. The contest took place on Saturday, and the trophy formerly at the Waltham Mfg. Co. store now adorns the shop window of Seyfang & Prentiss. It has to be won twice out of three contests to become exclusive property. Four riders were started singly on each make of machine. The result was a decided victory for the Bison people, the standing of the four leaders being as follows:

Rider.	Wheel.	Weight.	Time.	Rider's Wheel's
Gibson T. Williams.....	Bison	160	22½	70
A. B. Goehler.....	Bison	155	23½	76
W. O. Stark.....	Orient	150	24½	76
W. E. De Temple.....	Orient	134	22½	73½

HADFIELD HAD ENOUGH.

Charles Hadfield, of Irvington-Millburn fame, rode as a professional at Baltimore on Saturday last, under protest. He claimed Chairman Gideon had raised his suspension. The local men, however, shut him out of the finals entirely. Summary:

Half-mile, scratch—1, R. T. Norris; 2, R. L. French. Time, 1:12 4-5.

One-mile handicap, professional—1, H. A. French (60 yards); 2, J. M. White (20 yards); 3, C. J. Spencer (35 yards). Time, 2:17 1-5.

Five-mile amateur, handicap—1, C. B. Barker (80 yards); 2, A. M. Kramer (125 yards); 3, R. T. Norris (115 yards). Time, 2:22.

Two-mile handicap, professional—1, W. W. Phelps (90 yards); 2, J. M. White (30 yards). Time, 7:21 3-5.

THIRTY SIGNED THIS.

About thirty colleges will sign a suggested amendment to the constitution and bylaws of the Intercollegiate Association, which calls for the holding of cycle rolls on a separate day each year. The specified changes are: That the date be the second Saturday in June; that the number of races be one-quarter, one-half, one-third, two-thirds, one, two and five mile single, one and two mile tandem; that the number of men from any one college to be entered in any one race shall not exceed four; that the alliance with the L. A. W. shall be continued; that the referee have the power to place a time limit on races.

ON RECORD BENT.

James McCulla's attempt to break the Chicago-New York record last week came to an abrupt end a day after the start, owing to rain. Nothing daunted, however, he started again at 3 a. m. on Tuesday of this week. He is after Letter-Carrier Smith's record, and will have to reach New York at an early hour on Sunday to get within the time. He is riding a Wolf-American wheel with New York tires.

A race for District Messenger boys has been added to the programme of the New-York Division's fall meet at Manhattan Beach, September 5, in addition to the police championship event. The quarter and two mile State championships will also be run.

The use of the bicycle must be reaching very nearly the limit. The Philadelphia Quakeresses are riding wheels in the public streets, clad in the traditional costume of their class.

John S. Johnson's entrance has been secured for the Penn Wheelmen's race meet at Philadelphia to-morrow. It is expected that Parsons, the Australian, will also ride.

GOING ABROAD FOR NEWS.

Denmark Anxious for American-Made Wheels—
Tide of Cycle Speculating Now Ebbing
in England.

London, Aug. 4.—I have been enjoying a brief holiday on the Continent, or, to be more precise, in Denmark, and while the statement will partly explain the absence of this letter of late, it will also be my vindication for any opinions I may here voice. Though not on business bent, I naturally turned into the accustomed channel and endeavored to find which lines were and which were not popular. I found Columbus, Spaldings and Clevelands in surprising profusion, besides a great many American-made machines which I think have not yet found a market in England. I found that if anything the American high-grade machine was more popular than the English-built machine, because it is lighter and cheaper; and I also found that the cheaper lines from your side have had an eager welcome because of the entire inability of the English factories to turn out cheap grades. In this dilemma Danish dealers have had to turn to Germany for supplies, but then Germany and German goods are disliked in Denmark, and apart from the fact that American-built machines are lighter and better than German machines, the Danes would always give them the preference against German competition. Thanks to the English makers being unable to supply their home markets, Danish dealers have been very scantily supplied this season, while prices have been all most prohibitive. Columbus sell at from \$20 to \$25 less than Beeston Humbers, so it is not surprising that I found such a run on American machines throughout Denmark and the south of Sweden. American makers have had a splendid opportunity of securing a good opening in the Continental markets, and it is their own fault if they do not profit by it. In my own opinion cheaper grades will have a better sale than the higher-priced article, because money is dearer on the Continent than with us, and lines to sell retail at from \$50 to \$75 will be rapidly absorbed wherever offered.

When I came back from Copenhagen I found that Humber's Coventry factory had been burned out. The fire did not appreciably affect matters, as inside of a week a wing of the premises, recently bought by the Horseless Carriage Company, was in possession of Humber & Co., and at present machines are being delivered from their works as though nothing serious had happened.

In the trade the flood of flotations seems slackening. I believe that the new Premier flotation only just scraped through; the Roulette and Hearl and Fouks failed to go to allotment, and the warning is too plain to go unheeded. The New Howe Co., once well known on your side, has succeeded in attracting as many applications for shares as enabled the directors to go to allotment, while the Royal Enfield and Bayliss, Thomas & Co. went through without a hitch. The French-Dunlop Co. is used on the boards, and to judge by the preliminary booming it is in good hands. It comes out next week, and is said to be in combination with the Gallus Michelin and French Clincher tire. A combination of the leading French cycle makers is also on the tapis, and everything points to France being the next theatre for cycle flotations. The Simpson chain people are said to be in this combination, and on the strength of an offer the shares have gone up considerably. Much grumbling is being heard on account of the huge sums unduly bound up in the Dunlop settlement, which seems as far off as ever. Partly in consequence of this the

cycle share market is in a declining condition, brokers fearing to encourage further speculation until the present accounts are cleared off.

The North Road professional twenty-four hours' race was a comparative failure, while the Cuca Cup race, ridden on the same day, was almost as great a financial success as ever. Moreover, the amateur (sic!) beat the professional in point of distance covered, but it must be pointed out that, despite the heavy cost of the North Road race, the gate was insured at Lloyd's for £600—it was a one-horse show all through. It was a pity that the horse was French, for of all the afflictions which have come our way a French crack professional is the worst; as giddy, as thoughtless, as wilful and unreasonable as a woman in his whims, he simply pleases himself and lets consequences follow as they will. Huret did all sorts of silly things when he had the North Road race at his mercy, and quite disgusted the public, so that it is highly probably that no professional race over fifty miles will be ridden in England for some time to come.

The Bank Holiday racing on Saturday and Monday formed the occasion of the debut of the Australian racing cyclists, and merely served to show that they are yet green. In a set of test matches on Saturday between Wegson, Lewis and Payne, representing Australia, and J. Green, A. C. Edwards and T. Gibbons-Brooks, representing England, the Cornstalks were badly beaten, but had frightful luck, all three coming down, Lewis being very badly hurt at Catford. On Monday they fared no better at the hands of Barden, Parby and Brooks at Wood Green. They are all right, and merely want time. The flight of Parsons to America with J. S. Johnson is unfavorably regarded here, and it is said was caused by funk. Tom Eck, Weinig and Anton Johnson are still at Catford, the latter pair and a rider named Peters mounted on a triplet being easily beaten by Green and Edwards on a tandem on Monday. Platt Betts has put up a new record for the mile, 1:48, which some people cast doubts upon, and Chase has beaten Stocks in a ten-mile paced race ridden in 9:35.

NO BRAZING; NO WELDING.

W. A. Penfield, of Meriden, Conn., has applied for a patent on an ingenious arrangement whereby a bicycle frame is not brazed, or welded, but locked together. By Mr. Penfield's arrangement any part of the frame that gets broken can be fixed in five minutes by substituting a new piece and locking both ends.

Mr. Penfield believes that second growth of hickory is the coming frame material, and his patent permits the locking together of the frame whether it be of wood or steel.

NEXT YEAR'S DEMAND.

In all the current discussions regarding the bicycle situation, says "Stoves and Hardware," it must be remembered that there have been more wheels sold this year than last, and that there is not the slightest prospect that the demand will be less next year. Because there is an effort to clear out old stocks in order to get things in better shape for next year does not augur that temporary conditions as to prices, etc., will be carried over.

Ten years ago the cycling world of to-day, could it have been pictured, would have been thought a fantastic dream. What will we see in the twentieth century?

Revise your dictionaries by adding somnolentist—one who, while asleep, rides a bicycle.

LITTLE OF EVERYTHING.

Gimm Ran Into a Rain Storm and Stopped
at Fifty Miles. Trade News
and Items.

Cleveland, Ohio, Aug. 17.—Louis Gimm, the long-distance champion, made an attempt to lower the fifty-mile amateur record at C. A. C. Park Saturday afternoon, and, though he did not succeed in so doing, he made the distance in 2:11:17, which was a very creditable performance, considering the track. Local papers claim that he lowered the time by beating Harding's record of 2:12:45 3-5, made at St. Louis in 1894, but such is not the case, as the record is 2:04:00, and is held by Uibrech, of San Francisco. It was Gimm's intention to go for the 100-mile record, but rain put a stop to the performance after two and one-half miles had been covered, and by the time the track was again in shape it was too late to ride a century. The plucky rider had plenty of ginger left at the finish, doing the last five miles at a 2:22 clip and the finishing mile in 2:18 1-5. The riding was tandem-paced throughout, five teams alternating. Another trial for the 100-mile record will probably be made the present week. Gimm rode a Pirate, the product of the Duquesne Cycle Mfg. Co., of Pittsburg, Pa.

After a wait of over a month, word was received Saturday that Referee Boyle, of the Cleveland-Pittsburg road race contest, would not sustain the protest of Walters, the second man in, and that Gimm had been awarded the first prize. For the second time, therefore, the prize cup will adorn the parlors of the Cleveland Wheel Club, and, besides, Gimm wins a \$500 piano.

George Myers and C. F. Storey, of the C. W. C., will give two race meets at C. A. C. Park, the first on Saturday, August 29, and the second on the following Saturday.

W. A. Neff has severed his connection with the Lockwood-Taylor Co., and is now located in the New England Block as a manufacturers' agent. The Vindex, the product of the Reading Mfg. Co., of Reading, Pa., will be his leader.

The Wheelmen's Supply Co., at the corner of Superior and Erie streets, have hung the following notice upon the outer wall: "This concern has closed for the season." The concern consisted of Folsom, Booth and Saltonstall. First Booth drew out, followed by Folsom, and now the store is empty.

James Joseph, of the Tinkham Cycle Co., New York City, formerly with the Peerless Mfg. Co., of this city, is spending his vacation among relatives and friends in Cleveland.

PUTTING GAS IN IT.

The gas-inflated bicycle, after doing duty as marvel for full ten years or more, is once more on its rounds through the dailies. Under a Westfield (N. J.) headline, the old standing space-filler looms up in this shape: Morse has been experimenting with inflating tires with different gasses. He finds that with hydrogen he can decrease the weight of the wheels eight pounds, and that with compound oxygen gas he can do even better.

He says that an aluminum wheel with gas-inflated tires can be put on the track at a weight of less than ten pounds.

If the experiments are kept up wheelmen will some day be able to ride through the air on wheels properly balanced so that the riders may maintain their equilibrium. Fans could be attached to the wheels to propel them through the air.

Cycling's silly season is never over—in the daily papers. No matter how wild and weird a yarn may be regarding cycling, it will always find plenty of newspapers anxious to print it. The foregoing is an evidence of this.

AMERICA'S CHANCES ABROAD.

"Wheeling" thus honestly faces the question of the American invasion of the British market:

"One point which has largely handicapped American machines in England this year has been the cemented-on tire and wood rim, which, being the rage across the Atlantic, American makers naturally conceived would be acceptable here. This has not proved a drawback on the Continent for some reason, and apparently Continental cyclists are quite content to ride cemented-on tires and wood rims, if two or three pounds in weight is saved and a similar sum in price.

"It seems to us that American machines are fast becoming more popular on the Continent than the English-built article. We do not say this with any sense of satisfaction or comfort. It is a confession wrung from us by the evidences of our eyes and ears, and if English makers are to regain their European trade they will have to make similar deviations in pattern to those which American makers are finding necessary to secure a permanent English trade.

"The question of price is also one to be faced. American-made bicycles undersell English machines on the Continent, partly because the latter have so many more fittings than the American, and partly because the American bicycle primarily costs less to produce."

NEWSPAPERS AND FAKE SALES.

The conclusion of a member of the staff of "The Business Journal" after he had spent \$25 worth of time and \$75 worth of temper was that the New York daily papers are reaping a harvest in bicycle "fake bargain advertisements." Drygoods stores, drug stores, clothing stores, jewelry stores, carriage repositories, and heaven knows how many other kinds of stores are frantically offering "genuine high-grade \$100 bicycles reduced to \$39, \$49, \$59," etc.

But when the bicycles are carefully examined and the dealers pinned down, it becomes evident that these wheels never sold for \$100, except possibly during the early spring months, when people could not find the standard \$100 wheels in the market, and would not wait to get them.

Another year things will undoubtedly be different, and while there may be concessions in some of the high-grade wheels, the public, having been better educated, will be in a condition to understand that the leading dealers who have spent thousands of dollars in building up a first-class wheel have reputations to maintain, and will be in a position to give purchasers value received for their money.

WHERE THE TROUBLE WAS.

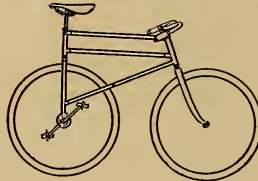
"The Hardware Trade" says the following is the cause of all the recent trouble in the cycle trade: "So certain were the manufacturers and dealers in bicycles that the demand for wheels this season would be far beyond the supply, that little care was taken in incurring expense for the large sale of wheels. Moreover, too little care was exercised as to the credits that were given on wheels. The desire for wheels was as great as any one expected, but the capacity to fill the desire and pay for the filling was too limited. Had the prosperity of the country been at an 1892 pitch, all the bicycles that could be made would have been sold. As it is, there will be wrecks of retailers, wholesalers and manufacturers at the end of this season. But the wise and conservative way of handling wheels will be a source of profit next year and the next, and as long as men wish to save time and money by using a wheel.

PRESSURE-AVOIDING SADDLE.

"The G. & K. Health Cycle Saddle" is the title of a neat pamphlet issued by the Graton & Knight Manufacturing Company, Worcester, Mass., describing their line of bicycle saddles. This concern was established in 1850, as manufacturers of oak-tanned leather, and their experience in this direction alone should put them in the front rank in the saddle business. Many new forms are shown, of which the Perry and the Murdock contain the most novel features, the former having a longitudinally divided top of unique design, while the latter's chief point is a deep groove or channel along its pommel, which, they claim, avoids any pressure upon the perineum in riding. Other styles are illustrated, making a very complete variety, and the book should prove useful to any manufacturers in the market for the company's product.

AN OLD IDEA REVIVED.

Here is the latest English adaptation of the famous American Broncho, a wheel which was expected to play hob with cycling in general, but compromised in the end by doing so



with the bank accounts of its backers. Maybe the English will succeed with the machine which Americans could only attain a failure, then again maybe they, too, will fail.

BOTH FEET OFF THE GROUND.

Certainly no one in our present year of grace sees anything wonderful in self-propulsion on two wheels with both feet off the ground; yet when the matter is considered attentively it forces the admission that the man who first conceived and carried into practice so bold an action must have been both a wonderful and a daring man.

A Scotch blacksmith named McMillan, in 1840, appeared before the astonished eyes of Glasgow on a "velocipede," formed on two wheels in line, two pedals and two handles, having ridden the seventy miles from Keir, Dumfriesshire. As in the case of many another innovator, the authorities treated McMillan as a dangerous lunatic. He was locked up in jail and released only on the promise that "he would not do so any more."

The McMillan of to-day, seeking to move with both feet off the ground, is the flying-machine man. Fifty years may do for him what they have done in the case of the cycle.

SHE OF THE CRESCENT.

R. L. Coleman having safely arrived "on the other side," it is to be expected that such items as the following would appear in the English papers:

"All the principal boardings in and around London contain at present a tremendous poster advertising American Crescent cycles. The graceful figure of a young girl holding aloft a Crescent machine catches the eye of the passer-by, and is becoming as familiar as "To-Day's" yellow girl. It is a splendid advertisement, and bound to have the desired effect of familiarizing the public with the name of the Crescent."

Quench a customer's wrath by courteous treatment, and he will live to praise thee.

FIXED AT HOME AND ABROAD.

Chautauqua Lake is a beautiful place, and Chautauqua as a seat of learning has gained a world-wide reputation. Directly at the foot of the lake is Jamestown, the home of the Fenton Metallic Company, and here, surrounded by the greenest of hills and close by one of nature's most delightful little inland seas, the Fenton bicycle is made. The company is making active preparations for the '97 trade, much new machinery has been added to their already extensive plant and the coming year will see them in better shape than ever to meet their increasing demands. They were among the pioneers in seeking European trade and have an establishment in Paris that has been the means of making the name "Fenton" very well known on the other side, and with the advantages of a good beginning an active campaign in foreign trade is being contemplated in the near future which will undoubtedly bring good results.

CYCLE-HOLDING FURNITURE.

A piece of furniture is now made to keep bicycles in. It is of handsomely carved wood and intended to stand in a hall. It comes in two parts. The lower, which is made a little higher than the wheels, opens with two broad doors, while the upper is much narrower, being intended to accommodate the handles and saddles. A shelf is provided to hold any extras one may have, as hats or gloves.

Covers to fit over wheels are also made of handsome cretonne or plain materials, outlined with some appropriate design. The seams should be bound with bright-colored braid. These covers are very attractive and serve the double purpose of protecting the bicycle and one's clothing where the machine has to be kept in small rooms or halls in summer cottages.

A cover made of rubber or water-proof cloth is of advantage at the seashore or where the bicycles are kept in wire-enclosed piazzas.

ONE THOUSAND AT \$5 EACH.

One of the most imposing and gorgeous structures in New York is nearing completion. It is to be occupied by a drygoods concern, an up-to-date drygoods concern. Besides tape and thimbles its capacious roof will cover a horse market and a Russian bath. The stock will consist of anything between a needle and a Western steer. The proprietors expect that New York will stand aghast as soon as their store is in full swing. It is announced that during the first half-hour after the opening of this store a thousand bicycles will be sold at \$5. An ambulance service will be on tap. The wheels are said to have been already purchased from one of the companies which have lately gotten into financial difficulties.

DO YOU WANT FOREIGN TRADE?

In these days, when so many of our prominent manufacturers are either going to Europe themselves or sending their representatives, with the object of establishing European agencies, it is unusual to have a first-class English firm come here in search of wheels. The Hadley Cycle Company, Limited, No. 21 Grove Terrace, Highgate Road, London, N. W., England, backed by first-class references and having an established connection among buyers all over Europe (as they have been cycle manufacturers for the last twenty years and importers of American wheels for a year), are open to receive consignments of wheels or accessories, and will on mutually advantageous terms introduce, sell and conduct the business of a first-class American firm wanting to secure a sound European trade.

STRONG AS ITS NAMESAKE.

Work on the plant of the Hercules Seamless Drawn Tube Co. at Garwood, N. J., has progressed rapidly during the past month, and next month operations will begin. The main building is about 200 feet long and 100 feet wide, free from posts, the roof being supported by trusses. Adjoining this is a spacious brick and iron building, which will be devoted entirely to hot treatment of the metal. Next to this is the boiler-house, in which three Bigelow horizontal tubular boilers are being installed, with room for additions. The heavy pumping engines, which furnish power to the hydraulic drawing machinery, are located with other parts of the power plant at the east end of the main structure.

In a separate brick and iron building is installed the gas plant, to furnish fuel for the annealing processes. The methods adopted by the company are prepared to make tubes of special high temper (or "carbon"), which will withstand the most severe vibratory tests, and excel in tensile and torsional strength, without undue sacrifice of ductility. The company states that it has secured the finest and purest quality of Swedish Martin steel, that has never been used for the purpose, and that the business of making seamless tubes will be developed and continued strictly on basis of quality. Tubes of high or low temper (or "carbon") will be made according to customers' desire and requirements.

The superintendent, Henry J. White, brings into the business a long and valuable experience in the steel making and tube business, acquired in prominent positions with Thomas Turton & Sons, Sheffield, England; Smith Brothers & Co., Pittsburg, Penn., and others. To this is added Mr. Buell's experience in the steel business, and careful study and practice in the cold rolling, cold drawing and special annealing and treatment of soft and high temper steels during the past several years. For cycle makers two brands are offered, Hercules and Hercules special, and either quality will be in rounds, squares, "D" shape or hexagon. A handsome price list is being prepared, and will be furnished upon application. A New York office has been opened at Room 54, Astor House.

CHANCE TO GET A GOOD FACTORY.

The Slaymaker-Barry Co., Lancaster, Pa., who have been such a factor in the '96 sundry trade, through the medium of their well-known line of bicycle locks, have found that their business in the hardware line necessitated increased facilities, and in the near future Connelleville, Pa., will be their post-office address. This throws upon the market their elegant plant at Lancaster, which in many ways would be an ideal one for the manufacture of bicycles. Descriptive circulars can be had upon application.

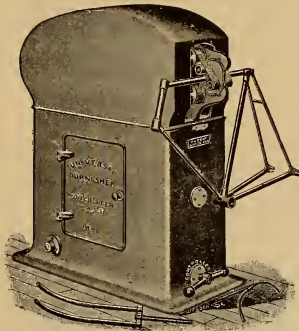
TIMELY TIP TO TIRE-TONICERS.

Compounders of "tire tonics" or anti-leak injections had better beware. There are signs of trouble ahead. One of the signs is in the possession of C. W. Robison, of Peoria, Ill.—a patent which he states was issued to him as long ago as December, 1891. It covers all forms of liquid preparations intended to heal or prevent punctures. Mr. Robison states that he is biding his time, but hints broadly that he will assume the aggressive when that time arrives. At present he is marketing a self-healing "tonic" of his own. "Cactus Gum" he calls it.

The Ellwood Weldless Tube Company, of Ellwood City, Penn., proposes bidding for English trade, and to that end has opened an office on the Viaduct, in London.

AUTOMATIC AND PRACTICAL.

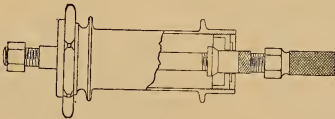
No one but the initiated can conceive of the patience, time and study required to perfect a new device for a particular line of work. Simple or complicated, continued experiments are necessary to reach the goal of success. As an example the burnishing machine shown herewith required several years of devotion and study, and a large expenditure of money by the manufacturers, the Drapery Fixture Company, Worcester, Mass., before perfection was gained. The machine is adapted to finishing or polishing both metals and wood, and is particularly intended for



finishing bicycle frames after they have been brazed. It is automatic in operation to the largest degree practical and is still under complete control, enabling the operator to control the abrasive force at any desired point, as well as producing a fine, uniform finish, such as has heretofore been obtained by slow and expensive methods. Every Universal Burnisher is thoroughly tested and guaranteed. Certain of the principal parts are interchangeable and duplicates may be obtained by referring to the proper letters and numbers.

HERE IS AN IMPROVED HUB.

The features of the hub shown herewith, which its manufacturers, Messrs. Marrett & Morrison, of Chicago, claim will make it a success, are put forth as being these: The barrel is turned from a solid bar of Bessemer steel and accurately finished. The cups are of crucible steel, hardened and ground, screwing into the shell. The cup is backed up by a nut which not only acts as a lock, but strengthens the cup in the weak point of



all cups, that is, the bottom, and also contains a recess which holds in place a thin felt washer, the washer, together with the very small opening into the shell to admit the axle and cone, makes the hub nearly dust proof. Adjustment is gained by screwing one of the cones in or out on the axle. The hub's design admits of the cones being made very strong, leaving no feather edges to chip off. The axle is large and made of mild steel.

Charley Wells, Syracuse, N. Y., formerly with E. C. Stearns & Co., of that city, is interested in a wood-frame bicycle patent, and a large brick building has been rented on South West street for the manufacture of the new wheel.

OUT IN THE WOODS.

It seems almost a paradox that one of the largest and best equipped wood rim manufacturers should be located in the very heart of our great oil country, surrounded on all sides by towering derricks and reeking tanks, yet such is a fact. The Bradford Hardwood Company, who recently absorbed the Fairbanks Company at Tonawanda, N. Y., have in course of construction at Bradford, Penn., what promises to be the most extensive plant for the making of wood rims in the United States. Surrounded on all sides by immense forests of just the desired timbers, the natural advantage of which cannot be overestimated, the logs are cut from the stumps only a short distance away, hauled to the factory, and an interested spectator literally sees the logs enter one end of the factory and rims rolling out at the other. As to the quality of the products, it is sufficient to say the Fairbanks standard will be retained, and that means the best.

KEYED TO ANY NOTE.

Novelties in the sundry market are numerous and diversified, and show man's ingenuity in every conceivable manner. One of the latest devices is a whistle, styled Aeolian Automatic Bicycle Whistle, operated on the principle of the Sturtevant fan. It can be operated without removing the hand from the bar, is easily adjusted, and is entirely automatic. The whistle can be keyed to any desired note, and will emit a sound that can be heard half a mile. As shown in the cut elsewhere, it is attached to the front fork, and is operated by the pressure of the finger on the trigger at handlebar, which is connected to the whistle by a cord. The device weighs five ounces. The Field Mfg. Co., No. 21 Quincy street, Chicago, are the distributing agents.

SAMPLE, IF YOU WANT IT.

Two very neat designs in crank brackets are being turned out by the Worcester Ferrule and Manufacturing Co., Worcester, Mass., samples of either of which will be sent on application. One has a tread of 3½ inches and the other of 2½ to 3¼ inches, with variations for the size of balls in the hub cases. The company recently doubled the capacity of their plant, and now have unequalled facilities for supplying the trade with the best cold rolled sheet steel fittings. Their line consists of ball-bearing cases, head shells, head cones, fork crowns, rear fork ends, frame connections, seat and post ferrules, handlebar tees, crank hangers, chain screws, etc.

WHERE YOU WANT NO VIBRATION.

In no place has the want of an anti-vibratory device been so apparent as on the handle-bar. It has often been remarked that after a long ride not only the hands, but the arms, have experienced a numb feeling that was due entirely to the jolting and jarring that those members were subjected to while partly supporting the weight of the body. The pneumatic grip made by the Lund Pneumatic Grip Company, Aqueduct Building, Rochester, N. Y., should offset this to a considerable degree, and to those looking for comfort should prove an invaluable addition to the wheel.

It has recently been decided by the custom authorities in Italy that all "wooden hoops" (rims) for velocipede wheels imported into that country are to be entered as utensils and manufactures of wood, under which the duty is at the rate of 18 lire per quintal.

NATIONAL CYCLE SHOWS

Under the auspices of the National Board of Trade of Cycle Manufacturers, National Shoe and Leather Bank Building, 27 Broadway, New York.

January 23—Chicago, Coliseum.

February 6 13—New York, Grand Central Palace.

TRADE CHANGES.

CALIFORNIA.

Santa Ana—Wright & Hill; Hill gives mortgage, \$2,000.

COLORADO.

Pueblo—Pueblo Hardware Company sued, \$287.56.

CONNECTICUT.

Greenwich—H. W. Waring, Jr., & Co., assigned.

Wallford—Hall Manufacturing Company incorporated, to manufacture sundries; capital stock, \$10,000; president, F. J. Hall; secretary and treasurer, Zina E. Dowd.

DISTRICT OF COLUMBIA.

Washington—Fowler Cycle Company sued, \$520.

Washington—W. D. Hadger assigned.

ILLINOIS.

Chicago—J. D. Prouty Manufacturing Company incorporated by J. D. Prouty, M. Prouty and C. A. Tice, to manufacture bicycles; and capital stock, \$2,500.

Chicago—Fowler Cycle Company have closed down their works for at least two months, throwing out of employment over 300 men. The company's action is due to the polishers having struck because of a cut in their wages.

INDIANA.

Crawfordsville—A. C. Thiney, new bicycle repair shop.

Evansville—Cy. Robinson & George Clark, Jr., bicycle repair shop at 307 Upper Seventh street.

Indianapolis—The Davis Manufacturing Company incorporated, to manufacture bicycle brakes.

Indianapolis—Harry McNaught and J. B. McCloskey, new bicycle dealers and agents for Jewett & Lanham's "Old Reliable" tire puncture remedy.

Lafayette—Lindsay Bicycle and Manufacturing Company asking ninety days' extension.

Terre Haute—Miller & Dinkie, bicycle dealers, North Ninth street, dissolved; Mr. Miller will continue the business.

Warsaw—The bicycle emporium at Winona Park damaged by storm; loss, \$1,000.

KENTUCKY.

Louisville—Griffith & Semple succeeded by A. L. Semple & Co.

LOUISIANA.

New Orleans—The Crescent has consolidated with the Jackson Cycling Company.

MAINE.

South Portland—The Lovell Bicycle Company's factory is rapidly being pushed to completion, and will be ready for occupancy next month.

MASSACHUSETTS.

East Brookfield—The Greyhound Bicycle Company filed voluntary petition in insolvency. Returnable September 1. Creditors' petition now pending.

MICHIGAN.

Coldwater—Shugers Brothers erecting new bicycle factory in Chicago street, two doors east of the Free Public Library.

Detroit—F. Baulch, bicycle dealer at 594 Jefferson avenue, gave chattel mortgage for \$1,500 to William A. Ayres.

Grand Rapids—Hamilton-Kenwood Cycle Company incorporated by C. L. Thayer, Charles R. Sligh, F. Baars, J. D. Case, to manufacture bicycles and sundries; capital \$200,000.

Manistiquet—Guinan & McLeod, bicycle repair shop.

Saginaw—H. G. Krogman; chattel mortgage, \$500.

St. Charles—O. R. Hintermeister; trust chattel mortgage, \$2,475.

Springport—A. Panches, bicycle repairer; business purchased by Wiseloge & Doak, who have largely extended it.

MINNESOTA.

Minneapolis—The L. G. Fenton Company, bicycles, reported closing out.

Minneapolis—Davidson & Sons' Store attached for \$200.

Minneapolis—The S. F. Heath Cycle Company, recently assigned, has filed schedule showing assets to be \$6,878.74; liabilities, \$15,386.99.

Minneapolis—Smith & Zimmer assigned.

Minneapolis—H. J. Pyle, hardware and sporting goods dealer at 36 Washington avenue, South, damaged by fire; loss, \$5,000.

Redwood Falls—C. C. Morgan has invented a bicycle, and a local company has been formed to manufacture and market it.

St. Cloud—Tenvoorde & White, bicycles, insolvent. Stock of bicycles placed on sale in the McClure Block, under the charge of H. J. West.

MONTANA.

Butte—Butte Cycle Company; F. H. Talbot confesses judgment for \$2,091.

Great Falls—Powell Brothers, jewellers, have moved to larger quarters at 215 Central avenue, where they will handle Lovell Diamond bicycles in addition to their jewelry business.

NEW HAMPSHIRE.

Nashua—Corson Cycle Company incorporated. with a capital stock of \$30,000.

NEW JERSEY.

Elizabeth—The Gilbert & Chester Company. Five chattel mortgages, aggregating \$7,500. Asking eight and ten months' extension. The company was incorporated January, 1895, with a capital of \$10,000.

Plainfield—New Jersey Wheel Company. William R. Coddington appointed receiver. Assets, \$10,000; liabilities, \$12,000.



G. & J. Rambler Meet Club Badge.

NEW MEXICO.

Las Vegas—John James, Jr., bicycle repair shop.

NEW YORK.

Buffalo—Carroll & Weber gone out of business. Buffalo—William G. & Fred G. Shack. Executions aggregating \$708.84 issued by the Dunlop Tire Company and the Hartford Cycle Company; in hands of Sheriff.

Elbridge—Elbridge Cycle Company sued, \$450. New York—Eclipse Electric Lamp Company. Judgment in favor of Electric Lamp Company, \$3,456.77.

New York—S. F. Myers & Co., agents for Olympic Cycle Manufacturing Company. Louis F. Clarke, Jr., appointed receiver. Nominal assets, \$819,000; liabilities, \$517,000; attached, \$70,408. S. F. Myers transfers real estate, \$355,936, subject to mortgage of \$275,000.

New York—Porter & Gilmour. Judgments for Mary Gilmour, \$1,447; G. S. Dufford, \$203.24.

Niagara Falls—The Lucien & Charles O. Barnes Manufacturing Company will probably erect a bicycle factory which will employ 300 men.

Syracuse—The Tourist Cycle Company will rebuild their bicycle factory, which was recently burned, at a loss of \$30,000.

Syracuse—H. M. Scoville burned out; loss, \$1,500; insurance, \$1,000.

OHIO.

Akron—H. H. Crowther. Judgment, \$160.15. Sued \$100.

Cleveland—The wood rim factory of the Kuntz Bending Works is rapidly nearing completion, and machinery is being placed in position.

Columbus—Charles H. Bell, bicycle repair shop at 81 East Spring street, made an assignment. Estimated assets, \$2,200; liabilities, \$1,500.

Columbus—Herr Bicycle Company. Assignee reports receipts for sales and rentals, \$656.50; expenditures, \$134.11; cash on hand, \$522.39; stock on hand valued at \$1,400.

Dayton—Gun City Cycle Company succeeded by Smith & Co.

PENNSYLVANIA.

Collinsville—The Hullor collar factory, J. Hullor, proprietor, has commenced to manufacture leather bicycle tires.

Kittanning—L. L. Green, formerly of New Kensington, will open a bicycle factory and repair shop here.

Pittsburg—Pittsburg Tapering Tube Company incorporated by George M. Cote, treasurer. Capital stock, \$1,000.

Pittsburg—Campbell & Bro., of Beaver Falls, have been awarded contract to build stone and iron building 400x50, two stories high, in this city, to be occupied by the McCool Tube Company.

RHODE ISLAND.

Newport—Francis S. Clark. Chattel mortgage, \$1,500.

WISCONSIN.

Fond du Lac—Fidelity Cycle Company. Chattel mortgage, \$1,000.

Milwaukee—Telegram Cycle Manufacturing Company closed by Sheriff.

KECK'S GOING ACROSS, TOO.

But not on business. Keck represents the Central Cycle Manufacturing Co., who are not overloaded, and have no need to go abroad. They make the Ben Hur. Keck has been known to the trade for ten years back, in connection with the business of Harry Hearsay. In fact, no two men are better known throughout the city of Indianapolis and at League meets and shows, and both of them have percolated even outside the borders of their own State. Keck goes abroad for a pure and simple vacation after a ten years stretch of uninterrupted hard work.

GOOD THING IN GOOD HANDS.

President W. E. Miller of the Shelby (Ohio) Steel Tube Company, Shelby, was in New York during the last week. He opened a branch house at 144 Chambers street, from where all business for New England, Eastern New York, Pennsylvania, New Jersey and Maryland will be handled. L. B. Thornburgh, who has been with the company for the last three years, will manage the Eastern department.

TOURING ALL ON.

A husband and wife on bicycles coupled together by steel rods, from which was suspended a seat for their seven-year-old child, rode through Augusta, Me., on a tour of New England the other day. A tent and luggage, which brought the weight of the whole outfit up to 400 pounds, were carried, and they travelled about twenty miles a day, they said.

WHERE GAS IS CHEAP.

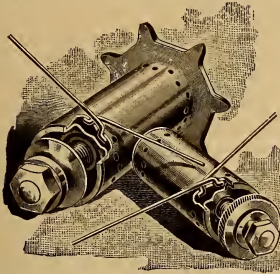
A semi-combine is likely to be made between the Worcester Cycle Company and the Middletown Cycle Company, whereby frames for the machines of both concerns will be made in Worcester, and the fittings in Middletown. The cheapness of gas in Worcester is the reason given for the proposed union.

TO MAKE VEHICLES.

The Graff Manufacturing Company, of New York, has been incorporated to manufacture bicycles and vehicles, with a capital of \$100,000. The directors are Andrew Graff, M. J. Fenton, George H. Carpenter, George H. Kietz and Henri Lemaire.

SIMPLICITY MAKES SUCCESS.

Extreme simplicity of construction is the point that the bicycle manufacturer is ever striving for. And simplicity is one of the strong features of the hub made by the Cullman Tubular Hub Co., of Syracuse, N. Y. Being made from short pieces of tubing, no spoke flanges are required, thus doing away with the vast quantity of machine work so necessary in the regulation pattern. The spokes are merely hooked into the hubs, the



end of the spoke being bent at an angle, making repair in case of accident a very easy matter. The Cullman hub was used by a number of manufacturers in the season just passed, and the fact that they will continue its use in the future augurs well for its efficiency. The company is now ready to quote shop rights to manufacturers, and would be pleased to hear from interested parties.

Even in a chair, one's weight is not so well divided, hygienically considered, as it is on a bicycle.

OFFERS MUCH THAT IS GOOD.

The detachable lamp bracket made by the Forsythe Manufacturing Company, of Buffalo, N. Y., is too well known to merit any further description, but for the '97 trade they are offering a varied line of parts that will undoubtedly help sustain their already established reputation. For the manufacturers of wooden dress and mud guards they can furnish a complete set of metal connections necessary to clamp the guards to the frame. In the brake line they have a most thoroughly detachable hand brake that can be disconnected from the wheel in a moment. They also make bearing cases of a good design, fitted with retaining washers that prevent the falling out of balls when the axle is removed. This seems to be the popular style of bearing for the coming year, and is by all odds the most sensible.

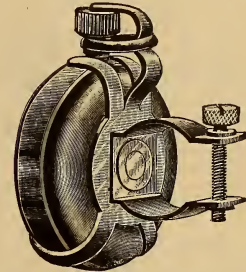
NEW METAL LIKE GOLD.

A new metal for cycle materials that promises to be an attractive feature in future cycle manufacture is being made into a full line of cycle fittings—weldless tubing, spokes, chains, pedals, etc.—by the Pendleton Manufacturing Company, Carbondale, Pa. It is claimed for the Carbondale metal that it is absolutely rustless, considerably stronger than steel, and will not lose its beautiful color even under the most unfavorable circumstances. It is made in either gold or silver color. Samples can be obtained from the sole agents, United States Cycle Fittings Co., 20 Warren street, New York.

W. C. Marion, of the Indiana Bicycle Company, is booked for Europe this week.

NON-RATTING TIME-TELLER.

A watch specially constructed to stand without injury the constant jarring and extra strain a timepiece undergoes when attached to the handle-bar of a cycle is the Yankee Bicycle Watch, made by Robert Ingersoll & Bros., 65 and 67 Cortlandt st. They are covered by a broad guarantee to keep accurate time. They have holders which clamp the watch safely to the bar and permit instant attachment and detachment. They are light, small, strong and handsomely finished in



nickel. The accompanying cut shows construction of the holder, which prevents rattling of ring and crown and holds the watch in the clamp at the same time. Perhaps the best feature of the Yankee watch is its cheapness.

The increasing demand for Vim tires has compelled the Boston Woven Hose and Rubber Company to remove their New York headquarters from No. 63 Reade street to Nos. 89 and 11 Reade street. Here the firm have much more room and will be able to carry a much larger stock.



REINFORCED THE ENTIRE LENGTH.

Get a sample to test and be convinced it is all we claim for it before deciding what tubing you will use. Note that the metal comes tight together at the seam. No spelter filling to run out when reheated. Cut to exact lengths as required. Gauges, 16 to 24. Diameters, 3/4, 1, 1 1/4 and 1 1/2 inches up to 28 inches in length.

BROWN MANUFACTURING COMPANY.

SALES OFFICES:

Chicago—20 West Water Street.

New York—35 Warren Street.

Kindly mention The Wheel.

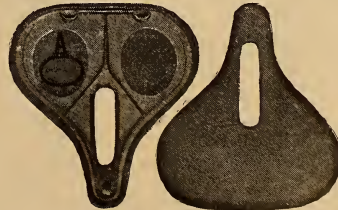
**NOTHING TO EQUAL IT
IN
STRENGTH, TOUGHNESS, FINISH
and EXACTNESS TO GAUGE.**

The Luthy Wheel
\$150.
WE GUARANTEE THE LUTHY WHEEL TO BE:
THE HANDSOMEST IN DESIGN AND FINISH.
THE BEST IN MATERIAL AND WORKMANSHIP.
THE MOST PERFECT IN ITS LINES AND BEARINGS.
THE EASIEST AND SMOOTHEST RUNNING WHEEL
IN THE WORLD. A FEW SELECT AGENCIES S'PLICATED.

LUTHY & CO.
MAKERS,
PEORIA, ILLS.

THE RAY CYCLE SEAT

is the only Bicycle Saddle which affords an unchangeable support to the muscular parts, and a yielding support to the rigid pelvic bones, thus reciprocating nature and furnishing a perfectly ideal bicycle seat.



It is ridden by over one hundred of the best-known physicians of Greater New York, who unite in declaring that physical injury from it is impossible, and who will ride no other.

Satisfaction Guaranteed. Price, \$5.00 Each.

CORMULLY & JEFFERY MFG. CO.,

Mention The Wheel.

939-945 Eighth Ave., New York.

PATENTS GRANTED.

No. 565,443. Coupling for Bicycles—Ulysses S. Ellis, Edgewater, N. J. Filed July 23, 1895. Serial No. 556,883. No model.

No. 565,451. Bicycle Tire—Richard K. Gregory, Greensborough, N. C. Filed December 6, 1895. Serial No. 571,248. No model.

No. 565,472. Bicycle—Howard W. Lester, East Hartford, Conn., assignor of one-half to Frederick C. Rockwell, Hartford, Conn. Filed April 24, 1895. Serial No. 546,939. No model.

No. 565,476. Apparatus for Inserting Springs in Bicycle Tires—Herman M. Linstedt, Sag Harbor, N. Y. Filed November 9, 1895. Serial No. 568,393. No model.

No. 565,537. Bicycle Lock—Gustav H. Gunderson, Chicago, Ill. Filed April 25, 1896. Serial No. 589,087. No model.

No. 565,542. Bicycle—Alexander Jameson, Indianapolis, Ind. Filed October 30, 1895. Serial No. 567,345. No model.

No. 565,556. Bicycle—Charles C. Murray, Northborough, Mass. Filed October 30, 1895. Serial No. 567,432. No model.

No. 565,558. Bicycle Lock—John M. Akers,

Cleveland, Ohio. Filed March 9, 1896. Serial No. 582,205. No model.

No. 565,659. Driving Gear for Cycles—George W. Amos, Chicago, Ill. Filed January 20, 1896. Serial No. 576,213. No model.

No. 565,718. Steering Gear for Bicycles—Alphonse F. Boardman, Brooklyn, N. Y. Filed December 26, 1895. Serial No. 573,237. No model.

No. 565,782. Lock for Bicycles—Albert W. Nutz, Wallace, Kan. Filed October 18, 1895. Serial No. 566,098. No model.

No. 565,783. Bicycle Frame—August J. Oberg and Andrew W. Gustafson, Waterloo, Neb., assignor of one-third to J. A. Cummings, same place. Filed June 15, 1895. Serial No. 523,939. No model.

No. 565,788. Pedal for Bicycles—Charles Otis, New York, N. Y. Filed July 21, 1894. Serial No. 518,186. No model.

No. 565,819. Changeable Speed Mechanism—Harry D. Wood, Syracuse, N. Y., assignor to Francis W. Gridley, same place. Filed October 8, 1895. Serial No. 565,087. No model.

No. 565,825. Cap for Bicycle Valves—David Basch, New York, N. Y. Filed May 11, 1896. Serial No. 591,046. No model.

No. 565,854. Process of Manufacturing Tires—Robert Cowen, Cambridge, Mass., assignor to the Boston Woven Hose and Rubber Company, Boston, Mass. Filed January 13, 1896. Serial No. 575,307. No specimens.

No. 25,913. Toe-Clip—Samuel Mills Bevin, East Hampton, Conn. Filed May 11, 1896. Serial No. 591,200. Term of patent, three and a half years.

No. 25,919. Name-Plate for Bicycles—Edward Alexander, Providence, R. I. Filed July 6, 1896. Serial No. 598,238. Term of patent, three and a half years.

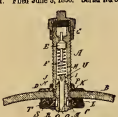
No. 28,758. Bicycles—The William Hengeler Company, Buffalo, N. Y. Filed July 13, 1896. Essential feature, the words "Buffalo Queen." Used since April 4, 1895.

No. 28,759. Bicycles, Tricycles and the Like—The Reading Standard Manufacturing Company, Reading, Penn. Filed July 13, 1896. The letter "R" and the word "Reading." Used since May 1, 1896.

Bicycle brakes are the articles mentioned to be manufactured by the Davis Mfg. Co., a firm that was incorporated at Indianapolis last week.

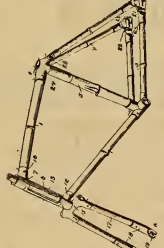
RECENT PATENTS.

565,573. TIRE GATE VALVE. GEORGE B. SUTHERLAND, New York, N. Y. Filed June 18, 1895. Serial No. 551,231. (No model.)



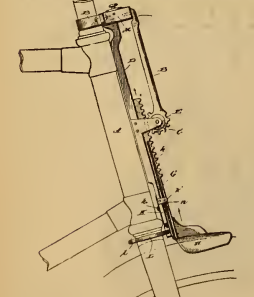
Claim.—In a tire and like article, a body having an external screw-thread, an annular groove below said thread and a bead beyond said groove and adapted to pass within a tire, and a nut screwing on said body at the outside of the tire, in combination with a flange consisting of a separate piece connected to said body by a screw-thread connection projecting within and adapted to engage the inner face of a tire.

565,783. BICYCLE-FRAME. AUGUST J. OBERG AND ANDREW W. GUSTAFSON, Waterloo, Neb., assignors to J. A. Cummings, same place. Filed June 15, 1895. Serial No. 523,939. (No model.)



Claim.—In a bicycle frame, the combination with a bamboo head-tube, of sleeves arranged at the top and bottom thereof and open at both ends and also formed in their adjacent ends with angular rabbets in which the ends of the head-tube are inserted, and metal stay-irrigated anteriorly and extending longitudinally of the head-tube and said sleeves permanently attached to said sleeves, the said stays being located upon opposite sides of the head-tube, whereby the latter is connected between said sleeves and a strong brace for the fork-stem, substantially as described.

568,537. BICYCLE-LOCK. GUSTAV H. GUNDERSON, Chicago, Ill. Filed April 25, 1896. Serial No. 589,087. (No model.)



Claim.—A bicycle-lock consisting of a rack-bar having a brake-shoe secured at its lower end, slidingly held to the head of the bicycle, and combined with a pinion-head, pivoted between extensions of a frame fastened to the frame of the bicycle, and having an integral arm or handle, means for locking the said handle, the teeth of the rack-bar and pinion adapted to mesh, substantially as above and described.

565,451. BICYCLE-TIRE. ROBERT E. GILBERT, Greenburgh, N. Y. Filed Dec. 6, 1895. Serial No. 571,248. (No model.)



Claim.—The combination with a pneumatic tire of an inner elastic hollow forcing-ring formed from a blank having transverse integral ridges formed at regular intervals on the inner face and rectangular integral shoulders projecting therefrom at right angles to the

565,611. VEHICLE-WHEEL. HENRY D. DEAN, Perrine, Cal. Filed June 17, 1895. Serial No. 575,451. (No model.)



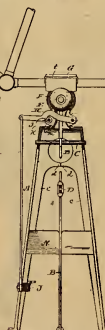
Claim.—A vehicle-wheel tire consisting of a body composed of cork circumferentially grooved, a tire line seated in said groove whereby the cork is held to the rim, an independent cushion circumferentially directed and seated in said groove and a covering over said cushion and body

565,782. LOCK FOR BICYCLES. ALBERT W. NUTZ, Wallace, Kan. Filed Oct. 18, 1895. Serial No. 566,098. (No model.)



Claim.—The combination with a casing having transversely-slanted openings and having an opening in its edge of a bolt movable through the transversely-slanted openings and having a projection thereon, a plurality of tumblers mounted on a common axis, the axis being parallel with the bolt, the tumblers each having a notch formed in their free portions, said notches being capable of alignment to permit the projection on the bolt to pass, and springs for pressing the bolt and tumblers, the opening in the edge of the casing being adapted to permit the insertion of a key whereby the key may engage the edges of the tumblers to actuate the same, substantially as described.

565,425. VISE. FRANK R. BOYD, THOMAS A. DONLEY, and JAMES K. CORRELL, Milwaukee, Wis., assignors to the Bole Cycle Manufacturing Company, same place. Filed Nov. 18, 1895. Serial No. 560,309. (No model.)



Claim.—The combination of a frame comprising separate standard-arms each of which has a forwardly-extending flange abutting those of the other, head extensions of the standards constituting a sectional lock, a cam-notched lever in pivotal connection with said head extensions, a lever-catch also in connection with the forward head extensions, a treadle in link-rod connection with the lever, and a vise having a ball end adjustable in the socket.

565,825. CAP FOR BICYCLE VALVE. DAVID BASCH, New York, N. Y. Filed May 11, 1896. Serial No. 591,046. (No model.)



Claim.—A motion-cap for bicycle valves, constructed of rubber and comprising a tubular body closed at one end, and a cap formed at the open end of the body, the covered face of the cap being the outer face, so as for the purpose specified.

565,718. STEERING-GEAR FOR BICYCLES. ALFONSO F. BOARDMAN, Brooklyn, N. Y. Filed Dec. 30, 1895. Serial No. 573,237. (No model.)



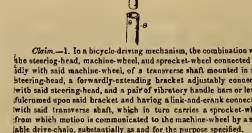
Claim.—In a bicycle or similar vehicle, the horizontal plate G adjustably secured to the handle-bar and having a notch G' in its rearwardly-projecting edge, in combination with the removable casing C and its attaching means C' for allowing its adjustment forward or rearward upon the frame, the spring S within the casing, the adjusting-screw D' having its head D' exposed and arranged for easily increasing or diminishing the tension of said spring, the dog D subject to the force of the spring and projecting forward from said casing to engage against the edge of the plate and engage the notch therein when the latter is presented thereon and hold the handle-bar with a slight force against turning in either direction, all substantially as herein specified.

565,556. BICYCLE. CHARLES C. MURRAY, Northborough, Mass. Filed Oct. 20, 1895. Serial No. 567,432. (No model.)



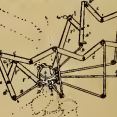
Claim.—In a bicycle-driving mechanism, the combination with a spring-hub wheel and sprocket-wheel connected rigidly with said machine-wheel, of a tread-roller shaft mounted in said steering-head, a forwardly-extending bracket adjustably connected with said steering-head, and a pair of ribbed rollers later or earlier fulcrumed upon said bracket and having a link-and-rod connection with said tread-roller shaft, which in turn carries a sprocket-wheel from which motion is communicated to the machine-wheel by a suitable drive-chain, substantially as and for the purpose specified.

565,854. PROCESS OF MANUFACTURING TIRES. ROBERT COWEN, Cambridge, Mass., assignor to the Boston Woven Hose and Rubber Company, Boston, Mass. Filed Jan. 13, 1896. Serial No. 575,307. (No specimens.)



Claim.—The herein-described method of manufacturing pneumatic tires, which consists in building up an endless tube of or consisting of unvulcanized rubber, temporarily covering the tread-surface of the inflated unvulcanized tube with the fabric adapted to make fine indentations therein, covering the said tread-covering fabric temporarily in position pressing upon the said tube, vulcanizing the tube while so covered, and then removing the temporary covering to leave the completed vulcanized tube ready for use, substantially as described.

565,563. LEADERS-CARRIER. HENRY C. PHILLIPS, Rochester, N. Y., assignor to the Rochester Bicycle Combination Mfg. Co., same place. Filed Jan. 20, 1896. Serial No. 578,231. (No model.)



Claim.—In a luggage-carrier, the combination with a support, of a carrier for the leaders of the arms pivoted at their outer ends, and flexible connections between the latter, substantially as described.

565,819. UNMOUNTABLE-SPEED MECHANISM. HENRY D. WOOD, Syracuse, N. Y., assignor to Francis W. Gridley, same place. Filed Oct. 8, 1895. Serial No. 565,087. (No model.)



Claim.—In a bicycle or similar vehicle, the horizontal plate G adjustably secured to the handle-bar and having a notch G' in its rearwardly-projecting edge, in combination with the removable casing C and its attaching means C' for allowing its adjustment forward or rearward upon the frame, the spring S within the casing, the adjusting-screw D' having its head D' exposed and arranged for easily increasing or diminishing the tension of said spring, the dog D subject to the force of the spring and projecting forward from said casing to engage against the edge of the plate and engage the notch therein when the latter is presented thereon and hold the handle-bar with a slight force against turning in either direction, all substantially as herein specified.

565,572. VALVE. GEORGE B. SUTHERLAND, New York, N. Y. Filed June 18, 1895. Serial No. 551,231. (No model.)



Claim.—In a valve, a tubular member having a valve chamber at one end, a spring-chamber at the other end, an intermediate rigid annular flange separating said chambers, a conical passage through said flange, a valve-head in said valve-chamber, a stem for said head projecting at rear thereof into said passage and through said flange into said spring-chamber, and a spring in the latter actuated on said stem, said valve-chamber and spring-chamber each open at their remote ends and their respective entry of said valve-head and spring to them respectively, and closed at their adjacent ends by said flange against entry from one to the other of said parts, whereby either of said parts can be removed without freeing the other.

565,443. COUPLING FOR BICYCLES. ULYSSES S. ELLIS, Edgewater, N. J. Filed July 23, 1895. Serial No. 556,883. (No model.)



Claim.—In a coupler for bicycles, arranged side by side, longitudinally-extending bars each adapted to be attached at the ends to one of the frames at points at the front and rear, and joined by a transverse pivot adapted to allow the said bars to tilt vertically relative to each other, substantially as above and specified.

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Salesman, thoroughly versed in the cycle trade, who is going abroad September 1, and who has already travelled the ground, desires to represent a bicycle and a tire concern; will also be in position to place meritorious cycle sundries. Salary or commission; will establish office in London. Address **RESULTS**, care **THE WHEEL**. **

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Does Not Leak.

Unequaled for High-Grade Wheels.

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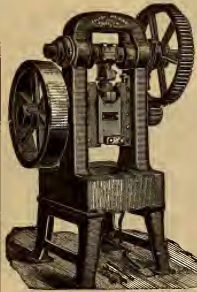
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Second to none but the "Perfect."

An excellent article for cheaper wheels.



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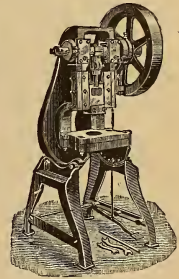
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DROP FORGINGS AND TRIMMING PRESSES.

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AT OUR ROOMS THIS DAY

At 2 o'clock p. m. sharp,

Of 1,250 High-Grade SAFETY BICYCLES.

All new and perfect 1896 Ladies' and Gents' Guaranteed Wheels.
Sale without limit or reserve and in lots to suit the trade.

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Experienced bicycle man, connected with the trade for years and familiar with every detail, offers his services to a home requiring experience, energy and ability. Address H., Room 35, 59 Liberty Street, New York City.

Owing to the sale of the Standard Cycle Works of Chicago, of which company I was the president and manager, I desire a position elsewhere; am familiar with the best construction, and am competent to take charge of any portion of a moderate size business, or on rent charge. W. W. Vernon, 1011 Forest Avenue, Evanston, Ill.

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A man having had eight years' experience in the bicycle business as repairman, as esman, instructor, trainer, and general manager, not afraid of work, with satisfactory reference, will be open for engagement about September 1; correspondence solicited. Address D. C., care of The Wheel.

Wanted, situation by a first-class drop forger of fourteen years' experience on bicycles and other forgings; steady and competent; state wages paid. P. Andrew, General Delivery, Toledo, Ohio.

Situation wanted by Sept. 1, by live man; thoroughly posted, particularly in sundries. Address T. W., care of The Wheel.

Wanted—I have had eight years' active experience in the bicycle business as manager and as sales man; I am now open to consider propositions from reliable factories only; salary, or commission and expenses. Address E. W. F., No. 235 W. 27th St., N. Y. City.

Experienced brazer des res position; six years' experience on high-grade wheels. Address E. W., care of The Wheel.

A thoroughly competent advertiser—as manager or assistant—of several years' experience in the bicycle business, will be open for an engagement from September, or earlier, if necessary. First-class connections only can be considered. Address, M. E., care of The Wheel.

Wanted—Position as bicycle instructor or salesman in sporting goods house; have had several years' experience; thoroughly acquainted with the trade. J. H. M., Station 2, Frankford E. O., Phila.

Bicycl- mechanic, expert in every detail of manufacture, is open for engagement; r ferences. Address Perfect, care of The Wheel.

Wanted—Position as traveler or manager of branch store in the West; am now in charge of Columbia agency in the East; thorough knowledge of cycle trade; highest references. Address U. L. B., care of The Wheel.

Practical draughtsman, with a wide and varied experience in bicycle works, wants position as superintendent; thoroughly understands designing wheels and working fixtures, building of tools, handling of men and systemizing work. Address W. Y., care of The Wheel.

Wanted—Position by young man, thoroughly experienced in the bicycle industry, as superintendent of agencies and general correspondent. Address Superintendent, care of The Wheel.

Wanted—Situation as salesman, cycles or sundries; four years' road experience; thoroughly versed in cycle construction. Cycle references. Address Energetic, care of The Wheel.

First-class man wants position as bicycle store or department manager, salesman or correspondent, or would go on the road; experienced since 1889; exceptional references. Address H. F., care of The Wheel.

Wanted position by a first-class bicycle man; will furnish best of references. Address Class, care of The Wheel.

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Wanted a pushing foreman familiar with high-grade bicycle work; state experience and salary expected. Address C. E., care of The Wheel.

Wanted—A superintendent, by an established firm, manufacturing a well-known make of high-grade bicycles. Must be thoroughly competent, experienced and reliable. Address, with full particulars and references, T. M., care of The Wheel.

Wanted—At once, a first-class repair man; a good position in New York city for an Air man. Address S., stating experience and reference, "Soma," P. O. Box 444.

Wanted—A first-class repairer at once; a good position for the right man; references required. F. H. Fernald, 89 Washington street, Haverhill, Mass.

Wanted—Five bicycle assemblers at once; state experience and wages wanted. Canton Cycle Mfg. Co., Canton, O.

Experienced brazers wanted on bicycle frame work. Moore Cycle Fittings Company, Harrison, N. J.

Wanted—Partner to assist in opening a bicycle store; must be good repairer; \$350 required; good location. Address H., 237 E. 63d street, New York City.

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With name beautifully engraved, 35c.

Anyone can put them on. Agents Wanted.

BROOKS ODOMETER CO., Lowell, Mass.

BETTER THAN 16 TO 1.

MAKE YOUR OWN

PUNCTURING.

SAVE MONEY.

Guaranteed to Repair Punctures Instantly.

Beneficial to rubber. No repair outfit required. You ride over nails, tacks, spikes, slivers, thorns, glass, and PUNCTURINE repairs tire instantly, without rider dismounting. Never go dry or hard when in tire or out. Always of the same consistency.

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Are highly efficient, of the latest and most approved design and construction, will not reverse, heat or spark. At greatly reduced figures.



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No.	Gallons of Nickel.	Price.	
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All styles for Adults and Juveniles. Top grades have Self-Healing Tires.

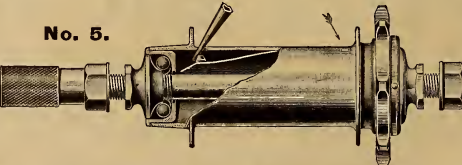
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No. 5.



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ROAD HUBS

with improvements for 1897.

NEW OILER.

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The only correct way to oil. It delivers oil directly in the ball pocket. No ugly cups on the outside. Self-closing and dirt-tight. Don't use poor, cheap hubs, that you know little or nothing about, when you can obtain fully up to date high-grade hubs or wheels manufactured with a view to durability and other credible qualities. Our goods are the outcome of ten years' practical experience in this line.

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EXCEL ALL OTHERS. MR. BUYER, INVESTIGATE AND YOU WILL BE CONVINCED.



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New England Depot.—Elastic Tip Co., 370 Atlantic Ave., Boston.
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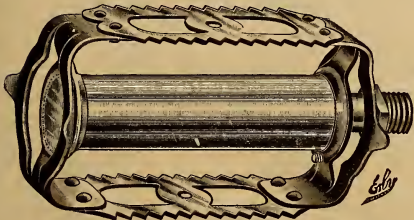
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- WOOD RIMS, PLAIN.
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The strongest, nicest finished and best Tubing made in the World. Mention The Wheel.

Get our prices before placing your orders.

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MANSFIELD TUBING,

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SWEDISH STEEL,

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Stop Your

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Require no turning. Made from one piece of steel tube, with spoke flanges upset.

We furnish complete hubs also at prices which will surprise you.

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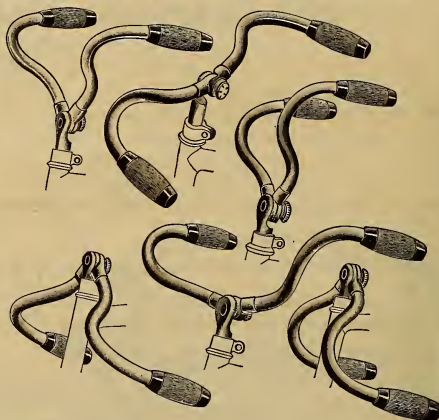
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Kelly Adjustable Handle-Bar.

Kelly Bars fit any bicycle, are furnished in either plain or ram's horn shape, are as firm as a solid bar when locked in any of its twenty-five different positions. Can be adjusted while riding. No change in pitch of "Grips." Any width, height or position secured. Grips move forward in the low drop position. Removing the locking screw and reversing the handles gives a Ladies' or an extremely high or low upturned bar.

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GUARANTEE—Any bar manufactured by the Kelly Handle-Bar Co. proving defective, will be replaced at once, if expressed (prepaid) to the manufacturers.

Be particular to give size of Stem.

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Kindly mention The Wheel.

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High-Class Cycle Construction.

IN STOCK FOR IMMEDIATE SHIPMENT.



Ellwood Weldless Tube Co.,

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Before Placing Contracts for 1897

Write for Samples and Prices of

STANDARD CHAINS



OUR NO. 120 IS A BEAUTY.

Hardened Blocks and Rivets, Tool-Steel Side Plates, Straw-Colored Centres

Combine to make the finest chain on the market.
We are in position to furnish deliveries now.

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TURN THE X RAYS

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They reveal only the Finest of Bearings.
A frame fully re-enforced.....
A bicycle perfect in every detail.....

Send for New Catalogue.

Ride a HUNTER—Shoot a SMITH.

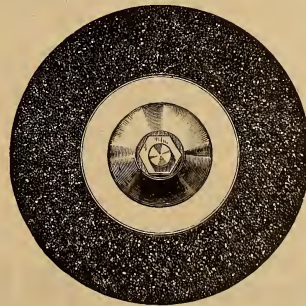


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Kindly mention the Wheel.

WE CARRY IN STOCK, OF OUR OWN MANUFACTURE, STERLING AND ADVANCE, EMERY AND CORUNDUM WHEELS OF ALL GRADES, POLISHING SUPPLIES, GRINDING AND POLISHING MACHINERY.



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Some seek for pearls, and some do bubbles choose;
Some seek to worry folks, others to amuse.
Some live to help themselves, some their friends abuse;
Others seek in ever-act kindness to infuse.

Best through all walks of life good to extend,
Ever be in readiness to assist a friend;
Spread through life's weary way joy every day—
Kindness bestow to all—it will surely pay.

If in your daily toil you need a friend
To cure dyspepsia's curse, five cents expend.
Into some drug store go buy of the clerk
White's famous Yucatan, it will do the work.



MAKES THE FINEST LAPEL BUTTONS IN THE MARKET

YOU CAN HAVE YOUR
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of the highest quality, made from seasoned elm and ash, by experienced wood workers. Warranted to give complete satisfaction. For terms write to
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FOR THE TRADE ONLY.**

Send for Price List.
OLYMPIA JAPANING WORKS,
330 Canal St., near W. Broadway, NEW YORK.

All American Wheelmen who desire to keep themselves posted upon matters concerning the Cycle Trade and Sport of Europe, should subscribe to

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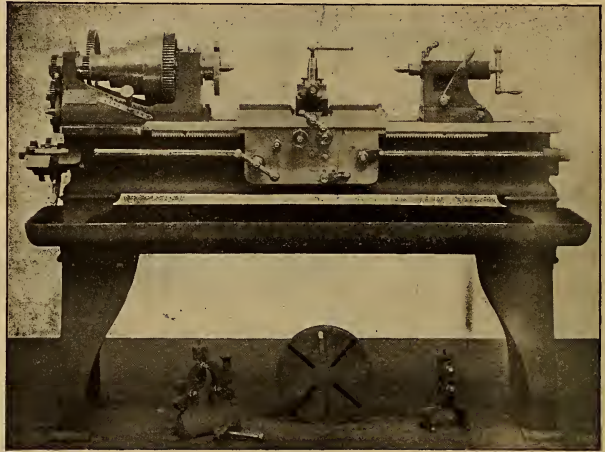
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The only recognized authority of English trade and manufacture. 84 pages weekly. Sent post free to any part of America for one year, \$2.50. American subscription agent, F. P. Prial, 72 Warren Street, New York City.
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Members of the American trade visiting England are invited to call at **THE CYCLIST** Office at Coventry.

Bicycle Manufacturers!
USE
**JESSOP'S
ANNEALED
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FOR ALL BEARINGS.
IT IS THE BEST.
WILLIAM JESSOP & SONS, Limited,
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THE LODGE & SHIPLEY MACHINE TOOL CO., CINCINNATI, OHIO, U. S. A.



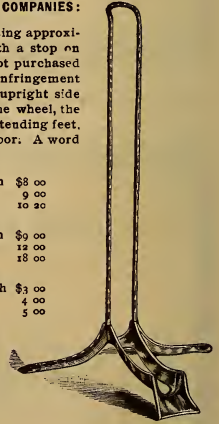
1/4-inch hole in spindle; swings, 14 inches; 3-foot bed; plain, compound or raise and fall rest. The entire index for FEEDING and screw cutting is obtained instantly without removing a single gear. Lathes from 14-inch to 42-inch swing. Screw machines, turret lathes. Kindly mention The Wheel.

NOTICE! CAUTION!! TO JOBBERS AND WHEEL COMPANIES:

Any wheel stand with a loop or side supports, rising approximately perpendicular from a base provided with a stop on either or both sides of the centre of the wheel, not purchased from or manufactured under our license, is an infringement upon our stands. Also, any rigid stand having upright side rods or braces extending beyond the centre of the wheel, the base of the stand being provided with lateral extending feet, by which the stand is self-supporting upon the floor. A word to the wise is sufficient.



No. 3. Removable Club Bracket.



No. 2. Self Supporting.

PRICE LIST.

No. 1 Enameled.....	Per dozen	\$8 00
No. 1 Nickel and Enamel.....	"	9 00
No. 1 All Nickel.....	"	10 20
SELF-SUPPORTING.		
No. 2 Enameled.....	Per dozen	\$9 00
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No. 2 All Nickel.....	"	18 00
PARLOR STAND.		
No. 5 Nickel.....	List, each	\$3 00
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Finished in Enamel, Nickel, Bronze and Brass or combination of the same.

Jobbing discounts to wheel companies and supply agents.

We have also the most effective and convenient Wall Brackets.

Send for illustration.

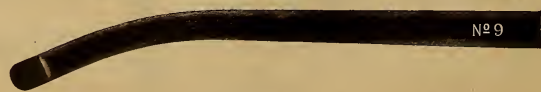
E. R. ESMOND, - - - **227 W. 29th St., New York.**

Kindly mention The Wheel. **ARTISTIC WHEEL STANDS.**

AMES SWORD COMPANY,
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MANUFACTURERS OF

BRAZED FORKSIDES,



BRAZED HANDLE-BARS.

Used by the best Bicycle makers and give the greatest satisfaction. Unlimited testimonials.

HUBS WHEELS.

FOR YOUR
1897

INDIAN ORCHARD SCREW CO.,
INDIAN ORCHARD, MASS.

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BRAZING STAND

FOR

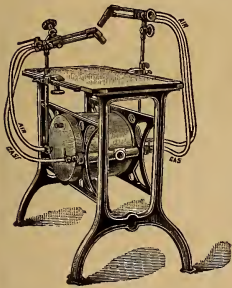
Bicycle Manufacturers, Repair
Shops, and Tool-Room Purposes.

ALSO MANUFACTURERS OF

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BUFFALO DENTAL MANUFACTURING CO.,
BUFFALO, N. Y.

Kindly mention The Wheel.



EVERYTHING FOR A WHEEL.

**CRITERION HUBS and
EXCELSIOR SEAT POST.**

..... SOMETHING NEW.

ALSO

Wheels complete,	Hubs,	Lugs,	Rims,
Bottom Brackets,	Forgings,	Pedals,	Tires,
Forksides,	Chains,	Spokes,	Nipples,
Handle-Bars,	Tubing,	Sundries.	

We carry a complete line, and are prepared to meet competition on prices.

INTERNATIONAL CYCLE FITTINGS CO.
70 and 72 READE ST., NEW YORK CITY.

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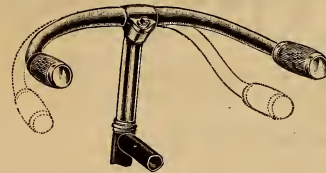
THE H. LAUTER WOODEN HANDLE-BARS

are the only neat and desirable bars on the market. Made in medium drop, straight and ram's horn shapes; are adjustable and reversible. Do not fail to send me a sample order if you are looking for the best.

Sent complete to any address, charges prepaid, on receipt of \$2.50. Ram's Horn shape, \$3.00. Will be pleased to quote prices to the trade. Prompt shipments guaranteed.

Also manufacturer of laminated, solid and canvas covered rims and mud and chain guards.

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TUERK WATER MOTOR.

1/4 to 10 horse power.

The best power for your machine shop.

Our Small Motor for your bicycle window display.

Send for circular.

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TO BICYCLE MANUFACTURERS!



Fine Jet or Fancy Colors

HIGH GRADE BICYCLE ENAMELS

Superior in Quality to the Finest English or American Enamels, and Guaranteed.

PRACTICAL advice, lay out of Bicycle Enameling Plants, and all needed information upon latest and best methods, furnished to customers adopting our Enamels. *Enamels and Enameling* have been our sole business, study and practice for thirty years, and we know it in every part, and our Special Bicycle Enamels sell upon their real merits, and stand unequalled to-day. We refer to all bicycle manufacturers, and solicit your correspondence and orders.

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AMERICAN ENAMEL COMPANY,
PROVIDENCE, R. I., U. S. A.
(Incorporated 1866.)

AUGUSTUS S. MILLER, Pres. CHAS. A. GAMWELL, Treas. and Sec'y.

Enamel Experts, Practical Enamellers, and Manufacturers of Superior Enamels.

Kindly mention The Wheel when writing.

Bicycle Pumps.

15 Different Styles.

HAND PUMPS

FOOT PUMPS

FLOOR PUMPS

POWER PUMPS

"CYCLONES"
ARE BEST.

Insist upon having them.

ALSO

PUMP CONNECTIONS
of all kinds, perfect fit guaranteed. Liberal discount to dealers.



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BUFFALO DROP FORGING CO.
— BUFFALO, N. Y. —

KENZOLINE.

BICYCLE OIL.

Cleaner, Oiler and Lamp Oil Combined.

Will remove all dirt and grit from bearings and oil them at the same time. Try it and be convinced. Ask your dealer for it.

KENZOLINE OIL CO.,

621 Rialto Building, Chicago, Ill.

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Wood Rims.

We manufacture the highest grade single-piece rims. Choicest stock; fine finish; fair prices.

Deliveries Guaranteed.

Ready for '97 contracts now. A sample order appreciated.

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TO CYCLE MANUFACTURERS:

Why use inferior crating when you can get good crates for less money, made any shape, of all live timber, no culls.

Send specifications for sample and prices of our special crate.

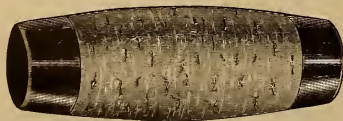
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REINFORCED CORK GRIPS.

SOMETHING NEW.

Light, Strong and Durable. No Breaking Off at the Ends.



Patent Applied For

See that your handle-bars are fitted with these "up-to-date" grips.

We also manufacture WOOD Grips and VARIETY Wood Turnings. Prices on Application.

The L. M. JONES CO., West Winsted, Conn.

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Case-Hardening Bone.

Especially prepared from Pure Raw Bone, containing at least twenty-five per cent. more value for the use, and producing a superior color to the steel to any other stock on the market. In proof of this statement, read the testimonial letter below, influenced as it is by one year's use of our goods.

"BAY CITY, MICH., June 6, 1896.

"FITCH FERTILIZER WORKS, BAY CITY, MICH.
"Gentlemen—Replying to your inquiry of recent date, are pleased to say that the bone-dust we have been purchasing of you and using for case-hardening purposes, is giving perfect satisfaction. We appreciate the superiority of your bone-dust on account of its not having been through the refining process, which, we believe, deteriorates the value of the dust at least 25 per cent. for tempering purposes. Yours truly,
"HENRY B. SMITH, Pres't."
"NATIONAL CYCLE MFG. CO."

For further particulars address

FITCH FERTILIZER WORKS,

Kindly mention The Wheel.

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ORIENT won Mile Handicap, in 2:07 2-5, at Buffalo, Aug. 8th.

ORIENT won Buffalo "Courier" Coasting Challenge Cup, July 18th.

ORIENT won Cottage City Coasting Contest, July 25th.

Light Running and Speedy---

They Lead the Leaders.

WALTHAM MFG. CO., 240 Broadway, N. Y.

Main Office and Factory: WALTHAM, MASS.

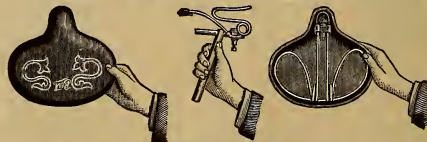
Mention The Wheel.

Branches in all principal cities.

Three Views BUT ONLY One Opinion

... OF ...

"THE BEST" SADDLE



It is in every respect what its name implies: **BETTER THAN ALL OTHERS.**
AGENTS WANTED. PRICE, \$4.00.

Send 10c. in stamps for Catalogue and Handsome Souvenir.

DICKSON & BEANING, Manufacturers,
INDIANAPOLIS, IND.



We Make a Specialty

of supplying bicycle plants with their entire outfit of grinding and polishing machinery, wood wheels, etc. We can make delivery promptly on our entire line. Write to us before placing your orders.

DIAMOND MACHINE COMPANY,

Providence, R. I., and Chicago, Ill.

Kindly mention The Wheel.



Lexington Hotel,

CHICAGO, ILL.

Michigan Boulevard & 22d St

**Headquarters
for Wheelmen.**

Rates on American Plan
from \$3.00 per d. y.

Ladies' and Gentlemen's Cafe.

Rooms of the European
Plan also.

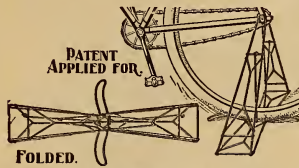
One of the most perfect
Hotels in the world.

E. A. BACHELDOR,
Prop.

Kindly Mention The Wheel.

"IMPORTANT."

We beg to announce to the trade that we are now making our **PORTABLE STANDS** in lots of 50,000, and thereby have decreased the cost in manufacturing so that we can quote very low figures to all.



Trade, \$2.50 per doz.—Cash with Order.

OUR CLAIMS: { LIGHTEST, STRONGEST,
CHEAPEST AND
MOST CONVENIENT.

At the present prices stands will be sold to over fifty per cent. of the riding public.

Live dealers will order at once.

THE LEFEBRE MFG. CO., 69 Beekman St., New York.

Mention The Wheel.



**MENDS
THE TIRE
INSTANTLY.**

No Lead. No Oil.
No Grit,
No Sediment.

The original and
only perfect solu-
tion; guaranteed
not to affect the
rubber.

THE PERFECT TIRE MENDER

PRICE, \$2.00 PER PACKAGE.

TIREINE MFG. COMPANY, Cleveland, Ohio.

Liberal Discount to Dealers.

Kindly mention The Wheel.



20,000

FORGINGS



**IN
STOCK**

- - OIL CUPS - -



1



2



3



4



5

BOWEN MFG. CO., Auburn, N. Y.

Mention The Wheel.



**Two-Ply
Three-Ply
and Solid ...
Rims**

**New Manufacturers
and A New Process.**

Glad to quote prices

**The State of Maine Wood Rim Company,
West Paris, Maine.**

FONDA'S UNIVERSAL BICYCLE STAND



**LIST
PRICE
ONLY
\$1.50.**

Will hold any wheel without previous adjustment. Uprights are opened by pressure of foot on the step, and closed by spring under base. Always ready for use. Does not scratch the enamel. Raises the rear wheel from the floor. Best stand for the store and house. Best to clean and repair wheels in. Pleases the riders. It is the coming stand.

Liberal discounts to the trade.

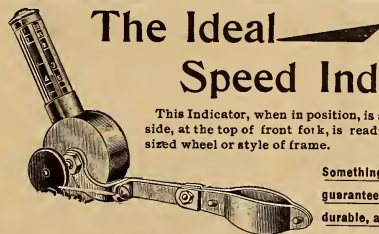
Send for circular.

Manufactured by

H. K. PORTER,

66 Beverly St., Boston, Mass.

Kindly mention The Wheel.



**The Ideal
Speed Indicator.**

This Indicator, when in position, is attached to the right side, at the top of front fork, is readily adjusted to any sized wheel or style of frame.

Something new in construction, guaranteed to be accurate and durable, and will sell at sight.

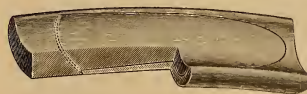
RETAIL PRICE, \$1.50.

We'll give **SOLE AGENCY** for unoccupied territory to responsible parties. Write for Price List and Terms to Agents.

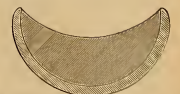
**HARSIN & SWANSON,
MANUFACTURERS,**

607 and 608 Garden City Block, Chicago.

Bent Wood for Bicycles.



PATENTED RIM.



SECTION VIEW. FULL SIZE

Rims, Handle-Bars, Saddle Cantles

THE DANN BROS. & CO.,

Mention The Wheel.

NEW HAVEN, CONN.

NEWCASTLE TUBE CO.
 MANUFACTURERS OF
COLD DRAWN WELDLESS STEEL TUBES
 FOR
 BOILERS, HYDRAULIC PRESSES,
 SPINDLES, HOSE & TROLLEY POLES,
 BUSHINGS, PNEUMATIC SWIVELS
 AND BICYCLES

THESE TUBES ARE MADE FROM
 BEST QUALITY OF SWEDISH STEEL
 AND ARE COLD DRAWN.

NEWCASTLE, PA.

THE GARVIN MACHINE CO.

Spring and Varick Streets, NEW YORK,
 Also 51 North 7th Street, PHILA., Pa.

MANUFACTURERS OF

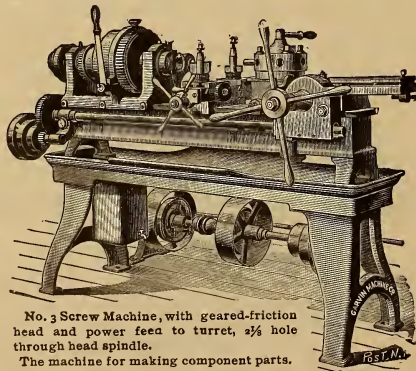
MACHINE TOOLS AND MACHINERY,

ALSO

BICYCLE MACHINERY

FOR MAKING

Hubs,
 Cones,
 Chain
 Links,
 Chain
 Rivets,
 Sprocket
 Wheels,
 Axles,
 Steps,
 Ball
 Cases,
 Pedal Spindles, Spoke Nipples, Nuts, Screws, Etc.



No. 3 Screw Machine, with geared-friction head and power feed to turret, 2 1/2 hole through head spindle.
 The machine for making component parts.

We are prepared to equip COMPLETE UP-TO-DATE PLANTS for the manufacture of wheels.

Write for catalogue "C" of bicycle machinery.

Kindly mention The Wheel.



SIZES:
 8 inch.
 10 "
 12 "
 14 "
 15 "

This is
12 - Inch
POLISHING
MACHINE
 with
COLUMN.

A FULL LINE OF
Grinding and Polishing Machinery
 MADE BY
BUILDERS IRON FOUNDRY, Providence, R. I.

FOR SALE BY

Patterson, Gottfried & Hunter, Limited,	New York, N. Y.
The Hanson & Van Winkle Co.,	Newark, N. J., and Chicago, Ill.
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Bosworth Tool and Supply Co.,	Cleveland, O.

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ESTABLISHED 1873 INCORPORATED 1898 CONSOLIDATED 1894

SPECIAL NICKEL PLATING AND POLISHING OUTFITS

FOR BICYCLE WORK

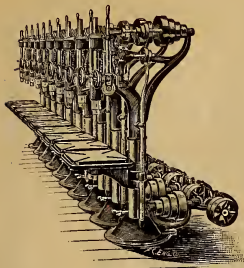
A FEW OF THE LEADING BICYCLE MANUFACTURERS FITTED UP BY US AND USING OUR SUPPLIES

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 AND MANY OTHERS

IMPROVED AMERICAN GIANT DYNAMO FOR DISK PLATING

MANUFACTURED BY
ZUCKER & LEVETT & LOEB CO.

OUR NEW CATALOGUE OF 526-528-530 WEST 25TH ST.
 208 PAGES NOW READY NEW YORK



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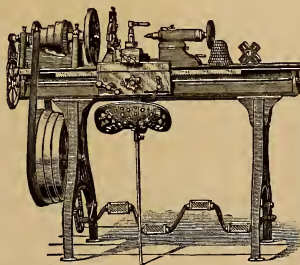
SINGLE
MULTIPLE
GANG DRILLS.

Send for Catalogue

W. F. & JNO. BARNES CO.,

254 Ruby Street, Rockford, Ill.

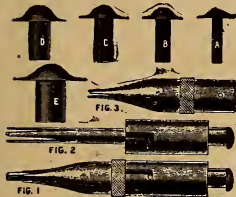
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FOR BICYCLE
REPAIR SHOP.

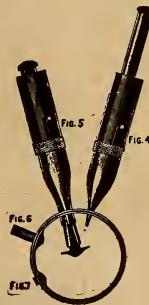
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Griswold's Single-Tube Tire Repair Tool.



PRICE, \$1.00.

MOST COMPLETE REPAIR OUT-
FIT YOU EVER SAW.



Griswold's Combination Trousers Guard, 4 Spoke Grips, Chain Bolt Wrench and Screwdriver—seven-in-one combination.

GRISWOLD'S FOLDING RUBBER MUD GUARD.

Light, compact and fits any bicycle. Adjusts itself. NO BUCKLES.

WOOD RIM AND RUBBER CEMENT of Finest Quality.

WRITE FOR PRICES AND DISCOUNTS.

N. E. GRISWOLD CO., - - 595 West Madison St., Chicago.

When writing kindly mention The Wheel.

Immediate Deliveries

in any quantities
or shapes of

ADJUSTABLE

WOOD

HANDLE-BARS

Fitted with **THAT FERRULE**,
so that they **CANNOT SPLIT**.

THE ferrule is made of seamless steel bicycle tubing, 1 1/4 inches long, fitted over the wood bar at point where the handle-bar tee fastens. It therefore protects the wood from being worn by adjusting the bar. As it is compressed on the bar, it compresses and holds together the fibres of the wood so they cannot separate; consequently wood bar cannot split.

The Ferrule cannot work or wear loose, as it is also fastened by three rivets.

Our Wood Bars are made in **Oak, Hickory or Elm—YOUR CHOICE.**



PATENT APPLIED FOR.

PRICE, \$2.50.

All Handle-bars
fully guaranteed.

PATENT APPLIED FOR.

It's a Puzzle.

Have you tried it?

The Rastetter '97 Wood Rim Joint holds without glue. Glue or cement is superfluous. It is hard to find, but harder to open. Get a sample and try it.

Wood Rims.

Wood Mud and Chain Guards,

White Maple, Quartered Oak, Rock Elm, finished natural wood or stained representing mahogany, walnut, etc., or any stain; also enameled any color or to match frame of bicycle if necessary. Plain or eyeleted. Any length or width. All finished in that famous **Piano Polish**.

Made by

LOUIS RASTETTER & SON,

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Mention The Wheel.



THE HOLLENBECK
UP-TO-DATE
SADDLE for 1896.

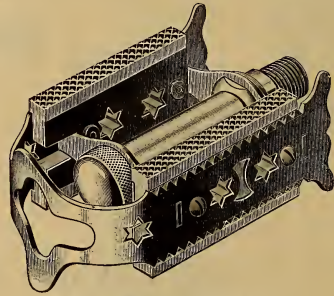
Now made with double steel frame, soft or hard pads, springs under pads. Made with very easy springs if desired.

MADE BY

F. A. HOLLENBECK & CO.,
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Light, Strong, Durable.



STAR PEDALS

meet the requirements of bicycle riders more fully than any other pedals made. They are powerfully constructed of the best material, and the blades set in close to the crank hanger, which admits of a narrow tread. Made in rat-trap and combination for men's and women's wheels.

'97 Models Star Pedals Will Lead All Others.

Manufacturers should write for prices and samples now.

The Bridgeport Gun Implement Co.,

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'97 WINNERS.



The Graton & Knight Mfg. Co.,
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Our Saddles are scientifically constructed and combine all the principles of Perfect Riding. Adjustable forward or backward. No pressure on sensitive parts.

Write for Booklet describing other good points.

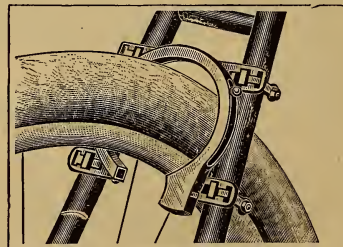
Manufacturers will do well to inspect the merits of our Saddles.

Kindly mention The Wheel.

THE DEITZ
AUTOMATIC
BICYCLE LOCK.

Always ready; only a small flat key to carry; weighs four ounces, and makes an attractive fixture to the wheel.

ATTACHED PERMANENTLY TO WHEEL.



LOCKS AND UNLOCKS AUTOMATICALLY.

PATENTED.

MAILED TO ANY ADDRESS ON RECEIPT OF ONE DOLLAR.

The Deitz Cycle Lock Company,
AQUEDUCT BUILDING,
ROCHESTER, N. Y.

Kindly mention The Wheel.

Price List to Dealers.

Boys' and Girls'



20 and 24 in.

BICYCLES

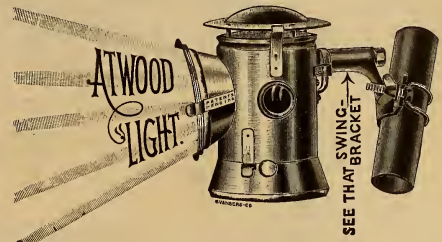
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THE FAY MFG. CO.

ELYRIA, O.

"ATWOOD LIGHT,"

with swinging bracket, grips onto head (no other lamp bracket required).



(Patents applied for.)

Entirely new system of ventilation, light guaranteed not to jar out or go out over any road or pavement, always right side up, the only up-to-date, strictly first-class Cycle Lantern on the market. Price, \$4.50.

* CARD. *

So great has been the demand for this Lantern we have been unable to keep up with our orders, and have recently doubled our force to meet this immense call.

Atwood Mfg. Co., Amesbury, Mass.

Wholesale Agents for New York, New Jersey, Pennsylvania and New England,

World Mfg. Co., 80 & 82 Reade St., New York, N. Y.

Kindly mention The Wheel.

THE ROCHESTER COMBINATION CLEANING RACK AND HOLDER.

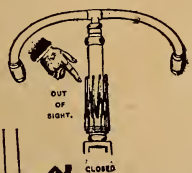


As a Cleaning or Repairing Rack. As a Rest or Holder. Indispensable to every up-to-date lover of the Bicycle who desires the best facilities for keeping his wheel in the best condition.

Price, \$1.50.

AUTOMATIC PARCEL CARRIER.

Price \$1.60 each.



Weighing only FOUR ounces, with a carrying capacity of **OVER TEN POUNDS.** Automatic, Ornamental, Handsomely Nickerled. **INDISPENSABLE TO EVERY CYCLIST.**

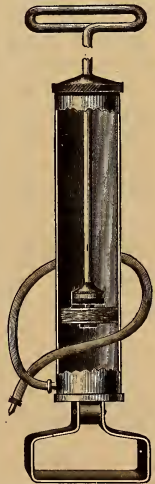
For sale by all dealers. Carrier sent prepaid on receipt of price.

ROCHESTER BICYCLE COMBINATION HOLDER CO., ROCHESTER, N. Y.

Kindly mention The Wheel.

"CURFEW CYCLE BELLS."

Single, Double and Electric Stroke.



THE

"PERFECT"

PNEUMATIC FOOT PUMP.

Manufactured by

The CHAPMAN MFG. CO.,

MERIDEN, CONN., U. S. A.

Booklet Free on Application.

Kindly Mention The Wheel.

- EVERY JOINT - IN IT IS A PERFECT ROLLER BEARING WHICH DOES NOT WEAR NEEDS NO OIL and is FRICTIONLESS

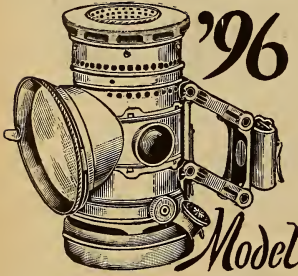
THE MORSE

ROLLER JOINT CHAIN.

Pat. Oct. 24, 1893

The **PITCH** is not only made **TRUE** but **STAYS TRUE.**

MANUFD BY **MORSE MFG. CO.** TRUMANSBURG, N.Y. SEND FOR CIRCULAR



'96 The Pathlight.

Burns Kerosene.

Every Lamp Guaranteed.

We are here to stay. You can find us if it is not what we CLAIM IT TO BE.

Write for prices.

THE PLACE & TERRY MFG. CO.,

247 Centre St., New York.

Kindly mention The Wheel.



THE INDIANAPOLIS WRENCH AND STAMPING CO.
INDIANAPOLIS, IND.

THE NEW BICYCLE WRENCH

Adjusts itself to any nut. Greatest strength at point of heaviest strain. Positively no lost motion, therefore no wear on the nut. No screws to become loose. No slippage. Place the wrench against the nut, the hand does the rest. Send 25c. for sample.

Lightest, Quickest Adjusted and Strongest Wrench on the Market
WRITE FOR TRADE PRICES.

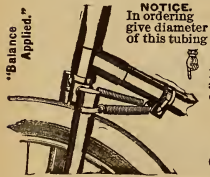
ASPHALT PAVEMENTS.

THE STANDARD PAVEMENT OF AMERICA.

THE BARBER ASPHALT PAVING CO., No. 1 Broadway, New York.

ENDORSED BY THE L. A. W. EVERYWHERE.

Kindly mention The Wheel.



NOTICE. In ordering give diameter of this tubing

THE AUTOMATIC BICYCLE BALANCE.

Easy to Ride with "Hands Off." The Greatest Invention Yet.

WILL BALANCE THE WHEEL TO PERFECTION.

Prevents accidents, as it keeps the wheel straight ahead; greatly increases the pleasure of riding, especially on rough roads. Corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping, the balance does the rest. Weighs Only Two Ounces. Entirely Nickel Plated. Adjustable to any Bicycle.

PRICE, \$1.00.

Single Balance Mailed on Receipt of Price or C. O. D., with Privilege of Examination.

Manufactured by **BICYCLE CHAIN LIGHTNING CO.**

Office, Spalding Building, 29, 31 and 33 W. 42d St.

P. O. Box 1568, New York City, U. S. A.

If you use **"WAXENSHINE"** your wheel always looks like **FOR ENAMEL,** a new one.

Not a cleaner, but a **FINISHER** and **POLISHER.** Trial size, 10 cents. It will astonish you. Full size, 25 cents. If your dealer hasn't got it, send price to

J. R. PITTS & CO., 136 Mechanic Street, Newark, N. J.,

and get it by return mail. "It's a wonder."

Kindly mention The Wheel when writing.



Rotary Movement.

STERLING BELLS

Single, Double and Electric Stroke.

One best—**THE STERLING.**

N. N. HILL BRASS CO., East Hampton, Conn.

Examine That Cut

OF THE . . .

“PHILLIPS”

POWER MECHANISM.

OUR CLAIM:

“SPEED AND POWER.”

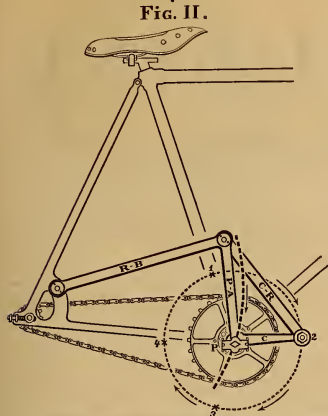
We are also the makers of the “KIMBALL,” which is beautiful in design and high grade in construction. . .

THE PHILLIPS MANUFACTURING CO.,

307 & 309 West Broadway, New York City.

Shall our salesman call on you ?

Kindly mention The Wheel.



Howard Chainless Bicycle.
The first man in any town who buys one will be allowed an agent's discount and offered as an agency whereby he gets commissions that will pay for his wheel, or at least reduce the cost. Address HOWARD, 711 Summer Av., Newark, N.J.

PATENTS Procured in the United States and Foreign Countries. Trade marks, designs, labels and copyrights. Send description, with model, photograph, or sketch, and I will let you know whether you can obtain a patent All information free.

W. E. AUGHINBAUGH,
McGill Bld'g, 908-24 "G" St., N. W. Wash'gton, D. C.

AGENTS PROTECTED

against loss on wheels sold on the installment plan by using the **Perfect Bicycle Lease**, accurately drawn up to legal requirement. Copyrighted and for sale by

F. H. CAMPBELL, 72 Warren St., New York.



The "STAR BICYCLE ENAMEL" is air-drying, and produces a finish equal to Baked Enamel. As it dries dust free in very short time, it enables the rider to thoroughly and easily renovate his wheel without inconvenience or delay. Can be had in all the shades in which bicycles are decorated. Send for color card and prices.

The "CYCLE RIM PRESERVER" renovates and preserves the rims of bicycles by spreading a film over the rim, thus preventing water from entering the pores and keeping the nuts of the spokes from rusting out, and the rim from cracking. No wheelman can afford to be without it, as it prevents costly repairs.

"STAR BAKING ENAMELS" in black and colors; combining greatest elasticity with most intense lustre. Send for sample tins and prices.



Gerstendörfer Brothers,

17 Barclay Street,
NEW YORK.

67 Lake Street,
CHICAGO.

CYCLE SUNDRIES AND FITTINGS. SEASON 1896.

- | | |
|--------------------------------|--------------------------------|
| New Departure Bells, | Cyclometers, |
| Snell's Lamps, | Hard Centre Chains, |
| Wrenches, | Lamp Brackets, |
| Corkaline Handles, | Trouser Guards, |
| "Toledo Brand" Cements, | Wood Handle Bars, |
| B. & W. Saddles, | Wood Dress Guards, Etc. |
| Toe Clips, | Oilers, |
| Enamels, | |

Also a Full Line of High-Grade Frames, Hubs, Pedals, Bottom Brackets, Ball Heads, Etc., Etc.

TOLEDO CYCLE SUPPLY CO.

TOLEDO, OHIO, U. S. A.

We are selling agents for Ohio, Kentucky and Tennessee for Morgan & Wright. We ship their goods from Toledo at the same prices charged in Chicago.

Kindly mention The Wheel when writing.

WE WANT EUROPEAN AGENCIES

— FOR —

THE AMERICAN TRAVELER.

Made by a manufacturer of 33 years' standing. . .

ACME OF PERFECTION.

Unexcelled for Speed, Beauty, Lightness, Durability and STRENGTH.

Send for Catalogue and Discounts.



AMERICAN SEWING MACHINE CO.,

20th St. & Washington Ave., Philadelphia, Pa., U. S. A.

Kindly mention The Wheel.

"FIRST IN AMERICA."

THE FACT THAT

SHELBY TUBING

IS USED ALMOST EXCLUSIVELY BY

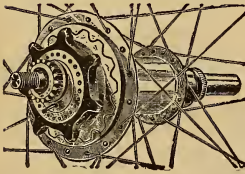
AMERICAN BICYCLE MANUFACTURERS

Is Sufficient Guarantee of its Superiority.

"Largest and Best
in the World."

THE SHELBY STEEL TUBE CO.,
Mention The Wheel. **SHELBY, O.**

BI-GEARS ON COLUMBIAS IN MISSOURI.



"The BI-GEAR Does the Work."

THE AKHURST-EBERLY ARMS Co., of St. Joseph, Mo., one of the largest bicycle agencies in the West, writes us as follows:

"We have placed a number of your BI-GEARS on different makes of wheels (principally Columbias) in our city and vicinity, and they have given perfect satisfaction in every instance. In fact, the riders who have used them all say that they would not be without them, especially in our city, as it is quite hilly. We think they are just the thing for hilly roads.

"Yours very truly,

"AKHURST-EBERLY ARMS CO., R. H. AKHURST, Pres."

BROWN-LIPE GEAR CO., Syracuse, N. Y.

Kindly mention The Wheel.

Have you seen our "LAMINATED" STEEL TUBE?

....NEWEST, STRONGEST, BEST.....



THE SCIENTIFIC PRINCIPLE

on which this tube is constructed is pronounced by everybody to be the **only correct one** to prevent crystallization of the steel, which is so common—and causes so many accidents—with all tubing of the present day. This is a **Double Wall, Compound Lock-Joint Tube**, smooth inside and out, and made of **one piece** of open hearth, cold-rolled, pickled steel.

Perfect to any Gauge and Length to meet your wishes. Patented July 14th, 1896.

Do not consider your contracts on any other tubing for your present and future output until you have inspected this.....



☞ SAMPLES AND ALL FURTHER INFORMATION ARE YOURS FOR THE ASKING.

Mention The Wheel.

CINCINNATI STEEL TUBE CO., 42 Pike Building, Cincinnati, O.

TEACH YOUR CUSTOMER TO RIDE

... ON THE ...

STURGIS HOME TRAINER.

The most startling thing of its kind ever invented. You simply put your own wheel on, mount, and ride straight ahead, just as you would on path or track. No fastening or support of any kind. Very little noise. Rollers are connected, and power is transmitted by chain; steel bearings; rollers are adjustable to resistance.

S. A. STURGIS,
ST. JOHNS, MICH.

Write for particulars.

Kindly mention The Wheel.



What Chief Consul Steel Has to say of the STURGIS HOME TRAINER.

MICHIGAN DIVISION
LEAGUE OF AMERICAN WHEELMEN.

OFFICE OF CHIEF CONSUL.
ROBT. G. STEEL, CHIEF CONSUL.

ST. JOHNS, MICH., May 15th, 1896.

Mr. S. A. STURGIS,
St. Johns, Mich.

DEAR SIR: The Sturgis Home Trainer, which I have had the pleasure of using, is the best article of the kind I have met with in my fifteen years of cycling experience. It entirely obviates the erroneous idea of having the bicycle held in position by a standard, and is the only trainer which gives the rider the movements of actual riding, he having to balance the wheel in the same manner as if riding on the road. This feature also commends the machine as a teacher of bicycle riding, requiring as it does the same manipulations necessary in actual road work. I cannot speak too highly of your Home Trainer, and its merits should cause it to have a very large sale. Its distinctive features should be seen to be appreciated, and render it without question the best Home Trainer on the market. Wishing you the fullest measure of success, I am

Very truly yours,

ROBT. G. STEEL, Chief Consul,



THE STANLEY,

Like the great explorer, leads the way. High grade in every detail. Bearings made of Jessop tool steel, fitted with improved crank box and many other points which will interest you. We also sell the Standard Bicycle Lock and Support, and the B. & H. Trousler Guard. On **The Stanley** we control New England; on the other lines the whole country.

G. H. BLAKE & Co.,

269 Franklin Street, Boston, Mass.

Kindly mention The Wheel.



BRADLEY BICYCLE HOLDER.

SELLS ON SIGHT.



JUST THE THING FOR

Big Money Maker
Live Agents Wanted.

Write for Prices
and Circular

Business Houses,
Club Houses,
Hotel Keepers,
Restaurants, Etc.

HOW TO SET UP HOLDERS: Place Holders on rack, 14 inches apart; bottom of Holders 24 inches from floor and 12 inches from wall.

Manufactured by **BRADLEY & HECHINGER, 167-169 Randolph St., Chicago, Ill.**

1896 FAVORITE LAMP.

THE FINEST BICYCLE LAMP KNOWN TO THE TRADE,
PATENTED OCTOBER 8TH.

Weight, 8 oz. Made of Brass, Nickel Plated. All Parts Riveted.

WILL NOT JAR OUT. PRICE, \$3.00

FOR SALE BY ALL DEALERS.

Used and Adopted by the Mounted Police and Park Guards of Philadelphia.

Manufactured and for sale by

SHARPLESS & WATTS,

1522 Chestnut St., 1520 and 1522 Sansom St., PHILADELPHIA, PA.

Pennsylvania, New Jersey and Delaware Agents:

SPAULDING MACHINE SCREW CO.

Kindly mention The Wheel.



**PERRY'S AMERICAN.
PATENT HARDENED
PEN STEEL
BUSHES.**

No. 1.

ANGLO-AMERICAN
CYCLE FITTINGS CO.
NEW YORK.

THIS pattern of OPEN SIDE-PLATE was first introduced by Perry & Co., Limited, as being an improvement over the old pattern. There are imitations of the Side-Plate on cheap and inferior chains, but Side-Plates do not make chains. The celebrated Perry Chains have the name "PERRY" on all Side-Plates. Look for it!

Perry Chains { Highest Price
Highest Quality

Mention The Wheel.

THE DAVIDSON

THE WHEEL OF NEW IDEAS,

IS MANUFACTURED BY

THE DAVIDSON CYCLE CO. Successors to Davidson & Sons, Chicago, U. S. A.

Eastern Agents :

JAS. S. BARRON & CO., 141 to 145 Chambers St., New York City.

Kindly mention The Wheel.



MANUFACTURERS!

Before buying, investigate the tubing manufactured by us.

A LOCK-JOINT TUBE

Made of one piece. No flat surfaces, and a

PATENTED "SINFRET" TUBE



which is absolutely smooth inside and outside. It can be used in any and all parts of a bicycle where the seamless tube is applicable. Cut to exact length wanted. No waste.

Get Samples and Prices.

THE HAMILTON TUBE CO., - Hamilton, Ohio.

Kindly mention The Wheel.



Style B, Racer.

A light, comfortable saddle, for track or road racing. Furnished with either flat or wire spring. Weight, 12 oz. Price, \$4.50. Direct Post, \$1.00 extra.

Kindly mention The Wheel.

Cyclers that on the "Brown" do sit
Are grateful for its perfect fit;
Hygienic seats, so called, are many
But, compared with "Brown's," not any.

THE BROWN SADDLE COMPANY, ELYRIA, OHIO.

THE LEONARD-SHECK SADDLERY CO.

MANUFACTURERS AND DEALERS IN
HARNESS, SADDLERY
Horse Clothing,
Tartan Goods, Wraps, Collars, Etc.

1716 to 1720 ARAPAHOE STREET

Quincy, Ill., _____ 114

*The Brown Saddle is the only Perfect
Small & Over Road*

W. W. Hamilton



Style C, Light Roadster.

A light road saddle, intended for all kinds of road riding. Furnished with either flat or wire spring.

Weight, 12 oz. Price, \$4.50.

Direct Post, \$1.00 extra.

Send for samples and prices of our

**WOOD RIMS,
WOOD HANDLE-BARS,
MUD & CHAIN GUARDS
—AND—
BUCKSKIN GRIPS.**



We KNOW we can interest you.

HOME RATTAN COMPANY,

Wells and Sigel Streets, Chicago, Ill.
209 Canal Street, New York, N. Y.

Kindly mention The Wheel.

This Is the Latest... A PRACTICAL BICYCLE HOLDER.

(PATENT APPLIED FOR.)

Something for the family, the storekeeper, and everyone using wheels—for use everywhere by everyone.



Folded for Storage or Shipment.

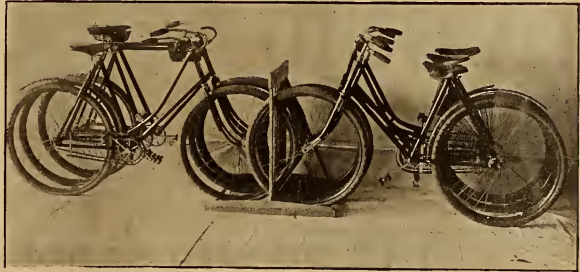


STAND IN USE.

Kindly mention The Wheel.

**CHEAP,
DURABLE,
EFFECTIVE.**

Sample six-wheel stand, without sign feature, sent to any part of the U. S. for \$1.75; with sign feature, 4 inches wide, \$2.75. Cash to accompany order. Special prices to the trade. WE MAKE SPECIAL SIZE BICYCLE STALLS TO ORDER.



HAMPTON MFG. CO., Bay City, Mich.

FOR WINTER STORAGE.

**SHANNON LOCKING HOLDER.
THIEF-PROOF.**

Every rider needs this not only for use during regular riding season, but as well during winter months, as it combines a perfect holder and gives absolute protection.

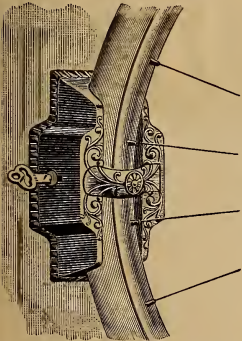
The only sundry that sells and can be used winter and summer.

Invaluable for storage companies, hotels and individuals. Write for special discounts.

SAFETY MFG. CO.

63 and 65 South Canal Street, Chicago.

Kindly mention The Wheel.



WALL DEVICE.



FLOOR DEVICE.

IT IS NOT A RAT-TRAP.

Bicycle manufacturers will do well to examine the advantages of the

CHICAGO SPRING PEDAL

before placing their order for '97. It is the coming novelty.

Easy, Comfortable, High Grade, and adapted for any bicycle.

It pleases and meets the requirements of cyclists for touring and pleasure riding.

Send for terms, description, etc.

EDWARD S. RICHARDS,

Suite 318, Rookery, Chicago.

Kindly mention The Wheel.



THE CENTURY AUTOMATIC TIRE REPAIRER

Is not the Cheapest, but it Does what it Ought to do!

It costs \$2.00 per box (enough for both tires) but you get Two Dollars' worth!

We want to get into correspondence with JOBBERS and DEALERS on our goods. We are creating a demand for them, and the public will pay the extra price when it knows the reason why.

An advertisement can only invite you to write and get posted. Do that, please.
SOME TERRITORY STILL OPEN.

FRED TITUS says:
"It does everything you claim for it."

CENTURY CHEMICAL CO.,

541 Soc. for Sav. Bldg,

Kindly mention The Wheel.

CLEVELAND, OHIO.

DUGUID



SADDLES

are correct in form and tasty in appearance; they are strong and serviceable, and the prices are right. Can you ask for more?

DROP US A LINE.

THE DUGUID SADDLERY COMPANY,

516 East Water Street,

Kindly Mention the Wheel.

SYRACUSE, N. Y.

NICKEL PLATING

LACQUERS,

CYANIDE POTASH,

NICKEL SALTS,

ESTAB. 1820.

INCOR. 1891.

THE HANSON & VAN WINKLE CO.

OFFICE

NEWARK,

NEW YORK.



AND WORKS

N.J., U.S.A.

CHICAGO.

TRIPOLI,

ROUGE,

BUFFS, & C.

OUTFITS

100,000 LEFEVER CHAINS

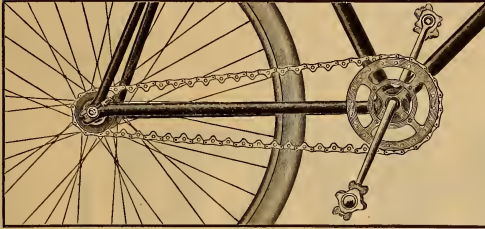
ARE IN USE, GIVING ENTIRE SATISFACTION.

THEY ARE BUILT ON HONOR and are perfect in every detail. The edges and face of side links are highly finished and polished. The blocks and studs are thoroughly hardened by a process that does not render them lifeless or brittle. When subjected to a severe test **they will not stretch.** They are guaranteed **true to one-inch pitch.** In the construction of our **High-Grade Hammerless Guns** we are educated to good workmanship.

WE GUARANTEE TO PLEASE YOU AS TO PRICE AND QUALITY. WRITE US.

LEFEVER ARMS CO., - - SYRACUSE, N. Y.

Kindly mention The Wheel.



IT WILL PAY YOU TO INVESTIGATE THIS CHAIN.

CHAINS:
Lightest and Strongest.
Least Friction.
No Back Lash.
One-half as many parts as the old-style Chain.

SPROCKETS:
Simple, Light and Inexpensive.
Are made of Sheet Steel Stampings.
No Forgings required.

THE WHITNEY MFG. CO., Hartford, Conn., U. S. A.,
Sole Manufacturers of the **CLOUSER PATENT BICYCLE CHAINS AND SPROCKETS.**

Kindly mention The Wheel when writing.

BICYCLE FITTINGS.

We are prepared to make, on orders for quantities, all kinds of Sheet Steel Stampings, such as

STEEL BALL BEARING CASES

drawn from *special* cold rolled steel, made to our order, and hardened by *experts*, which renders them equal, if not superior, to any made.

FORK CROWNS, FRAME CONNECTIONS, TEEs, CRANK HANGERS,

and all sheet metal specialties, like **DUST CAPS, PEDAL PLATES, FERRULES and WASHERS.** Do not carry goods in stock or issue a catalogue, but will be pleased to furnish estimates on samples or drawings of anything in our line.

WORCESTER FERRULE AND MFG. CO.,

Kindly mention The Wheel.

100 BEACON STREET, WORCESTER, MASS.

RACYCLES

NARROW TREAD.

A PERFECT CRANK-HANGER MEANS AN EASY-RUNNING MACHINE.

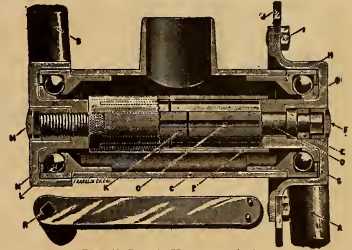
Narrow Tread. Wide Bearings. Easy Adjustment. Absolutely Dust Proof. Direct Pull on Shaft. No Leverage or Friction. Sprocket Runs Between Bearings.

THE BEST MACHINE MONEY CAN PRODUCE.

Agencies being rapidly established—apply at once for territory.

MIAMI CYCLE and MFG. CO., - - - **Middletown, Ohio.**

Chicago Salesroom: S. W. Cor. Wabash Ave. and Congress St.
General Agency for New York, New Jersey, Philadelphia, 1773 Broadway, N. Y., Chas. A. Stevenson, Mgr., Gerard M. Barretto, Agt.
Catalogue on Application. Mention the Wheel.



Detail Crank-Hanger (1/2 size).



STEEL BALLS.....

We are the largest producers of Steel Balls in existence.
Place your contract with us and be taken care of. Don't forget our Trade Mark.
We also manufacture _____

AUTOMATIC MACHINES

FOR TURNING AND FINISHING CONES, CUPS, SCREWS, NUTS, NIPPLES, ETC. OUR MACHINES ARE USED EXTENSIVELY BY NEARLY EVERY PROMINENT CYCLE MANUFACTURER IN THIS COUNTRY AND EUROPE.

THE CLEVELAND MACHINE SCREW CO., Cleveland, Ohio

Kindly mention The Wheel



BOSTON WOOD RIM Co., Bedford, Mass.:

GENTLEMEN:—During the last two years we have been using your rim almost exclusively for our Dunlop Detachable Tire, supplying it to all the prominent manufacturers in the United States, and are very pleased to report to you that our experience with it has been eminently satisfactory in every way, and our orders have been filled with commendable promptness.

We are glad to have the opportunity of recommending your goods to the trade, and assure you that we shall continue to use them.

Very truly yours,

THE AMERICAN DUNLOP TIRE CO.

(Signed) KIRK BROWN.



LAMINATED

Trade Mark.



People who use our rims get best results. We refer to Pope Manufacturing Co., Dunlop Tire Co., Union Cycle Co., Remington Arms Co., Waltham Manufacturing Co., Keating Wheel Co., F. F. Ide Mfg. Co., Henley Bicycle Works, Arnold, Schwinn & Co., and a large American and foreign trade.



USE BOSTON LAMINATED.

Kindly Mention The Wheel.



POINTS TO CONSIDER

IN OUR

REINFORCED LAMINATED RIM:



Two rims required to make one.
Twice the labor necessary over any other laminated rim.
Twice the material used over any other laminated rim.
Twice the life endurance over any other laminated rim.



No splitting.
No joints coming apart.
No outside glue joints to open up.
Perfectly true and round.
Perfectly seasoned.
Piano finish.

Stands the strongest pressure over all other Laminated Rims, and guaranteed absolutely.

KUNDTZ BENDING WORKS, Cleveland, O.

THE A. L. MOORE CO., General Agents,
Cleveland, New York, Chicago.

Mention The Wheel.



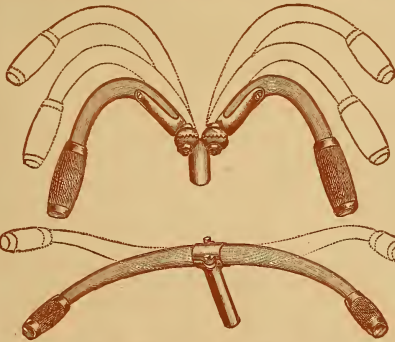
CRAWFORD BICYCLES.



MAKERS:
THE CRAWFORD MFG. CO.,
HAGERSTOWN, MD.

BRANCH HOUSES:
NEW YORK, ST. LOUIS.

Kindly mention The Wheel.



We make three styles of

WOOD HANDLE-BARS:

Ram's Horn, which are adjustable to any position desired by the rider.

Adjustable, which give any position desired. This bar is reliable and strong in every way, and is made in two styles of bends. The medium curve or bend is shown in the cut of the Adjustable bar.

Reversible, made in two styles of bend, either of which can be reversed. The full drop is shown in cut.



Write us for samples and prices of Handle-Bars.

PLYMOUTH RIMS AND GUARDS.

Stocks are carried by our Agents:

ELASTIC TIP CO., 370 Atlantic Avenue, Boston, Mass.
JNO. S. LENG'S SON & CO., 4 Fletcher Street, New York, N. Y.
TOLEDO CYCLE SUPPLY CO., 22 Erie Street, Toledo, Ohio.
CHICAGO TIP AND TIRE CO., 152 Lake Street, Chicago, Ill.
BOSTON WOVEN HOSE AND RUBBER CO., 14 Fremont Street, San Francisco, Cal.
S. GUITERMAN & CO., 35 and 36 Aldermanbury, London, E. C., England, European Agents.

Wood Handle-Bars prevent numbness of the arms caused by long rides.

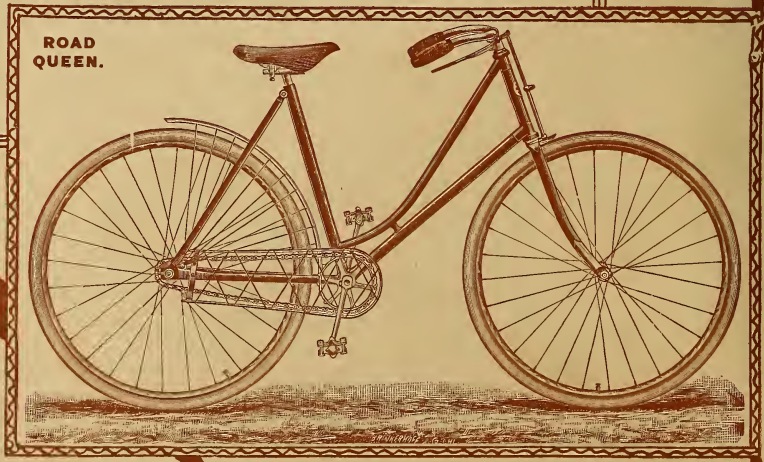
INDIANA NOVELTY MANUFACTURING CO., Plymouth, Ind.

Kindly mention The Wheel.



KING
 QUEEN
 DUKE
 DUCHESS
 PRINCE
 PRINCESS

A FEATHERSTONE
 & CO.
 HIGH GRADE
 BICYCLES
 CHICAGO.



OFFICE & FACTORY
 CLARK, SIXTEENTH & ARMOUR AVE.

W. HALL PYS GO
 CHICAGO.

The Wheel

OF THE

CYCLING TRADE REVIEW

Copyright 1896, by F. P. FRIAL.

VOL. XVIII., No 2,

NEW YORK AND CHICAGO, AUGUST 28, 1896.

WHOLE NO. 444.

THESE HAVE GROWN WEARY.

Their Burdens Too Much to Bear and Their Carrying Placed on Other Shoulders.

Bad debts and slow collections forced the W. W. Whitten Cycle Mfg. Co., of Providence, R. I., to make an assignment late last week, in order to ward off threatening attachments. The assignee is S. T. Douglas, a Providence attorney. The indebtedness of the company is about \$50,000, and, while the nominal assets are more than that amount, it is believed they will shrink in liquidation. The concern was recently incorporated with an authorized capitalization of \$50,000; \$25,000, which represented the stock already subscribed, was the actual capital at the time of assignment. The officers of the company are: W. W. Whitten, president and treasurer; Charles H. Weld, secretary, and these officers, with Howard L. Perkins, constituted the directors. President Whitten states that they hope to effect a satisfactory settlement with all their creditors and continue business.

The Whitten Cycle Company inform their creditors that in a few days a report of their affairs will be submitted. They expect to make so good a showing that their principal creditors will permit the resuming of their business.

NOTES OF THE KNICKERBOCKERS.

A deputy sheriff is in charge of the Knickerbocker Cycle Manufacturing Company's salesroom and factory in this city, under an execution obtained by David H. De Boer, of Boston, for \$7,582 on four notes. The partners in the concern, which is not incorporated, are Mrs. Annie Levy and Mrs. Julia Miller. The firm was formed in October, 1894. Goldsmith & Doherty, who represent Mr. De Boer, said that they did not think the liabilities would exceed \$12,000, and the assets would probably be \$20,000.

DOLLAR FOR DOLLAR.

The W. B. Holton Manufacturing Company of Indianapolis, Ind., dealers in bicycles and farm implements, have assigned. The failure was brought about by the failure of an Eastern firm with which it did a large business. The assets greatly exceed the liabilities, but no figures are given. The firm says it will pay dollar for dollar.

FOR A HOTEL BOARD BILL.

An attachment has been levied on the property of the Hotel Cycle Company at Naragansett Pier. The concern rented a large rink at that place for \$1,500 for the season, and instructed the summer guests in the art of pedalling a bicycle and rented wheels.

HUSEBY TO HUGO.

Milwaukee, Wis., Aug. 24.—The Husby Cycle Company has assigned to Hugo Casper. The assets are \$5,000 and the liabilities are not known. The concern was established in this city last spring to engage in the manufacture of wooden-frame bicycles.

ONTARIO IS OUT.

Oswego, N. Y., Aug. 24.—The Oswego Tool Company made an assignment to-day. The capital stock of the company is \$25,000. Besides tools, they manufactured the Ontario bicycle. The assets are said to exceed the liabilities by many thousand dollars.

NOT PLEASANT FOR CREDITORS.

The receiver, John R. Hardin, in charge of the Liberty Cycle Company's affairs, has filed the following statement: Liabilities, \$178,895.47; assets, \$130,608.13. The assets include the Rockaway plant, \$40,000; Bridgeport plant, \$30,000.

JUST A LITTLE ONE.

Schedules in the insolvency of Julius C. Joyal, a Minneapolis dealer, show assets \$12,865.31, of which \$3,021.50 is in stock, and liabilities of \$16,128.89, of which the Andrae Cycle Company is creditor to the of \$5,783.73.

WARRANT OF INSOLVENCY.

The application made by the Quincy Cycle Company, Quincy, Mass., for a warrant of insolvency, will be heard at Dedham, Mass., on October 7.

TEMPORARY EMBARRASSMENT.

A temporary receiver has been appointed for the Lindstrom Cycle Company of Middletown, Conn. Operations will be resumed.

WITH BROWNSTONE TRIMMINGS.

A contract for the erection of the new plant of the Lozier Company at Westfield, Mass., has been given to a local contractor, and work will be begun at once. Four buildings will be put up, one four stories high, 400 feet by 50; another one story high, 226 by 60; and two others one story high, 202 by 50. They will all be of brick with brownstone trimmings.

FIGURES THAT LIED.

The A. D. Meiselbach Co., Milwaukee, state that there is no truth in the announcement made in connection with the failure of S. F. Myers & Co. last week, that the latter concern owed them \$56,000. The Myers Co. were debtors to the Meiselbach Co. to the extent of \$4,169.

UNCLE SAM AND SNELL.

The Former Says the Latter Went Abroad After Some People He Wanted.

Toledo, Aug. 17.—Action for debt was filed to-day against the Snell Cycle Fittings Company, by United States, through District-Attorney, Samuel D. Dodge, to collect a penalty of \$1,000 for violation of the alien contract labor law.

The petition sets forth that on or about September 20, 1895, defendant, through George F. Brown, its agent in England, entered into an agreement and contract in England, with one Henry W. Green, not a citizen of the United States, that Green was to work for defendant for twelve months from October 7, 1895, at the rate of £7 of English money per month. It is further set forth that defendant prepaid Green's transportation, and otherwise assisted him to come to the United States, under contract and agreement for service here, made previous to his importation, Green not being engaged as a skilled workman in a new industry not established in the United States, and not being otherwise exempt under the alien contract labor law.

Declaration is made in the petition that Green arrived on October 4, 1895, and worked twenty weeks for the defendant, under contract made in England.

ONCE MORE IN THE GAME.

Chicago, Aug. 22.—THE WHEEL of last week exclusively announced the probable continuance of the Jenkins Cycle Company under its old management, meaning, of course, a satisfactory settlement with its creditors.

On Wednesday last an important meeting of the creditors of the company was held, at which the Jenkins Company made the creditors a proposition which seemed acceptable to all present, and which in all likelihood will be satisfactory to those creditors not present. It is thus merely a matter of a few days until the signatures of all creditors to the proposition of the company are received, and then the concern will immediately resume.

The proposition is briefly as follows: A six months' note for 25 per cent. of the indebtedness, which note is personally guaranteed by Shea Smith, the wealthy stationer of Chicago, and one of the Jenkins Company stockholders; 10 per cent. of the indebtedness to be paid in nine months; 10 per cent. in eleven months, and 55 per cent. in thirteen months; these three latter payments, however, not being personally guaranteed by Mr. Smith. All the payments are to bear interest at 6 per cent.

Charles Murphy returned from Europe on Tuesday, and will begin preparing for Springfield at once. Murphy is enthusiastic over the way racing is conducted abroad.

REVOLUTIONARY.

THE POPE COMPANY SAID TO BE READY TO ABANDON THE CHAIN.

What Gearing Has Done, Can Do and May Do Toward Ridding the Bicycle of Its Unsatisfactory Propulsion by Means of the Chain.

What the Pope Company is "going to do" has always been a matter of interest to the trade. They have not always been right; no company ever is; but its general policy, its ordinary style and custom have usually been in the right direction. That direction has been distinctly forward, becoming more positive, more forcible and more far-reaching from day to day.

At this particular time more than ordinary interest attaches to the policy which that company will pursue in 1897. This interest is born of the fact that most firms are compulsorily standing still, waiting on the times, political and otherwise, and in some cases waiting on each other. Signs are being watched which will indicate the trend of things.

Now, here is a great, big wisp of straw floating on the stream. The wisp is a rumor. The rumor states that the Pope policy will be broad, vital and progressive. The rumor has not been specifically denied. THE WHEEL believes that there is considerable truth in it.

Rumor deals with three important points as regards their 1897 policy. First, that they will bring out a brand new bicycle, a bevel gear bicycle—in common parlance, a chainless bicycle. This wheel will be listed at \$100, and will be their "Columbia" leader. And outside of this radical departure they will improve their "Hartford" bicycle, still calling it the "Hartford," up to the present "Columbia" standard, but probably not at a higher price than the "Hartford" commands at present.

The rumor also includes the interesting statement that the Pope Company will practically start their motor-vehicle business. The chainless bicycle is not unknown; it is, in fact, old. It is stated that there are no ground patents on bevel gears. It is probable that the Pope company have a patented improvement, to prevent wear on the gears. Considerable light is thrown upon chainless "Safeties" in the attached article.

Any good mechanic knows that a chain and sprocket gear is far from being the most desirable form of mechanism for the transmission of power, and most riders of experience, though not versed in mechanics, may be, have had enough trouble with their chains stretching after a comparatively short usage, or rusting from dampness, to have reached the same conclusion—that the chain is the part which gives most trouble in a bicycle.

The mechanic and the rider alike, the first on account of his knowledge and the other through his experience and disagreeable sensations when the chain "rides the sprocket," as it is commonly termed, have often racked their brains with the problem of easy and effective transmission of power in a bicycle and have tried to find a suitable solution which would bring both fortune and fame to its author.

As a result of this race in the inventive field many patents have been applied for and obtained, experiments of all sorts have been made, some of them very funny and imprac-

ticable, but showing a good deal of thought on the part of the inventors. Of all the different devices tried to attain the desired result, only two have given comparative satisfaction and promise of a satisfactory solution of the problem. These are the lever-and-clutch device and the bevel-gear system.

Of the first device we have but little to say, as different applications, such as the old "Star" ordinary was equipped with, are well known to our readers, who will remember the hill-climbing matches, in which this system showed

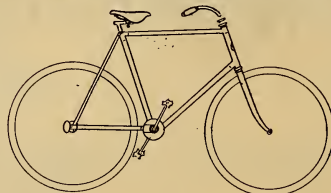


Fig. 1.

its superiority. No progress seems to have been made in that direction, and if the lever power is to supplant all others some day, its mode of application will have to be greatly improved.

In our opinion, the most promising device developed up to the present time is the bevel gear, and, while the same may be comparatively unknown yet to most riders, those who purchased chainless mounts from the League Cycle Company, of Hartford, when the wheel was first introduced in this country in 1894, can testify to its great advantage over the



Fig. 2.

usual chain-and-sprocket gears of the common "safety."

We shall not enter into a minute and technical description of the bevel gear; neither do we intend to give in this short article a review or history of the different modes of application which an inspection of the state of the art in the Patent Office discloses. This would be very dry reading, indeed, interesting only to master mechanics and civil engineers, who are more conversant with these questions than the writer, and study carefully all patented improvements in this field as soon as published.

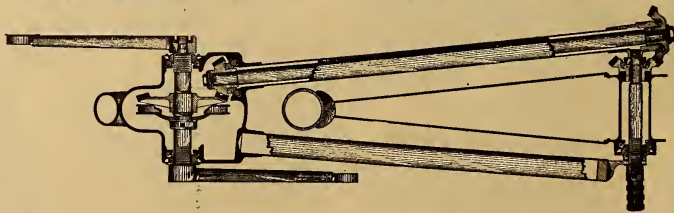


Fig. 3.

Our object is to give our readers a general idea of the construction of bevel gears and their merits (if well constructed).

Our illustration (Cut 1) shows that it is very neat in appearance and a decided improvement on the unsightly chain and its more unsightly chainguard, which is an absolute necessity on wheels built for ladies' use.

Next to looks comes the question of weight. We can safely say for the bevel gear that it need not weigh more than the chain-and-sprocket connection, and when our experts in

the resistance of metals give the bevel gear the attention it deserves, we can even hope to see the weight of the wheel lessened by its adoption.

One point will appeal to all riders, but more especially to ladies; it is its claim for cleanliness, for though the gears, both front and rear, can be constantly immersed in oil, insuring perfect lubrication, the mechanism is entirely inclosed, and no dirt can accumulate on the parts, or can the hands and clothing be soiled.

These three important points, i. e., appearance, weight and cleanliness being settled, we will now give a general description of the workings and construction of bevel gears and refer our readers to Cuts Nos. 1 and 2 in the illustration. Cut No. 1 shows any ordinary bevel gear applied to bicycle locomotion. Cut No. 2 shows an improved form of application, with proper devices for the necessary adjustment of gears.

A glance at either cut will show that the gearing is simple and direct. The usual crank shaft carries, instead of the ordinary large sprocket, a bevelled gear of suitable size, meshing with which is a smaller gear, the shaft of which passes either through or over the right rear fork; the rear end of this shaft carries another small gear which meshes into a corresponding gear on the rear hub, instead of the usual rear sprocket. At each end this shaft is carried on ball bearings which are arranged in such a way that wear can be taken up without affecting the meshing of the gears. The bearings for the hub and crank are of the usual form.

Once adjusted, there is seldom occasion to change, and when necessary it can be done as readily as with any simple bearing.

The chain, on the other hand, requires frequent adjustment to compensate for the stretching, which brings in its train a change of pitch and its attendant evils, roughness in running, increased friction, etc.

There is no back lash as in the chain, owing to the fact that the gear fits, whereas in the chain gear there is never a true fit between the chain and sprocket wheels. Further, the twisting strain on the rear part of the frame is entirely removed, thus admitting of light frame construction.

Being inclosed in dust-proof cases, the gears are protected from dirt, which insures long life to the wearing parts. The cases are also waterproof, so that even after exposure to a rainstorm the gears and bearings will run as freely as before. The chain, on the contrary, will leave the lubricant washed off and the rivets coated with rust, it will stick and grind, and the chain will jerk and climb the sprockets, straining the frame severely, sometimes even to the point of breaking.

To its advantages as to durability and rigidity the bevel gear adds one that can be placed ahead of all we have named for it, and that is lightness of running. With bevel gears properly cut, the friction is much less than with chains, as there is no sliding friction between the teeth of the gears, while the chain, when improperly lubricated, will grate, crackle and waste power, in order to reduce which constant attention is necessary. The bevel gear, owing to its accuracy of form, will run together with perfect ease under the

heaviest pressure, even when dry, and will insure quiet and smooth action.

In a word, the bevel gear will prove a boon to the rider and all those who do not claim to know it all and who do not think that they are either making or riding "the only wheel." They will hail its coming with joy. For it is coming, sure. Already a large concern in France makes chainless wheels exclusively and successfully. A firm in New Jersey has recently completed arrangements to resuscitate the chainless made by the Hartford concern, and on top of it all comes the rumor that the Pope Manufacturing Company will place a chainless bicycle on the market next year. HARDY.

QUEER THINGS THEY DO.

British aristocracy and "sasslety" have taken very kindly to the bicycle of late, but, of course, in doing so it would be too much to expect them to be satisfied with the sport obtained from the wheel by plebeians, consequently the following has been evolved to afford an afternoon's amusement for the aristocrats:

Ladies nominate a gentleman member of the club. He has to ride the lady's bicycle around the track, dismount, put the lady on the wheel and start her off to finish the race once more around the track.

Rider goes once around the track, dismounts and has to pick up with the mouth an apple floating in a basin of water, then continue the race once more around. Apple must not be touched by the hands, and must be kept inside the mouth until passing the judge.

Rider after going once around the track must dismount and write a letter, having no less than ten words in the body of it, inclose it in an envelope, address it to the judge, ride again around the track and deliver it. The neatness and correctness of the letter will count in awarding the prize.

Rider after going once around the track must dismount and break a pipe held in an Aunt Sally face by throwing sticks at it in the usual manner; after this continue the race once more around.

Rider armed with a single stick must go once around the track and cut right and left at Turks' heads mounted on posts. The one who succeeds in cutting off all the heads and riding first, wins.

Two Turks' heads will be placed on the track fifty yards apart, and midway between a ring will be swung. Each competitor will be provided with a lance, when he will have to cut off one head, pass the lance through the ring, carrying it with him, and cut off the other head. The most successful competitor in three chances wins.

Competitors must ride around the track, dismount at a table and trim a hat—trimmings, hat, etc., being supplied, then mount and carry the trimmed hat around the track with him. No competitor must stay longer than ten minutes at the table. Neatness counts.

Each competitor will wear a coat with two side pockets and will ride around the track, dismount at a table and sew up each of the two pockets. The test of a well-sewn pocket will be that the judge will be unable to pass a shilling into it.

INVESTIGATING A FIRE.

The fire in the building occupied by the Decker Cycle Company is being investigated by a deputy fire marshal, owing to the peculiar features which surround it. It is stated that there are good grounds to believe that the fire was of an incendiary nature. The damage to the machinery and stock on the two floors occupied by the Decker Cycle Company will be not less than \$6,000. The value of the plant has been estimated variously, some figures being \$10,000, and on this stock and machinery there was an insurance of \$9,000.

FALSE COMPARISONS.

There is no more reason for a dealer to sell a bicycle on the installment plan than a stove or a lawn mower.—(Stoves and Hardware Reporter.)

Certainly there isn't—provided stoves and lawn mowers cost those who purchase them from \$75 to \$100 each, otherwise the comparison is not a fair one.

CATCH-JAW PRINCIPLE.

On the mechanical theory that a shaft with a hole running through the centre is stronger than when the shaft is solid, the Waterbury (Conn.) Wrench Company are making a line of wrenches which should become popular. They are made on the catch-jaw principle, requiring no thumb screws, affording quick adjustment, and a firm grip. The material is the toughest and best steel obtainable,



with a coat of hard steel on the outside, secured by case-hardening the whole wrench in rawbone dust. The wrenches are so light and compact that they can be easily carried in a vest pocket. Two models are manufactured, A and B. The latter is fitted with a thumb screw for fine adjustment. The wrenches are made in two sizes, $4\frac{1}{2}$ and 5 inches. The World Mfg. Co., 80-82 Reade street, New York, are general agents.

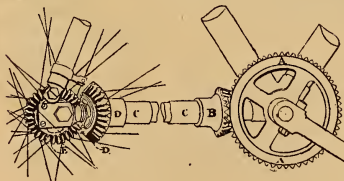
ON BOARD THE ARROW.

A delightful entertainment will be furnished the representatives of the bicycling press after the Springfield meet is over by Messrs. Oliver, Straus & Co., of Park Row, New York. Their yacht, the Arrow, has become familiar to most of their friends as a spacious, handsome and comfortable boat, not the least of its good points being the perennial and translucent hospitality, ever flowing, ever sparkling—or, at least, sparkling a good part of the time. All of this will be placed at the disposal of the representatives of the bicycling press after the Springfield meet, the programme being a three days' trip on Long Island Sound. Ned Oliver will be on hand with a full stock of suavity, while Mr. Straus will hold the attention of the party with his unfailing good nature, frequently alternated with sensibility and anecdote.

NO CHAINS HERE.

THE WHEEL'S English correspondent has this to say regarding the possibilities of the chainless wheel:

I believe that I am right in saying that the next big boom here will be the formation of a company to manufacture the chainless rear-driven bicycle, on which Rivierre won the Bol d'Or, twenty hours, and virtually won the Bordeaux-Paris race. I give herewith a diagram of the gear, which is almost self-explanatory.



A is the ordinary crank bracket cogwheel, bevel-toothed to engage with the bevel cog B. C is the hallow shaft leading between the cogs B and D. The shaft works on ball bearings fitted to the ordinary backstay. I have at present a machine so fitted on trial, and will in my next letter give my opinion of it. Such performances at Rivierre's could not have been done on a poor machine, so I am prepared to find it a good thing.

ROTARY VERSUS RECIPROCAL MOTION.

All the trouble between the world and cycling was that up to a few years ago, the new method of locomotion was looked upon as a joke, a passing fad and a nuisance, whereas any one with sufficient intelligence should have seen that it was not going to be a mere passing amusement like croquet or lawn tennis or any of the countless games which grandmothers remember, or remember to have heard their grandmothers tell about, but it was a new power given to the human machine which, once acquired, can never be surrendered.

Any one who knows anything of machinery knows that whenever rotary motion is substituted for reciprocating motion a permanent improvement has been achieved from which there is no going back. In the early printing presses, for instance, the power was in all the motions applied direct. Rotary motion first took the place of reciprocating motion when the ink pad gave way to the ink roller. Next, the paper, instead of being laid flat upon the type, was carried over it on the surface of a cylinder, making possible the use of steam power in printing, a tremendous step in advance. The last revolutionary change in printing machinery was the placing of the type also on a cylinder. The paper is now also folded by rotary action.

A man's legs are a very good method of motion, but the time has never been when the suggestion of motion by wheel has not been in the human mind, and some see the rudiments of that suggestion in man's walking apparatus. The time when man would move by wheel has long been looked forward to. It is not the generation which invents any apparatus that gets the greatest good from it. A generation which should grow up without being able to walk would never make much of a success at walking. So it will be only the generation which grows up on the wheel which will begin to know its possibilities as a mode of locomotion.

THEY MEANT WELL.

Printers sometimes play queer pranks with their editors write. In a recent article in a daily paper treating of a cycle tea at Newport, and, of course, paying especial attention to the wheelwomen's costumes, the following examples of compositors' perversity were in evidence:

"Mrs. B. wore nothing in the nature of a wheel dress that was peculiar," was transformed into "Mrs. B. wore nothing in the nature of a wheel dress. That was peculiar."

"To be effective the skirt should be displayed," ran the line further down the column, but the "k" in skirt got transformed to "h," making it "shirt," and thus greatly altered the sense.

AUSTRIA AGAINST THE SCORCHER.

Austria has joined the rapidly increasing throng of protesters against the brainless rider and his brakeless wheel. An Austrian magistrate in fining a scorcher defined what constitutes reckless riding. He declared that "the cyclist must always keep his machine under control, and possess so much skill and such mechanical appliances that in a moment of danger he can instantly bring the machine to a standstill or dismount."

In the second case a magistrate announced that in future any rider who, in passing through the streets of Vienna, should lift both hands from the handle-bar, would ipso facto commit an offence.

If the scorcher believes in appropriate costuming for his deadly work, surely a blazer should find a prominent place in his wardrobe.

MAKERS
OF **B**USINESS
ICYCLES
GRAND RAPIDS CYCLE CO.
MICH.

Kindly mention The Wheel.

MR. DEALER,

You might be interested in New Clippers if you knew our prices and methods of doing business. Clippers are sold at honest profits to the **trade only**. No better wheels are made in any factory at any price. When you buy and sell Clippers, you are sure of getting the worth of your money. You may be sure that the price quoted you is as low as the class of goods we make can be made and sold for. You may be sure that our Spring quotations are right and will remain the same until the season is closed. New Clippers are made right, sold right, and our business methods are as near right as years of experience and "horse sense" can make them.

We want **responsible** dealers where we're not represented.

MADE
BY
THE **GRAND RAPIDS CYCLE CO.**
GRAND RAPIDS, MICH.

BALDWIN CHAIN ON TOP

AT LOUISVILLE.

There Are Good Judges of a Smooth-Running Chain.

COOPER wins—

One-Quarter Mile National Championship.
One Third Mile National Championship.
Two-Mile National Championship.
Five-Mile National Championship.

BALD wins—

(With a record at Buffalo in One-Mile Open, 2.01 4-5).

TOM BUTLER wins—

One-Half Mile Championship.
One-Mile Championship.
One-Mile Open.

Phil J. Bornwasser, Championship of Louisville; Nat Butler, W. C. Sanger, John S. Johnson, McDonald, J. W. Parsons, Australian Champion; Kennedy, J. Eaton, Otto Ziegler, L. Callahan, P. Bliss, C. Baker, and Janney.

If you want to be in good company ride the BALDWIN. It is the smoothest running and most correct chain made. Superior in quality of material; new in design. Send for circulars and samples.

BALDWIN ADJUSTABLE CYCLE CHAIN CO.,

Kindly mention The Wheel.

WORCESTER, MASS., U. S. A.



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Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

IT COVERS THE FIELD.

THE WHEEL is anxious to open up other than home markets for the American bicycle trade. With that object in view, we are able to announce that THE WHEEL now has a permanent circulation in

ALL FOREIGN COUNTRIES.

This is in line with the policy inaugurated at the foundation of THE WHEEL AND CYCLING TRADE REVIEW, and which has been rigidly adhered to ever since. The spirit of that policy is that the publisher of a business paper cannot do *too much* for his advertisers. THE WHEEL is now reaching the responsible American bicycle exporters in the city of New York. Also a selected number of foreign buyers resident in the principal cities throughout Europe. Also the leading bicycle manufacturers of Great Britain and throughout Europe. Also the leading bicycle agencies in the following countries:

England,	Italy,	France,
Switzerland,	Germany,	Austria,
Denmark,	Hungary,	Norway,
Roumania,	Sweden,	Turkey,
Holland,	Greece,	Belgium,
Russia,	Spain,	Servia,
Portugal,	Poland,	Finland,
New S. Wales,	Jamaica,	Victoria,
Bahama Islands,	New Zealand,	Cuba,
Queensland,	British Guiana,	Tasmania,
India,	S. Australia,	Burma,
W. Australia,	Cape Colony,	Ceylon,
Straits Settlements,	Natal,	Java,

Griguland, West, Japan, China,
Transvaal, Barbados, Egypt,
Trinidad, Algiers, Antigua,
Mexico.

THE WHEEL intends to familiarize the cycling trade of all countries with American product, whether in the raw state or manufactured. It is certain that the newspapers in the various countries will not *exert* themselves to eulogize American goods. THE WHEEL believes that the merchants in those countries are more than anxious to negotiate for American product, and that they will, either personally or by means of interpretation, familiarize themselves and get posted on Yankee "stuff" and Yankee "notions."

PASSING OF THE CHAIN.

IS it here? Has the long-expected break in the "safety" line arrived? Is the ten years' reign of the rear-driven bicycle to be overturned? Rumor says that it is.

Rumor says that a company which has always been allotted a foremost—if not the foremost—place in the trade will produce a bevel-gear bicycle, or, in common parlance, a chainless bicycle, as its leading wheel for the season of 1897. Rumor further adds that this wheel is to be listed and sold at the standard price of \$100.

The growth of cycling has been one of marvellous interest. It has been a revelation in the world of mechanics. First, there was the old hobby-horse of 1820, pushed along the ground by sheer limb motion. Then, after forty years, a Frenchman enabled us to fly by affixing pedals, and we had the "bone-shaker." Then, ten years later, an Englishman produced a "safety" bicycle, then called, in the vernacular, "the goat." But the "goat" did not oust the graceful "ordinary," which had been the evolved type of the "bone-shaker," or tall nose-breaker bicycle. The poor "goat" lay dormant for ten years, when it came out at an English cycling show, in a commercial way, and attracted universal attention. This was in the early '80's. Its influence grew slowly but surely, and the "ordinary" died the death. When the air tire was added, it was all over; the "Safety" was King, and the light, racing types are the acme of mechanical strength, skill and delicacy.

But the point of perfection is the jumping-off place. And the point was reached when the ceaseless mechanical mind at once began its search for new worlds to conquer. The impression of the general public was, and is, that after the "Safety" there was nothing left but the airship, and the aerial navigator has been watched with expectant intensity. Progress in the line of air navigation is, however, as slow as the problem is difficult and as the achievement will be wonderful. Hence, we are compelled to grope along a few more steps before some wonder-mind will spurn the earth and master space. So, to repeat, rumor says we have come to a new departure in the way

of earth-travelling and cyclolution. The chainless "safety" is not new, but rather some years old. It has not made way because of some imperfections. No device was found to obviate the wear of the bevel gear. Chainless wheels were found birdlike when first put to use, but after the wear-and-tear process set in they were worse than worthless.

It is stated that the device of the chainless "safety" is a wide-open patent. It must also be presumed that the company whom it is rumored will make the new chainless "safety" must have patented, or bought patents, which obviate the wearing process. The opinion of all mechanical men is that the chainless "Safety" is the logical evolution of the "Safety" bicycle. The chain is a sad power-waster, and a perfect bevel gear would drive it out of the market. At the same time, there is no definite ground for believing that the chain "Safety" is, so to speak, drawing its last breath.

One of our important firms took up the elliptical sprocket wheel, which was a wide-heralded, world-beating device—in fact, it set our trade by the ears for a period of at least two weeks. And all because a rider had negotiated a mile in 1:53—something on a wheel so equipped. The truth of the matter was that the rider was, for the first time in cycling history, properly paced. We have since seen what wonders have come from proper pace-making. Again, an influential firm was temporarily demented on the Boudard gear. We know not the Boudard now.

However, away with brain-wearying speculation and fruitless cogitation. The great man will arrive home on Friday, and we shall then know more—or less.

RAILROADS WANT MORE LAW.

WE are told, in a proverb, that there are many ways of killing a cat; in the case we intend to bring up to illustrate the truth of this "old saw" the cat is the touring cyclist, and the executioner is this, that or the other railroad.

Some railroads handle wheelmen with politeness and dispatch; they are careful, accommodating and altogether decent, and their baggage-masters do not glare and their baggage-smashers do not swear. The New York Central Railroad is very nice in this respect; so is the Pennsylvania. We suspect that a number of the Pennsylvania baggagemen are bicycle riders, and that is, without doubt, responsible for their care in handling wheels and for their politeness in handling cyclist-passengers.

We have our baggage bill on the statute book of New York State, and it is a very good bill in most respects; but, like many other things, there are exceptions in which it works harm. That, however, is not now the question. THE WHEEL wants to bring prominently and pointedly to the attention of the proper people—that is, the League authorities of New York State, of New Jersey, and perhaps of many other States in which the lesson will be found applicable—the outrageous manner in

which cyclists and cycles are handled by many railroads.

Two beautiful examples of highly developed railway annoyance are furnished by the Long Island Railroad and the Erie Railroad. On the Long Island Railroad, after much signature and red tape, your wheel is placed in the car. Suppose, say after a bright, brief holiday, you are coming back to Long Island City, perhaps on a crowded Sunday night train. When you arrive at the depot you are not permitted to handle or to obtain your bicycle until all the people have left the train, after which the baggage-car is drawn out into the shed, and, after a delay which sometimes extends to over an hour, and after much perplexity and perspiration, and perhaps oath-taking, you are, by the gracious permission of the Baggage Agent, permitted to depart, not in peace, but in disgust.

The Erie Railway Company, because it is without the jurisdiction of the New York State Baggage law, have, with much forethought and ingenuity, perfected a system which commands admiration. Suppose you are leaving Port Jervis on your way to New York. At Port Jervis you may check your wheel to New York. The baggagemen take charge of it for you. At the ferryhouse you will see the baggagemen bundle your wheel on to a truck. It is laid flat, and upon it are piled, perhaps, a score of other bicycles. Cyclometers and lamps are not considered; rat-traps rub shoulders with tires; lanterns are pushed against spokes, and there is a general air of destructivity to the whole pile. After this truck is jolted on to the ferryboat and jolted about at the New York end, you will, after much trouble and difficulty, be permitted to resume your role as a cyclist. The men handle the wheels apparently with malice. It seems as though they were instructed to be as careless as possible; an observer could draw no other conclusion. But you can avoid all this on a trip from Port Jervis to New York by the payment of a forty-five cent fee. At Port Jervis you can check your wheel to Jersey City, paying one-half cent a mile for it. You may then look after your wheel, handle it, fondle it, be with it and take care of it, and at Jersey City you can quickly depart without any provocation for unseemly but justifiable expletive and explosion.

The handling of bicycles is not now a transparent problem. The railroads can handle wheels easily and well if they would only half try. The handling of a wheel as compared with the management of a trunk is a mere fraction, from the standpoints of room and of labor. The wheelman is only too anxious to be on hand at the proper point to take care of his property. He should be allowed to assist the railroad in the discharge of its duties, because he does no harm, but, rather, much good.

The abuse, use and annoyance which are noted on the Long Island Railroad and on the Erie Railroad are also found in connection with many other lines. THE WHEEL hopes that the authorities of the New York State Division will take this matter up and secure to League

members, and to cyclists in general, sensible and decent treatment. The authorities of New Jersey, who were the first to promote a system of good country roads, will surely not be behind their fellow-workers in the Empire State in diminishing railroad discomfort.

EDUCATION MUCH NEEDED.

If a manufacturer ventures to express the opinion that the triumph of silver in November will close his factory he is accused of uttering a threat to intimidate such voters as he employs into voting to support the policy that he favors. Those whose shibboleth is ever and anon "Sixteen to one," look upon the mere utterances of manufacturers as actual attempts at bulldozing, and talk of passion and prejudice and intolerance as though these are the besetting sins of manufacturers who believe in maintaining the existing standard.

We believe that if a thorough investigation could be made it would be found that cycle manufacturers are, as a class, singularly free from the disposition to politically oppress those whom they employ. Exceptions may be found, but they are not known to us. Manufacturers have too many other troubles to overcome to risk the development of serious misunderstandings with their workmen by interfering with their political tendencies or prejudices.

Despite all of this, we believe for the best interests of both the manufacturer and the man he gives employment and wages to, that every factory at this time should become an educational institute, to instruct every workman as to what he may expect if free coinage wins, so he may intelligently vote for his own welfare, which, despite all demagogues to the contrary, is invariably for the best interests of his employer. No loophole should be left in this campaign for any man to say after it is over that he would have voted differently had he thoroughly understood what he was voting for or against.

CONSIDERED AS A LUXURY.

Many of those who have argued that the bicycle is a luxury, and its purchase, in consequence, a positive injury to the legitimate industries of the country, do not know that in advancing such a theory they are only really telling what a benefit the great increase of bicycles has been to the country at large.

Political economists have declared that nine-tenths of the industry of a civilized country is employed in creating not the necessities but the luxuries of life. A community, which should be content with being merely fed, clothed, warmed and sheltered, would have use only for the simplest and least skilled forms of labor. The agriculturist would supply it with food, the handloom weaver could make its clothing, the woodcutter or the miner could furnish it with fuel, and very rude carpentry and mason work could build its dwellings.

To some fantastic theorists this is an ideal-

ly perfect state of society, and semi-civilized Mexico, where the laborer has no clothing but a blanket, sleeps on the ground in the open air, and lives upon corncakes and beans, has been held up by some silverite fanatics as enjoying an enviable prosperity, and they are the theorists who look upon the cycle as an interloper in the family of trade, and the bicycle as a luxury.

Some one has come forward to prove that the bicycle is an aid to crime. It enables the criminal to escape with speed and leaves no track behind. This is one of the disadvantages of the progress of civilization. But for the knife there would be no cutting affrays, and but for the revolver not as many shootings. And as it takes a thief to catch a thief, so it takes an officer on a bicycle to catch the criminal wheelman. And maybe the machine will be more useful to justice than to crime.

If there were less wheels there would be less people travelling far from home. If there were no railroads wheelmen would wheel "out and back" not "out" and back by train. Wheelmen are feeders to railroads. They are a new class of business. When will all the roads grasp that fact and compete for "cycling business" by pursuing a policy of fair and decent treatment?

The wheel took a holiday to join in the sport and recreation of men, but the yoke of business is upon it and it cannot escape the bondage. It took the race untold ages to capture the magic circle and harness it to human need, and it is too precious for man to give it a long tether.

"Push and principle are good paving stones for the pathway of prosperity," remarks a contemporary. They are intelligent ones. They will push the cycle trade traveller, once started on them, along at a constantly increasing momentum.

The general restriction of credits by manufacturers and all other credit-giving establishments should be a timely warning to the retailer and agent to pursue the same tactics with their customers.

Perverted vitality becomes hysteria. The woman who rides a wheel judiciously employs her vitality in such a manner as to avoid all hysterical danger.

In dull times there is nothing like going ahead. There is nothing like confidence; nothing like enterprise. One is doubly paid for them.

Self-reliance, self-restraint and self-control are all requisite before a rider can claim perfect control of the machine ridden.

The easiest thing in racing is not to become a speedy amateur.

Experience is the shroud of cycling's illusions.

We are all sound wheel men.

THE LADDER CLIMBERS.

After the storm the calm; after Louisville comes the let down preparatory to the crucial and final tests of speedmaking at Springfield. The ladder shows this in the present week, changes among the ladderites are merely nominal, the climbers reserving their final efforts for Springfield, where many of them are already quartered doing preparatory work.

Points are based upon the racer's wins on the National Circuit only. A win counts three points, a second two points, and a third one point. The present ladder shows the men as they have climbed up to and including the meet at Rochester, N. Y., on August 22.

HIS BLUFF FAILED.

There was a rather exciting scene in the office of Chairman Gideon of the Racing Board one day last week. Charles Hadfield, who, as newspaper readers are aware, leaped into publicity by not winning the last Irvington-Millbura race after finishing first, walked into the office and began arguing over the way he was being treated by the Racing Board. Instead of answering the questions which had been put to him by the chairman, he became abusive and finally threatened violence. It is stated that he was only restrained from striking the ruler of the racing fraternity by the interference of a friend who was present. Gideon was tempted to teach the excitable one a thing or two in the manly art, being for five or six years the champion amateur boxer of a Philadelphia athletic club, but restrained himself, and threatened to send for a policeman. Hadfield, however, calmed down and withdrew.

The next day O. P. Bunnell, the race promoter, interceded for Hadfield. The latter was willing to apologize, and the chairman was willing to accept it. Satisfactory explanations followed, and Hadfield was given permission to ride as a pro.

ONCE MORE THE DUKE.

It has leaked out that F. D. Cabanne, whose suspension is to be raised on August 31, will jump right into harness and race at the Springfield meet on September 1. This is pretty rapid work, and those on the inside are already speculating how the swarthy St. Louis speed merchant will fare among his erstwhile competitors, to say nothing of the many promising newcomers in the game. A season's absence from the game means much to one who studies the tactics and manners of the other men. On the other hand, the long rest must prove beneficial, and a big advantage over those who have endured the wear and tear of a hard campaign.

ROBERT STANDS FIRM.

From St. Louis comes the news that the local Cycle Board of Trade passed a set of resolutions asking Douglas W. Robert, member of the Racing Board, to resign his office. The cause of the action is said to be that crackjacks refused to enter for the diamond tournament to-morrow because Robert was in charge of the tournament. Robert's friends deny this, and say the cracks demanded from \$50 to \$100 for their appearance, which the Associated Cycling Clubs refused to pay. Robert, it is stated, will neither resign nor pay any attention to the resolutions.

HUNDREDS ALLOWED.

The following records have been allowed by the Century Road Club of America:

S. M. Warns, Frederick, Baltimore, 47.27 miles, 3:23, June 21.

R. E. Osborne, Colorado Springs, Denver, round trip, 150 miles, 12:55, June 28.

P. Carlton Wright, 100 miles, 5:22:30, August 9, Colorado record.



ALSO RANS.

The following are the men on the National Circuit whose wins have been sufficient to score for them ten points and over: Coulter 27; McFarland, 20; Tom Butler, 19; Parker, 17; Clark, 16; Becker, 13; W. Coburn, 13; Ailen, 11; Mertens, 11; Baker, 11; Kimbel, 10.

EVERYTHING TO BE FREE.

Admission to the races at the Pennsylvania Division's meet, at Pittsburg, is to be entirely free. The events will be contested on the third day of the meet—September 12—on the half-mile track at Schenley Park. There are seats at the track for over 25,000 people. It is expected that from forty thousand to fifty thousand spectators will be present. Governor Hastings and other executive officers have promised to attend.

The first day's programme is in the hands of the Allegheny cyclers, and will include short runs to points of interest in the morning, a lunch at the Cyclers' clubhouse at noon, the annual twenty-five-mile road race of the Cyclers in the afternoon, and a big lantern parade in the evening. The second day's programme will be in charge of the Pittsburg clubs, and will include several short runs, a lunch at the Keystone Club house, and theatre parties in the evening. A steamboat excursion and dance, after the races, will complete the third day's programme.

JUSTICE WHERE JUSTICE IS DUE.

The circulation of a story among racing men that it was peculiar that no check had been forthcoming from the Palmer Tire Co. for the benefit of the widow of Joseph Griebler, the racing man who was killed at Lima, Ohio, who rode Palmer tires, has brought out the following statement from the company: "The Palmer Tire Company sent Mrs. Griebler a check for \$100 the day following the sad accident, but we had too much respect for Joe and his family to parade our gift before the public. Besides, it was purely a personal matter between Mrs. Griebler and ourselves, and we see no reason why the public should bother about it. Griebler, however, was not in our employ at the time, his contract having been abrogated some days previous in order to give the Davis Sewing Machine Company, whose wheel he rode, full control of him."

HATCHED, THEN KILLED.

A story was hatched in Philadelphia last last week to the effect that a number of manufacturers had combined to take the control of racing from the L. A. W. A. G. Spalding & Bros. were mentioned as one of the firms interested in the movement, but they deny all connection with any such body and approve the present management under Chairman Gideon.

JOHNSON'S GOOD KNIGHT.

It is reported from Philadelphia that John S. Johnson was quietly married in Louisville last week. The bride was Miss Knight, of that city. Johnson is in Philadelphia, where he rode on Wednesday night, and will again appear at Tioga to-morrow. His wife is with him. Parsons, the Australian, is also in the Quaker City.

GREAT RACING TEAM.

It is currently reported that next year the Pope Manufacturing Company will again take up racing and put out the fastest professional team that money can secure. It is also stated that the Butler brothers have been offered liberal terms to join the team.

E. E. Anderson was booked to make another attempt to ride a mile a minute paced by a locomotive on Sunday last. The attempt, however, was postponed until September 6.

Jack Prince has sold his stock in the Nashville, Tenn., Coliseum, and is to manage a Southern racing circuit.

SOME NEW ENGLISH FIGURES.

The Bath Road Club's 100-mile race for the Kops Cup on the Catford track, London, August 8, resulted practically in a match between Frost and Palmer. Eleven men started, but they were quickly left far behind. Frost got the lead, and at one time gained a lap on Palmer. This was recovered, and at 93 miles Palmer broke away and won easily. All English records were cut from 10 miles, and the world's figures, held by Huret, the French professional, were lowered from 58 to 100 miles. Palmer's time for the 100 was 3:37:57 4-5. The hour distances were: One hour, 29 miles 120 yards; two hours, 57 miles 375 yards; three hours, 83 miles, 245 yards. The new figures are:

Miles.	H.M.S.	Leader.
20.....	0:41:09 1-5.....	Frost
25.....	0:51:33 4-5.....	Frost
30.....	1:01:57 4 5.....	Frost
40.....	1:23:09 3-5.....	Frost
50.....	1:44:21 4-5.....	Frost
60.....	2:05:16.....	Frost
70.....	2:28:49 4-5.....	Frost
80.....	2:52:26 2-5.....	Frost
90.....	3:16:24 1-5.....	Frost
93.....	3:23:05 4 5.....	Palmer
95.....	3:27:19 4-5.....	Palmer
100.....	3:37:57 4-5.....	Palmer

GOLD-PLATED MESSAGE.

"The Great Journal-Examiner Transcontinental Bicycle Relay Race," from San Francisco to New-York, started on Tuesday. The riders will carry a message from General Graham to General Nelson A. Miles and a letter from the postmaster of San Francisco to the postmaster of New-York. The messages will be enclosed in a leathern pouch of soft pliable material, ten inches in length and four in width. On either side will be placed wide bands, which will be passed over the riders' hands in order that it may be carried in plain sight. The gold-plated war message and the letter to Postmaster Dayton will be encased in waterproof material and placed in a sealed compartment, while in another will be a record of signatures of postmasters and notables en route. Among the latter it has been arranged that William J. Bryan and William McKinley attest to the passage of the packet. In most of the States the Governors will attest the work of the riders, and in the larger cities the Mayors will perform a like duty. The route arranged covers 3,385 miles.

BUNNY TO BE IN CHARGE.

The Union Traction Company, of Philadelphia, has built a new third-mile track at Willow Grove, near that city. It has been built and banked according to scientific principles, and is expected to prove as fast as any in the country. It will be opened for speed trials on September 4.

A chain of arc lights will surround the course, and, with the unusual facilities at hand, a flood of light can be had, and the electrician at the Grove is authority for the statement that objects will be as clearly discernible as at daylight.

On Labor Day, September 7, a second series of trials will be run at 3 p. m., and, if necessary, finals will be decided in the evening. On both these days admission to the grandstand will be free. O. S. Bunnell will have charge of the events.

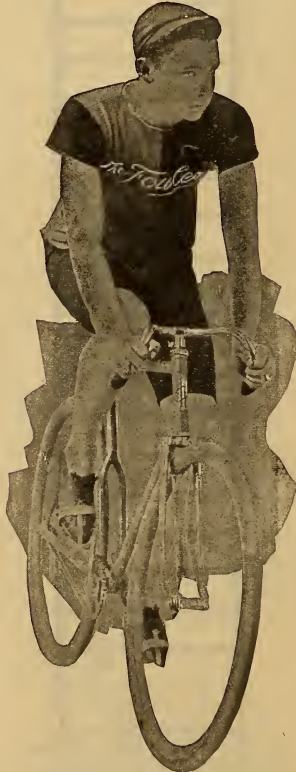
STRUCK A SNAG.

J. McCulla was forced to abandon his second attempt to cut the Chicago-New-York record at Silver Creek, near Buffalo, where he sustained a severe fall. He left Chicago at 3 a. m. on Tuesday of last week and had covered 568 miles in sixty-four hours up to the time he stopped.

IN THE HOME OF THE SNOW SHOES.

Simcoe, Can., Aug. 24.—Two Canadian championships were decided last week—the twenty-five-mile professional and twenty-five-mile amateur. The former event was run off at Chatham, and Harley Davidson, of the Brantford team, had no trouble in winning in 1:01:26, at the same time annexing a new record for the distance. With better pacing the time would have been at least five minutes faster.

The amateur championship was held at Simcoe, and Ralph Axton, the eighteen-year-old wonder, from the little town of Paris, Ont., won out in a driving finish from R. O'Blayne and John Davidson. It was an exciting contest all the way through, and at the twelve miles they were within three seconds of the record, but the pacing failed for a couple of miles, and they fell away



Fred W. Loughhead, the Canadian Crack.

about fifty seconds. A great deal of this was made up, but the time—1:06:02 1-5—was seventeen seconds slower than the record held by John Wills. Frank Moore, who was looked upon as a probable winner, fell in the third mile and was out of it. Davidson, Axton and McEachren also had bad falls, but continued in the race and pluckily held on until they caught the bunch.

O'Blayne and Axton, who have been riding one and two and two and one all season, are matched for a mile race in heats, best two in three, at Brantford this week.

T. B. McCarthy won the ten-mile professional championship in 28:08 3-5 at London. McCarthy is a peculiar rider. He never rounds into form until the season is nearly over, then he goes out and beats all of them. This year it was the same, and he has been winning right and left ever since.

At Simcoe he and McLeod hitched up on a tandem, and went out and won the two-mile event, beating the two crack Gendron teams, who have won numerous races this season.

The two Macs will likely leave this week to join the American circuit-chasers, when they will ride singly and as a tandem team.

Harley Davidson has gone stale, and will take his brother John, the amateur, up to Muskoka, where the two will enjoy a rest. John will come back refreshed for the last championship race of the season.

After September 1 various cracks will make an onslaught on the time records. O'Blayne will likely go after the amateur times on the Simcoe track.

The Canadian Wheelmen's Association has a membership of 8,400, nearly three thousand better than last year's list.

C. W. A. mile boards are being put up throughout the country on all the principal roads.

Dr. Doolittle, ex-president of the C. W. A., is in England trying to dispose of a patent bicycle brake which he invented.

The Evans & Dodge wheel, with its patent bearing, has made a name for itself this year and the firm is now preparing for next year's business. Their output will be 3,000 wheels, and the price \$100. This year the wheels sold for \$115. The bicycle is manufactured in Windsor by the Canadian Typograph Company, which also make typesetting machines.

FOR HAYSEED'S AMUSEMENT.

Farmers' Day at Woodbury, N. J., August 20, attracted about 5,000 excursionists to the town, about all of whom attended the cycle races in the afternoon. The track was in poor condition, but the close finishes worked the grangers up to a high pitch of excitement. James McGrath won the novice in 2:57 1/2 and the Gloucester County championship in 2:50. The Camden County championship went to George Van Hest in 2:54, while G. B. Baynes became champion of Salem County, by riding a mile in 2:55. He also won the tri-county championship in 2:53 and the two-mile handicap from 20 yards in 6:00.

"REDDY" DID A THIRD.

At the Kansas Division's meet at Salina August 22, Vesper, Bren and Hunt, the Kansas City triplet team, lowered the one-third mile track record from 39 seconds to 37 2-5 seconds. "Reddy" Maxwell did a one-third mile in 38 3-5 seconds, lowering the record from 39 4-5 seconds. John Lawson, of Chicago, rode a mile, flying start, in two minutes flat.

OUT IN THE ORCHARD.

A series of races were run at Orchard Park, N. Y., August 22, on the road. J. Schwartz, 3 minutes, won the twelve miles handicap in 34:52 1/2; A. Pilkey, Buffalo, 2 minutes, the six miles handicap in 17:00, and the three miles handicap in 8:32 from the 130 mark. The half-mile handicap went to M. Cornwall, Buffalo, 20 yards.

Jay Eaton, of Elizabeth, N. J., defeated A. L. Parsons, the Australian crack rider, in a match race at Nashville on Saturday for a purse of \$150, mile heats, best two in three. Eaton won in straight heats in 2:14 3-5 and 2:16 4-5.

The Martin Junior ten-miles road race for boys, run at Buffalo on August 22, brought out forty starters and 1,000 spectators. N. Daul, 3/4 minutes, won the race in 26:55. The time prize went to E. C. Haynes, scratch, 26:15.

[Advertisement.]

GOOD THINGS ABOUT COLUMBIAS.

A Few Extracts from Letters Received by the
Pope Manufacturing Company—Ten
Years on a Columbia.

"I have cycled twenty years, ten on a Columbia, and most satisfactorily. I ride a Columbia now." R. L. Arrington, Washington, D. C.

Exceeded Expectations.
"The Columbia Model 41, bought from you last winter, through the Rev. E. F. Frease, of Baroda, has exceeded all my highest expectations. I have ridden various English wheels during the last twelve years, but have never had anything that can compare with my Columbia." G. W. Park, M. E. Mission, Ahmedabad, India.

Columbia Ahead.
"From every post and station, East, West, North and South, comes the information that the Columbia is ahead." Otto Mueck, Governor's Island, N. Y.

Only One Make For Him.
"I don't see how any person after seeing the Columbia bicycle, and then seeing any other make of bicycle, can buy any other but a Columbia." Jas. A. Speed, Newfields, N. F.

In Her Element.
"On our Texas roads a Columbia is in her element." M. Hargrave, Brownwood, Texas.

The Finest Wheel.
"Please accept my thanks for so promptly sending the ladies' Columbia to Long Branch. It is quite the finest wheel in this section, which is overrun with thousands of all kinds." Arthur E. Hearne, New York City.

Broadword Contest Successfully Fought.
"Three cheers for the Columbia; the only wheel on which a broadword contest can be successfully fought." Col. N. P. Hartmann, Brooklyn, N. Y.

The Best Made.
"No one need fear to purchase a Columbia if he wants the best wheel made, and wants the wheel backed by the best company in existence." Allen C. Sanders, Minneapolis, Minn.

King of Kings.
"I have been royally treated by your company and your wheel, which I have ridden many thousand miles. The Columbia is King of Kings." F. E. Maine, M. D., Auburn, N. Y.

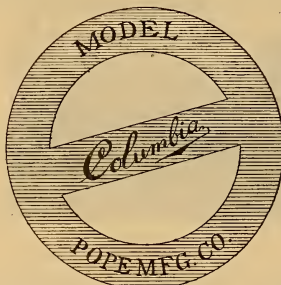
To Bicycle Manufacturers.
Hartford, Conn., Aug. 20, 1896.
UNITED STATES PATENT OFFICE.
Pope Manufacturing Company, of Hartford, Conn.

TRADEMARK FOR BICYCLES AND
THEIR PARTS.
Statement and declaration of trademark,
No. 27,192, registered Nov. 5, 1895. Ap-
plication filed Aug. 16, 1895.

STATEMENT.
To All Whom It May Concern:
Be it known that the Pope Manufacturing Company, a corporate body duly organized under the laws of the State of Maine, and located and having a place of business at Hartford, in the county of Hartford, and the State of Connecticut, has adopted for its use a trademark for bicycles and parts thereof, of which the following is a full, clear and exact specification:

The trademark of said company consists of the arbitrary symbol comprising the representation of a substantially circular band or frame having a central open portion crossed by a band, said symbol being displayed on a background of contrasting color or tint. The several words, letters and numbers which may appear on the figure form no material part of the mark, but may be varied at will, and the figure itself may be displayed

in any color or colors on which the words and phrases may appear in contrasting colors.



The class of merchandise to which this trademark is appropriated is vehicles and

parts thereof, and the particular description of goods comprised in such class on which it is used by said company is bicycles and component parts entering into the construction of said vehicles.

The mark has also been used by printing in advertisements, in circulars, and in catalogues a pictorial representation of the mark in use, and its use is further contemplated as a watermark on letter paper, billheads, and the like, and displayed on various articles of manufacture as an advertisement.

Essential feature: A symbol comprising a representation of a substantially circular band or frame having a central portion crossed by a band, said symbol being displayed on a background of contrasting color or tint. Used since November 1, 1894.

POPE MANUFACTURING COMPANY.

By Arthur E. Pattison, Secretary.

Manufacturers in preparing their name-plates for 1897 will please be governed accordingly.

POPE MANUFACTURING COMPANY.



STANDARD OF THE WORLD

Seventeen Branch Houses and Stock Companies
under our direct control are located as follows:

BRANCH HOUSES

200 Boylston Street, Boston, Mass.	19 Grand River Avenue, Detroit, Mich.
12 Warren Street, New York	124 Mathewson Street, Providence, R. I.
291 Wabash Avenue, Chicago	452 Pennsylvania Ave., N. W., Washington
609 Main Street, Buffalo, N. Y.	817 Pine Street, St. Louis, Mo.
32 East Avenue, Rochester, N. Y.	1757-59 St. Charles Avenue, New Orleans
420 Fifth Avenue, Pittsburg, Pa.	344 Post Street, San Francisco

STOCK COMPANIES

Metropolitan Bicycling Co., Boulevard and 60th Street, New York
Brooklyn Cycle Co., 555 Fulton Street and 1239-41 Fulton Street, Brooklyn, N. Y.
Hart Cycle Co., 816 Arch Street, Philadelphia, Pa.
Eisenbrandt Cycle Co., 311 East Baltimore Street, Baltimore, Md.
Gano Cycle Co., Denver, Col.

At each of the above addresses a complete repair shop is maintained, in charge of men trained in scientific bicycle repairing, and thus agents and riders can have quick attention for needed repairs, except nickelling—free if under our guarantee, at reasonable prices otherwise; prompt, satisfactory service either way.

No accounts can be opened for repairs. Send enough cash to cover the probable cost; if too much, the surplus will be promptly returned. Or estimates will be cheerfully given.

POPE MANUFACTURING CO.,
HARTFORD, CONN.

Stephens & Hickok, Los Angeles, Cal.; Habighorst & Co., Portland, Ore.; and McDonald & Wilson, Toronto, Ont.; are also equipped for general repair work and authorized to protect our guarantee.

OWED TO JERSEY.

Good Roads, Their Extension and Preservation—Hudson County Boulevard as a Sample.

The red-roaded State of New Jersey, although it has been the subject of much humor among travelling comedians, especially when they "show" in New York, is much treasured by the cyclist. It was New Jersey which first gave America a decent system of country roads, and many other States have since fol-

lowed her example. For more than a decade past Orange has been the paradise of metropolitan wheelmen. In fact, in the early days the only ridable road systems were to be found in and about Boston and in the Orange riding district, and these two centres—the one a great commercial metropolis and the other a section of quiet and stately homes—may be regarded as the kindergarten of cycle riding. It was Orange which first taught the Jerseyman the advantage of good roads, so that today a wheelman may tour in comfort through almost any part of the State. There are few touring cyclists who are not acquainted with

the mountainous and picturesque northern part of the State, with the well-roaded central part and with that series of roads which skirts the river and ocean and which extends from Matawan away down below Asbury. The Boulevard was opened on Thanksgiving Day last, since which time it has much increased in popularity. Immediately after leaving the Guttenberg district it leads through Hoboken, Jersey City Heights, Greenville, Bayonne and down to Bergen Point. The upper section of the Boulevard passes through a country which has always been distinctively German, and the German suburbane may be studied there in all his simplicity. The entire Boulevard furnishes ample



lowed her example. For more than a decade past Orange has been the paradise of metropolitan wheelmen. In fact, in the early days the only ridable road systems were to be found in and about Boston and in the Orange riding district, and these two centres—the one a great commercial metropolis and the other a section of quiet and stately homes—may be regarded as the kindergarten of cycle riding. It was Orange which first taught the Jerseyman the advantage of good roads, so that today a wheelman may tour in comfort through almost any part of the State. There are few touring cyclists who are not acquainted with

The latest contribution of this State toward the comfort of the rider was the construction of the Hudson County Boulevard, a twelve-mile stretch of undulating macadam road, starting at Guttenberg, on the west bank of the Hudson River, and terminating at the Kill von Kull. The map shows the exact location of this popular stretch. The Boulevard is reached by New York riders over the Fort Lee ferry, over the West Shore ferry, landing at Weehawken. The Boulevard is but a few blocks back from the river. It may also be reached by Brooklyn and "downtown" New York riders over the Cortlandt street ferry. But that way is a four-mile stretch of much cobble and more vexation, and is attended with more discomf than pleasure.





Windson
BICYCLES

The Crime of '73

DOES NOT AFFECT US.

Our '97 line is ready, and we now offer the public

A Superb Line of High-Grades,

A Superior Line of Medium-Grades,

A Complete Line of Juveniles,

Two New Models Tandems,

FOR GOLD OR SILVER.

We number among our customers the biggest, shrewdest houses in America. They are with us for life. We have room for a few solid jobbers. We are one of the few factories that run twelve months each year at full blast. Capacity, 40,000 bicycles.

TWENTY NEW MODELS NOW ON EXHIBITION AT OUR
QUARTERS IN THE WELLINGTON HOTEL, CHICAGO.

Sieg and Walpole Mfg Co
KENOSHA WIS

Branch House, 285 Wabash Avenue, Chicago.

Address all mail to general offices and factories—Kenosha, Wis.

Kindly mention The Wheel.

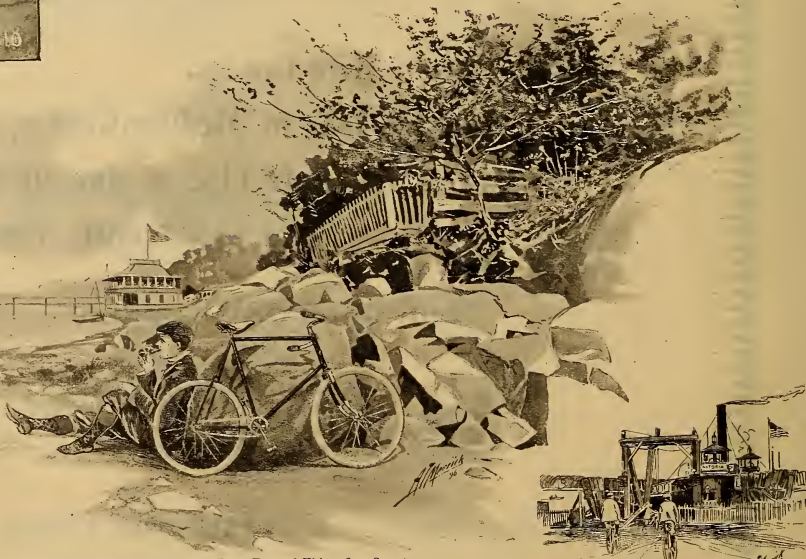
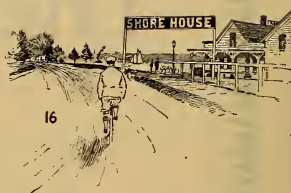


Windson
BICYCLES

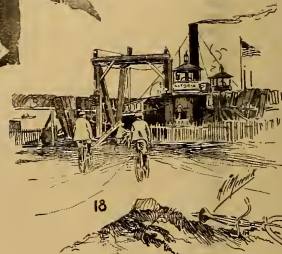
accommodation for hungry and thirsty wheelmen. Perhaps the two most notable places are Salter's Inn at Forty-ninth street, and the Shore House, at the terminus of the road. The Salters place is a fine, modern hotel, handsomely decorated and conveniently constructed, surrounded by a pleasure grove. This grove runs down to Newark Bay, and rowing, bathing, swinging and the like are to be indulged in there. On Sunday afternoons it is the resort of the Salvation Army, who

the student of nature, either human or otherwise. There are no lofty hills, no thick forests, nor is there any cosmopolitanism or metropolitanism. There is no high life, no swell life. The pleasure vehicles which are

erected a palatial mansion, and near him some other prosperous people have erected houses somewhat in keeping with the "big"



On Newark Bay—Foot of Thirty-first Street.



home. At two points only is there any particular beauty to the student of nature. One is the brief glimpse of the Morris and Essex Canal, and the road is so generally dull that when this spot is reached the rider turns to it with pleasure and relief. Again, the groves near Bayonne, through which are shown the sparkling waters of the bay, make a handsome and graceful picture, while, as stated above, the Shore House at the end of the road makes an agreeable terminal. At several points where the road is highest the great stretch of marshy meadow, ending seven miles beyond in gradually rising hills, looks not unlike some huge basin.

add not a little to the excitement and picturesqueness of the place. The Shore House, situated on the Kill von Kull, must be visited to be appreciated. It is built out over the water, the service is excellent, and no pleasanter lounging place can be imagined.

The Boulevard is a plainish sort of road. There is not much on it or lining it to attract

driven over it are of the most modest kind, and are entirely devoid of swagger. The horses are good sound, honest animals, but not stylish; that is, if we except a few natty animals who are the special pets of sporting men with whom horseflesh is a habit. The houses mostly are wooden structures, except at one point, where a prosperous banker has

The Boulevard is now much used by cyclists en route for Staten Island. Immediately below the Shore House the ferry affords a five-minute transport across to the Staten Island shore, to Port Richmond, from which place Tottenville or New Dorp can be reached. Two favorite routes of New York wheelmen

are as follows: Boulevard to Bergen Point, across to Port Richmond and directly across Staten Island to New Dorp, by the shore road to St. George's, and across by ferry back to New York. This road across Staten Island is of macadam, brand new, and passes through agreeable country. The other road is along the Kill von Kull and down to Tottenville. This is a new road that has not yet been much favored by wheelmen. There is about a mile of it yet to be completed, otherwise it is of the finest macadam.

The Boulevard is bound to grow in favor. The expense of building it is as yet too freshly born to allow of further expenditure. Later on, however, it will be beautified, and when its trees obtain their proper growth a finer stretch will not be found near Gotham.

WILL PAINT THINGS CRIMSON.

Farwell, Osmun, Kirk & Co., of St. Paul, Minn., Northwestern distributing agents for the Syracuse Cycle Company, are making great preparations for the big State Fair to be held August 31 to September 5 inclusive. The annual encampment of the G. A. R. will be held at this time also.

The bicycle entertainment for the "Carnival" week, as it will be known, is under the management of James Wirtensohn, manager of the Syracuse Cycle Company's Minneapolis agency.

Tuesday evening, September 1, has been set aside especially for the bicycle parade. The central part of the city will be reserved exclusively for cyclists that evening. A race-course on Nicollet avenue is roped off and a big detail of police will see that the crowd does not trespass on the space allotted to the riders.

The first event of the evening will be a parade of lady cyclists. It will be a masked affair. Three minutes after the ladies' procession has passed it will be followed by a second; the riders, however, will be men. The flower parade will follow, all wheels participating being decorated with Nature's ornaments.

The parade of floats on bicycles will be one of the big features of the evening. The Syracuse quad, quintet and sextet respectively are on their way to St. Paul, where they will be used in connection with this parade and the week's events.

ONE CLASS ONLY.

A Pittsburg student of the racing question has relieved his feelings by saying that as long as there were amateur and professional riders there would be trouble between the L. A. W. and the manufacturers. In this gentleman's opinion, the only thing to harmonize bicycle racing was to have classes, the same as in horse races, and put the topnotchers in the fast class and have different limits down to the amateur that's just beginning to ride. He said this would eventually come. He thought it may be a year or two, but it's the only solution of the question.

GOOD THING FOR EVERYBODY.

The bicycle has offered to the great majority of citizens a means of athletic exercise and open-air enjoyment, for which they need not be especially equipped by nature. Man and woman, weak and strong, dwarf and 300-pounder—all sorts and conditions of men—can and do learn to ride, and with comparatively small perseverance become proficient for all practical purposes as the most endowed athlete of them all. This is the true secret of the bicycle's firm hold on the public, and here is its greatest value.

A London dispatch announces that on August 22, at Woodgreen, Halsey rode 151 miles 70 yards in six hours, establishing a new record.

RIDING TO THE PEOPLE.

At the Republican headquarters in Washington the suggestion has been made and favorably received that a corps of men be employed to go through the States of Michigan, Indiana, Illinois, Iowa, Nebraska and Kansas on wheels, ostensibly on tours of pleasure, but really for the purpose of getting close to the people on the silver question.

The suggestion is made that 500 or 1,000 men could in this way get at an average of ten voters each day, ascertain just what the people are thinking about, and what arguments are necessary to convince them of the ruinous effect of free silver. These wheelmen would, of course, be men who can talk sound money with all they meet, and they could be supplied with literature to distribute as they went along. They would stop over night at farm-houses, and thus have an opportunity to talk on familiar terms with their heads.

HE GOT INFLATED.



"Phwativer is wrong wid yer goat, Mrs. Dooley? Yisterday he wor th' thinnest goat on th' hill, an' to-day he looks loike a balloon riddy t' floy, so he does."

"Och, the poor thing. He bruk inter a boy-sickle shebang forminst, and chewed up a lot of thim circulars—filled as they wor wid advertisements of roomatic tires and pumps for thim. Ye see th' effect! Pat do be after sayin' he'll never git well again till he do be poonctured, phwativer that may be; I dunno."

There are real amateurs yet. Italy proves this in the person of one Tariolato, who, while he races for money, turns the amount of his winnings over to charity. So far this year Tariolato has thus given away \$2,000.

In comparison to their total output of tires, Morgan & Wright state that their free repair department at the Chicago factory has a small proportion of work.

It is said that one of the causes of Linton's untimely death was that he was in the habit of taking arsenic to sustain him in his long races.

ELECTRICITY AND THE PACERS' CINCH.

Weinig says the electric pacing machine, which is now finding favor on French racing tracks, is an ordinary tandem-rigged with an electric motor and compact storage battery. The motor weighs about twenty pounds and generates two-horse power. The motor turns at a speed of 3,000 revolutions a minute, but the problem of gearing it down in its attachment to the axle has been successfully accomplished. The motor is able to drive the machine without aid from the riders, but pedals are provided as in regular tandem, for the wheel is found to run much more steadily with them.

The front rider steers, as in ordinary tandem-riding, while the rear one regulates the speed and acts as engineer. The storage battery at present in use is able to carry the machine at a speed of over forty miles an hour for about an hour and a half without a change.

The inventors devised the machine expressly to pace contestants in time contests and long road races. In France the cost of hiring pacers in the professional races is very considerable, and twenty-four-hour contests became so extremely expensive to the management as to threaten the abandonment of this form of racing. The electric tandem is estimated to cut down the expense about half.

This pacing machine has been so successful that French cycle manufacturers are looking forward to the construction of a storage motor in the near future that may be fastened to an ordinary single, and will give effective help in climbing hills.

WHEELMEN USED TO TUMBLES.

A curious legal decision has been given by the Civil Court at Algiers. A wheelman while riding slowly was upset and injured through a dog rushing at him. He thereupon brought suit against the owner of the animal, demanding 50 francs compensation for damage incurred by himself and his bicycle. The court's decision runs as follows: "Seeing that dogs are admittedly animated by hatred toward cyclists, and naturally delight in pursuing them; that, at a time when cycling is so much in vogue, it is nevertheless necessary that these animals should, like everybody else, accustom themselves to that method of locomotion; that cyclists are indeed included among the passengers protected against dogs by the Penal Code; that, on the other hand, those who cycle are naturally accustomed to accidents, and that the sum claimed as indemnity on this head by the plaintiff is exaggerated. For these reasons the court orders the defendant to pay the plaintiff the sum of 25 francs for damage to the machine, and the sum of one franc as compensation to the plaintiff for the inconvenience caused him by his fall."

SHIFTED THE BANKING.

Hard-luck stories are interesting only when they contain some new allegations. Judged by this standard here is one telling why Johnson did not win abroad which certainly is the most charming innovation of the season.

It is said that the Frenchman had some of the tracks fixed in such a way as to be able to raise and lower the banking at will, and then when their own countrymen went around the turn they left the banking where it should be, and when Johnson sought to make the turn they raised it until, instead of slanting outward, the banking really slanted inward, so steep did these wily foreigners make it.

There is no longer any wonder at Johnson's not winning under these conditions; the wonder is that he is alive to tell why he failed.

NOW THE ICEMAN.

He Goes in for Racing and Beats the Game—An Off Day for Cracker-Jacks.

Rochester, N. Y., Aug. 22.—This city has been the scene of any number of big meets in the past, but in none of them have surprises ruled so completely as to-day. All the favorites, the stars of the circuit, were completely turned down, and for once local men secured the big purses. The meet, promoted by the Lakewood Wheelmen, attracted all the circuit chasers excepting Bald, Ziegler and Sanger, but none of them, barring Gardiner, got near the finish.

The attendance was about 3,000, the day grand for racing, the track in miserable shape, but the sport was of the finest order. The mile open went to Williamson, a Niagara Falls iceman, who stepped into the professional ranks at Erie.

Williamson is a game rider. At Erie he took a handicap, at Medina another handicap and a close second to MacDonald, and to-day's mile open places another feather in his cap. Williamson was hard pushed by little Pye Bliss, the veteran Chicago man, and big Randall, a local man of ability, was a good third, the three defeating Tom Butler, who ran fourth. It was big Randall who won the quarter-mile rather easily in a game ride outside the bunch, defeating such men as Tom Butler, Cooper and Gardiner. Helfert, another new man on the circuit, took the handicap. Thus the three races of the day went to men who have not been circuit chasers, and who did not go through the hot week at Louisville.

In the mile open race final Kennedy, Randall, Butler, Bliss, Mayo, Helfert, Williamson, Newhouse, Rigby, Gardiner, Davis and Bowler faced the starter in order named from the pole. William Hamilton, the mile record holder, paced the contest. Williamson, Bliss, Randall and Gardiner caught positions in the order named. Tom Butler was fifth in line. Although the field bunched at the quarter, the finish was in the order with which the pacemaker had been followed. Pye Bliss pushed Williamson to within a foot at the tape and big Randall, a length behind, was yet an open length ahead of Tom Butler, the Boston boy, who so recently played ducks and drakes with Bald, Cooper, Sanger and all the stars. The time was 2:11 2-5, splendid time for the track in its condition.

The quarter-mile had easily the best field of the day, with MacDonald, Randall, Cooper, Tom Butler, Kennedy, Jenny, Stevens, Gardiner, Mosher and Newhouse up. Gardiner jumped at the outset, gaining the lead and leading down the stretch, with MacDonald on his rear. Randall went around outside, being slow to get away, and down the stretch gained the pole around the head of the bunch, coming in a winner by a length over MacDonald, who was a foot ahead of Gardiner, with an open length between Gardiner and Tom Butler. Cooper was sixth in the bunch. Twenty-five men swept down the stretch in the two-mile handicap at times twelve abreast. In the confusion of the finish Helfert, Allen, Kennedy and Wells were placed in order, but many gave Wells the third position; Zimbrich, a local amateur, almost as large as Randall, was hard pushed in the amateur ranks by Fisher and Trappe, but bore away the honors of the day. In the amateur two-mile handicap W. O'Leary fell and broke his collarbone. The summaries:

Mile novice—1, M. J. Dewitt, Rochester; 2, Fred Breu; 3, D. H. Tiffany, Rochester. Time, 2:34 4-5.
Mile open, amateur—1, A. M. Zimbrich, Rochester; 2, F. L. Trippie, Syracuse; 3, F. W. Fisher, Syracuse. Time, 2:39 4-5. Tandem pace.
Quarter-mile, open, professional—1, Randall; 2,

MacDonald; 3, Gardiner; 4, Tom Butler. Time, 32 4-5 seconds.

Two-mile handicap, amateur—1, A. B. Gochler (scratch); 2, H. B. Stevens (25 yards); 3, M. J. Dewitt (50 yards). Time, 4:46 3-5.

One-mile open, professional—1, Williamson, Niagara Falls; 2, Bliss, Chicago; 3, Randall, Rochester; 4, Tom Butler, Boston. Time, 2:11 4-5. Single pace.

Quarter-mile, open, amateur—1, Zimbrich; 2, Fisher; 3, H. L. Conolly. Time, 32 seconds.

Two-mile handicap, professional—1, W. J. Helfert (50 yards); 2, F. H. Allen (40 yards); 3, A. D. Kennedy (20 yards); 4, C. S. Wells (100 yards). Time, 4:38 3-5.

One-mile, Monroe County championship—1, Zimbrich; 2, J. Rice. Time, 2:10.

BUTLER OUTGENERALS BALD.

Erie, Penn., Aug. 18.—Good generalship resulted in Butler again showing Bald the way across the tape in the mile open at the National Circuit meet to-day. Butler gained the lead of the bunch in the next to the last lap on the small five-lap track and held his position gamely, winning out by half a length. Bald fought hard, but could not take down that half length lead. The track was slow, rain falling during the running of the heats of the mile open. The crowd filled the grandstands and crowded over the track. Good racing was seen, but the time was slow, the track being heavy and dangerous. Butler was scratch man in the handicap mile, and caught his field handily, but failed to go round the field in time to get the front on the last lap. Summaries:

Mile open, professional—Final heat—1, Tom Butler; 2, Bald; 3, Rigby. Time—2:24 2-5.

Mile open—1, J. F. Higgins, Buffalo; 2, Julius Hampel, Erie; 3, Harry B. Wood, Cleveland. Time—2:33.

Mile handicap, professional—1, Becker, Minneapolis, (50 yards); 2, Foell, Buffalo, (200); 3, Wells, San Francisco, (50). Time—2:31 1-5.

One-mile lap race, professional—1, Tom Butler, 4 points; 2, Kennedy, 9 points; 3, Starbuck, 5 points. Time—2:32 1-5.

One-mile handicap—1, J. F. Higgins (50 yards); 2, J. J. Dukelow (90); 3, C. H. Whitley (110); 4, B. C. Irons (100). Time—2:38 4-5.

KENNEDY OUTPRINTS BUTLER.

Saratoga, N. Y., Aug. 25.—Tom Butler was taken into camp by A. D. Kennedy, the Chicagoan, at the National circuit meet at Woodlawn Oval to-day. His victory was in the half-mile open. A representative field started with Butler at the pole, followed by Rigby, Mertens, Kennedy, Callahan, Maya, Bliss, Mosher, Hoyt and Wells. Hamilton paced.

Butler caught the position back of pacemaker, but was forced back again and again by the riders jumping past the pacemaker and falling back. Kennedy had his rear wheel as he started round the bunch at the head of the homestretch, and Rigby caught the line and followed. Down the stretch Kennedy began the sprint and Butler accepted the challenge. As they crossed the tape an open length separated Butler and Rigby, who had beaten Kennedy in the finishing twenty yards. The mile open went to Becker, who won by a foot from MacFarland, of California. Stevens won the third of a mile from MacDonald by inches only, the New York rider finishing wide of the bunch. Zeigler failed to qualify in either race, and Gardiner failed by one place in the half mile, and was eched out of his place by poor judging in his heat of the mile.

Two miles, handicap, professional—1, Becker, (140 yards); 2, Macfarland (180); 3, James Bowler (200). Time—4:30. Gardiner (scratch), time, 4:30.

Mile, open, professional—1, Tom Butler; 2, Rigby; 3, Kennedy. Time—2:13.

Half-mile, open, professional—1, Kennedy, Chicago; 2, Tom Butler; 3, Orland Stevens. Time—1:42 1-5.

Mile, open, amateur—1, O. H. Munro; 2, O. C. Tuttle; 3, A. M. Zimbrich. Time—2:10 2-5.

Half-mile, open, amateur—1, A. M. Zimbrich; 2, O. H. Munro; 3, A. J. Latham. Time—1:35 1-5.
Two miles, handicap, amateur—1, O. H. Munro (15 yards); 2, A. M. Zimbrich (scratch); 3, A. O. Lee (80). Time—4:56 2-5.

BOVEE WAS GREAT.

He Astonished Them at the Island—Ziegler Shows His Old Form—Williamson Disqualified.

Binghamton, N. Y., Aug. 24.—The formal dedication of the new Island track at Binghamton took place this afternoon, with the professional and amateur meet given by the Binghamton Athletic Association. The meet was a success in point of attendance, and the racing that was put up was of the highest order. One world's record went by the board—the amateur two-thirds mile—which was ridden by Earl Bovee, a Binghamton youngster, in 1:25, breaking MacFarland's amateur record of 1:25 1-5, and tying Cooper's professional record of 1:25. Bovee rode his race from seventh position back of the pacing tandem, and came to the tape in a game finish with G. E. Tunncliffe, of Richfield Springs, beating him half a wheel length. The city championship also went to Bovee, with two lengths to spare. At the conclusion of the programme, and just after a particularly hard mile handicap, he rode an exhibition half in 1 minute, with indifferent pacing. The amateur mile handicap went to Tunncliffe, who was pushed to the tape by G. L. Wilson and H. B. Ketchum, and who won from the 40-yard mark in 2:14 1-5.

In the professional events Ziegler and A. D. Kennedy, Jr., carried off the honors in two good races—the mile open and the two-mile handicap. Ziegler's win in the mile was a creditable performance, the Californian getting the worst of his start, and rounding into the stretch just as MacDonald all but had the game in his own hands. Ziegler trailed MacFarland at the rear of the bunch until half a lap after the bell, but the last sixth was a fine bit of whirlwind sprinting. He nipped MacDonald ten yards from the tape and won by half a length. Rigby had MacDonald's wheel in, with Allen trailing him, but the judges gave their decision to Mertens, who was clearly two places out of the money. Hamilton paced, single, in 2:11 2-5.

In the handicap Kennedy won his heat from the 20-yard mark, and took the final by inches only from Otto Maya. Kennedy led into the stretch, and had a sure thing for first when Williamson came up at his right and crowded him off the track and into the grass. The Chicagoan got back in time to head off Maya, winning in 4:38 2-5. Rigby again took third and Williamson fourth. The latter was disqualified for foul riding without protest, and Callahan given his place, with Helfert taking fifth money. Jenney fell in the fifth lap, and Gardiner and Ziegler, who had both qualified from scratch, dropped out in the fourth. Summary:

Two-thirds mile—First heat—1, Earl Bovee, Binghamton; 2, G. E. Tunncliffe, Richfield Springs; 3, A. P. Diffenderfer, Binghamton; 4, George W. Thorne, Binghamton. Time, 1:31 4-5.
Second heat—1, J. G. S. Scoville, Binghamton; 2, Brownell Bulky, Cortland; 3, F. W. Fisher, Syracuse; 4, Isaac Van Etten, Oneonta. Time, 1:33.
Final—1, Bovee; 2, Tunncliffe; 3, Thorne; 4, Diffenderfer. Time, 1:25 (amateur world's record). Paced by Jackson and Hume, tandem.

Mile, open, professional—First heat—1, Allen; 2, Ziegler; 3, Mertens. Time, 2:23 4-5.
Second heat—1, MacFarland. Time, 2:30.
Third heat—1, MacDonald. Time, 2:26 4-5.
Fourth heat—Rigby. Time, 2:41.
Mile handicap—1, Kennedy; 2, MacDonald; 3, Rigby; 4, Allen. Time, 2:31 2-5. Paced by Hamilton, single. Also finished, Mertens and MacFarland.

Two-mile handicap, professional—Final heat—1, Kennedy (20 yards); 2, Maya, (100 yards); 3, Rigby (50 yards); 4, Callahan (50 yards); 5, Helfert (50 yards). Time, 4:38 2-5. Also finished, in order named: Kimble, Mertens, Baker, Farland and Mosher. Williamson took fourth, but was disqualified for foul riding. Jenney fell. Gardiner and Ziegler, scratch men, quit.

Mile handicap, amateur—First heat—Tunncliffe, F. S. Trappe, Syracuse; Bulky; Ketchum and G. L. Wilson, Erie. Also qualified in 2:30 4-5. Second heat—W. J. Jones, Binghamton; M. E. Kinne, Richfield Springs; Bovee, C. H. Cory, Binghamton; and Ziegler, Ithaca, qualified in 2:15. Final—1, Tunncliffe (40 yards); 2, Wilson (50 yards); 3, Ketchum (110 yards); 4, King (100 yards). Time, 2:14 1-5.

HIDE-AND-SEEK RACING.

Racing by lamplight and the aid of the moon was inaugurated in New-York on Wednesday evening last, at Olympia Park. The promoting body known as the Metropolitan Racing Association, it is stated, is a nom de plume, so to speak, for several New-York newspaper men and League officials who are behind the scenes of the enterprise. Tickets were distributed freely, as a bait for future events, and a good crowd of spectators watched the local cracks flash by the spluttering gasolene lights. It was a semi-weld and sensational event. The men rode like demons at times, but were discernible from the grandstand only when within the radius of a light. Then they would disappear as though by magic and flash into view again at the next light. On the backstretch they were wrapped in misty gloom. Peanuts and circus lemonade were hawked among the spectators, and when a negro won a race which the judges gave to a contestant on the Caucasian race they set up a howl that awoke every policeman within seven blocks.

Although the officials needed flashlights and dark lanterns to pick out the winners, the grandstand crowd were of keener discernment, and nothing could convince them that the colored rider had not been robbed, but he was just as pleased with the second prize as the first. In the mile open Ripley, Rooome and Henshaw went down in a spill, but they all remounted and finished. The races are to be continued weekly while the moon lasts.

Summary:

Half-mile novice—Final heat: 1, Ralph B. Behrman, M. W.; 2, James McDonough, city; 3, James Maney, city. Time, 1:17 4-5. Joseph Blauqui finished third, but he was disqualified.

Half-mile handicap—Final heat: 1, William Pirung, Y. W. (60 yards); 2, William H. Turner (60 yards); 3, Charles J. Leibold, K. A. C. (20 yards). Time, 1:12 3-5.

One-mile open—Final heat: 1, Walter C. Rooome, N. J. A. C.; 2, Bert Ripley, T. C. C.; 3, C. S. Henshaw, R. W. Time, 2:51 1-5.

One-mile handicap—Final heat: 1, Walter C. Rooome (scratch); 2, W. B. Sibley, S. B. W. (70 yards); 3, G. J. Leibold (30 yards). Time, 2:34 1-5.

GOTHAMITES GOT THERE.

Albany, N. Y., Aug. 22.—Another entirely successful meet was run at the Ridgefield grounds to-day, this time under the management of the Albany Bicycle Club. A strong wind prevented fast time. An unsuccessful attempt was made to lower the half-mile track record of 58 seconds by Walter Piccaver, by E. J. Clark, of Flushing. A number of New York and Long Island riders scooped in several of the prizes. A high wheel race was a feature that attracted a deal of interest. Summaries:

Mile, Novice—1, Charles Weyrich, Albany; 2, Albert S. Raven, Yonkers. Time—2:42 2-5.

Half-Mile, Open—1, O. H. Munroe, Cohoes; 2, W. A. Barbeau, New York. Time—1:17.

Six Counties Championship, One Mile—1, A. J. Latham, Albany; 2, O. H. Munroe, Cohoes. Time—2:13.

Mile, 2:50 Class—1, Robert J. McMahon, Long Island City; 2, F. H. Judd, Jr., Flushing. Time—2:20 3-5.

Mile, Open—1, W. A. Barbeau, New York; 2, E. J. Clarke, Flushing. Time—2:17 3-5.

Two-thirds Mile, State Championship—1, O. C. Tuttle, Rome; 2, A. J. Latham, Albany. Time—1:32 4-5.

Mile, Open, Ordinary (High Wheel)—1, R. H. Robe, Albany; 2, M. J. Higgins, Albany. Time—2:45.

Mile, Handicap, Open—1, R. J. McMahon; 2, C. B. McCorkle, Troy. Time—2:16 3-5.

Mile, Tandem, Open—1, W. A. Barbeau and C. S. Henshaw, Riverside W.; 2, George Wilson and George E. Stoddard, Utica. Time—2:12.

PURELY LOCAL, BUT DREW.

Although the meet of the Penn Wheelmen, at Tioga, Philadelphia, on Saturday, was purely local and the weather threatening, fully 2,000 spectators were in attendance. The track was in poor condition and spills were numerous. In the Fairhill Wheelmen's two-mile handicap about thirty riders started. At the mile, when the men were well bunched, one of the leaders fell and all but a half dozen of the contestants piled over him. Most of them remounted and continued the race. Hadfield again rode as a professional and won the mile handicap from 75 yards. He sprinted the entire last lap and won by yards. The professional events were well divided, Carroll Jack taking the mile scratch and J. M. Baldwin the five-mile handicap. Paced by a tandem, E. T. Walters cut the track record for a third to 39 seconds.

Summary:

Mile, Novice—1, A. Remer; 2, Van Sam. Time—2:50 4-5.

Mile, Open—1, C. H. Krick; 2, C. H. Henzel; 3, P. S. Davis; 4, J. E. Lindley. Time—2:21 4-5.

Mile, Open, Professional—1, C. B. Jack; 2, C. C. Bowers; 3, W. R. Landis; 4, J. M. Baldwin. Time—2:19 4-5.

Mile, Handicap—1, S. E. Stulzman (110 yards); 2, J. A. Veriner (50 yards); 3, J. A. Shomo (70 yards); 4, B. E. Stevens (scratch). Time—2:14 1-5.

Mile, Handicap, Professional—1, Charley Hadfield (75 yards); 2, W. A. Rulon (45 yards); 3, Charles Turville (80 yards). Time—2:09 4-5.

Five Mile, Handicap, Professional—1, J. M. Baldwin (100 yards); 2, Charles Turville (250 yards); 3, W. A. Rulon (150 yards); 4, C. Bowers. Time—12:37.

WHILE THE MOON LOOKED ON.

Another successful night meet was run at Wilmington, August 20. Nearly 2,000 spectators were present. The professional events were the feature of the evening. Church was the favorite, and he had a good hold on the five-mile event, when he punctured his tire and had to drop out. E. C. Goodley and J. H. Minnick had an easy time in the five-mile amateur event. They had such a big handicap, caught the other riders on the tenth trip around, and won by a lap. Summary:

One-mile novice—1, Morris Thompson, Wilmington; 2, Robert Palmer, Wilmington; 3, J. A. Knight, Wilmington. Time—2:44 2-5.

Half-mile handicap—1, W. E. Dickerson, Palmyra, N. J., 15 yards; 2, E. C. Goodley, Wilmington, 30; 3, Frank Turner, Wilmington. Time—1:07 3-5.

Five-mile handicap, professional—1, Charles A. Church, Chester, Pa., scratch; 2, Clarence Bowers, Riverton, N. J., 50 yards; 3, C. B. Jack, Philadelphia, 40; 4, W. R. Landis, Philadelphia, 45. Time—2:29 3-5.

One-mile open—1, W. R. Goodley, Wilmington; 2, Frank Turner, Wilmington; 3, Robert Weir, Wilmington. Time—2:52 2-5.

Five-mile handicap, professional—1, Clarence Bowers, Riverton, N. J., 225 yards; 2, W. R. Landis, Philadelphia, 200; 3, John L. Clark, Wilmington, 325; 4, H. E. Barthelme, Lewsburg, Pa., 200. Time—12:41 2-5.

Five-mile handicap, amateur—1, E. C. Goodley, Wilmington, 200 yards; 2, J. H. Minnick, Wilmington, 200; 3, W. E. Dickerson, Palmyra, N. J., 75; 4, Joshua Lindley, Philadelphia, scratch. Time—12:45.

RAIN HAD NO EFFECT.

Providence, Aug. 22.—Crescent Park was the scene of the Rhode Island Division's annual field day to-day. It rained in the morning, but the sun broke out at noon, and fully 5,000 spectators, the largest crowd of the season, witnessed the sport.

In the mile State championship, Horace B. Hills, who has held the championship for the last four years, went down in a bad spill, and Frederick Devlin, of Pawtucket, won the coveted honor in a close finish with Joseph Bowden, of Providence.

C. R. Newton, the Connecticut champion; A. S. Fuller and E. A. McDuffee, could not ride, as notice had been received of their transfer to the professional ranks.

Frederick Devlin reduced the State one-half mile paced record to 56 2-5 seconds. The previous record was 57 4-5 seconds. The summary:

Mile, 3:00 Class—1, William Sullivan, Providence; 2, W. H. Murray, Providence; 3, G. Cruickshank, Providence. Time, 3:09 1-5.

Mile, State Championship—1, Fred Devlin, Pawtucket; 2, Joseph Bowden, Providence. Time, 2:23.

Mile, Tandem—1, G. Plintiff and J. B. Fowler, Waltham; 2, H. D. Merritt and Hans Hanson, Pawtucket. Time, 2:19 2-5.

Mile, Open—1, John S. Johnson, Worcester; 2, D. M. Marston, Boston; 3, D. Dooley, Taunton. Time, 2:19 1-5.

Mile, Handicap—1, G. Plintiff; 2, D. M. Marston, Boston; 3, William Sullivan, Pawtucket. Time, 2:18 1-5.

HERO OF THE INTERCOLLEGIATE AGAIN.

Washington, D. C., Aug. 22.—Fred Schade, the crack intercollegiate rider, took the honors in the amateur events at the Arlington Wheelmen's meet to-day. Besides winning the mile open, he finished second in the mile handicap from scratch, and rode an exhibition mile, poorly paced, in 2:08. Harry Maddox and E. F. Miller divided honors in the professional events. The weather was threatening, but the attendance was large. Summary:

One-mile novice—1, H. R. Thompson; 2, W. H. Hickey; 3, C. W. Burnham. Time—2:46.

One-mile tandem—1, Harry C. Greer and George E. Smith; 2, H. Wright and W. G. Le Compte. Time—2:23.

One-mile open—1, Fred Schade; 2, W. F. Sims; 3, W. G. Le Compte. Time—2:22.

One-mile open (professional)—1, Edwin Miller, Philadelphia; 2, William Phelps, Baltimore; 3, Harry Maddox, Asbury Park. Time—2:41 2-5.

One-mile handicap—1, Lewis R. Smith (60 yards); 2, Fred Schade (scratch); 3, George E. Smith (85 yards). Time—2:18.

One-mile club team championship of the District of Columbia—Arlington Wheelmen, 12 points, won; Washington Road Club, 9 points, second. Time—3:16.

Two-mile handicap (professional)—1, Harry Maddox (15 yards); 2, Edwin Miller (75 yards); 3, J. F. Starbuck (0 yards); 4, Jack White (135 yards); 5, Charles Church (scratch). Time—4:52.

FLOCKED IN THE RAIN.

Exeter, N. H., Aug. 22.—To-day was what is known as Wheelmen's Day. Thousands of visitors flocked to the town, but rain marred the parade and coasting contest that were to have been held in the morning.

In the ten-mile road race this afternoon Heber Brown, of Raymond, finished first in 28:55, with 4 minutes handicap.

F. A. Sawyer, of Haverhill, won the first time prize in 27:47.

The following are the results of the track events:

One-Mile, Local—1, G. W. Harvey; 2, A. S. Harvey. Time—2:44 3-5.

Mile, Open—1, C. M. Donahue; 2, C. W. Eastman; 3, L. B. Dudley. Time—3:06 2-5.

Two-Mile, Handicap—1, B. J. Wilson (80 yards); 2, L. B. Dudley (10 yards). Time—5:22 2-5. R. Urquhart (scratch) finished last on account of a punctured tire.

A barber and a farmer in Kansas have bet five gallons of buttermilk and a hair cut on a road race which is shortly to take place between them. It is this gambling that is ruining racing.

It is easier for a racer to find his own name in a paper, when it is there, than it is for him to locate a double-leaded article with a scare head, if the article relates to some one else.

RACING BOARD'S BULLETIN.

PROFESSIONALIZED.

Declared professionals, by vote of Racing Board, under Act IV, Section 7, by-laws.
 Ralph Sanberg, Port Huron, Mich.
 Charles R. Newton, Stafford Springs, Conn.
 L. N. Walleston, 910 Harrison avenue, Boston, Mass.

Alvan T. Fuller, 76 Cross street, Malden, Mass.
 J. S. Morse, Cambridgeport, Mass.
 J. C. Wettergreen, Ferry street, Malden, Mass.
 E. A. McDuffie, 47 Woodville street, West Everett, Mass.

A. R. Ives, Meriden, Conn.
 W. R. Munro, Woodward avenue, New Haven, Conn.

W. A. Gunther, 28 Hoyt street, South Norwalk, Conn.

W. J. Danbenspeck, Allentown, Pa.
 Under Clause F, amateur rule:
 R. W. Course, Allentown, Pa.
 Louis B. Rothwell, 26 York street, Camden, N. J.

A. A. McLain, Aurora, Ill.
 L. B. Arnold, Woonsocket, R. I.
 Carl J. Swenson, 67 Trask street, Providence, R. I.

Herman H. Leopold, Bridgeport, Conn.
 W. G. H. Knight, Housatonic, Mass.

Declared professionals, by vote of Board, act-
 ing under Art IV, Section 7, by-laws;
 A. J. Hammond, Lynn, Mass.
 Joseph Nadeau, Washington street, Keene, N. H.

W. E. Shaw, Meriden, Conn.
 John L. Decker, Ashley Falls, Mass.
 Jack Conklin, Arlington, N. J.
 W. P. Neville, Newark, N. J.
 John McAmbly, 7 Jefferson street, Bradford, Pa.

Gus Larson, Des Moines, Ia.
 George W. Buck, jr., Hamline, Minn.
 F. W. Palmer, Rome, N. Y., under Clause A.
 F. H. Jacobs, Grand Rapids, Mich., Clause F.

Vote of Racing Board.
 Glen P. Thayer, Grand Rapids, Mich., clause
 I. Vote of Board.

W. C. Stevens, Rockford, Ill., Clause D. Vote
 of Board.

Frank Love, Selma, Alabama, Clause F.
 Everett S. Whittemore, Jacksonville, Fla. B.
 Louis Coburn, St. Louis, Mo., Clause I.

C. K. Denman, Omaha, Neb., Clause B.
 H. S. Muentefering, Omaha, Neb., Clause B.
 W. E. Buchanan, Lincoln, Ill., own request.

Bert Maloy, Lincoln, Ill., own request.
 J. G. Morrow, Marshall, Mo., own request.
 George Bove, El Paso, Tex., Clause D.
 George L. Bates, Springfield, Mass., own re-
 quest.

C. A. Longren, Milford, Mass., Clause A.
 Arthur Schaefer, Weatherly, Pa., Clause D.
 H. Rouse, Weatherly, Pa., Clause D.

C. Steigerwalt, Weatherly, Pa., Clause D.
 T. J. Trumbore, Weatherly, Pa., Clause D.
 R. O. Sendel, Weatherly, Pa., Clause D.

Presser, Weatherly, Pa., Clause D.
 Metzgar, Weatherly, Pa., Clause D.
 William S. Ray, Chester, Pa., own request.

John M. Guminski, Philadelphia, Pa., own re-
 quest.
 John S. Shrewsbury, Germantown, Philadel-
 phia, own request.

W. H. Senter, Jr., Brockton, Mass., Clause C.
 Daniel S. Johnston, Jr., College Point, N. Y.,
 Clause D.

L. J. Godberry, New Orleans, La., Clause I.
 Geo. N. Adams, Jacksonville, Fla., Clause F.
 Vote of Board.

Frank A. Butler, Cambridge, Mass., own re-
 quest.
 W. H. Tarbell, Manchester, Mass., Clause B.
 Albert Haight, North Chilli, N. Y., Clause D.
 Chas. Hadfield, Newark, N. J., Clause D.

SUSPENDED PENDING INVESTIGATION.
 C. J. Lewis, Northampton, Mass.
 Fred H. Palmer, Foxcroft, Me.

SUSPENSIONS REMOVED.

T. Q. Hall, Los Angeles, Cal.
 Thos. McAlear, Los Angeles, Cal.
 Percy F. Megarez, Bloomsburg, Pa.
 W. J. Driscoll, Andover, Mass.

C. S. Bolting, Providence, R. I.
 David Turner, Taunton, Mass.
 Samuel Young, New Orleans, La.

L. H. Tucker, Syracuse, N. Y.
 Albert Haight, North Chilli, N. Y.
 Chas. Hadfield, Newark, N. J.
 Suspension placed upon Verdo Westgate,
 Taunton, Mass., has been reduced to expire Sep-
 tember 30.

Suspensions placed upon the riders at races of
 St. George's Athletic Club, N. Y., July 25, have
 been removed. Also riders at Bloomsburg, Pa.,
 races August 5.

SUSPENDED.

For riding in professional races, while under
 temporary suspension, F. W. Palmer, Rome,
 N. Y., for 60 days from August 19.

For competing in amateur races after becom-
 ing a professional, George Boyce, El Paso,
 Texas, for 90 days from August 15.

For competing while under suspension pend-
 ing investigation, 60 days from August 19.

For riding in unsanctioned races, E. Hagad-
 done, Ed. Marshall, P. Sorenson, Devere Bal-
 lard, Will Shea, Frank French, Frank Ford,
 Jake Yderstad, O. M. Lee, F. Lange, Fred.
 Olson, — Burns, M. J. Torrison, Walter Noo-
 land, Henry Cooper, Ashland, Wis.; — Wach-
 smith, Bayfield, Wis.; L. E. Holton, H. C.
 Gadke, Jack Cully, R. T. White, G. A. Holton,
 Omaha, Neb., for 30 days from August 20.

For riding in a race to which he was not en-
 titled, W. H. Senter, Jr., Brockton, Mass., for
 30 days from August 20.

For false entry and riding as an amateur after
 having become a professional, — one year
 from August 20.

For double entry, Harry W. St. John, Jersey
 City, N. J., and H. M. Stivers, New Rochelle,
 N. Y., for 60 days from August 12.

For competing in unsanctioned races, William
 Lynch, Manchester, N. H., and Walter Hart,
 Nashua, N. H., for 30 days from August 12.

For competing in unsanctioned races, after
 warning, William Ellis, Clarence Stringer, Wil-
 liam Wuestenfeld, Elgin, Ill., for 90 days from
 August 19.

For competing in unsanctioned races under an
 assumed name, Fred Seymour, Elgin, Ill., for
 one year from August 19.

For competing in unsanctioned races, W. Mof-
 fet, H. Ballman, William Sangstracke, Edward
 M. Burne, Edward Roenicke, W. G. Gundars-
 dorf, F. W. Traeger, F. Matthew, H. Vorrath,
 William Bremer, Guttenberg, N. J., for 30 days
 from August 20.

By vote of the Board Mr. E. B. Smith is ap-
 pointed official handicapper for Minnesota, vice
 B. A. Blomquist.

H. C. Fourton, 19 Carondelet street, New Or-
 leans, La., is appointed official handicapper for
 Louisiana.

Suspension placed on L. D. Cabanne, St.
 Louis, Mo., has been reduced to expire Sep-
 tember 1, 1896.

Tandem records made at Louisville, Ky., July
 4, 1896, by Davisworth and Mitchell have been
 accepted as follows:

Flying start, unpaced, against time, one-third
 mile, 35 seconds; one-half mile, 56 seconds; two-
 thirds mile, 1:17.

A fine of \$50 has been placed on Thomas Cooper
 and E. C. Bald for misconduct on the track at
 Louisville, riders to stand suspended until
 paid.

SANCTIONS GRANTED.

September 5—I. M. Bridges, Chicago, Ill.
 September 7—Muscatine Trade and Labor As-
 sembly, Muscatine, Iowa.

September 8—Davenport Fair and Exposition,
 Davenport, Iowa.

September 17, 18, 19—Inter-Ocean Wheel Club,
 Sloux City, Iowa.

September 3 and 10—Rock Rapids Cycling Club,
 Rock Rapids, Iowa.

September 7—Y. M. C. A., Bay City, Mich.

September 3—National Cycle Exhibition Com-
 pany, Chicago, Ill.

September 3—Chemung Ath. Co. Ag. Soc., Elm-
 mira, N. Y.

September 4—Gouverneur Athletic Club, Gouver-
 neur, N. Y.

September 7—St. Mary's Church, Auburn, N. Y.

September 7—Holley Athletic Association, Hol-
 ley, N. Y.

September 7—Marshalltown Cycle Club, Mar-
 shalltown, Iowa.

September 7—Schenectady County Wheelmen,
 Schenectady, N. Y.

September 3—Grand Junction Wheelmen Club,
 Grand Junction, Col.

August 28—Hornellville Farmers, Hornellville,
 N. Y.

September 9—J. E. Rider, Portsmouth, N. H.
 September 17—Battenkill Valley Ind. Sec.,
 Manchester County, Vt.

September 7—Rovers' Wheel Club, New Haven,
 Conn.

September 17—Floyd County Agricultural and
 Mechanical Association, Charles City, Iowa.

September 1—A. C. Burdgroff, Carlville, Ill.
 September 22, 24, 25—Ida County Fair Association,
 Ida Grove, Ill.

August 29—La Orange Cycling Club, La Or-
 ange, Ill.

August 27—28—Knoxville Cycling Club, Knox-
 ville, Iowa.

September 5—F. L. Egelof, Dubuque, Iowa.

August 29—Irving Park Cycling Club, Chi-
 cago, Ill.

September 12—Elgin King Pleasure Club, El-
 gin, Ill.

August 31—Minnesota State Fair, Hamline,
 Minn.

September 1819—Minnesota Driving Club, Ham-
 line, Minn.

August 29—Palatine Athletic Club, Palatine, Ill.
 September 25—Bloomington Bicycle Club,
 Bloomington, Ill.

September 4—5—Nashville Athletic Club, Nash-
 ville, Tenn.

August 27—Jacksonville Wheelmen, Jackso-
 nville, Fla.

August 27—28—Nody Starkey, Schmerset, Ky.
 August 29—Y. M. C. A., Marion, Ind.

September 7—Associated Wheels, Canton, Ohio.
 September 28—Jackson Cycle Club, Jackson,
 Tenn.

September 29—Association Wheelmen, Cleve-
 land, Ohio.

September 7—Associated Wheelmen, Cleveland,
 Ohio.

September 23—Morris County Exposition Com-
 pany, Council Grove, Kan.

August 29—Algonquin Tennis Club, Brooklyn,
 N. Y.

September 5—Theodore Wynkoop, Catskill,
 N. Y.

September 7—Townsend Wright, Amityville,
 N. Y.

September 5—Theodore Wynkoop, Catskill,
 N. Y.

September 7—Oswegathin Tribe, Camden,
 N. Y.

September 7—Great Neck League, Great Neck,
 N. Y.

September 24—25—Cuba Fair and Racing Asso-
 ciation, Cuba, N. Y.

September 1, 2, 3—Fred B. Groves, Lewiston,
 Me.

September 7—A. O. H., Taunton, Mass.

September 7—John A. Crich, Naugatuck, Conn.

September 7—Westerly Baseball Company,
 Westerly, R. I.

September 7—Young Men's Association, Dun-
 kirk, N. Y.

September 7—A. O. H. of North Adams, North
 Adams, Mass.

September 7—Keene Cath. Society, Keene,
 N. H.

September 7—New Britain Wheel Club, Berlin,
 Conn.

September 25—Southbridge Bicycle Club,
 Southbridge, Mass.

September 30—Brockton Agricultural Society,
 Brockton, Mass.

October 1, 2, 3—Brockton Agricultural Society,
 Brockton, Mass.

September 19—Kenoza Cycle Association, Hav-
 erhill, Mass.

September 7—Charles E. Lowell, South Fram-
 ingham, Mass.

August 28—Worcester Cycle Club, Worcester,
 Mass.

August 29—Southbridge Athletic Association,
 Southbridge, Mass.

September 10—G. W. Fisher, Huntington, Penn.
 September 19—Apollo Bicycle Club, Apollo,
 Penn.

August 29—F. H. Hertzler, Carlisle, Penn.

September 34—Hazleton Driving Park, Hazle-
 ton, Penn.

August 29—J. L. Bower, Phoenixville, Penn.

September 24—F. M. Dampman, Philadelphia,
 Penn.

September 7—South Orange Field Club, South
 Orange, N. J.

September 14—Sanitary Pressers' National
 Union, Trenton, N. J.

September 7—O. S. Bunnell, Willow Grove,
 Penn.

August 27—Century Wheelmen, Philadelphia,
 Penn.

September 1—Cuban Press Meet, Wilmington,
 Del.

September 5—Mahanoey City Wheelmen, Ma-
 hanoey City, Penn.

September 10—Central Cycle Club, Bradford,
 Penn.

RATHER MIXED UP.

Aftermath of the British Trade Boom—
That G. & J. Verdict—Americans
Abroad.

London, Aug. 12.—After many days—something like 250—Mr. Justice North came into court this morning with a neatly typewritten judgment in the Clincher-Gormully & Jeffery case. It only took some twenty minutes to read, and was not a very high-class literary effort in itself, but its effect must be something enormous, as it effectually establishes the validity of the clincher patent in all cases of clinched-on tires. Messrs Gormully & Jeffery have been adjudged to have infringed Bartlett's clincher patent, and unless an appeal is lodged within a fortnight after November 15, costs and damages accruing in the suit will have to be paid by Gormully & Jeffery.

The decision strengthens the hands of the Dunlop Company, which, of course, now controls the clincher patent in the United Kingdom; but for all that the shares of the company are in a declining state. This, it is said, is owing to the attitude of the directors toward a Stock Exchange settlement, which has not yet been applied for, although the formation of the company took place three months ago. This policy is explained by two contradictory statements. First, that the allotment of the deferred stock was not made so carefully as to prevent an overallotment to the tune of 70,000 shares, which the directors will have to buy in before scrip can be issued, and until this has been done no Stock Exchange settlement can be obtained. The second is that the public did not apply fully for the ordinary issue, and in consequence the directors had to take up such a large quantity that they are not able to give a settlement until they have unloaded sufficient deferred shares to pay the calls on the ordinary issue. I am not going to offer any comment on these rumors; the fact remains that for some reason a settlement has not been applied for, and brokers discourage dealings because so involved have their accounts become that a failure of a big broker over the Dunlop settlement might bring on a collapse of dozens of others.

Despite this disinclination, the French Dunlop Company has been launched on the public this week, but so far as I can judge, has not been received with anything like enthusiasm. The capital is fixed at £650,000, not £750,000, as I recently surmised it would be. The £100,000 difference has been caused by the refusal of the Gallus tire people, the leading French tire makers, to come in on the deal. The rumored inclusion of the French clincher also turns out to be a fizzle, and I am told that a separate company will be floated shortly to work that tire in conjunction with the Gallus.

It is said that a very advantageous offer has been made for the Continental Simpson Lever Chain Company, but since the deposit on the £100,000 offer only apparently amounts to £500, I am inclined to call it a ruse to hoist the price of shares.

Our racing season is rapidly drawing to a close, and in another month will be over. On Saturday last the Bath Road hundred miles—one of our classic path contests for amateurs—was run off at Catford, in the presence of a very small crowd, and in a pouring rain. Notwithstanding the latter circumstance, a grand race was witnessed, and after the fifty-eighth mile world's records; amateur and professional, went by the board. The battle from the first lay between R. Palmer, a Dunlop tire rider, and F. D. Frost, a Palmer tire and Sampson chain exponent. Frost had a good deal the best of the argument right up to

ninety-two miles, at which point he managed to break away, and going in magnificent style to the finish, won by over half a mile. Time—3:37:57 4-5.

Just as I close I hear that another big cycle factory fire occurred in Leicester, where the Mutual Cycle Manufacturing Company, later the Leicester Cycle Company, makers of the Peregrine bicycle, have been practically burned out. These fires are really blessings in disguise, as the premises burned are usually well insured, and the rebuilt factories are well equipped with the latest American machinery with the insurance money.

The influx of American makers or their representatives still continues. I have had the pleasure of meeting this week Mr. Coleman, of the Crescent Wheel Works and president of the Board of Trade; Mr. Benjamin, of the Barnes Company, and Mr. Potter, of Pierce Brothers. I just only missed seeing Mr. Howard Raymond, who has gone across to Copenhagen to represent the L. A. W. there at the International Cyclists' Association Council. Most of the makers have been able to secure some satisfactory representatives, but late comers will find this a very vital question, as the best wheel in the world is lost here unless intelligently handled.

TOO HEAVY A LOAD.

"And won't Jack Cracker really race?" inquired a fair spectator in the grand stand at Louisville as the man with the big trumpet announced that one of the big guns would not compete in an event.

"No, madam, his trainer says he's all broken up," replied the man with the duck trousers.

"Poor fellow, no wonder," said she compassionately. "I see by the papers that he carries three racing wheels, a big trainer and a valet around with him wherever he goes. That's enough to break down the strongest man in the world. Isn't it, now?"

WHAT HE SAYS DON'T GO.

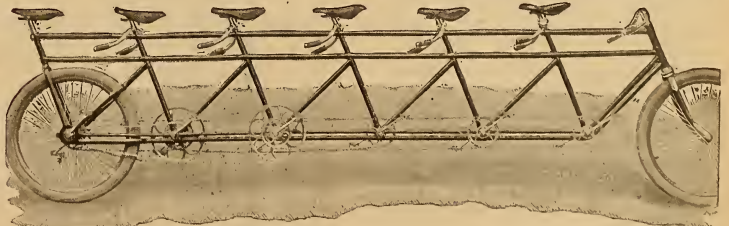
"Here is a man who goes to prove in a long article that there are six ways of telling whether the machine an agent is selling you is worth the money he asks for it."

"The first, of course, is whether he tells you so."

"No; that has nothing whatever to do with it."

BIG MACHINE AND GOOD.

After two months' work the Bolte Cycle Mfg. Co., of Milwaukee, have finished a sextuplet, of which the firm is justly proud. The big machine was completed in the rough two



weeks ago, but before receiving the finishing touches, it was put under the most crucial tests on both the road and track.

The machine is geared to 110, and by a new principle in construction the strain of the

HOW REAL SOLDIERS CYCLE.

In the tests now being given the bicycle in a trip from Fort Missouri, Mont., to the Yellowstone by a company of cycle-mounted United States soldiers, a special system of packing has been devised by which the soldier-wheelman carries strapped to the head of his wheel his knapsack and blanket roll, containing clothing, blanket and shelter tent, the tent straps fitting under the handlebars. An extra supply of provisions is carried by every second man in a canvas-covered box, fitted into the diamond frame of the machine.

Those who carry rifles do not carry these provision boxes. It is said that five days' rations can be carried in this way, and that by crowding the amount can be increased to eight days' supply. In the drill scheme arranged for the bicycle corps cavalry tactics are followed, although the evolutions are by twos instead of fours. Among other movements is an interesting one by which the command dismounts and gets over fences quickly and in an orderly manner.

Lieutenant Moss, who is in charge of the detachment, has fixed to his handlebars a tablet, on which he can make a hasty but useful map of the route traversed while in motion. An ingenious device makes it possible for the paper to be rolled forward as used without breaking the sheet. Across the front of the tablet is a scale of degrees, and a parallel marker is also provided. With the additional help of a cyclometer and a compass it is expected that an excellent idea of the route can be given.

CAT STORY.

Score again! Danville, Ky., claims to have a black cat which has become a confirmed cyclomaniac. The cat does not, to be sure, sit upon the saddle and do the pedalling, but it rides upon the shoulders of the boys in the neighborhood. In the evening, when the boys start out, one of them will place the cat upon his shoulder, and there Tom will sit through the entire journey if permitted to do so. The cat never falls from its perch. Sometimes it is partially dislodged by the boys in mounting or by a sudden turn or bump in the road, but its claws are ever ready to catch a new hold, a fact which makes the catbearder rather chary about doing anything to make Tom grab for a new hold.

The Welsh name for cycle is "ceffell hialarn," which, being literally translated, means "the iron horse."

chains is evenly divided so that the danger of breakage is reduced to far below that encountered in the ordinary bicycle. The machine is also a very light one considering the demands that are made upon it, for it weighs only 124 pounds. Thus far the machine has

been equipped with riders from the company's works, but it is the intention of getting a number of the fast men astride the giant and sending her against time on a mile track.

WHEN, WHERE AND HOW.

The Board of Trade Makes Plain to Cycle Show Exhibitors What They Must Do.

The Board of Trade has issued from its Eastern offices details, plans, specifications and rules of the 1897 Eastern Show. The function, as is well known, will be held at Grand Central Palace, Forty-third street and Lexington avenue, New York, from February 6 to 13. The diagrams give an idea of the general arrangement of the building.

The applications for space will be opened on September 19, when spaces will be allotted on some fair, impartial and satisfactory plan, to be decided upon later.

The first floor will be devoted to machinery and sundries, total eighty-one spaces. The main floor, 160 spaces, will be devoted exclusively to cycle exhibits. The third floor, 218 spaces, will be for bicycle overflow and sundries. The average charge for spaces has been reduced, as compared with last year, 50 per cent, while the average size of show spaces is increased. A suitable portion of the profits will be rebated to the exhibitors. The average rental paid for space at last year's show was \$130; this year \$63. The total number of spaces is 459, with 300 applications up to date. The latest date for applications is September 19.

The principal rules governing the 1897 Eastern Show are appended. Other particulars, blanks, etc., may be obtained from the Board of Trade, 270 Broadway, New York City.

Division of Spaces Not Allowed—No exhibitor shall be allowed to sublet the whole or any part of his allotted space, nor to exhibit or permit to be exhibited therein articles other than those manufactured or sold by him.

Character of Exhibits—The Board shall at all times retain the right to prohibit any exhibit or exhibitor, and generally to regulate the matter exhibited and the conduct of the exhibitor. This reservation is understood to include all persons and their conduct, and all matters and things whatsoever which either form a part of or are in any way connected or associated with any exhibit which may, in any manner, affect the reputation and character of the exhibition as a whole, or the rights and privileges of individual exhibitors.

The decision of the Board or its duly authorized agent in such matters shall be final, and the person or subject matter objected to must be at once removed or suppressed by the exhibitor.

Each exhibitor hereby appoints and constitutes the Board its agent to remove or cause to be removed the person or thing objected to, at the expense of the exhibitor.

Every exhibitor shall, upon demand, submit to the Board all proposed matter or conduct for the Board's approval, and shall not be permitted to exhibit any such article or person disapproved or refused to be submitted for approval.

Exhibitors shall distribute catalogues, price lists, souvenirs, etc., only from their respectively allotted spaces.

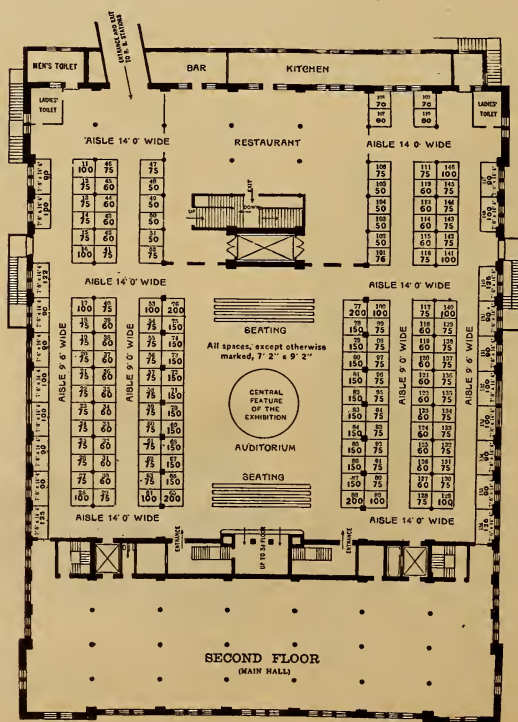
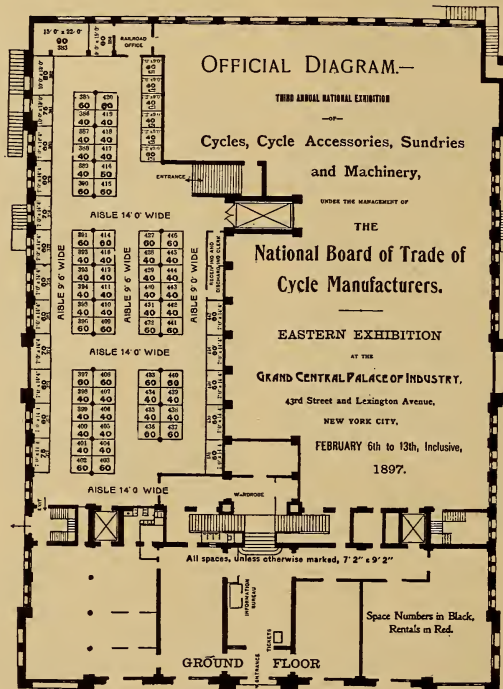
Applications for special privileges may be made to the Board prior to February 3, 1897.

Allotment of Spaces—Applicants are requested to make all of their selections in their first or original application, and to number their selections in the order of their preferences—first, second, third, etc.

The applications for spaces will be opened by a special committee on September 19, 1896, which will report to the Board the total number of spaces applied for, and allotment of spaces based upon such report will be made as soon thereafter as possible.

If more spaces are applied for than provided in the diagram, applicants for spaces in excess of three shall have their applications rebated pro rata.

Payment for Space—Upon notification of allotment of space the exhibitor shall sign a contract therefor, and pay to the Board 25 per



centum of the rental, and the balance on or before February 8, 1897.

All contracts for space are subject to the terms of the lease under which the Board occupies the above premises, and every exhibitor shall be deemed to have had notice of such lease and the terms thereof.

Receipt of Goods—All goods must be plainly marked with the name of the exhibitor and the number of his space, addressed to the Grand Central Palace of Industry, Forty-third street and Lexington avenue, New York City. Such goods will be received and delivered only at the Forty-third street entrance of the Building, on and after February 4, 1897, where there will be on duty a receiving clerk, who will, immediately upon their arrival, send a printed notice to the space for which the goods are marked, but under no circumstances will goods be received on which there are charges of any kind. All crates and cases shall be unpacked as quickly as possible, and the empty crates and cases shall be immediately stored by the exhibitor in the space provided for that purpose. The Board will not be responsible for any loss or damage to goods consigned to its care.

Care of Exhibits—Exhibitors must have their stands and exhibits cleaned and otherwise put in proper shape before 10 a. m. of each day. At no other time will any cleaning or arranging of exhibits be permitted.

Removal of Goods—Exhibits must be removed from the Exhibition by 5 p. m. on Monday, February 15, 1897. In case of default, the Board shall have the right to cause such removal, at the expense and risk of the exhibitor.

Signs, Railings, Decorations, Etc.—Upon all exhibition spaces will be a platform six inches above the floor, and provided with suitable railings, substantially built, two feet seven inches high, for front and sides, and a partition four feet high at the back, whenever necessary for the purpose of dividing spaces. There will also be erected an iron framework for the holding of signs, the bottom railing of which will be seven and one-half feet and the upper railing nine and one-half feet, respectively, above the floor, leaving twenty-four inches for signs, which shall not be deeper than three feet. Signs may protrude above the upper railing to the height of one foot, and shall not extend below the lower railing. No obstruction whatever will be permitted between the lower edge of signs and the upper edge of the partition. Cycles may be raised until their hubs are four inches above the front and side railings. At spaces numbered 1 to 10 inclusive and 147 to 156 inclusive, the iron framework for the holding of signs will be placed on the aisle front. The object of this rule is to secure uniformity of space from four feet above the platform to the lower railing of the framework, so that an unobstructed view may be had from side to side and end to end of the Exhibition floors.

Arrangements of Exhibits—It is expected that all exhibitors will arrange their stands on Friday and Saturday, February 5 and 6, and must have their exhibits ready for the public by 6 p. m. on Saturday, February 6, 1897. Each exhibitor shall provide, at his own expense and risk, for the carriage, expressage, unpacking and exhibiting of his goods. In case of default of the exhibitor in any of these particulars, the Board reserves the right to do the work and charge the exhibitor with the expense. No carpentry or other noisy work of any sort will be allowed after 6 p. m., February 6, 1897.

Storage Space—Space will be assigned for each exhibitor for the storage of goods, cases, paraphernalia and other material connected with their exhibits.

Smoking—No smoking shall be allowed where goods are unpacked or stored, and no smoking anywhere after 6 p. m.

Removal of Goods During Show—Exhibits may be removed only after 11 p. m. on Saturday, February 13, 1897, and the person in charge of the removal, or the customer to whom the goods may have been sold, will be required, if unknown to the doorkeeper, to present a written order from the exhibitor for the removal of the goods.

Opening—The Exhibition will open on Saturday, February 6, 1897, at 8 p. m., and on each day thereafter (Sunday excepted) until and including Saturday, February 13, 1897, at 2 p. m. The Exhibition shall close at 11 p. m. each day.

Special Admission for the Trade—Any regularly qualified bicycle agent, manufacturer, exhibitor or employe of any of them will be admitted to the Exhibition free of charge from 9 a. m. to 1 p. m., by giving a card with his name, address and occupation at the Bureau of Information when entering.

Admission—Admission to the Exhibition will be fifty cents. No extra charge for seats. No return checks.

Special Rate of Admission—The following discounts will be allowed exhibitors on admission tickets: Twenty per cent on lots of 100; 30 per cent on lots of 200; 40 per cent on lots of 300, and 50 per cent on lots of 500 and upward.

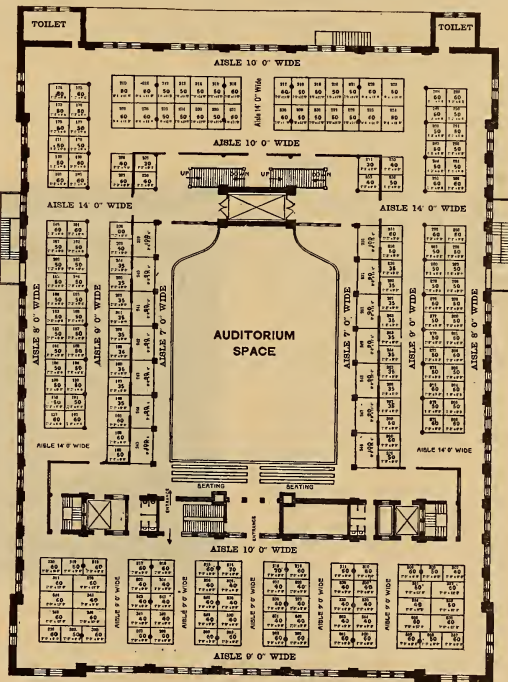
Division of Profits—All exhibitors not in default will participate, pro rata, according to the rental paid by them, in such share of the profits of the Exhibition as shall be hereafter determined by the Board.

Penalties—Any exhibitor failing, without special permission by the Board, to properly occupy his space for twenty-four hours after the open-

YOU CAN'T BEAT THEM.

A clever American finding the steamship companies demanded \$5 to carry his wheel to Europe, took the machine apart and placed it in his trunk. When he landed on the other side he opened his trunk, reassembled his wheel, stored his trunk with the steamship company to await his return home, and gayly rode off laughing at the discomfited steamship people.

When he came to return he ordered his trunk sent to a neighboring hotel, intending to repack his wheel therein and once more get ahead of the steamer's people. He got his trunk, and with it a bill for \$5 for one bicycle carried to Europe, and an intimation that the same amount would be demanded for returning the machine to America, whether packed in a trunk or elsewhere. That trunk carried no bicycle on its return trip.



THIRD FLOOR (SCALE)

ing of the Exhibition, or violating any of these rules and regulations, shall render himself liable to the forfeiture of the space and the cancellation of his contract and tickets of admission. In such case the exhibitor shall have no claim against the Board for damages or loss of any character, nor, in any case, for delay in opening the Exhibition. Forfeited spaces may be assigned to other exhibitors, and the rental received retained by the Board, without liability to the exhibitor therefor, who under all circumstances shall remain obligated to pay the original rent provided for, this sum being agreed upon as liquidated damages to the Board for the exhibitor's default.

James R. Dunn, he who was twice president of the L. A. W., is now in charge of the Literary Bureau of the Wheelmen's Department at the headquarters of the Republican National Committee in Chicago.

Charlotte Smith, who says bicycling is degrading to women, weighs about 200 pounds and is, therefore, about half right.

LOOKING AFTER THEIR OWN.

Chief Conlin detailed two New York roundsmen to do duty on bicycles in plain dress. This is a new departure. The Central Office roundsmen have the right to go into any precinct to look for delinquent policemen, and the Chief believes that the men on bicycles in plain dress will be able to do much toward enforcing discipline among patrolmen.

POPULAR VERDICT.

A Missouri debating society wrestled with the question, "Which is the more valuable to man, the ox or the horse?" The arguments on both sides were so able that the judges could not decide, until one of them induced the remainder to render a decision in favor of the bicycle, a verdict every one was pleased with.

A coasting contest is being promoted in Boston, to be run on September 17, open only to manufacturers and agents.

MACHINE VS. HAND WORK.

Advantages and Lack of Same When Machine Supplants Man in Mechanics.

America is the home of the machine tool. The demand for firearms in quantity during the Civil War did much to start in New England a system of mechanical working which has proven of vast benefit. It is not far from the truth to say that firearms were the first mechanical devices made on the interchangeable or duplicate plan, and when we figure up the losses and costs of the war we ought to put on the other side the advances in mechanical arts brought about by the same war.

Following the making of firearms came the introduction of sewing machines built in the same factories in several instances and by the same men and methods as were the firearms. Here was a machine fairly simple in construction, without precedent as to style, size or weight, a machine whose only requirement was that it should do its work. Its increased speed rendered it economical, and the article sold, even at a very high price, so manufacturers had but to secure good designs and build in large quantities to reap a reward. The design did not of necessity change, because for the sewing machine there was no such thing as season or later patterns. This permitted the manufacturer to expend money for special tools, and when once equipped with special tools for doing the work he found that the cost of building the sewing machine became almost nominal—so cheap, in fact, were machines built that first-class ones were put on board the cars, crated, at less than \$8 apiece.

The successful methods of working established in the sewing machine factory began at once to extend to other classes of work made in quantity, and when the safety bicycle reached a fairly permanent shape and was made in large quantity, tool and machine makers began to supply special tools for building its parts.

It happens, therefore, to-day that nearly every bicycle factory in the land is equipped with special machinery, more or less automatic, adapted to do the various kinds of work required in the building of the cycle with an accuracy and a speed not to be found in the old methods of producing the work by skilled mechanics on a common lathe. It is true, however, that every rose has its thorn, and the new process is not without objection.

The old process required a skilled man and took considerable time. Both of these features give reason for a high cost. Moreover, the product was more or less nearly correct according as the man was more or less skillful and careful. By the new process the machine automatically does much of the work required by the man, and, in some cases, all of it. This saves, to a large extent, the cost of the man's services and removes to a large extent the uncertainty dependent upon the man's skillfulness or carefulness.

At first thought it would seem that the new method was, without exception, better than the old, but this is not necessarily true. The machine is but a tool. It is the servant of its builder, and it cannot be superior to its builder, but if it is well made it can approximate closely to the class of work which its builder could produce.

In practice it is found that the machine will produce automatically work so nearly perfect that at the decreased price it is advisable to use the automatically made work.

Take, for instance, the cones and cups of the bicycle. In most factories these are made on machines designed for that purpose, which

machines are operated by a man usually of at least average skill. If his machine be accurately made, and if he is careful to keep it in its accurate condition by repairing it or adjusting it when needed, it will be capable of turning out fairly accurate work. He must, of course, use diligence in keeping his tools sharp and to shape, and reasonable care in such operations of the machine as he is called upon to make, and all things considered, he will secure much better results with the aid of the automatic machine built especially for that purpose than he would secure on the common lathe. The saving of time will be very much in favor of the special tool. In the screw machine the stock is held in the chuck and revolved while being worked. In the lathe the chuck may be used or the work may be mounted on centres or placed on the mandril, which in turn is on centres, and while it is possible to adjust the lathe perfectly and possible to have a true mandril and secure perfect work thereon, there is just as much danger of the mandril being out of true or the chuck failing to be properly centred and thus secure untrue work on the lathe. A possible exception is in axles, which can be turned on their own centres and screw-threaded on the same if screw threads are desired. To secure ac-

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
 OUR QUICK-REPAIR TIRE IS A
 GRAND SUCCESS—CATALOGUE
 TELLS ALL ABOUT IT

PUMP UP BEFORE STICKING IN TOOL.

MORGAN & WRIGHT
 CHICAGO

curate work, however, requires an accurate workman, and, as before stated, the special machine is simply a tool; but it is an added help in the shop, and if the manufacturer is willing to expend the same care in producing his parts by the use of the automatic machines that he would be compelled to do by the lathe process, he can secure just as good and probably better work at a less cost on the automatic machine.

To continue the illustration by means of bearings: It is an admitted fact that perfect work can be secured by grinding after tempering only. No matter how perfectly the article was turned, whether on the lathe or in the automatic machine, it is liable, and, in fact, almost certain, to warp when heated and tempered, and the only way to correct this error is to grind it after tempering, so that the process of turning does not enter largely if the future process of grinding is ample. It would, therefore, seem advisable under most circumstances to avail one's self of all the possible mechanical helps, so as to save in the cost of the article, and, if a superior article is desired, to spend the effort in the finishing processes rather than in the earlier forming processes.

CHARLES E. DURYE.

ASSUMING A THANKLESS TASK.

Michigan Looking for a Moses to Lead It Out of the Wilderness of Apathy.

Detroit, Aug. 24.—Detroit is to be in the field with a promising candidate for Chief Consul of the Michigan Division, L. A. W., the nominee chosen to represent the League being President Hines, of the Detroit Wheelmen. Mr. Hines is well qualified for the position of the division's chief executive, his redoubtable efforts toward the good interests of cyclists in general and his untiring zeal in raising the Detroit Wheelmen to its present high standard from comparatively an unimportant club being well known.

For the large number of wheelmen within Michigan's boundaries the division is woefully behind in point of membership. This fact may be justly attributed to the seeming inability of the present League workers to properly set forth to the large number of unattached the good benefits to be derived from being a member of this strong organization. The fact that League members are exempt from paying duty on their wheels upon entering Canada should prove a strong plea for recruiting purposes, as the League's members in Michigan are directly benefited thereby.

It is true that the division has been practically dead for a long time, and nothing has disturbed the slow-going monotony except the celebrated quarrel among the officials upon the surrender of the League's books several years ago. This uprising necessitated the presence of Secretary Basset and others to act in the role of peacemakers for the warring factions, and the result was that an entirely new organization, the "Knights of the Wheel," was formed, whose main purpose was to act in opposition to the L. A. W. The Knights, however, became disheartened at their task, and after a short and uneventful career disbanded. After this incident nothing of importance has been heard from the division's officials except at the election period and in the spring, when circulars were received requesting the payment of dues, none of the members knew for what, and in this latter particular it is safe to say that not over two-thirds of the members in Michigan are aware who the Chief Consul is or whether the State laid claim to any.

Mr. Hines, as vice-consul under the present administration, is undoubtedly aware of the chief's duties, and by declaring for good roads, outlining a vigorous campaign against the transportation companies who charge excess baggage rates for bicycles, and by promising at some future time to compile a road book, can secure the necessary votes for choice, and at the same time the hearty good-will and co-operation of Michigan Division members whose present text is, "What do I get for my dollar?"

IMPROVED PEDAL FOR 1897.

The Cycle Improvement Co., of Westboro, Mass., make their announcement with regard to the 1897 "Janney" pedal. It is improved, and they claim for it perfection, from three several standpoints.

CUT-THROAT TACTICS.

There is a lively war among the Alameda, Cal., dealers who rent wheels. One firm reduced the renting price from 25 cents to 15 cents per hour, or two hours for 25 cents. The other cycleries quickly fell to the cut-rate, and one man has gone them one better by renting his wheels for 10 cents an hour. There is so much competition that one or two cycleries have announced their intention of quitting the business before winter.



WORLD'S MILE COMPETITION RECORD BROKEN

TWICE IN ONE WEEK BY

MR. JAY EATON,

THE INDOOR KING,

on a

WORLD RACER.

MILE INDOOR RECORD COMPETITION, 2.10, on an eight-lap track.

Eaton also won Four Firsts at Nashville, Tenn.

AT THE COLISEUM, CHICAGO,

Eaton again First in every race, and lowers the MILE RECORD to 2.07—

Unpaced Standing.

Mr. J. W. PARSONS, Australian Champion,

on a "World Racer," lowers the World's Record Flying to 2.01, and $\frac{3}{4}$ -Mile to 1.29, indoors.

AGENTS WRITE US.

ARNOLD, SCHWINN & CO.,

PEORIA AND LAKE STREETS, CHICAGO, ILL., U. S. A.

OR—

DISTRIBUTING AGENTS:

E. K. TRYON, JR., & CO., Philadelphia, Pennsylvania, So. New Jersey, Maryland and Delaware.
 H. B. SHATTUCK & SON, Boston, New England States.
 HOOKER & CO., San Francisco, Pacific Coast.
 GEORGE L. SEAGER, Des Moines, Ia., Iowa.

Kindly mention The Wheel.

THE OUTLOOK AS IT IS.

An Observant Trade Student Puts a New Aspect Upon This Important Question.

Probably there is no more travelled or experienced man in the parts end of the bicycle business than George Brandenburg, president of the Iven-Brandenburg-Burgess Company.

Mr. Brandenburg has been rounding up the trade all over the country, but particularly in the West, recently, and his impressions of the outlook for '97 business are necessarily of much value just as this time.

THE WHEEL man who conversed with Mr. Brandenburg was agreeably surprised at his views, which, in comparison with those of many of the principal men in the business, are optimistic.

Dealing with the overstock in the trade and its disposition, Mr. Brandenburg said:

"Thorough acquaintance with the position of nearly every manufacturer in the country convinces me that there are not in the entire country to-day, both in made-up wheels and in loose stock, over 100,000 wheels to be carried over. The disposition of these goods is easy to foresee; they will undoubtedly be marketed as '97 seconds. In fact, I do not know of but one factory in the country to-day, whatever its policy in the past may have been, that will not next year have a second model. The effect or lack of effect that this class of goods, name-plated with the title of concerns which in the past have made exclusively high-priced bicycles, will have on the output of medium-grade factories is a subject of speculation.

"As to the 'buying season,'" said Mr. Brandenburg, "it seems to me that the effect upon it of the political situation has been extremely exaggerated. Naturally a Presidential year retards business; equally there is something of a feeling that the election of Mr. Bryan will unsettle business generally, and make values so uncertain as to cause hand-to-hand buying and cash settlements, but, as I have said, the newspapers' conception of this feeling is exaggerated. The manufacturers this year will buy their material, all in all, considerably later than last season, but that is a natural outcome of the '96 season. That fully as many machines will be made in '97 as were made in '96 is pretty generally admitted by every sensible man.

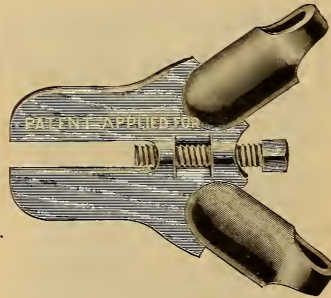
"The reason why manufacturers are not buying extensively now is that they realize that it is not so necessary to secure in advance their material as it was last year. This is a fact there is no gainsaying; and yet, in the realization of it lies a danger which is not ordinarily apprehended. What I mean is that the man who defers ordering his material until November or December forgets that he is but one of a good many others intending to do the same thing, and that when he and the other fellows do want their goods they will want them in a big hurry and all at once. The logical result will be that the parts-makers will be crowded to their utmost, not only on such late orders, but on previous contracts, and somebody will suffer. I think it is a mistake for the manufacturer to assume that the parts trade will be in a position to supply him with his material all offhand. I can answer for our own concern at least when I say that we certainly shall not make preparation to supply that quantity of goods in December, January and February; that we would, if we had a greater number of guaranteed contracts. That's merely business.

"Personally, I believe, to put it in figures, that possibly 25 or 35 per cent of the manufacturing trade of the country are ordering now such goods as they must have of a certain factory. I think that within the next

thirty days perhaps 35 or 40 per cent of the entire cycle material orders will be placed. The balance will follow more or less slowly. Every day that passes makes the political situation less influential with the average manufacturer. He knows there will be a large demand for bicycles. He knows he has got to have stuff to make them with; he knows that if he delays ordering too long he may suffer materially on deliveries, and he knows, whichever way the election goes, there will at least be some basis of values. Every day I come across a man who has decided to go ahead without reference to the political situation and its possibilities, and the number of such men will rapidly increase in the very near future, if I am any judge of the trade and its plans, and I believe I am in a much better position to be a judge thereof than many of those who are now proclaiming from the housetops what their opinion of the trade's outlook for '97 is."

STAMPED PERFECT.

As the season advances each day brings forth some new and cleverly constructed device in sheet-steel stampings. Bottom brackets, head connections, fork crowns, etc., are shown, the mechanical construction of which is almost beyond the layman's belief.



To take a piece of flat sheet steel and fashion out the finished product ready to place together without so much as touching it with a file shows a wonderful ingenuity in metal-working that has only been arrived at by constant experimenting and by a thorough knowledge of the subject.

The illustration shows a new rear fork end that has just been put on the market by the H. A. Matthews Manufacturing Company, Seymour, Conn., and while the drawing seemingly belies it, yet it is made from a single piece of flat metal. Economy of construction is followed out to the last degree, as can be seen in the straplike depression under the word "for," which can easily be threaded to take the set screw. Another point that is claimed is for the cut-out tube lugs; by this device the spelter in a given quantity can be packed in and made to hold, and yet on the application of heat it is in such a position that insures a perfectly free flow. Many other stampings are shown by the Matthews Company, and all of undoubted merit.

ENCOURAGING MILE-MAKERS.

As a bit of encouragement to those riders who like to pile up mileage, Morgan & Wright make the following offers: For the greatest mileage made during '96 on one set of M. & W. tires, rider to make his own repairs, first, \$100 trophy; second, \$45 overcoat; third, one set of tires. Full information concerning these and other valuable prizes can be found in the M. & W. catalogue.

CYCLOMETER VARIATIONS.

Why the Figures on the Dial Exceed Those Claimed by the Mapmaker.

There are few cranks like those who have chosen the bicycle for their crank love. No matter how mild a crank a man or a woman may have been in other directions, once they transfer their enthusiastic affections to cycling, and their former crankisms are mild almost to nothing by comparison.

Not long since one of these ultra-enthusiasts drifted in and began narrating his cyclometric woes. He said that he had bought cyclometers of various makes, tested them on a lathe, found them accurate, and yet when he used them on a road and compared their registering with the mileage shown by accurate maps, the cyclometer invariably registered a greater number of miles between points than the map said existed.

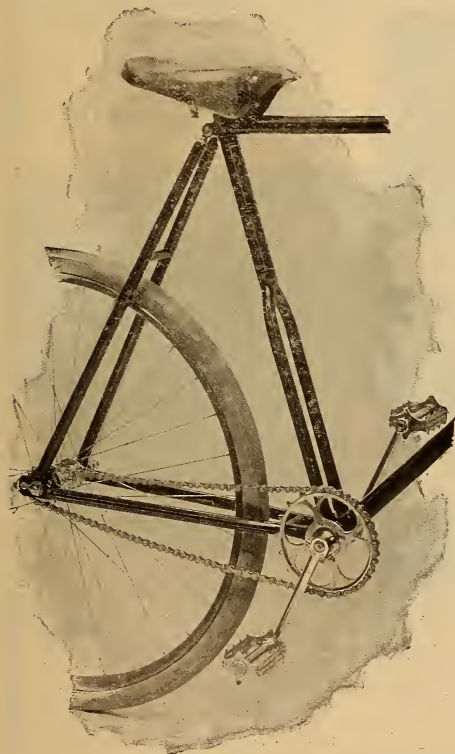
To such persons as the above an explanation of the variance between the miles shown by an accurate cyclometer and the one claimed by an equally accurate map may be found along the following lines:

It is obvious that any deflection of the pneumatic tire of the steering wheel will increase the number of revolutions in the mile, and thus disturb the record of the cyclometer. A 28-inch wheel is twenty-eight inches only when blown as tight as a drum, and not pressed by any weight. How great the deflection is must depend on the tightness of the tire; and as some cyclists ride with a softer tire on the steering wheel than others, no cyclometer can ever be adapted for all riders. Few, if any pneumatics are ever ridden much within half an inch of nominal circumference. The writer has found, by measurement, that the tire on the steering wheel of his own bicycle (a 28-inch wheel) is just 27½ inches when being ridden. One fifty-sixth of a mile is about 31¼ yards; so that the cyclometer will register 1,701¼ yards per mile, and fifty-seven miles for fifty-six ridden.

But there is a further consideration. A mile measured on a road is a mile in a dead straight line along the centre of the road, and any deviation from the straight line adds to the distance ridden. The deviations of an ordinary rider are greater than at first sight would be expected. In a road ten yards in width, a crossing and recrossing in thirty-five yards will add about two yards. Of course the amount of deviation must vary from mile to mile; but taking into consideration the passing and meeting of vehicles, taking the best piece of the road, zig-zagging up hill, and avoiding stones and other obstacles, the cyclist on an average road will add about twenty yards to each mile he traverses. In a town or thickly populated district the deviations will be greater. Add these to the thirty-one and a half yards, and you have a total of fifty-one and a half yards per mile—or practically 1 in 34.

To make the cyclometers more accurately show the distance traversed, no better suggestion for securing accuracy can be made to obviate over-registering of cyclometers from causes like the foregoing than that they should be made as if for wheels half an inch lower than those they are to be used on. The other matter may be left alone. If the cyclometer is correct in showing the actual distance traversed, that is all that is wanted. If the foregoing is right as to the average deviation, a cyclist will have ridden 100 miles by cyclometer on a road which only measures ninety-nine by milestones; but he will have ridden a full hundred all the same, and there is no reason why he should not have the credit of it.

HARD TIMES



are reported to exist in bicycle circles, and particularly with dealers. It may be strange, but is nevertheless true, that we receive no such complaints from our agents, which state of affairs furnishes food for reflection. It is a fact, that

AMERICA

agents do not find it necessary to carry over from season to season, a stock of wheels, which is accounted for by the always existing demand for **the** "truss frame" wheel. This is explained by the workmanship and material we put into our goods, "than which there is none better" and few equal.

GENERAL DISTRIBUTING AGENTS.

R. B. Emery & Co., Boston, Mass.
 Union Nut & Bolt Co., New York City.
 E. K. Tryon, Jr., & Co., Philadelphia, Pa.
 House & Herrmann, Wheeling, W. Va.
 H. L. & E. E. Hunt, Pittsburg, Pa.
 Penn. Cycle Co., Erie, Pa.
 Francis J. Hewes, Rochester, N. Y.
 Geo. H. Terry, Oswego, N. Y.
 A. C. Anderson & Co., Toronto, Ont.
 Adams & Hart, Grand Rapids, Mich.
 Ray M. Hewitt, Detroit, Mich.
 W. B. Hinton Mfg. Co., Indianapolis, Ind.
 J. H. Fall & Co., Nashville, Tenn.
 Rhea, Elton & Thelens, Peoria, Ill.
 R. J. Boswell, St. Louis, Mo.
 Aultman, Miller & Co., Dallas, Tex.
 Bradley, Wheeler & Co., Kansas City, Mo.
 David Bradley & Co., Council Bluffs, Iowa.
 David Bradley & Co., Minneapolis, Minn.
 Bray Bros., Cedar Rapids, Ia.
 Mathews Implement Co., Los Angeles, Cal.
 Serrano & Zozaya, City of Mexico, Mex.
 Keen & Delann, Chicago.



AMERICA CYCLE MFG. CO.,

71-79 Fulton Street, CHICAGO.

Kindly mention The Wheel.

THE STORY OF A SUCCESS.

How Syracuse Became Famous in the Trade Through the Progressiveness of One Concern.

Mention Stearns, and the mind at once couples the name with Syracuse; it has spread the fame of Syracuse the world over, and were the average schoolboy asked for its geographical location the chances are that the answer would be, "Where the Stearns bicycle is made."

In 1892 the makers of "The Yellow Fellow" were newcomers in the trade, and at the show held in Philadelphia that year exhibited a few wheels that for beauty of design and elegance of finish attracted universal attention. Since then their progress has been rapid. Broad, persistent and liberal advertis-

ing, strict attention to the many details of business and a keen foresight into the future soon brought the erstwhile infant to the very front rank of cycle manufacture.

E. C. Stearns and H. E. Maslin were the master hands, and they guided their craft with subtle skill. They were among the very first to enamel their product a bright hue, and this was turned to an excellent account; the novel title of "The Yellow Fellow" soon became a byword wherever the bicycle was used.

As in all else there had to be a beginning, and it was small. E. C. Stearns & Co. were well known fixtures in the hardware trade, and it was in a corner of their hardware establishment that the original "Stearns" bicycle first saw the light of day. Like the "little peach" of the song, the factory grew and grew, so that to-day, on the banks of the Onondaga, almost in the very heart of Syracuse, they can point with pride to one of the most complete bicycle plants in the country. With the possible exception of tires and handlebar grips, everything that goes into the composition of the modern bicycle is made right on the premises, and the visitor is at once impressed with the care with which everything is inspected and the absolute accuracy observed in the smallest details. The arrangement of the various departments is superb. There is no unnecessary shifting of the work, every one in the vast establishment seems to work in unison and as perfectly as the huge automatic machinery that has made American mechanics the wonder of the world.

Standing as it does some little distance from the street, the size of the plant is hardly apparent, but crossing a little wooden footbridge that spans the Onondaga Creek, the long line of towering wall gives an excellent idea of the space within. The approach is picturesque, a clean-cut building on one hand and a row of trees bordering the path on the left; even on the outside the same orderly system is carried out that makes the interior arrangement such a model one.

Under the guidance of A. W. Perry, the as-

sistant superintendent, and the gentleman who is to be entrusted with the management of the new factory at Paris, THE WHEEL man made a tour of the Stearns plant, and the visit proved not only interesting, but instructive. The handsome offices, where over half a hundred clerks are always busy, were first inspected; two green balze-covered doors lead into the private offices of Mr. Stearns and Mr. Maslin, each furnished in a manner that will become the successful man in business.

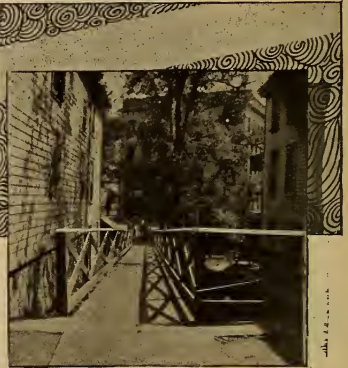
On the same floor the purchasing agents and superintendent, with their respective clerical forces, are quartered behind glass partitions; near by the designing-room with its corps of skilled mechanics and draughtsmen, who labor six days in the week endeavoring, if possible, to make the Stearns bicycle as near perfect as human ingenuity and mechanical education will allow.

Down another set of stairs and the inspection-room is reached. There each piece is carefully examined and the least defect is cause for its consignment to the scrap heap, but by far the greater space on this floor is taken up by the manufacture of handlebars, front forks, seat posts, etc.

On the fourth floor is the saddle and pedal-making department, and in a separate wing the working of metals is dropped for a few moments to inspect the wood rim plant. It seems odd to step from the greasy floors of the machine-room directly into sawdust ankle-deep, but E. C. Stearns & Co. were among the pioneers in the wood-rim business, and in the early days offered their surplus stock to the open market.

A birdseye view of the third floor is interesting. It is filled in with immense automatic machines, whirring shafting, clattering tools and a horde of the busy workmen giving an air of industry that must be seen to be appreciated. Much of the machinery used is of special design, and the manner in which it performs its tasks makes it appear almost of human intelligence.

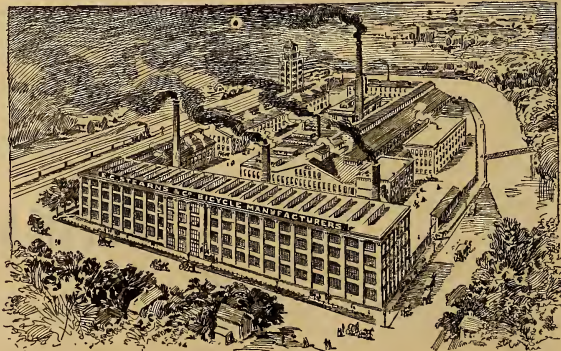
The floor below is the shipping-room, while the basement is devoted to the storing of surplus stock; here are also located two ponderous presses of immense power, which punch out at one blow sprocket wheels from stock a half-inch thick.



An elevator carries one to the top floor, where can be seen the dressing up of the black frames and forks in the yellow color that has given the wheel its nickname; a most complete chain-making plant occupies a corner of the immense floor, and as in the other departments the utmost care is exercised to gain the most perfect accuracy in every link.

A tour of the grounds was also made. En route their system of making gas was explained. The entire plant is protected from fire by Grinnell automatic sprinklers, and in addition their entire force of workmen has been organized into smaller fire departments, and at regular intervals drilled in the work necessary in case of fire.

E. C. Stearns & Co. have another factory in Toronto from which they supply the Canadian trade, and now active preparations are being made to carry the work further into the enemy's camp by establishing still



Floor number seven is devoted to the nickelling department, and a short flight of stairs reveals an animated scene, 250 men being engaged in assembling the wheels and in the brazing-room; the brazing is done entirely by means of naphtha gas made on the grounds.

another plant in Paris. That it will not be a success no one thinks for a moment; good American pluck accomplishes wonders, and no doubt ere long "The Yellow Fellow" will be as well known to the European market as it is on this side.



Victories at Louisville.

Tom Butler, Mile Champion.

W. E. Becker, Five-Mile Champion.

Tom Butler, Half-Mile Champion.

The First Day—Professional.

Mile, 2 15 Class, - - -	{ Newhouse, first, E. C. Johnson, second.
Mile Open, - - -	{ Tom Butler, first, Nat Butler, third.
Mile Handicap, - - -	{ Nat Butler, first, Acker, third, E. C. Johnson, fifth.

The First Day—Amateur.

Quarter-Mile State Championship, - - -	{ Middendorf, second, Bornwasser, third.
Two-Mile Handicap, - - -	{ Dupre, second, Peabody, fourth.
Half-Mile Open, - - -	{ McKeon, second.
Half-Mile Championship, - - -	Bornwasser, third.

The Second Day—Professional.

Mile National Championship, - - -	Tom Butler, first.
Mile Tandem, - - -	Butler Brothers, first.
Mile Open, - - -	Tom Butler, third.

The Second Day—Amateur.

Two-Mile Open, - - -	{ Peabody, first, Eberhart, fourth, McKeon, fifth.
Two-thirds Open, - - -	Peabody, fifth.

The Third Day—Professional.

Five-Mile National Championship, - - -	{ Becker, first, Nat Butler, third.
Half-Mile National Championship, - - -	Tom Butler, first.
Two-Mile Handicap, - - -	Eaton, fifth.

The Third Day—Amateur.

Mile Handicap, - - -	Bornwasser, fourth.
Two-Mile State Championship, - - -	Dupre, third.
Mile, 2.30 Class, - - -	Dupre, fifth.
Mile Open, - - -	{ Samberg, second, Bornwasser, fourth, Peabody, fifth.

Tom Butler was the hero of the meet, and the easy way in which he ran away from Sanger, Cooper, Bald, Gardiner and the other cracks was a startling revelation to everybody. Butler says there are no tires like Palmer Tires for speed. Becker also showed Tommy Cooper how to win a long-distance race.

Palmer Tires Took the Cream of the Meet

without the aid of an expensive team.

Palmer fabric helped do the business. It beats the world for speed. We put it in all styles of Palmer Tires—no specials. Twice as expensive—twice as good.

The Palmer Pneumatic Tire Co., 133-135 S. Clinton St., Chicago.

For prices address: SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO., 66 Reade St., New York, and 159 Lake St., Chicago.

Kindly mention **The Wheel** when writing.

TRADE CHANGES.

CONNECTICUT.

Fair Haven—N. D. Coe, of No. 208 Blatchley avenue, has invented a combination rim and tire for bicycles, made of wood five-sixth of an inch in thickness and one inch wide. Instead of being concaved it is flat. The whole rim is covered with aluminum bronze which will not rust, and the tire consists of a series of steel springs fastened to the rim at equal distances.

Hartford—The plant of the Holt Manufacturing Company is to be started up at its old locality at Colt's Armory, under the superintendence of William C. Brown, as soon as the requisite tools can be made.

ILLINOIS.

Chicago—The Napoleon Cycle Company, recently closed down owing to its inability to make settlements with creditors, will resume operations.

Elgin—The Elgin Sewing Machine and Bicycle Company has closed on account of lack of funds to pay employes.

INDIANA.

Hobart—O. P. Nelson is contemplating the establishment of a factory here for the manufacture of bicycles.

Jefferson—Work is progressing rapidly on the new bicycle factory in Louisville, of which Messrs. Eaken and Weber, of this city are directors, and the wheels will soon be placed on the market.

Lafayette—The Lindsay Bicycle and Manufacturing Company held its annual meeting and elected the following officers: President, George C. Lyon, of Providence, R. I.; vice-president, F. B. Shepard; treasurer, T. A. Warner; secretary and manager, T. J. Lindsay. The directors are George C. Lyon, F. B. Shepard, T. A. Warner, T. J. Lindsay and John Allen.

KENTUCKY.

Louisville—The Albion Company has sued the Hamilton Cycle Company for \$10,000 for breach of contract.

MICHIGAN.

Bay City—The National Cycle Manufacturing Company are building a large addition to their cycle factory.

FIXED FOR BREAKDOWNS.



Speedway is a believer in the motor vehicle as the conveyance of the future, but in the present, that he may always feel safe from having to walk home, he has his motor car equipped in above fashion.

MISSOURI.

Liberty—A. P. Wymore, bicycles, reported to have given real estate mortgage for \$350.

St. Louis—Shepherd Manufacturing Company, bicycles, reported sued for \$110.

NEW YORK.

Brooklyn—The Zimmerman Cycle Company has been incorporated with the following directors: J. F. C. Zimmerman, Richard Perry, of Brooklyn, and Kenneth H. Grieve, of New York City. To deal in bicycles and tricycles. Capital stock, \$10,000.

Buffalo—W. & P. Armored Tire Company, manufacturers, reported to have given judgments for \$135, \$87, 125 and \$78.

Buffalo—The Queen City Cycle Works, at Idlewood, seized by Sheriff on an attachment for \$4,000 issued by J. Walter Thompson, of New York.

OHIO.

Canton—The Berger Manufacturing Company is pushing to completion a new building 20x60 feet in size, in which will be manufactured the Gerber patent lock joint steel tubing for bicycles.

Toledo—The trouble at Snell's bicycle works between Mr. Snell and his employes has been settled and it is expected that the works will start up again in a short time.

OREGON.

Portland—The Portland Cycle Company has been incorporated by F. K. Masters, H. E. Woods and W. D. Latimer to deal in bicycles in Oregon, Washington and Idaho. Capital stock, \$3,000.

PENNSYLVANIA.

Greenville—The Greenville Tubing Company, a new company, will be located here shortly.

Hamburg—Motes & Raubenholt have contracted to erect an addition to the Wilhelm Bicycle Works.

Philadelphia—The Cashmore-Greenhalgh Cycle Company, bicycles, reported to have given judgment for \$375.

WEST VIRGINIA.

Wheeling—The Brilliant Pipe and Tube Works Company have made an assignment.

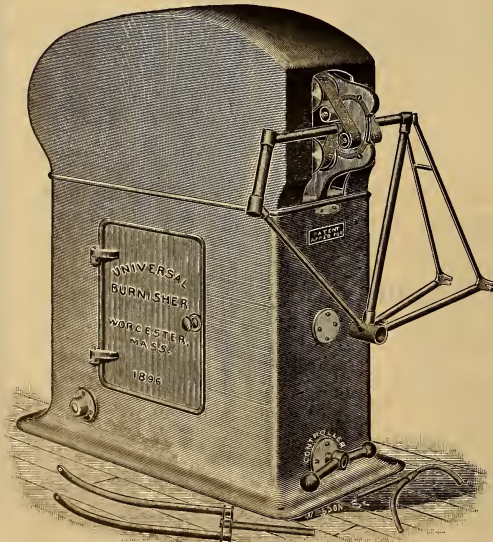
WISCONSIN.

Milwaukee—Gimbel Bros. have purchased the entire stock of the bankrupt Moore Cycle Company.

Rice Lake—Patrow & Britzman, formerly of Phillips, have opened a bicycle store in the Boddington Building.

Automatic Frame Finisher.

It will save YOU time and money.



For particulars address,

DRAPERY FIXTURE CO., - Worcester, Mass.

Kindly mention The Wheel.

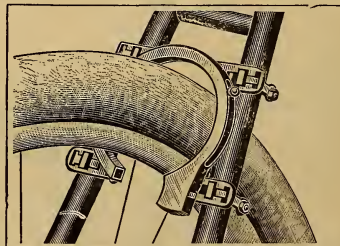
THE DEITZ

AUTOMATIC

BICYCLE LOCK.

Always ready; only a small flat key to carry; weighs four ounces, and makes an attractive fixture to the wheel.

ATTACHED PERMANENTLY TO WHEEL.



PATENTED.

LOCKS AND UNLOCKS AUTOMATICALLY.

MAILED TO ANY ADDRESS ON RECEIPT OF ONE DOLLAR.

The Deitz Cycle Lock Company,
AQUEDUCT BUILDING,
ROCHESTER, N. Y.

Kindly mention The Wheel.

Price List to Dealers.

A PERFECT PEDAL.

THE JANNEY FOR '97.

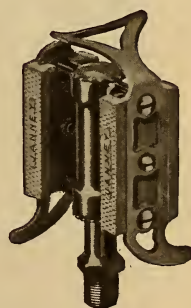
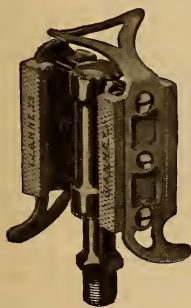
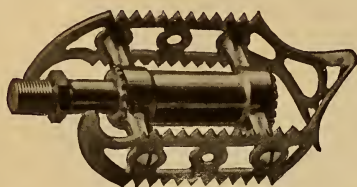
Barrel Hub.

Velvet Dust Shield.

No Loose Cones or Check Nuts.

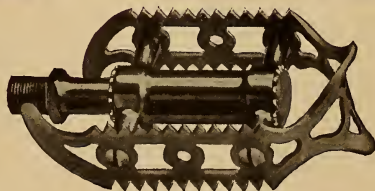
*Finest Finish.
Dust Proof.*

*Newest Design.
Water Proof.*



*Perfect Bearings.
Something New
in Hardening.*

*Adjustment
Perfect and Rigid.*



ALL REQUIREMENTS FOR A PERFECT PEDAL FULFILLED.
SEEING AND TESTING ARE PROOF.

CYCLE IMPROVEMENT COMPANY,

WESTBORO, MASS., U. S. A.

WHERE ART AND ABILITY ARE ALLIED.

Very few manufacturers can boast of so trim a plant as the Spalding & Pepper Company, Chicopee Falls, Mass. The exterior is very pretty from an architectural standpoint, while the interior finishing in hard woods show the taste of some one with an eye for beauty, as well as utility. On every hand are evidences of thorough system, while a general air of cleanliness pervades the whole establishment, which can leave nothing but a good impression on the chance visitor.

Of course the Spalding & Pepper Company make rubber tires, and on a recent call from THE WHEEL man they expressed themselves as being more than pleased with the record made by their tires in the Manhattan Bicycle Club's coasting contest on August 15, when they took two places out of the first four wheels that decided the winners.

Four distinct types of tires are made by them—a single tube of great resiliency and wearing qualities being their leader; then their puncture-preventing tire, one of the best of its class, is highly satisfactory in certain sections, while those who prefer the detachable variety have a choice in either the F. C. Smith or the G. & J., which they manufacture under a license.

The Spalding & Pepper Company have just issued a neat little brochure describing their product at length, which should prove invaluable to those interested, and which can be had for the asking. To quote from this little book, "Our purpose is to make only high-grade tires, and as we have skilled help in every department, with a competent superintendent of large experience, and use only the best materials, both fabric and rubber, we believe the production of our factory will be first-class in every respect."

HAVE THE RIGHT IDEA.

One of the Milwaukee concerns which felt the heavy hand of trouble has recovered, and in reorganized shape means to prove a considerable factor in the business next year. The Moore Cycle Company has been succeeded by the Moore Standard Bicycle Company. They are in possession of all the left-over stock of the old concern, which they say they are closing out at sacrifice prices. In '97 the new concern will have the Moore bicycle on the market, and state it is their purpose to maintain the grade and to sell at popular prices. Regarding the future they say:

"We have confidence in the future of this business, believing that manufacturers with capital and experience will succeed. The failures and collapses are due to lack of capital and injudicious advertising with expensive racing teams, as well as general depravity in credits. We think there is cause for congratulation that the present demoralization in the market came early and with emphasis, because it makes a clear sky after the storm."

GETS A GRIP ON THE NUT.

From a very small beginning the Springfield Drop Forge Company, Springfield, Mass., has grown to proportions that entitle them to a place among the leaders in their line. This concern's steady progress has been a silent tribute to the excellence of the work produced. They are putting on the market a bicycle wrench which has much to recommend it, being light in weight, yet without of exceeding strength, and with jaws thin enough to grasp a bolt or nut in a very narrow space. Crosby & Mayer, of Buffalo, are general sales agents, and the Springfield company's output should prove a valuable addition to this already complete line.

AIMED HIGH AND SCORED.

Four years ago, in Aurora, which is little more than a suburb of Chicago, the Aurora Automatic Machinery Company was established. The concern was small, but it aimed high; that is, at the production of only the very highest class of goods. They found a ready market for their wares, with the result that last year a large and fully equipped factory replaced the smaller affair. The building is fitted throughout with automatic and special machinery necessary for the making of their several specialties. Each depart-



President Alex Levedahl.

ment is distinct in itself, the product of each being given the most careful inspection possible.

Of their several specialties the "Thor" Hub is decidedly the best known. It became widely known last season, and will be in even greater demand during 1897. In addition to the hub a great variety of oil cups, bearing parts and spoke ties were manufactured. For the latter article the Aurora people have designed a special machine for their attachment to the spoke, which, they say, is a great labor-saving device, and which before long they expect to place in all the larger factories.



Secretary-Treasurer C. E. Erickson.

Among their '97 models is a two-piece crank and axle, which, in connection with an attachable sprocket, they believe will prove one of the greatest improvements of the coming season.

The mechanical end of the concern is in charge of Mr. Levedahl, a particularly bright man in his field. The proper construction of the bicycle has been a pet hobby, and aiming at its improvement has long been uppermost in his mind. The Aurora specialties are the result. The business management is in charge of Secretary-Treasurer Erickson, who devotes his entire time to the management of the details.

RAINBOW-HUED ENAMELS.

Anything black, for bicycle purposes, at least, seems to be at a discount in Syracuse, for while thousands of wheels are annually made there, with scarcely an exception they are all enamelled in some fancy color, and so thoroughly has each particular shade become identified with the various makes that this feature is as distinctive a mark, and in many cases more so than the individual nameplate. The manufacturers seem to have fostered the idea, and to-day Syracuse streets and roads, with their many-hued machines skimming about, form a decidedly kaleidoscopic picture.

First came the Stearns with a few yellow framed wheels. It was an experiment which seemed to strike the popular fancy, so much so that it is now their stock color and their phrase "The Yellow Fellow" was made possible.

The fad spread, and when the Syracuse was launched it was arrayed in a covering so crimson that even Stephen Crane in his boldest inspirations could conceive nothing more vivid.

Then came the Barnes with white, a nice, pure white, a color that has brought both fame and profit to its inceptors, and made the name of "White Flyer" a catchy and appropriate phrase.

The Frontenac was next, and many wondered what its complexion would be; a pretty russet brown it proved; a good summer color, you'll say; and it was soon nicknamed "The Russet Wheel."

The Empire was the next product of Syracuse skill, and some wag had it that in catering to the Hibernian taste it was made green. However, it looks very pretty and the Irish national color still holds its own.

Having red wheels and white wheels, it was absolutely necessary to have one in blue, so the Tourist was built, and the supremacy of good Old Glory upheld, while the Dodge added its mite by coming out in olive, a trifle modest, yet pleasing to the eye. What will the next born be? is the question. The primary colors are exhausted, so for a suggestion: Let it be purple—the color of kings.

CORRECTIONS AND EXPLANATIONS.

In relation to the coasting contests table published in THE WHEEL last week, the Overman Wheel Company writes: that they have positive information that all Victor wheels in the contest were fitted with Victor tires instead of New York tires, as published. The table was compiled from the replies given to the various inquiries by each contestant.

The company also state that one of their riders, H. L. Howard, was not allowed to qualify in a second heat, although he easily qualified. In reference to this, the officials of the contest state that Mr. Howard's name was sent to the clerk of course as having qualified, but that he did not respond to his name when the second heat was started.

FOR LEATHER TIRES.

The Graf Manufacturing Company is reported as incorporated in New York City to manufacture bicycles, tires, etc., with a capital of \$100,000. The directors are Andrew Graf, Brooklyn, and Michael J. Fenton, George H. Carpenter, George Pretz and Henry J. Lemaire, New York. Mr. Graf is the inventor of a leather tire, which the company will manufacture.

CLOSED DOWN.

Elgin, Ill., Aug. 19.—Because of inability to borrow money to pay employes, the Elgin Sewing Machine Company's bicycle factory has closed indefinitely, throwing 150 men out of employment.

THE MONARCH



OVER-
SHADOWS
THEM ALL

RIDE A
MONARCH
AND
KEEP IN FRONT



MONARCH CYCLE MFG. CO.,
CHICAGO,
NEW YORK SAN FRANCISCO TORONTO

FRANKLIN CO. - CH.

Kindly mention The Wheel.



The Barnes Flush Joint

is being closely copied in the 1897 Models of the leading makes of bicycles as the fear of infringement upon our patents will permit.

That's Right!

We set the style. We cannot vouch for the quality of other wheels than THE BARNES, but if they are copied after our Models, their style will be pretty nearly correct.

THE BARNES FLUSH JOINT is no longer an experiment. Those of other makers may be.

THE BARNES CYCLE COMPANY,

SYRACUSE, N. Y.



THE ELMWOOD CYCLE CO., No. 57 PARK PLACE, NEW YORK CITY,
Agents for New York, Brooklyn and Long Island.

THE DARRAH CYCLE CO., No. 933 ARCH STREET, PHILADELPHIA, PA.,
Agents for Philadelphia.

Kindly mention The Wheel.

PATENTS GRANTED.

565,880. Bicycle.—Sylvester E. Cleveland, Harrison, Ill., assignor to Delos W. Barningham, same place. Filed June 21, 1895. Serial No. 553,585. No model.

566,068. Adjustable Handle for Bicycles.—Oliver S. Erb, Boyertown, Penn. Filed April 28, 1896. Serial No. 559,415. No model.

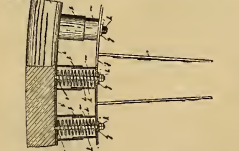
John Dixwell, Boston, Mass. Filed July 13, 1896. Serial No. 559,055. Terms of patent fourteen years.

RECENT PATENTS.

566,029. LOCKING BICYCLE SUPPORT. AUGUSTUS C. SEXTON, Bethel, Conn., assignor to two-thirds to George A. Kinner, same place, and William E. Temple, Danbury, Conn. Filed December 6, 1895. Serial No. 571,264. No model.



Claim.—In combination, the bicycle wheels 9, the bicycle frame 1, the table 4, the hollow and sliding rod 5, the extensible fingers 7 hinged to said sliding rod, the extensible fingers 8 hinged to said sliding rod, and the spring 10, all substantially as described and for the purposes set forth.



Claim.—In a cushion tire for wheels, the combination of the rim 4, the rim 7, the bolts 8, of the said helical spring 9, means for adjusting the tension of said springs, and a telescopic core for each spring, substantially as described and for the purposes set forth.



Claim.—The with-described method of producing cast-iron paracentric tubes, consisting in forming and maintaining up an atmosphere around an endow, means tubular structure composed of rubber and fabric opening each structure to a limited extent and causing the material to part from the same by way of each limited opening, introducing a tubular ether layer through said limited opening and causing the same thereof to so form an endow, another tubular ether layer within the said tubular structure, causing the outer side of the tubular ether to the inner side of the tubular structure where it has been arranged, and compressing together the cemented sides by inflation.



Claim.—In a bicycle, the combination with the handle-bar, a pivot crank-axle, a compound level-gear having teeth in two different circles, keyed so as to rotate with the hub having adjustment longitudinally upon said crank-axle, an adjustable cable connecting the hub of the compound gear with the crank axle for holding the compound gear against longitudinal movement upon the axle, a transmitting shaft extending from the crank-axle to the driving wheel, a handle-bar having teeth adapted to mesh with the teeth of either of the compound gears and keyed so as to rotate with the hub having adjustment longitudinally upon said transmitting-shaft, and an adjustable cable connecting the hub of this with the transmitting-shaft for holding the gear against longitudinal movement upon said transmitting-shaft, substantially as specified.

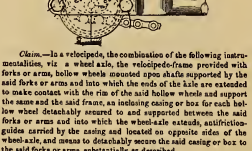


Claim.—In a safety-bicycle, the combination with the main-frame and with one of the ground wheels having an open rim, of a friction driving-wheel journaled in the main-frame and operating against the inner face of said open rim, means for driving said friction-wheel, and a supplemental telescopic frame having a sliding connection with the main frame, arranged within said open rim, and also provided at its angles with guiding rollers or wheels, substantially as and for the purpose set forth.

566,247. BICYCLE TIRE. CHARLES T. THOMPSON, Philadelphia, Pa. Filed Dec. 17, 1895. Serial No. 572,288. (No model.)



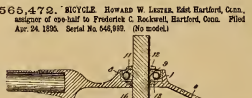
Claim.—The combination with a pneumatic tire, of an internal lining of feathers, substantially as set forth.



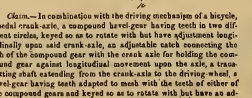
Claim.—In a bicycle, the combination of the head portion of the main supporting-frame, a clamp secured to the head portion and extension of the said frame, a tubular socket having a protuberance capable of a movement in the direction of the length of the main supporting-frame and adjustably connected therewith, which is located in the tubular socket and adjustable in the direction of its length, and a foot-peg supported by the clamp.



Claim.—In a bicycle, the combination of the head portion of the main supporting-frame, a clamp secured to the head portion and extension of the said frame, a tubular socket having a protuberance capable of a movement in the direction of the length of the main supporting-frame and adjustably connected therewith, which is located in the tubular socket and adjustable in the direction of its length, and a foot-peg supported by the clamp.



Claim.—In a bicycle, the combination with the endow chain and sprocket-wheel, of a receptacle to contain fluid lubricant carried by said wheel, an absorbent pad on said wheel between two adjacent teeth thereof so as to apply lubricant to the back of the chain by the pressure of the link on said pad, and a tube having one end extending into said receptacle to reach to the bottom and the other end adjacent said pad.

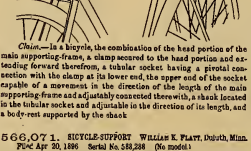


Claim.—In a bicycle, the combination with the main-frame and with one of the ground wheels having an open rim, of a friction driving-wheel journaled in the main-frame and operating against the inner face of said open rim, means for driving said friction-wheel, and a supplemental telescopic frame having a sliding connection with the main frame, arranged within said open rim, and also provided at its angles with guiding rollers or wheels, substantially as and for the purpose set forth.

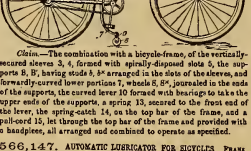
566,860. BICYCLE. SYLVESTER E. CLEVELAND, HARRISON, ILL. Filed Dec. 17, 1895. Serial No. 572,288. (No model.)



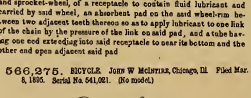
Claim.—In a bicycle, the combination of the head portion of the main supporting-frame, a clamp secured to the head portion and extension of the said frame, a tubular socket having a protuberance capable of a movement in the direction of the length of the main supporting-frame and adjustably connected therewith, which is located in the tubular socket and adjustable in the direction of its length, and a foot-peg supported by the clamp.



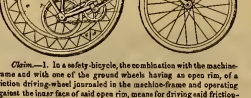
Claim.—In a bicycle, the combination with the endow chain and sprocket-wheel, of a receptacle to contain fluid lubricant carried by said wheel, an absorbent pad on said wheel between two adjacent teeth thereof so as to apply lubricant to the back of the chain by the pressure of the link on said pad, and a tube having one end extending into said receptacle to reach to the bottom and the other end adjacent said pad.



Claim.—In a bicycle, the combination with the endow chain and sprocket-wheel, of a receptacle to contain fluid lubricant carried by said wheel, an absorbent pad on said wheel between two adjacent teeth thereof so as to apply lubricant to the back of the chain by the pressure of the link on said pad, and a tube having one end extending into said receptacle to reach to the bottom and the other end adjacent said pad.



Claim.—In a bicycle, the combination with the main-frame and with one of the ground wheels having an open rim, of a friction driving-wheel journaled in the main-frame and operating against the inner face of said open rim, means for driving said friction-wheel, and a supplemental telescopic frame having a sliding connection with the main frame, arranged within said open rim, and also provided at its angles with guiding rollers or wheels, substantially as and for the purpose set forth.

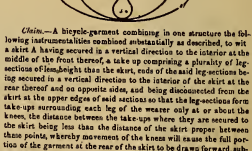


Claim.—In a bicycle, the combination with the main-frame and with one of the ground wheels having an open rim, of a friction driving-wheel journaled in the main-frame and operating against the inner face of said open rim, means for driving said friction-wheel, and a supplemental telescopic frame having a sliding connection with the main frame, arranged within said open rim, and also provided at its angles with guiding rollers or wheels, substantially as and for the purpose set forth.

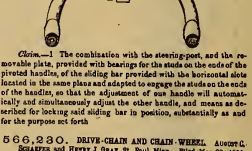
566,249. TUBE MASS SHOCK-STOP. FRANK ALBERT HUBERT, BETHEL, CONN. Filed Dec. 17, 1895. Serial No. 572,288. (No model.)



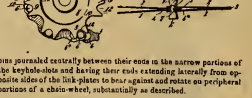
Claim.—A tube mass of sections each one of which is hollow and which are dovetailed the one into the next, and each section being brought together forming internal strengthening walls, substantially as described.



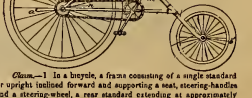
Claim.—A bicycle-pump combined in one structure the following instrumentalities combined substantially as described, to wit: a main supporting-frame, a clamp secured to the head portion and extension of the said frame, a tubular socket having a protuberance capable of a movement in the direction of the length of the main supporting-frame and adjustably connected therewith, which is located in the tubular socket and adjustable in the direction of its length, and a foot-peg supported by the clamp.



Claim.—In a bicycle, the combination with the endow chain and sprocket-wheel, of a receptacle to contain fluid lubricant carried by said wheel, an absorbent pad on said wheel between two adjacent teeth thereof so as to apply lubricant to the back of the chain by the pressure of the link on said pad, and a tube having one end extending into said receptacle to reach to the bottom and the other end adjacent said pad.



Claim.—In a bicycle, the combination with the main-frame and with one of the ground wheels having an open rim, of a friction driving-wheel journaled in the main-frame and operating against the inner face of said open rim, means for driving said friction-wheel, and a supplemental telescopic frame having a sliding connection with the main frame, arranged within said open rim, and also provided at its angles with guiding rollers or wheels, substantially as and for the purpose set forth.



Claim.—In a bicycle, the combination with the main-frame and with one of the ground wheels having an open rim, of a friction driving-wheel journaled in the main-frame and operating against the inner face of said open rim, means for driving said friction-wheel, and a supplemental telescopic frame having a sliding connection with the main frame, arranged within said open rim, and also provided at its angles with guiding rollers or wheels, substantially as and for the purpose set forth.

An Important Decision of the L. A. W.



It is always the subject of much interest. Every week Mr. Gideon's bulletin is scanned anxiously by thousands of cyclists; yet it is much easier for the cycling public to discern a good reliable wheel—one that outshines all competitors—than to solve the difficult amateur question.

CRIMSON RIMS have winning ways; moreover, they breed champions. Careful construction has earned its reward, and no diversity of opinion on this point exists.

Be wise! Ride a **SYRACUSE** and see how it seems to be in the lead.

There is but one Crimson Rim---It is the Syracuse.

Metropolitan Representative:

CHAS. J. STEBBINS,

No. 103 Reade St., New York.



Southeastern Distributors:

SUPPLEE HARDWARE CO.,

Philadelphia, Pa.

Manufacturers

SYRACUSE CYCLE CO., Syracuse, N. Y.

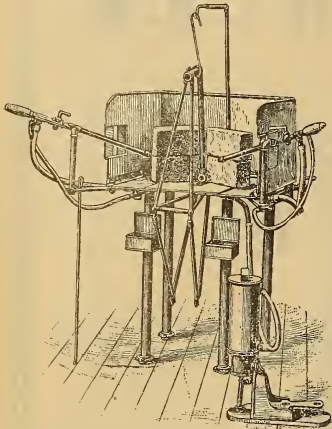
Kindly mention The Wheel when writing.

CHILLS NO JOINTS.

"The only gravity brazer on the market."

This is what the Enterprise Machine Works, of Richmond, Va., claim for their Enterprise brazer, illustrated herewith.

It is a furnace of the high compression type, and may be operated by one person and with any size of foot pump, no air tank being neces-



sary. It can braze any class of work in any position; the automatic burners can be placed at any angle. Chilling of the joints is said to be out of the question. The furnace is especially adapted for shops where the gas supply is weak, and can be attached to one-quarter-inch gas connection. The flames are regulated to any size by automatic stopcocks, and are arranged to do any class of soft or silver soldering, and it is also constructed so as to be used for forging and tool dressing, and for tempering and case hardening.

It is built very substantially of steel and wrought iron; no cast iron is used in any portion of it. The price of the brazer complete, as shown in cut, without pump, is \$25, from which there is a good discount to the trade. The brazer is in use in several of the leading bicycle factories; in one shop it was used last month for ten hours each day, and consumed but \$3.36 worth of gas.

THE THORNY PATH OF LAW.

Washington, D. C., Aug. 18.—In the equity case of the George L. Thompson Manufacturing Company, of Chicago, against Joseph A. and Charles E. Thorn, the complainants today filed an amended bill of complaint. The first-named defendant, it is charged, was, until recently engaged in the bicycle business under the firm name of the Thorn Manufacturing Company, and recently made an assignment, naming the second-named defendant, his brother, as assignee. The company claims that Joseph Thorn is indebted to it in the sum of \$1,014 40, and that he has absconded from the District to evade service and his creditors. The appointment of a receiver is asked, and the removal of Charles Thorn as assignee.

SAME CITY, DIFFERENT CONCERNS.

The Omaha Cycle Company, whose name inadvertently became mixed with that of the Ar-Sar-Den Company of the same city, is not the concern against whom suit was recently reported to have been brought for \$279. The Ar-Sar-Den being the company reported to have been sued.

BALL GRINDING CASE.

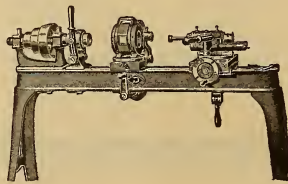
Among the many improvements which are being shown cycle manufacturers is the '97 pattern ball case grinder illustrated herewith.

This machine was put on the market some years since, at the time when the attention of manufacturers was being turned toward the subject of grinding their bearings. Since that time some changes have been made in the details of the machine, but no such radical departures as are shown in this pattern.

In the old machine the cups and cones were held in a three-jawed chuck, which was slow to operate. The drawback chuck on the new machine is arranged to hold split collets of various sizes within its capacity, and these are fitted at the factory to cups and cones furnished by the bicycle-maker. One movement of a lever serves to tighten or loosen the chuck as desired.

The revolving head shown in the centre of the bed has a taper hole, into which fits a specially designed chuck so arranged that hubs may be held by the barrel or by the flange. If but one emery wheel is used, the head is swivelled half way round when one bearing is ground, in order to grind the bearing at the other end of the hub. Sometimes two emery wheels are used, one at each end of the hub, in which case it is not necessary to revolve the head. This revolving head was formerly driven by a belt, but it is now propelled by a friction wheel shown in the rear, and which is caused to engage with the head by a lever shown in front, which actuates a cam wheel on the back of the machine.

The emery wheel slide rest was formerly made so that the spindle moved back and forth by means of a lever. This exposed some



bearing surfaces to the action of emery dust. The present device of causing the whole rest to move on protected slides by means of a rack and pinion movement gives very much better results.

The revolving head and the emery wheel spindle are both equipped with ball bearings accurately ground. This permits a very high speed to the emery wheel without heating, and gives a better chance to protect the bearings from the entrance of emery dust.

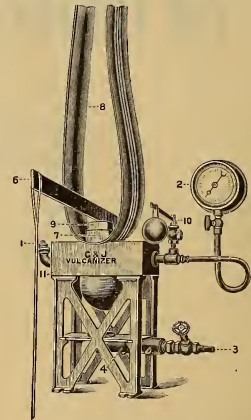
The above description will be sufficient to enable any one interested to understand by means of an examination of the drawing the method of operating the machine. The makers state that they have sold nearly 200 of these machines to cycle manufacturers in the United States, France, England and Germany. This machine, together with a complete line of grinding and polishing machinery, is made by the Diamond Machine Company, of Providence, R. I.

The Welivar Manufacturing Company, of Phillipsburg, Penn., which recently embarked in the manufacture of bicycles, have placed with the Davis & Egan Machine Tool Company their order for an entire equipment of tools, including hub machines, engine lathes, milling machines, drill presses, shapers, etc.

The most uncomfortable man in the world to get along with is he who will not acknowledge that you know more about a wheel than he does.

WANTED BY AGENTS AND REPAIRERS.

A steam vulcanizer is the latest production of the Gormully & Jeffery Mfg. Co., a number of which are being operated at the various branches of the firm, with good results. The machine is designed to affect a saving to agents and repairers. By its use any break in the tire, no matter how serious, may be re-



paired easily, making the tire almost as good as new, at little or no expense. Some of the features of the vulcanizer are compactness, light weight, and the fact that the heat which is applied to the rubber is a steam heat, which can be readily applied and regulated. The vulcanizer is adapted to both single and double tube tires, and sells for \$12.50.

CHANCE FOR CHINESE TRADE.

The Peking (China) University, an educational institution conducted under the auspices of the American Methodist Mission, has recently opened in one of its buildings a museum which it is proposed to devote largely to the exhibition of foreign machinery and mechanical appliances. This museum is visited daily by increasing numbers of people of the better classes, and the authorities would be glad to receive and exhibit working models, photographs or drawings of machinery and inventions, or specimens thereof, such as bicycles and tires. Each exhibit which may be presented to them will be marked in Chinese, with the name and address of the maker, together with the description and price if desired, and a capable translator will explain their use to inquirers.

Correspondence on this subject and articles for exhibition may be sent to the Peking University, Peking, China, or to Charles H. Taft, treasurer of the Peking University, No. 78 William street, New York City, and under an arrangement with the I. M. customs will be imported to China free of duty.

A new hub machine that, it is claimed, will form, drill and cut off 100 rear hubs in ten hours is being marketed by the Davis & Egan Tool Company, Cincinnati, Ohio, who say they now have orders on their books for this machine from England, France, Denmark, Sweden, Canada and quite a number in the United States. They report an exceptionally good foreign business in cycle machinery.

With the installation of their new Corliss engines the Shelby Steel Tube Company, Shelby, Ohio, will have power and plant sufficient to turn out not less than 2,000,000 feet of tubing each month.



BIKING TRADE REVIEW

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Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

TO FOREIGN INFORMATION SEEKERS.

Owing to the number of inquiries received from abroad in regard to the status of American firms, THE WHEEL announces that it will give to all such inquiries the most careful attention, and all foreign merchants desiring advice or information regarding American trade are invited to correspond with THE WHEEL.

THE CHAINLESS CHANCES.

THE item published exclusively in THE WHEEL of August 28, to the effect that the Pope Company intended to make a chainless "safety" for 1897, has caused considerable interest among the trade. This interest has been increased by the statement of the Pope Company's representatives that the story was, in the main, correct. It is true that this company will place on the market a bevel-gear "safety," but it will not, as a matter of fact, be their leader. The "Columbia" will be their leader. The Pope Company do not believe it advisable to turn from that which has been tried and not found wanting to a wheel built on lines radically different from the ordinary type of "safety." Their judgment is, of course, sound. No other policy, in fact, could have been pursued by them.

The trouble has been in the past to get proper machinery to make bevel gearing. The machinery for making the gears is now being designed for the Pope Company, and they will carry a chainless "safety" in their 1897 line.

It is the opinion, as THE WHEEL has before stated, that the chainless "safety" is

the next logical step in bicycle construction, and there is no doubt that the Pope Company think their new model will, in time, and because of its merit, become their leader.

GOLD THAT GLITTERS.

THE large influx of foreign gold from Europe, England in particular, is going to be of twofold benefit to the American cycle-maker. Its first and most direct effect will be the restoration of confidence, and succeeding this a much-needed easing up of the tightness in the money market, with a consequent renewal of mutually profitable relations between the banks as lenders and the trade as borrowers. In this particular gold importations will have a direct and favoring influence upon the entire trade of this country, in which the cycle portion thereof will be equal sharers with all the rest.

Another and, perhaps, little understood benefit will be that experienced by that portion of the trade—now an extremely large one, by-the-by—which has established foreign connections, or is contemplating doing so.

In Great Britain there has been going on for two or three years a gigantic speculation and inflation based upon a bank rate of 2 per cent and a discount rate in the open market of less than 1 per cent. Now, with the certainty that thirty or forty millions of gold must be shipped to this country in the next two or three months, and with the possibility of a great deal more following upon Mr. McKinley's election, it looks very much as if the end of the prolonged period of cheap money were in sight. What effect this will have on some of the flimsy booms that have taken place in floating British cycle companies at enormous figures is easy to foresee.

The bubble will be pricked; paper capitalization will come down to a solid-money and much-decreased basis, and the consequent flood of English machines made and sold at any price will at once receive a decided check. This will give the Americans the chance they seek and will enable them to meet the British maker on his own ground with equal chance of winning.

Your British maker is a cautious individual, when the stakes in the game of finance must come from his own pocket. Entirely different is he from the plunging gentleman who has been playing table stakes with the millions of the British public which have lately been showered upon him with such a lavish hand.

Always used to fighting for success with the sinews of war taken from his own treasure chest, the American manufacturer will be in a position to make the war he has carried into Africa an exceedingly lively affair, with the British makers playing the unpleasant role of Africans.

To the maker with suitable wares to sell and a determination to dispose of them abroad, wherever a satisfactory market for them can be found, a profitable market for his goods can be found in the transatlantic markets. For the trade buccaneer, he who

sails under the black flag bearing the motto, "Anything to get the money," only failure more pronounced than he has experienced at home awaits him abroad. The laws of trade are in every way more strictly drawn and adhered to in foreign markets than they are in our domestic ones, and the buccaneer will be wise unto his generation and kind if he appreciates these facts and refrains from attempting raids upon the cash boxes of the foreign trade.

OUR GUARDIANS ON WHEELS.

WE WERE among the first to urge the organizing of a cycle squad among the members of the Metropolitan police, declaring then, as we do now, that the changed conditions of city traffic due to the popularity of the wheel, and the many advantages of the machine itself for police use, demanded that cognizance of it should be taken by police authorities.

We have no fault to find with the idea of cycle policemen to-day; they are a distinct advance over the pedestrian brand of blue-coat; they are abreast of the times and a part thereof; they are a power for good and should be increased in numbers and improved by discipline. It is of the latter we would speak. Mistaken kindness is fast making of the cycle policeman something neither his friends nor originators would have him be. His cranial development is exceeding the caput covering capacity of his cap; he is afflicted with an acute attack of elephantiasis of the brain box; in plain English, he is sorely stricken with an aggravated dose of big head. In a laudable desire to encourage the cycle policeman, the press and his official superiors have praised and humored him until he has grown to look upon himself as a sort of cycling Jove on wheels. From an ordinary every-day member of the police, he has become a swaggering masher, a boaster, a challenger, a seeker after cheap notoriety, an officious, meddling maker of mischief.

When this gentleman finds no violator of the law handy for his advertising-seeking purposes an innocent rider is as liable to arrest as a guilty one. We know of a number of such cases, but one will be sufficient for an example. A rider who had punctured his tire was perforce slowly riding to a repair shop. The policeman rode past him, waited at a corner in advance of the rider and arrested him, charging he was riding at eighteen miles an hour, a charge the judge sustained and fined the rider for being guilty of. The policeman had not seen his name in print for two whole days, and some one had to suffer therefor. The rider in question filled the bill and paid the cost thereof.

Women are in many cases made to suffer from the obnoxious attentions of the pedaling policemen. Thinly veiled under the license their position and uniform afford them these gentlemen of the force too frequently take occasion to address and annoy such women as are without the protection of their escorts. Naturally these annoyances are not

made public, since no refined woman cares to have her name connected in the public prints with such men or their methods, but the evil exists and is constantly growing worse.

With all due admiration for the cycle policeman, his usefulness and the public's rights both demand that a sterner hand be at once employed in controlling him. Policemen are not and should not be racers; they should not be mollicoddled by their superiors, nor have their importance unduly magnified in the daily papers. So long as they do their duty, and do it thoroughly, they are deserving only of such praise as is given to any man who, well paid, gives a fair return to his employers for the money he is paid. Only this and nothing more.

There are some natures on which the bestowal of too much praise or the elevation to any unusual prominence acts as a cause for instant deterioration. The cycle policeman is evidently one of this very numerous class. He has swollen out of all semblance to his former humble self, and the time has come when his inflated importance demands instant puncture if his friends and supporters would prevent an ultimate explosion and collapse. Will the Police Commissioners look into the case of the cycle policeman and prescribe a remedy, or will both of these be left for the public and the press to attend to?

THE OLD ORDER CHANGETH.

MANY wheelmen refer regretfully to the "good old days," when every fellow bowed to every other fellow and when cyclists loved their bicycles. In the good old days no wheelman was afraid to confess that he frequently carried his full-nickelled "ordinary" up to his sleeping apartment. This great care of and desire for proximity to the "steel steed" was due partly to love and partly to fear. The poet of those days best described the feelings of the pioneers of pedalling when he said:

Genteel,
On my wheel,
I sit.
The vulgar mob may flit
Below;
They go
Unheeded by,
And, as they fly,
I,
Mounted high,
Sit,
Turning with toe or heel
My wheel.

Under the old order, a young man who took to bicycle-riding was mourned as past redemption. One of the first things he did, in order to enjoy his Sunday ride, was to give up church-going. This procured for him the hall-mark of Satan. In many families there is no doubt that many a fine and able-bodied wheel was foully dealt with over night by members of the bedevilled one's family.

Outside of that, there is no doubt that the "tall" wheel did inspire a certain species of affection in the heart of its owner. The tall wheel had lines of life which the "safety" has not. The sailing vessel and the boat have life; most easy chairs have life, whereas the wooden settee has none. It is the art-

ist-designer who puts into inanimate things that quality of human-beingness which draws us to them. It is lack of art that produces things which are plain and characterless. They have no vitality. The "safety" bicycle is a machine, pure and simple, though a certain class of oversentimental people do retain a sort of love for the bicycle which supplanted the "ordinary;" but it requires a pretty good wheel and a very soft heart to produce the state referred to. The "safety" is mechanical. It suggests power, not grace. But if it does not imbue in its rider the affection of those other days of cycling, it makes up for its non-sentimentality in a thousand-and-one practical and valuable ways.

NEEDED REFEREE REFORMS.

Now that the League membership promises to top-notch the 100,000 high-water mark, with cycling broad and deep everywhere, it seems time that the present primitive way of refereeing a meet should be abandoned. It seems time that the referee should not be something lower and meaner than a baseball umpire. Despite the present status of racing, the referee's life has been made more miserable this year than ever. The thanks for this are largely due to the Racing Board. A racing man of any talent whatever practically laughs in his sleeves at the Racing Board. They reinstate old offenders, and permit new offenders to pass unrebuked. The referee has no redress. There is nothing behind him; he stands alone. Having no certain penalty, he has no certain power.

Perhaps the referee's life might be made less miserable if, instead of one, there would be three referees appointed at a meet—three stewards, so-called, whose decisions would be absolute, except as provided for in the racing rules for the usual appeal; but whose decisions in all matters respecting eye-judgment and the actual facts connected with the race should be final, and who would have power to impose an immediate and un-reversible sentence. Decisions would then carry more weight. It would not be the opinion of one man, but of an official body of men, and the "ballyragging" which is now bestowed on one would be divided among the three.

Reform in this direction is inspired by the fact that one member of the Racing Board—a Western member—refuses to referee any race meet. An additional reason is afforded through the fact that during the last season referees of respectability and firmness and calibre, who will not sway with every passing breeze and wilt with every calamitous howl, have thrown up their positions and refused to even finish off a single day's race meet.

The Racing Board should stop playing marbles, and should make music with the spheres. The music should sing a song which means certain punishment for all who break rules, and for all who are guilty of loaferish conduct within the racing inclosure.

There seems to be a well-defined attempt on the part of certain people to force the St. Louis member of the League Racing Board to resign. Without going into the petty details of a somewhat discreditable affair, it seems Mr. Robert is charged with the high crime and misdemeanor of too strictly enforcing the rules of the Board of which he is a member. We cannot see the justice of punishing a League official for his zeal in enforcing the very rules he was appointed to enforce. If nothing more serious than this can be alleged against Mr. Robert, we sincerely commend his determination not to be driven out of his office by any clique or cabal who may not like the rules of the League, rules, by the by, Mr. Robert is in no wise any more responsible for than are the other members of his Board and those of the National Assembly.

It is stated that not a few American makers have endeavored to stock their companies in London. One or two among the best of them have had offers from stock jobbers and promoting syndicates. But, on the other hand, not a few of them have received the "cold shower." The cycle stock quotation bubble appears to have burst. All the money of the uninitiated seems to have been absorbed so that there is very little chance of floating foreign corporations.

Among the cleverest of foreign stock promoters are numbered two men whose names have figured prominently in the biggest of the late flotation schemes. It was their idea to make a combination of the four biggest American companies and to work up a gigantic stock corporation; but for this reason, and that reason, and the other reason, the combination could not be made.

Colonel Pope's idea is that the horseless vehicle shall eventually be the pleasure and the freight-carrying vehicle of the future. The motor, however, must be of the right kind. In Paris they are a familiar sight. The motor vehicle can carry four times as much as the average American express wagon, and it is economical and effective.

This is a time for seed sowing on the part of the manufacturer, and he should not be discouraged even if the trade crops are not quite as spontaneous as he has grown used to having them be.

There is a sneaking opinion that there is no element in the Racing Board which inspires in racing men that peculiar respect and fear which Raymond inspired for himself when he was the Pilot.

A man can be two kinds of a referee. He can be firm, and be cursed, or be shilly-shally, unsuspecting, unobserving, indecisive, spongy and smiling—and be a regular good fellow.

LADDER TALK.

"Speaking of ladder climbing, top rungs, ups and downs and all those sort of things, how's this?" said Gardiner, as he once more sat himself upon the rung of honor, a position he has held longer than any other climber this season. "Thought I might just as well get a little leeway, you know, before the Springfield scramble, because it's liable to come in right handy around the time you make up the next ladder. Guess you'll hardly know this ladder after the climbers on it get credited and debited with their Springfield wins and losses."

"Just resting," said Cooper, settling himself comfortably on the second rung. "What's the use of tiring yourself all out this week with the work we've got out for us at Springfield? Don't you think I don't know what I'm about! I'm an old hand at this ladder game, and let me tell you it's just the same with climbing as it is with racing—the final sprint, if it is well timed, is the one that lands you a winner at the finish. I'm not sprinting yet; do you see the point?"

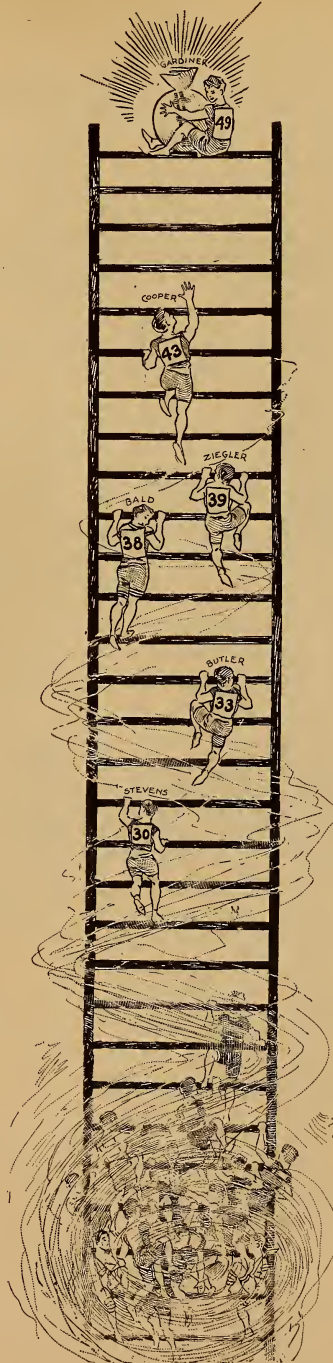
"Just did him, eh?" chortled Ziegler, as he squeezed past Bald and climbed on to rung No. 3. "I thought I'd catch him just about here, so I put on a bit of steam and did him. Say, don't you think, though, that I am all out; I've got a bit up my sleeve yet, a bit I expect to use at Hampden Park in a way which may even make those two up there wish I had concluded to abandon racing this season instead of next. Do I expect to pass them? Go on, you're badgering the witness and the court won't allow it."

"I wasn't trying a little bit, that's the reason he got past me," said Bald, looking at Ziegler. "What's the good of his crowing? He's only one point better than me, and what is a point at this stage of the game, I'd like to know? You've got to have more of a lead on your man than that before you are safe in saying anything. You watch your humble servant at Springfield. Maybe you'll see something in the way of ladder work which may astonish you."

"Suppose I ought to introduce myself. My name is Butler, Tom Butler. May be you have heard the name before, though this is my first appearance as a ladderite." Thus spoke the newcomer on Rung 5. "They all seemed to be so anxious about this ladder climbing that they got me interested in it, too, so I got a move on me, managed to secure fourteen points last week, and get away from the 'also ran' division. How do I like it? Really you're asking me too much; haven't been at it long enough yet to know. If I am here next week, and I expect I will be, ask me then, and maybe I'll be able to pass an intelligent opinion by that time."

"Close call!" gasped Stevens, as he saw Sanger slip from the ladder to the head of the "also rans." "I thought I was a goner sure, but that one point I scored just saved me, and left me safe for another week at any rate. But, between you and me, this hanging on here by your eyelids, as it were, isn't pleasant, I can tell you. I don't know but what I'd just about as soon be over and done with it now as any other time, and land down there with 'Wooden Shoes.' He's out of his misery at any rate, while I'm still worrying."

Points are based upon the racer's wins on the National Circuit only. A win counts three points, a second two points, and a third one point. The present ladder shows the men as they have climbed up to and including the meet at Meriden, Conn., on August 29.



ALSO RANS.

The following are the men on the National Circuit whose wins have been sufficient to score for them ten points and over: Sanger, 28; Coulter, 27; McFarland, 22; Kimbel, 19; Parker, 17; Kennedy, 16; Clark, 16; Becker, 16; Coburn, 13; Allen, 11; Mertens, 11; Baker, 11; McDonald, 10.

WANTS THE '97 MEET.

Columbus, O., is after the '97 League meet. It has many inducements to offer, is eager to entertain, and an organization known as the Business Men's League is at the helm of the movement. Columbus, the president of the club states, has 10,000 cyclists, 160 miles of paved streets, 15 lines of railroads, an unsurpassed race track and better hotel facilities than any other city of its population. The wheelmen of the city have fought for their rights and won the Mayor, city officials, Board of Trade and Business Men's League, and they all unite in the invitation. The latter organization represents in its membership every branch of business in the city. The invitation extended to the League concludes by saying:

"Our wide, well paved, well shaded streets and our splendid country roads will please the wheelmen of the nation. Our parks and public places will interest them, and best of all, that warmth of welcome we can give, the liberty, the freedom which makes each guest feel himself at home, will lead the swift riders of the world to congratulate themselves upon the judgment that fixed the meet of '97 at Columbus."

'TAIN'T BARGAIN TAINTED.

"A bicycle that is free from the odor of the bargain counter" is the manner in which the Manhattan Bicycle Club describes the truss framed Fowler that is offered for the fastest ascent of Eagle Rock hill on the occasion of the club's open contest on that famous grade on Monday next. The event will occur during the forenoon at 11 o'clock, and should prove not only of interest, but of value in the comparisons of cranks and gears that it will afford. Eagle Rock itself is but a pleasant forenoon's ride from New York. It is in the heart of the Oranges; near its base is Liwellyn Park; it is skirted in every direction by splendid roads and picturesque land and waterscapes are to be had at nearly every turn, that from the summit of the Rock being sufficiently glorious to more than repay any one for the stiff climb. It must be seen to be fully appreciated. To those who desire a most delightful ride, tinged with a bit of wholesome excitement, the hill-climbing contest will appeal strongly. The entry list of the affair closes this evening.

OPPOSED TO SIDE SHOWS.

The National Board of Trade of Cycle Manufacturers have decided that they will not grant sanctions for exhibitions of bicycles to be held in connection with any fair. During the last week they have received communications from the American Institute, which is to hold a fair at Madison Square Garden on September 28 and 29; also from St. Louis, Mo., and Milwaukee, Wis., all of which have been refused.

Their action is prompted by the general depression of business, and they feel that the best interests of the trade are conserved by not granting sanction to the various fairs throughout the country.

The only shows thus far sanctioned are the National Cycle Exhibition, to be held at the Grand Central Palace of Industry, New York City, and the one to be held at the Coliseum in Chicago.

HAD PLENTY OF GRIT.

L. D. Hotchkiss, a young man who lived in Cheyenne County, Kan., wanted to go to Oberlin, 125 miles away, to stand an admission to the bar. Having no money to pay his railroad fare, he rode the distance on a bicycle, passed a successful examination and peddled back home again.

THE MEN WHO MAKE.

How the Advance Guard of the Trade Appeared at Springfield This Week.

Springfield, Sept. 1.—Up to the present the trade has constituted a very small percentage of those present at the Springfield meet, trial heats alone offering but little inducement to the many who always find it a source of profit and information. But promises are plenty that to-morrow and Thursday will see the usual quota that usually come to Springfield to see the races, to renew old friendships, and to talk over the hundred and one things that are ever present in the trade. Among the first to appear on the scene were Kirkpatrick and Holroyd, of the Dunlop Tire Co. Of course they come to boom the Dunlop, and the city is flooded with their ads. A big electrical sign on the side of Cooley's Hotel blazing the legend "Dunlop Tires" is the largest thing here, and attracts nightly attraction. Incidentally they have subsidized the Judges' stand at the racetrack, and Dunlop legends stare the spectators in the face wherever they look on the track.

Advertising Manager Sullivan, of the Boston Woven Hose and Tire Co., is on the spot. Affable and enterprising, he leaves no chance to go unnoticed to boom Vim tires; in fact, makes his booms heard when they shoot from a mortar a bomb, which, exploding high in the air, unfolds a long tubular streamer bearing "Won on Vim Tires," telling in forcible language what tires the lucky rider rode.

C. J. Iven and J. J. Brandenburg are here in the interest of the new Iven, Brandenburg-Burgess Co., and incidentally to talk their line, which includes Sager saddles, Lefevre chains and Brandenburg pedals. Iven, "Charley," as he is called, is an old racing man himself, and mainly through his personal acquaintanceship with the fast men on the track, that many are using Sager saddles and are finding out the good qualities of the Lefevre chain. As is well-known, this chain is made from special stock, and its wearing qualities, its smoothness of running and strength can be attested by the number of them now on racing wheels.

In one of the tents out at the track, Jake Bretz is holding a little show all by himself, having on exhibition a few Wolf-American wheels. As they have no racing man on the track, they have adopted this method of showing the many good points of this most excellent wheel, and judging from the number of people that are attracted to their tent the scheme is meeting with success. The genial "Jake" has as assistants Messrs. Chas. Newman, J. H. Toole and big Jim Murphy, while General Manager J. Solomon is also present. Preparations for '07 are already under way by this live New York concern, and the cycling public are promised something fine for the coming season.

F. Howard Tuttle has been kept busy seeing that Stearns bicycle advertisements are properly placed, and the entrance to Hampden Park has assumed the yellow hue that is now so closely identified with the Stearns output. The inside of the rail of the track fronting the grandstand is covered with advice to "Ride Stearns Bicycles," and variously worded placards are placed everywhere that they are likely to be seen.

Arthur Sidwell and Walter Measure journeyed down from Boston to show to a select few the new Record pedal. Those who have seen it are loud in its praises, and while harping all the good points that have made

its name in the past, something entirely new in addition is promised that will more than ever make the name "Record" a ball mark of all that is good and perfect.

The Persons Mfg. Co. was represented by Mr. C. A. Persons in person, and while this may be a poor attempt at a joke, Mr. Persons started in hard earnest to introduce their new saddle, and with the result that many of the men used them on their machines with evident satisfaction.

C. T. Dundore, of the Reading Cycle Mfg. Co., Reading, Pa., was an interested spectator of the races, and speaks enthusiastically of his native town as a bicycle centre. Although doing business in a quiet, unobtrusive way, the Reading manufacturers have built up a wonderful trade and an enviable reputation. Mr. Dundore thinks the outlook for '07 most excellent, and the company with which he is identified is making preparations for a big year.

Davy Post, fresh from Europe, was always the centre of a jolly crowd listening to the many stories and anecdotes of his trip. To the WHEEL man he expressed himself as feeling satisfied that Europe would prove a good market for honestly made American goods; but after a careful insight into across-the-water methods the best and only, the very best would sell, in cheap lines, he said, the Germans can beat the world, and it was only by putting our best foot forward that we could hope for a good share of European trade.

Among the visitors at Springfield on Thursday was M. Clement, the great French manufacturer. M. Clement came to this country some two years ago to purchase a lot of American machinery for the purpose of facilitating his business. This year he is over again for the same purpose. He will also purchase special automatic machinery to build auto-mobile carriages, motor vehicles and electric and compressed air motors. He is accompanied by his chief engineer, W. C. Capitaine, who served for fifteen years with the French artillery in their gun manufacturing department.

M. Clement will be in New York on Friday and Saturday, at the Hotel Marten, Tenth street, and University Place. He expects to sail for Europe early next week.

WHEEL WOES IN AFRICA.

A correspondent of the WHEEL, writing from Johannesburg, South Africa, says:

"Probably few American riders appreciate the fact that in Africa we cycle for twelve months in the year, and under conditions different from those in any part of America.

"A Johannesburg winter is rainless, snowless, streets are dry and dusty, and what water is put on them dries quickly under the hot sun; so that, fanned by the continual wind's steady blowing, we have dust storms lasting for hours several days each week.

"A ride that ordinarily requires thirty minutes, when against these winds takes from fifty to sixty minutes to accomplish.

"A short ride of this sort taken a few days ago was among my experiences. To avoid the dust blowing in my face I had my chin down to my handlebars, but so thick was the dust cloud that I was unable to see the road under my wheel for fully a quarter of the ride.

"Our macadam roads consist of the coarse native rock rolled, with clay well rolled in on top, and when they are well made they are better than nothing. But with rock from the mines, it seems strange they do not metal the top and thus make a perfect road.

MIDDLE OF WINTER.

Australia Snowbound, but Still Racing—Outlook and Plans for Next Season.

East Melbourne, Victoria, Australia, July 31.—We are just now in the depth of winter, and a very dirty one it has been. Although not particularly cold—haven't seen the slightest bit of ice—the rain in light showers has been almost incessant, rendering the road very sticky, so that not the same amount of riding has been done.

The first of the Interclub road premiership was run off last Saturday, July 25, a distance of twenty-five miles, over a very hard stretch of roadway. About fifty competitors—a team of four from each club—started from scratch.

The winner turned up in Middleton, who won the Austral of '04. He covered the distance in 1:16:30. The next contest takes place a month hence, over fifty miles, which is much more like a road race. The shorter distance is a dangerous scramble. The public seemed extraordinarily enthusiastic over the event, and turned up in thousands, so that a passage for the finishing competitors was difficult to preserve. The start was made five miles out of town, and it is suggested, in order to give the man a better chance, to start the fifty-mile five miles further out—at the ten miles. They will then travel twenty-five miles out and home.

On September 12 is a hundred-mile open road race from Bendigo, north of Melbourne, to the city. At the end of September is the hundred-mile open championship of Victoria, while at the beginning of October is the second annual road race—the Scott-Morton—from Warrnambool, southwest of Melbourne, 165 miles. These contests are something worthy of the capabilities of the wonderful cycle. Distances of ten, fifteen, twenty and twenty-five or so are mere mockeries of road races.

Turning from the road to the racing path, the first thing of interest is that the Austral wheel race prize will be \$1,500 for first, \$200 for second and \$50 for third. There is a big discrepancy between first and second money. The entrance and acceptance fees are \$5 each. It's a veritable sweepstake.

This is one big prize, but I have no doubt that others will follow as the season develops. No doubt these rich plums will draw a large foreign contingent, and it is already rumored that John S. Johnson will be here, in company with Parsons. The English and French flyers, too, will without a doubt be well represented, as the Austral meeting is being advertised in those countries and entries taken and then cabled to Australia.

Your countryman, "Plugger" Billy Martin, is doing very well in the northern colonies, and by this time should have a tidy bank account. He has ridden a Beeston Humber throughout.

But with all our fine prizes and otherwise, we haven't a decent up-to-date track. There has been any amount of rumors that so and so were going to build one, but they have not eventuated. Next season promises to be the "boomiest" (d'ye understand?) time cycling ever had in the world—at least that's the idea of some of us—both sport and pastime. The trade, of course, must prosper if it is so.

GEORGE R. BROADBENT.

The match-making which results in matrimony seems to put an effectual quietus upon the match-making which results in racing. Michael, since his marriage, seems to have dropped out of the racing game altogether.

Next year's world's championships will be held in Scotland.

[Advertisement.]

GOOD THINGS ABOUT COLUMBIAS.

**A Few Extracts from Letters to the
Poep Manufacturing Company.**

Won the Championship.

"We had a ten and one-half mile (seventeen kilometers) race here in honor of the American colony. It was for the State championship and was witnessed by 20,000 people. I am glad to say that Columbia came to the front. I won the championship by a margin of six minutes."—T. J. Pomeroy, Guadalajara, Mexico.

Praised by All.

"I have given the Columbia Model 40 a thorough trial, both on the level and in the hills. It is easier to keep in order, and takes less power to drive than the best English machines here. It has won great praise from all."—Van Leer Polk, Consul-General, Calcutta.

A Columbia.

"Goodby to the blues when you buy a Columbia."—R. E. S. Williams, Oakland, Cal.

None So Good.

"There is no other exercise as beneficial to a broken-down person as riding a wheel."—P. A. Wade, Business Manager American Monitor of Health.

Columbia Forever.

"I have always ridden a Columbia. It shall have my strongest indorsement and fullest reference."—Addis Albro, New York City.

Nearest Perfection.

"This year's Columbias are certainly as near perfection as wheels can be made."—A. T. Brightwell & Son, Maxeys, Ga.

Safer on a Columbia.

"I have ridden a Model 44 racer over all sorts of country roads and city pavements without a cent's worth of repairs. I weigh nearly 200 pounds and have ridden Columbia exclusively for fifteen years, and feel safer on any wheel of that make anywhere, without a guarantee than I would on any other with the best guarantee the maker could devise. My experience is my Columbia guarantee."—John S. Briggs, Rochester, N. Y.

Far the Best.

"My Columbia more than fulfils all expectations and every one acknowledges it by far the best."—R. M. Warren.

Loyal to Columbia.

"I write to correct any wrong impression that my presumptuous friends may have given, and to assure you that I am still loyal to my first love—Columbia."—G. G. Wittfeld, Philadelphia, Penn.

Columbias Almost Fly.

"To say that I am well pleased by no means expresses my delight. I understand now why the Columbia people place wings around their advertisements."—C. N. Wyant, Gambier, Ohio.

Great Hill Climber.

"The Columbia is the greatest hill climber I ever saw."—R. Park White, Warsaw, Ind.

Recommended to All.

"I shall recommend the Columbia bicycle to all my friends. I have had no trouble with the wheel, and assure you that it is more than satisfactory."—J. E. Walbridge, Milwaukee, Wis.

Has No Equal.

"For neatness, perfection of shape and construction, for all-around easy running qualities and for a wheel that can be relied upon, where is the equal of the Columbia?"—Norman Wright, Poughkeepsie, N. Y.

Can't Wear It Out.

"Have had your Century No. 12,666 '92, and as I cannot wear it out, will sell it and get a lighter wheel."—J. W. Bemis, Sulphur Station, Texas.

Columbias.

"The old Jacksonian phrase does not apply correctly to the wheel world. In it is to a Columbia belongs the spoils."—Leon Schwarz, Tuscaloosa, Ala.

Stood Well.

"I have ridden 2,200 miles so far this season, and this includes five centuries, and the wheel has stood well."—W. E. Smith, New York Athletic Club.

THE COLUMBIA BICYCLE.

Dear, lovely woman! with delight I view
The charming witcheries of thy roseate face,

As borne on wheel with rare consummate skill
Thy limbs symmetric glide with perfect grace;
Ne'er in this world is loveliness so fair
As when the bicycle thy form doth bear;
Perched on Columbia nothing may compete
With such fair object in the crowded street.
Those sweet girls smile as fast as they glitter by,
And lovers watch them with enchanted eye.

What wondrous sense of beauty they behold,
As fast they circle past the forests green,
As fast they wheel by orchards rich with fruit,
Past flowery gardens smiling and serene;
Past domes palatial soaring to the skies;
Past village spires that o'er the woods arise;
By the bright river that through meadows sweeps,

By the white sands that gird the ocean deeps;
Past gilded carriages with tolling steed
Striving in vain to rival us in speed;
Past trolley-cars that scarce in race may vie
With our Columbia, wheeling by.

—Isaac McLehlan.

..Don't Speculate..

You may buy a bicycle at any
price under \$100. But you
run a risk. It is speculation.

Columbia BICYCLES
Are the Standard.

Their price is unvarying. To
own a Columbia is to be well
insured and know the highest
enjoyment of bicycling.

\$100 TO ALL ALIKE.All Columbia Bicycles are fitted
with**HARTFORD
SINGLE-TUBE TIRES,*** unless Dunlop Tires
are asked for.**WE KNOW NO TIRES SO GOOD
AS HARTFORDS.****POPE MFG. CO.**
Hartford, Conn.Branch stores and agencies in al-
most every city and town. If
Columbias are not properly repre-
sented in your vicinity, let us
know.

EVERYTHING ON WHEELS.

Boston Does the Cycle Parade Up in Fine Shape—Record in the Show Line.

Good old Bunker Hill, out Charlestown way, was deserted, the patriotic shaft that graces its crest, wrapt in pathetic loneliness, and while the afternoon's sun glistened on the Capitol's gilded dome, it was for more seeing eyes, even Nantasket, the Hub's Coney Island, was for the nonce neglected—and all for a bicycle parade.

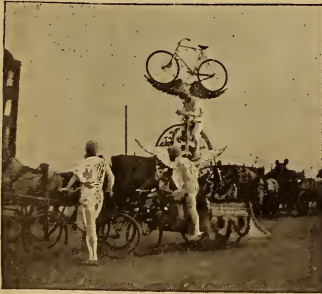
Last Saturday afternoon a local paper treated the Bostonians to what they termed "the greatest outpouring of wheelmen ever seen in America," intending it, metaphorically speaking, to be the last flourish of trumpets, celebrating the finish of a "popular bicycle" voting contest, one of those delicate little games of bunco which have already been so profitably worked by newspapers all over the country.

clad in cycling costumes, but contained in itself representations from every possible source, and proved as nothing else could the far-reaching influence of the bicycle. Every conceivable style of machine was on view, and antiquarians had choice morsels in Abbott Bassett's old sociable tricycle, which was resurrected for the occasion, and the first tricycle ever ridden by a lady in this country, with the identical lady herself propelling it, a perspiring martyr to the name of history.

The military display was very highly commendable, indeed, over five hundred turned out, and the effect was martial to a high degree, headed by a band of music also a wheel. They rolled along with the true precision of soldiers, their rifles slung across their backs, easily showing the possibilities of the wheel in times of war.

The firemen and letter-carriers also showed up very well, and as there were prizes for the best appearance in each division, they made a creditable display. A large squad of tele-

ny, and the crowd that lined each side of the streets had a chance to laugh until their sides ached; everything imaginable was caricatured, and many of the novel ideas were strikingly original. It would take pages to half describe the many features, but Indians, tramps, an elephant, that, by the way, took first prize; immense birds, horrible examples of the effects of free silver by the score, kept the lines of humanity in good humor all along the route. It must have proved a hard thing for the judges to settle the question to whom the prizes belonged, but the elephant that got premier honors was certainly artistically gotten up. The second prize went to a Malden man, who burlesqued Trilby with a black face. The dummy feet were the size of 14-pound hams, and how he managed to pedal the machine is a mystery. A loud dress and a tattered umbrella completed an outfit that would invoke a smile anywhere. Two Roxbury wheelmen dressed as fiery Hotentots sat side by side on Abbott Bassett's old so-



Clever advertising had wrought the public interest to a high pitch, day after day the papers teemed with accounts of the many wonders in store, with the final consequences that long before the allotted time for starting, the streets along which the parade was to pass were thronged with a surging mass of humanity. They had come from all points of the compass, on foot, in cars, with teams, and riding wheels. Beautiful Commonwealth avenue, with the pretty dividing parks down its centre, presented an animated and picturesque scene. The number of wheels passing and repassing on either side was bewildering, the varied costumes and displays forming a composite picture that set many an attentive swain's thoughts bicycle-ward, while the maiden at his side carefully polished her glasses and daintily adjusted them to her dear intellectual nose so that nothing should escape her vision.

The parade, beyond a doubt, was the most complete and varied ever held. It did not consist merely of a long string of civilians,

graph boys caused lots of amusement, and apparently the parade did not move fast enough to suit their exuberant feelings, for they were continually running into those directly in front; surely the bicycle has done much to reform the habit of this particular class, whose leisure ways have been the theme of many a joke.

The club division was not nearly so well filled as it usually is in parades of this sort, probably because their ranks had been recruited from to supply material for the other features. Of the clubs that did turn out, the Press Club, of Boston, with fifty-nine men, easily captured the prize for both best appearance and largest numbers. Of course the ladies, both club and otherwise, were scattered about the parade in goodly numbers, but with very few exceptions the costumes were little out of the ordinary, the bloomer pattern a very rare article, the short skirt seemingly being the accepted style.

In every sense of the word the seventh division, with Lon Peck at its head, was fun-

claid tricycle (shades of the past!) and caused lots of amusement by their appearance and antics. They got the third prize, but had there been fifty they could have been meritoriously awarded.

Near the end came the trades display, and many of the offerings were beautiful. A mounted band led the division, followed by the Warwick, who had the right of line, and who had an exquisite creation of crimson and white in the form of a pagoda. This was mounted on a double tandem, and made an elegant appearance. An army of riders of crimson Warwick wheels added to the effect, and it proved a prize-winner.

The Boston Woven Hose and Rubber Co. also captured a prize with their mammoth tricycle, that has already made a reputation for itself all through the country. It certainly is a great piece of mechanism, and an advertiser of Vim tires par excellence.

The Overman Wheel Co. had an elegant display, that plainly showed the fine Italian hand of Mr. W. E. Miles, manager of the Bos-



Windson
BICYCLES

The Crime of '73

DOES NOT AFFECT US.

Our '97 line is ready, and we now offer the public

A Superb Line of High-Grades,

A Superior Line of Medium-Grades,

A Complete Line of Juveniles,

Two New Models Tandems,

FOR GOLD OR SILVER.

We number among our customers the biggest, shrewdest houses in America. They are with us for life. We have room for a few solid jobbers. We are one of the few factories that run twelve months each year at full blast. Capacity, 40,000 bicycles.

TWENTY NEW MODELS NOW ON EXHIBITION AT OUR

QUARTERS IN THE WELLINGTON HOTEL, CHICAGO.

Sieg and Walpole Mfg Co
KENOSHA WIS

Branch House, 285 Wabash Avenue, Chicago.

Address all mail to general offices and factories—Kenosha, Wis.

Kindly mention The Wheel.



Windson
BICYCLES

ton Branch. They also had a float, built on two tandems, of which the Overman winged monogram was the central feature, and on the platform was the figure of Mercury, holding aloft a full nicked Victor. White was the predominating color, and the display made a decided hit. Much surprise was expressed afterward that it only gained fourth prize.

The Chase Tough Tread Tire Co. made a very large exhibit, and an expensive one. Mounted on a tandem float was an immense wood rim and tire, easily ten feet in diameter. Fastened inside the rim was a small bicycle seating a pretty little girl in fancy costume. Maroon was the leading color, and the effect was heightened by having nearly half a hundred red-coated and white-breeched riders following. The sign read "A Modern Chase," and the idea was cleverly followed out in costuming the men as they did.

The Orient Co. had sixty men in white suits who rode along serpentine fashion, and got first prize for doing it, while the Transient Co. fastened two tandems and a "quint" together

CHICAGO CYCLE SHOW.

Under the direct management of the Board of Trade the Chicago show will prove as different from previous efforts as will the New York function.

The diagram shows the general floor plan of the spaces, but instead of the microscopic affairs of last year the spaces will be 50 per cent larger, that is, 10 by 12 feet; the rental will be reduced 40 per cent and the profits of the show to be pro-rated among the exhibitors. There are in all 416 spaces—and all are of uniform size—for which more than 300 applications are already in hand.

No plan of allotment has yet been decided on, but as soon as the applications are opened on September 21 President Coleman will act upon an equitable basis. All applications for both shows must be filed two days before the date set for their opening.

The exhibition will open in the Coliseum on Saturday, January 23, possession of the building being taken on January 20, on which date exhibitions can be delivered. Exhibits must be removed by 5 p. m. on Wednesday,

NEW TUBE PLANT.

Peoria, Ill., Aug. 31.—Messrs. J. Trader, of Cincinnati, and George M. Roberts, of Marion, Ind., are in the city with a view of establishing a steel tubing factory to supply the bicycle and kindred trades. They have a new patent for the manufacture of steel tubing. The projectors desire to organize a stock company, with a capital stock of \$100,000, and would like to sell some stock in Peoria. They would employ at least a hundred men at the start.

SNELLS STRIKE IS OFF.

The strike in the Snell Cycle Fittings Company's works, Toledo, Ohio, which occurred last May because the firm refused to dismiss their assistant superintendent, has been declared off. The men on Friday last agreed to return to work unconditionally, and the factory resumed operations this week. The Snell Company have a number of new specialties for '97, including a patent wooden handle-bar barrel pedals, a new barrel hub and a new yoke design.

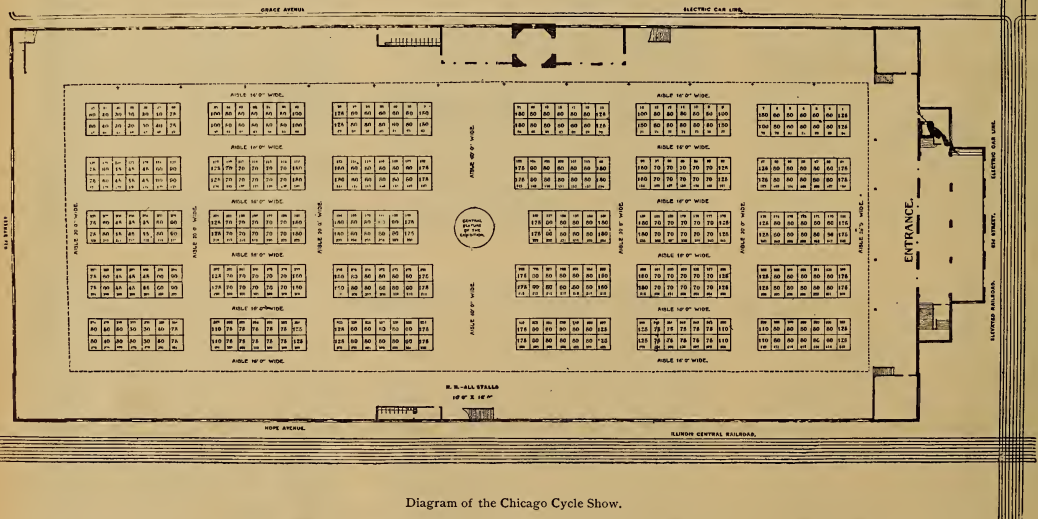


Diagram of the Chicago Cycle Show.

and made a machine for nine riders, and caused quite a bit of applause.

The Newton Rubber Works had an army of riders, the name Newton on their crimson jerseys telling what they were there for. The Ivers-Johnson, the Hartford Rubber Works, Cyco, the Hall Megaphone Co., the Wolff-American Co., the L. A. W. cleaning compound, and a number of smaller concerns wound up a division, on which probably more money had been spent than on any other in the parade.

Ten thousand is claimed, but two-thirds that number will come closer to the actual count of those that turned out, and in all it was an elegant and creditable effort. The only thing that marred its success was the execrable management, although the pompous grand marshal for weeks had been admiring himself and a staff that in size would do credit to the standing army of Germany. Yet the succession of breaks in the line were continuous, and many people never saw the trades division at all simply because it was a full half-hour behind its predecessor, and when finally it did appear, its course was deserted and the roads choked up with carriages.

February 3, but as a majority of the exhibitors at Chicago will likewise exhibit at New York they will have to get their exhibits out of the Coliseum at the very earliest possible moment.

ATTACHED INSURANCE.

Another development in the affairs of the defunct Decker Cycle Company has cropped up. Since the incendiary fire, which is still being investigated, M. J. Whittall, the assignee, has trusted the insurance, amounting to \$9,000. No further move will be made until the plaintiff, named in the bill of equity, brings the case to the attention of the Court. The loss by the fire is placed at \$3,000.

GOING AFTER THEIR OWN.

The Weatherly Bicycle Company, of Elizabeth, N. J., has seized fifty wheels which it sold to customers on the instalment plan last spring. The terms were \$5 a month and a small deposit. The company sold 200 wheels. The company's lawyer on Tuesday employed half a dozen constables to gather in the wheels.

ATTACHED 306.

Chicago, Ill., Aug. 31.—The Lincoln Bicycle Co. filed a bill in the United States Circuit Court this morning for an attachment on 306 bicycles belonging to the Chicago Tip and Tire Co., a Maine corporation with a branch office in Chicago. It contracted with the Lincoln Bicycle Co. for the assembling of 306 bicycles for a consideration of \$3,014 10, furnishing the material. The machines have been completed, but have not been taken by the defendant. It was stated to a WHEEL man that the Lincoln Co. wanted the Tip and Tire Co. to furnish money for them to work on, which they refused to do after furnishing the material.

ON HIS NATIVE HEATH.

Minneapolis, Minn., Aug. 31.—S. D. Heath has associated with himself in a new company for the manufacture of the Heath line of bicycle pumps E. C. Quimby and L. S. Hoyt. New machinery and tools of the latest design will be purchased. The new company will be known as the Heath Manufacturing Company, with offices at 418 Guaranty Loan Building.



This trade mark is recognized in all parts of the world as the emblem of perfect cycle construction.

There are now made in America, cycles of

CHEAP,
MEDIUM,
HIGH-GRADE
AND
HUMBER QUALITY.

Within the walls of every cycle factory in the world, HUMBERS are admittedly the best product in cycle construction which inventive genius, precise methods, skilled mechanism, and unlimited facilities have produced. ❁ ❁ ❁ ❁ ❁ ❁ ❁ ❁

Applications for HUMBER Agencies for the season of 1897 will be received at our Westboro office until Sept. 15, 1896. Though we have largely increased our facilities of manufacture during the past season, the volume of our product is limited, and it is necessary our plans for the distribution of our 1897 product be completed by the 15th of September, in order that we may supply agents promptly with cycles they will require during the season of 1897.

A Humber Agency

❁ Means Reputation, Satisfaction, Profit. ❁

Once appointed, the HUMBER agent can always feel assured of steady business, for so long as he is conducting the business on satisfactory lines the agency will remain with him. It is the policy of HUMBER Companies to select agents whose character is on a plane with the reputation for integrity and quality earned by HUMBER Companies during the past twenty-nine years. We seek those only to represent us who appreciate the merits of honest goods and who realize the value of and will aid us in supporting a truthful, honorable business policy. In every manner possible we seek to prevent any cutting of prices, that all buyers may be treated uniformly alike. We, therefore, require every agent to furnish a guarantee bond that he will not under any circumstances sell HUMBERS at less than our catalogue price, nor give or allow any rebate or commission.



HUMBER & CO., America, Limited,

ELLIOTT BURRIS, Managing Director,

WESTBORO, MASS.

BIG GUNS WERE ABSENT.

Good Racing, However, Was the Rule, Even Though Few Onlookers Enjoyed It.

Bridgeport, Ct., Aug. 28.—Although most of the stars of the National Circuit were absent at the Bridgeport Wheel Club's circuit meet to-day, the sport was interesting. But a handful of spectators were present. The mile open, professional, went to Gardiner. MacDonald had the pole, Reynolds, Gardiner, Kimble, Clark, Rigby, Stevens and Ziegler following in the order named. Hamilton paced and the gun started the men too quick, the order finally giving Rigby the position back of pace-maker and Gardiner the rear of the line of Clark's wheel. At the bell Gardiner started up past the bunch and Rigby followed him to the lead, the latter jumping past the pace-maker, and gained the rear of Gardiner's wheel. Down the stretch Rigby came to Gardiner's side, and the race was close to the tape, the two finishing inches apart, with Kimble a close third.

In the third of a mile MacDonald gained the rear of the line, and stayed there to the backstretch, when he started a sneak around the bunch, gaining a good lead. Kimble rode after him, and on the stretch was at his side, the two going over the tape in almost a dead heat. The judges caught MacDonald as the winner. Ziegler was an equally close third.

Kimble won the one-mile handicap against a field of twenty-three starters in a very close finish with the entire field, with the exception of Gardiner and Kennedy, the scratch men, right up in the hunt. Newton, Monte Scott and MacFarland gained the second, third and fourth positions, and inches only separated them all around. Ray Dawson, of Boonton, carried away the honors in the amateur class. Summary:

Mile professional—1, Gardiner; 2, Rigby; 3, Kimble. Time—2:09.

Third-of-a-mile professional—1, MacDonald; 2, Kimble; 3, Ziegler. Time—0:41-5.

Mile handicap, professional—1, Kimble; 40 yards; 2, Newton, 40 yards; 3, Monte Scott, 80 yards; 4, MacFarland, 80 yards. Time—2:04-5.

Mile, 2:40 class—1, John C. Nelson; 2, E. S. Collet; 3, George B. Cobb. Time—2:24.

One-mile handicap—1, W. F. Soule, 70 yards; 2, W. E. Tenseler, 30 yards; 3, E. S. Collet, 70 yards. Time—2:09-1-5.

Mile open—1, Ray Dawson, Boonton; 2, W. E. Tenseler; 3, W. A. Barbeau. Time—2:14-5.

Two-mile handicap—1, Ray Dawson, scratch; 2, E. C. Hausman, 40 yards; 3, W. F. Soule, 150 yards. Time—4:28.

Gardiner rode a mile, pace and pace about, single machines, in 1:57 2-5, single paced record time.

A LITTLE MORE LIGHT.

A good gate and large fields of contestants characterized the night race meet at Harlem on August 27. While additional light improved the meet from the spectators' point of view, over the previous affairs, the illumination was still inadequate. Local men only completed. Summary:

Quarter-mile—Final—1, C. J. Liebold; 2, W. A. Brown. Time, 37 3-5 seconds.

Half-mile handicap—Final—1, C. H. Tomlinson (40 yards). Time, 1:12 3-5.

One-mile handicap—Final—1, J. J. Hughes (100 yards); 2, W. A. Barbeau (scratch). Time, 2:29 2-5.

One-mile, lap—Final—1, W. C. Roome; 2, Sam Brock. Time, 2:37 1-5.

DAVIDSON DOES IT.

The Canadian 25 miles record was cut to 1h. 1m. 40s. by Harley Davidson at Chatham, Ont., last week. Five men entered in the race, which was paced by tandems.

STARS FAILED TO TWINKLE.

Philadelphia, Aug. 29.—J. W. Parsons, the Australian, now holds the State record for a mile. At the Quaker City Wheelmen's meet to-day at Tioga, he rode the distance paced in 1:52, clipping four seconds off of Ziegler's record made at Wilkesbarre. John S. Johnson rode a half-mile paced in 54 seconds, cutting the previous best State record four and a half seconds. Tom Eck engineered the pacing, and the pick-ups were perfect. Triplet and tandem teams exchanged the pace.

Johnson and Parsons rode in the five-mile handicap, which was won by Starbuck. The former rode until he had caught the field and led, then dropping out of the race. In the mile scratch professional there was a mild strike among the men on account of the time-limit, 2:25.

In the first heat the time made was 2:27 1-5, and it was declared no race, with no run-over, Parsons and Starbuck being among those ruled out. The second heat was made in 2:25 1-5, and was allowed to stand, Church, Bowers, Jack and Eckhardt qualifying. In the third heat Landis and Johnson and McCurdy were the first men across the tape, but the time being 2:28, they were ruled out. Then it was seen that what was hoped to be the race of the day was to be robbed of the "star" competitors, and it was announced that the first three men in each heat would be allowed to ride in the final. The men in the second heat very properly refused to ride, and the decision was reversed, and only the four men who qualified in the second heat were allowed to compete, Jack winning from Church. Summary:

One-mile novice (final heat)—1, L. Krauss; 2, Joe McDowell; 3, A. B. Reynolds, jr. Time, 2:45 1-5.

One-mile handicap, professional (final heat)—1, C. C. Bowers, 45 yards; 2, C. B. Jack, 40 yards; 3, Charles Edfield, 55 yards. Time, 2:12.

One-third mile handicap (final heat)—1, J. B. Clift, 20 yards; 2, E. T. Walters, jr., 10 yards; 3, A. Bateman, 30 yards. Time, 41 4-5 seconds.

Mile open, professional—First heat, 1, J. W. Parsons; 2, B. C. Betner; 3, J. F. Starbuck. Time, 2:21 1-5. No race. Second heat, 1, C. A. Church; 2, C. C. Bowers; 3, C. E. Jack; 4, H. W. Eckhardt. Time, 2:15 1-5. Third heat, 1, W. R. Landis; 2, R. P. McCurdy; 3, John S. Johnson. Time, 2:28. No race. Final heat, 1, C. B. Jack; 2, C. A. Church; 3, C. C. Bowers. Time, 2:14 5.

One-mile open, amateur—Final heat, 1, P. S. Davis; 2, W. M. Trott; 3, C. W. Krick. Time, 2:40.

One-mile, handicap—Final heat, 1, A. Bateman, 115 yards; 2, C. W. Krick, scratch; 3, J. A. Vernier, 45 yards. Time, 2:19.

Five-mile handicap, professional—1, J. F. Starbuck; 50 yards; 2, W. E. Dickerson, 130 yards; 3, W. A. Rulon, 115 yards. Time, 12:5 4-5.

REMARKABLY SMALL ATTENDANCE.

Cleveland, O., Aug. 30.—The first meet of the Associated Wheelmen occurred on Saturday at C. A. C. Park. It brought out a remarkably small attendance. Summary:

One Mile Novice—1, J. J. Callon, Collinwood; 2, Harry Wood; 3, Ed. Calta. Time, 2:56 2-5.

Half Mile Open—1, Earl Torrer, Dayton; 2, Jas. A. Crawford; 3, T. R. Blackmore. Time, 1:36 2-5.

One Mile, City Championship—1, Jas. A. Crawford; 2, J. R. Fitzsimmons; 3, F. R. Blackmore. Time, 2:24 2-5.

Two Mile Handicap—1, Albert Calkins, 150 yards; 2, F. A. Robshaw, 150 yards; 3, W. C. Emerick, 130 yards. Time, 4:45 2-5.

One Mile, 2:35 Class—1, H. B. Wood, Oberlin; 2, J. R. Corrigan; 3, F. R. Blackmore. Time, 2:23.

Five Mile Open—1, H. B. Wood; 2, W. C. Emerick; 3, Geo. Comstock. Time, 11:43.

THIRTEEN PURES FELL.

But Impures Went Right on Racing—Tom Butler Keeps Up His Winning Streak.

Meriden, Conn., Aug. 29.—Tom Butler won most of the purses put up by the Meriden Wheel Club at their circuit meet to-day. He took the half-mile and mile open, and made the best time in the mile invitation race, 1:55 4-5. The attendance was very good, 3,000 spectators being on the grounds.

The mile open, tandem pacing, was put in by the management under permit, but the men protested. The time, 2:09, was not as fast as most of the time made this season with single pacing. Tom Butler caught the pacemaker, but Gardiner, rushing around, dropped back and gained several lengths. Gardiner lost the race by several lengths to the Boston rider, and Newton, the ex-amateur from Stafford Springs, was a close third.

The half-mile open final had as starters from the pole out the following: Rigby, Butler, Gardiner, Kimble, MacFarland, Ziegler, Maya and Crooks. No pacemaker was allowed and the men made good going, finishing in 1:00 1-5, one of the fastest unpaced halves of the year. At the outset Ziegler worked to the front and Gardiner caught his rear, Rigby and Kimble following Gardiner. Crooks from the rear pulled Tom Butler to the head of the field, and that rider started after that first, gaining it with his usual easy running. Ziegler gained the second place a length ahead of Gardiner. Crooks quit after helping Butler.

The mile handicap, amateur, was disastrous inasmuch as thirteen of the fourteen starters fell. One was injured, but not seriously. Two men were disqualified for the day for foul riding. Alexander, of Hartford, was the only man remaining on his wheel. Birdie Munger's brother mounted and gained second prize, the second finisher, Edwards, of Southington, being disqualified.

The mile handicap, professional, had Stevens, at 20 yards, as the virtual scratch man, and Bowler, at 110 yards, the limit man. The finish was close and Kimble, Hoyt, Crooks and Mertens divided the money in an inch-close finish.

Mile mile, 2:50 class—1, F. J. Cadwell, Elmwood; 2, E. C. Hausman, New Haven; 3, J. P. Fleming. Time—2:24.

Half mile, professional—1, Tom Butler; 2, Ziegler; 3, Gardiner. Time—1:05 1-5, unpaced.

Mile handicap—1, R. M. Alexander, Hartford (50 yards); 2, Leon Munger, Middletown (100 yards); 3, A. M. Curtis, Meriden (50 yards). Time—2:19 3-5.

Mile handicap, professional—1, Kimble (40 yards); 2, Hoyt (50 yards); 3, Crooks (60 yards). Time—2:10 4-5.

Half-mile open—1, Ray Dawson, Boonton; 2, Leon Munger; 3, Joe Harrison. Time—1:03 4-5.

Mile open, professional—1, Tom Butler; 2, Gardiner; 3, C. R. Newton. Time—2:09.

Mile invitation race, each man paced against time. Citizens' purse. A time limit of 2:00 on each rider, to beat this or have no share in the purse. Purse divided between first two in time or all to one man if under two minutes—1, Tom Butler; time, 1:55 4-5; paced by Maddox and Scott and Berlo and Crooks, 2, Gardiner; time, 1:57 4-5; paced by the triplet, O'Connor, Bainbridge and Stevens.

Mile amateur, same conditions, time limit, 2:08—None reached.

FOUR AT PHOENIXVILLE.

Four cycling events were given by the Phoenixville, Penn., Agricultural and Driving Park Association in that city on Saturday. William Armstrong won the half-mile novice in 1:16. Fred Airhart won the mile handicap in 2:37 1/2, the three-mile handicap in 8:36 and in company with J. L. Brewer the two-mile tandem race in 5:33.

POSTPONED, BUT POPULAR.

When it comes down to genuine up-to-date police service in connection with cycle racing, there is no one who can eclipse Detective Gregory, of Newark, N. J. He has had charge of the Irvington-Millburn race during the past few years, where he preserved order out of chaos, and he again demonstrated his ability on Wednesday's last week at the Atalanta Wheelmen's postponed meet at Waverly Park. Although postponed events are usually unsuccessful, there was a large crowd at the meet, particularly of the class that delight in getting on the track, but wonderful to relate not a soul was within the fence except the wearers of official badges. The track is wide, and the fences low, and it is usually next to impossible to keep the course clear. Even the spectator who got over-enthused and thrust his head over the track was a target for the police.

The first race was not called until 3:30 p. m. in order to insure the attendance of competitors, officials and the spectators. As a consequence it was dusk before the finish.

The meet attracted a large entry list, and two specialties, a triplet race and a contest between Newark letter-carriers, policemen and firemen, excited local enthusiasm. W. H. Ross rode a half-mile paced by a triplet in 56 1-5 seconds, and Bert Ripley followed the same machine around for a mile in 2 minutes 1 second.

The absence of Ray Dawson made the mile open rather an easy thing for Harrison, the Asbury Park crack, Ripley and Roome being the only ones present to worry him. The track was in excellent shape, causing many blanket finishes. Summary:

One-mile novice; four heats; final-1, M. C. Tatten; 2, T. Firth; 3, H. C. Hedeman. Time, 2:32 4-5.

One-mile open; three heats; final-1, Joe Harrison; 2, Ripley; 3, W. C. Roome. Time, 2:16 4-5.

One and one-half mile tandem; two heats; final-1, Harrison and Ripley; 2, Roome and Jasper; 3, Junkind and Crumm. Time, 3:55.

One-mile, 2:25 class; three heats; final-1, W. C. Roome; 2, B. T. Allen; 3, J. Jasper. Time, 2:36 2-5.

Special invitation team race; two miles; heats and a final-Won by John C. Letzelder, police. Letter carriers first, 20 points; police second, 17 points; firemen, 8 points. Time 5:36 2-5.

Triplet race; one mile-1, Vim Bicycle Club; 2, Riverside Wheelmen; 3, Harlem Wheelmen. Time, 2:02 2-5.

Half-mile handicap; four heats; final-1, W. B. Bennett (60 yards); 2, M. C. Tatten (70 yards); 3, W. H. Cane, jr., (70 yards). Time 1:03 1-5.

Two-mile handicap; three heats; final-1, J. J. Gregory; 2, J. A. Forney (150 yards); 3, C. J. Bird (80 yards). Time 4:46 4-5.

JOHNSON STARRED, STARTED AND STOPPED.

John S. Johnson starred at Bunnell's night meet at Tioga, Philadelphia, on Wednesday evening last. His appearance was well advertised, and 4,000 spectators were present expecting to see him win everything. His performance consisted of finishing second in the first heat of the mile open and being totally outclassed in the final, such men as Church, Starbuck, Jack and McCurdy showing him the way over the tape. Parsons, the Australian, also rode. Although unfortunate, he rode pluckily, and was made to feel that he was among friends. He fell in the final of the mile open, but rode pluckily in his heat in the handicap from scratch, and qualified, making the mile in 2:11. He was unplaced in the final. He also rode unsuccessfully in the five-mile handicap. The entry list was large, the crowd enthusiastic, and the management perfect.

One-mile novice-Final heat-1, J. Greul; 2, A. Heilson; 3, A. Melghan. Time-2:45 1-5.

One-mile open, professional-Final heat-1, Carroll B. Jack; 2, John S. Johnson; 3, J. F. Star-

buck; 4, Robert P. McCurdy. Time-2:20 2-5. Second heat-1, Charles Church; 2, J. W. Parsons, Australia; 3, J. M. Baldwin; 4, H. E. Bartholomew. Time-2:18. Final heat-1, Charles Church; 2, Carroll B. Jack; 3, J. F. Starbuck; 4, R. P. McCurdy. Time-2:20 1-5.

One-mile open-Final heat-1, P. S. Davis; 2, Joshua Lindley; 3, Walter Troth; 4, C. H. Hensel. Time-2:13 1-5.

One-mile handicap, professional-First heat-1, B. C. Betner (90 yards); 2, W. W. Ruion (60); 3, E. P. Thompson; 4, J. W. Parsons (scratch). Time-2:10 4-5. Time of scratch man-2:11. Thompson was subsequently disqualified for looking backward. Second heat-1, S. L. Cassidy (75 yards); 2, C. B. Jack (40); 3, W. E. Dickinson (100); 4, C. C. Bowers (50). Time-2:14. Third heat-1, Edward Bringham (145); 2, A. Boone (145); 3, R. P. McCurdy (35); 4, C. A. Church (scratch). Time-2:11 4-5. Final heat-1, B. C. Betner; 2, Edward Bringham; 3, W. E. Dickerson; 4, A. Boone. Time-2:06 4-5. Parsons, who finished unplaced, rode the mile in 2:16.

One-mile handicap-Final heat-1, W. B. West (30 yards); 2, Samuel Moore (100); 3, Clement Turville (115); 4, H. Sheek (50). Time-2:23.

Five-mile handicap, professional-1, W. A. Ruion (200 yards); 2, J. F. Starbuck (100); 3, C. C. Brown (handicap not announced); 4, C. B. Jack (200); 5, H. E. Bartholomew (200). Time-12:48 2-5.

EASY ROE TO HOE.

H. K. Roe is the champion rider of Long Island. At least, he holds that title by winning the mile championship of Long Island race at the Mercury Wheel Club's meet at Flushing on Saturday last. H. K. Roe and his brother Nat have a private track near their home in Patchogue, and they were both in fine fettle for the Flushing meet. Nine men started in the event, which was paced by a triplet. Henshaw got the rear wheel of the pacing machine, with Brock, Owen, Roe and Allen in that order. Coming in the homestretch Roe made the jump and was never headed, beating Henshaw by three lengths. Roe was carried to his dressing quarters on the shoulders of his clubmates. F. D. White, of Freeport, was also in excellent shape, and won the mile open and five-mile handicap. In the mile he caught the triplet and won by a long sprint from the three-quarter pole, beating out Barbeau and Roe. The attendance was about 2,000. Summary:

One mile (novice)-1, H. B. Cashell, Brooklyn; 2, G. Juch, Flushing; 3, E. L. Nichols, Flushing. Time-2:27 1-5.

Two miles (handicap)-Final heat-1, Nat Roe, P. W. (80 yards); 2, C. O'Connor, K. A. C. (130 yards); 3, E. Krumm, New York (100 yards). Time-4:35.

One mile (open)-First heat-1, F. W. Richt, Brooklyn; 2, E. J. Clark, M. W. C.; 3, E. Krumm, New York. Time-2:25 2-5. Second heat-1, B. F. Allen, L. W.; 2, W. A. Barbeau, R. W.; 3, David Simmons, Brooklyn. Time-2:25. Third heat-1, C. T. Earl, K. C. W.; 2, H. K. Roe, P. W.; 3, F. D. White, F. B. C. Time-2:23. Final heat-1, F. D. White, F. B. C.; 2, W. A. Barbeau, R. W.; 3, H. K. Roe, P. W. Time-2:08 4-5.

Two miles (tandem)-1, C. H. and Walter Apple, E. A. C.; 2, Barbeau and Henshaw, R. W.; 3, Hovey and Gressell, H. W. Time-4:20 2-5.

One mile-Final heat-1, H. K. Roe, P. W.; 2, C. S. Henshaw, Brooklyn; 3, David Simmons, Brooklyn. Time-2:21 2-5.

Five miles (handicap)-1, F. D. White, F. B. C. (75 yards); 2, C. O'Connor, K. A. C. (275 yards); 3, W. H. Brown, K. A. C. (150 yards); 4, David Simmons, Brooklyn (400 yards). Time-11:54 4-5.

LOAFED AND GOT LEFT.

A case of sulks was handled in a most conclusive manner at the Fresh Air Mission electric light races at Buffalo on Wednesday evening of last week. In the final of the mile open Goehler, Cleland, Higgins, De Temple, Horan and Finn refused to follow the pace-maker. He set a good pace at the start, but

the men rode along leisurely. The pacer waited for them and again endeavored to draw them along, but they refused to wake up. At the end of the first lap the referee ordered them to dismount and suspended them from the track for the evening. They were hissed by the spectators as they retired to the dressing-room.

In the three-mile police race Tony Gavin, who recently rode from Buffalo to New-York to compete in The Herald's Inter-city Police race, was beaten by three other "coppers." The meet was held for charity and was in every way successful. Summary:

One-mile novice-1, E. M. Beck; 2, D. L. Johnson; 3, R. E. Gardiner. Time, 2:25 1/2.

One-mile open-Final: 1, A. E. Goehler, R. C.; 2, C. B. Horan, P. C.; 3, W. D. Temple, P. C.; Time, 2:37. Time limit, 2:50. Ordered run over by referee. Run over declared and riders suspended from the track for the night.

Half-mile handicap-1, C. A. Sliker; 2, E. E. Denniston; 3, J. C. Penseyres. Time, 1:03 3-5.

One-mile handicap-1, C. A. Sliker (30); 2, J. C. Penseyres (35); 3, J. R. Jones (50). Time, 2:18.

HAD A PICNIC.

Dawson and Slavin, the speedy New Jersey amateurs, visited Middletown, N. Y., on Wednesday of last week and finished one, two, in all the events in which they were eligible. The meet was promoted by the Barnes Wheelmen and was well attended. Summary:

Mile novice-1, A. G. Relyea, K. C. W.; 2, John H. Cummings, Middletown; 3, Robert Terhune, Middletown. Time-2:44.

Mile tandem (State championship, paced by Kings County Quad)-1, Owen and O'Connor, K. C. W.; 2, Henshaw and Barbeau, Riverside Wheelmen. Time-2:19.

Half-mile open-1, Ray Dawson, N. Y. A. C.; 2, W. H. Owens, K. A. C.; 3, William Slavin, Suffern. Time-1:04 1/2.

Half-mile (county championship)-1, O. E. Murphy, Tuxedo; 2, J. S. Donahue, Newburg; 3, W. J. Oakley. Time-1:13 1/2.

Mile tandem-1, Black and White; 2, Henshaw and Barbeau; 3, Case brothers. Time-2:20.

Mile open-1, Ray Dawson; 2, W. S. Slavin; 3, W. A. Barbeau. Time-2:16 1/2.

Mile (county championship)-1, J. F. Donahue, Newburg; 2, W. S. Weeks, Middletown; 3, W. J. Oakley, Newburgh. Time-2:20.

Five-mile handicap-1, Ray Dawson (scratch); 2, W. S. Slavin (80 yards); 3, W. A. Barbeau (scratch); 4, A. G. Relyea, Brooklyn (240 yards). Time-14:11 1/4.

ROE-D A WINNING GAIT.

Patchogue, Long Island, had its third race meet of the season at Roe's track on Wednesday of last week. The local favorite, H. K. Roe, took the mile open and the best race of the day, the five-mile handicap from scratch. Twenty-seven men started. At three miles Roe caught the bunch, and won in an exciting finish on the sprint. Earl won the one-mile invitation, beating out Frank White, Roe, Ruland, Fisher, Bennett, Smith and Frank Munz. Summary:

One-mile novice-Final heat-1, H. C. Robinson; 2, Harry F. Zoble, Brooklyn; 3, W. H. Furlong, Patchogue. Time-2:46 1-5.

One-mile scratch-Final heat-1, H. K. Roe, P. W.; 2, F. D. White; 3, Nat Rowe. Time-2:14 2-5.

One-mile handicap-Final heat-1, J. Robert Bailey, P. W. (120 yards); 2, S. C. Hubbard (110 yards); 3, C. A. Carlson, G. W. (120 yards). Time-2:15 2-5.

One-half-mile handicap-Final heat-1, W. A. Schwab (70 yards); 2, J. J. Hughes, P. W. (60 yards); 3, Fred B. Eggelhoff. Time-1:04.

Five-mile handicap-1, H. K. Roe (scratch); 2, F. Fisher (scratch); 3, E. D. White (scratch). Time-13:55 4-5.

One-mile invitation scratch-1, C. T. Earl, K. C. W.; 2, C. W. Ruland, jr., P. W.; 3, F. D. White, F. B. C. Time-2:36.

KRICK'S A CRACKER.

Lancaster, Pa., Aug. 26.—C. W. Krick stood head and shoulders over all the riders at the meet at McCagn's Park to-day, winning the three events in which he started. All the local cracks of this vicinity were in attendance. Summary:

One-mile novice—1, M. C. Good, Allentown; 2, C. S. Clippinger, Harrisburg; 3, F. A. Huber. Time—2:39.45.

One-mile handicap—1, E. S. Youse, Reading (95 yards); 2, W. A. Lantz, Harrisburg (100 yards); 3, Jonas Reist, Harrisburg (115 yards); 4, J. B. Corser, Allentown (55 yards). Time—2:16.15.

One-half-mile open—1, C. W. Krick, Sinking Spring; 2, B. B. Stevens, Philadelphia; 3, J. B. Corser, Allentown. Time—1:10.

One-mile open—1, C. W. Krick; 2, B. B. Stevens, Philadelphia; 3, E. S. Youse, Reading. Time—2:31.45.

Two-mile handicap—1, C. W. Krick, Sinking Springs (scratch); 2, J. B. Corser, Allentown (20 yards); 3, J. C. Henderson, Lewistown (110 yards); 4, W. A. Lantz, Harrisburg (180 yards). Time—4:56.

One-mile tandem—1, James Hires and E. Simons, Lancaster; 2, E. C. Diferenderfer, Salunga and C. Long, Landisville. Time—2:25.

JUST UNDER THE MINUTE.

Milwaukee, Aug. 27.—An exhibition half-mile was negotiated in 59½ seconds by the Andrae quad at the meet of the Associated Cycling Clubs to-day, and the new League sextuplet was also exhibited. Anton Stoltz took the honors in the amateur events. The attendance was small. Summary:

One-mile, 2:40 class—Final heat—1, Charles Muss; 2, Albert Mueller; 3, P. H. Cambier. Time, 2:47½.

Quarter-mile open—1, Anton Stoltz; 2, H. W. Crane, Racine; 3, Nat McDougall. Time, 33½ seconds.

Five-mile handicap—1, Anton Stoltz (scratch); 2, Albert Mueller (50 yards); 3, John F. Reitzner (scratch). Time, 12:56.

One mile, professional—1, H. L. Becker, Chicago; 2, W. F. Sanger; 3, W. A. Zerbel. Time, 2:28½.

One-mile open—1, Albert Mueller; 2, Anton Stoltz; 3, Con Reinke. Time, 2:24.

Two-mile handicap, professional—1, Henry Kanaska (85 yards); 2, Arthur J. Welley (90 yards); 3, John Muss (235 yards). Time, 4:23.

Half-mile open—1, Reinke; 2, Anton Stoltz; 3, A. V. Jackson, Chicago. Time, 1:02.

WASHINGTONS WALLOP ORIOLES.

Baltimore, Md., Aug. 29.—The Maryland Division's meet to-day was the best of the season, the track being fast and the finishes close. In the intercity races, the Washington team won, for the second time. Another victory will give them the series and the cup. Summaries:

One-mile, novice—1, C. E. Eckert; 2, G. L. Hicks; 3, H. W. Chun, Washington.

One-mile, intercity team race—1, William Sims, Washington; 2, Clarence Knight, Baltimore; 3, M. Mudd, Washington; 4, F. L. Meyers, Baltimore; 5, George Ball, Washington; 6, Robert French, Baltimore. Score—Washington, 12; Baltimore, 9. Time, 2:45.

Two-mile, handicap, professional—1, J. L. Ives (scratch); 2, W. W. Phelps (scratch); 3, M. F. Carter (scratch). Time, 4:52.45.

Half-mile—1, W. F. Sims; 2, W. G. LeCompte; 3, H. Pritchard. Time, 1:08.15.

One-mile, professional, lap race—1, M. F. Carter, six points; 2, J. M. White, five points; 3, W. O. Woodward, and W. W. Phelps, tied for third place with three points. Time, 2:21.25.

TRACK POOR, SPILLS MANY.

In connection with the Woonsocket (R. I.) Agricultural Fair, cycle races were held both afternoon and evening on August 27. The track was poor and spills frequent. Summary:

Afternoon: Half-mile (handicap)—1, F. B. Watson, Westboro (40 yards); 2, W. St. George, Woonsocket (40 yards); 3, C. F. Wright, Woonsocket (40 yards). Time—1:08½.

One mile (open)—1, Bert R. Livermore, Worcester; 2, Phil Sylvestre, Woonsocket; 3, F. W. Stockbridge, Westboro. Time—2:58½.

One mile (handicap)—1, C. Doubleday, Somerville (80 yards); 2, Phil Sylvestre, Woonsocket (120 yards); 3, George Ewen, Woonsocket (110 yards). Time—2:24.

Evening: One mile (open)—1, Phil Sylvestre; 2, William Pettigrew, Lynn; 3, Joseph Bowden, Providence. Time—2:32.

Two miles (handicap)—1, Phil Sylvestre (120 yards); 2, C. Doubleday (80 yards). Time—5:02.

McDUFFEE'S DEBUT.

Providence, Aug. 29.—E. A. McDuffee made his first appearance as a professional at the Rhode Island Wheelmen's meet to-day. He rode an exhibition unpaced mile and cut the State record from 2:19 to 2:15 3-5.

In the mile open a close finish between Devlin and Hills brought out a storm of hisses against the judges. William Sullivan a local favorite, made an excellent showing in the mile 2:40 class, which he won with ease. Summary:

Mile, 2:40 Class—1, William Sullivan, Pawtucket; 2, Joe Collins, Marlboro; 3, B. T. Ross, Arlington Heights. Time, 2:34.25.

Mile Open—1, Fred Devlin, Pawtucket; 2, Horace B. Hills, Jr., Providence; 3, N. T. Freyburg, Worcester, third. Time, 2:18.15.

Half Mile Open—1, Horace B. Hills, Jr.; 2, William Sullivan; 3, Fred Devlin. Time, 1:20.25.

THE INS AND OUTS OF PRESIDENCY.

Here is President Sterling Elliott at rest, and there is ex-President Willison at ease. There is a lesson in the picture.



These two men fought at high pressure at Baltimore for hours of the day and night. They and their henchmen burned both money and brain tissue to secure the much-coveted office of L. A. W. president. The fate of nations seemed to depend upon it. It seemed that the defeated man would glide into an obscurity which would be as protracted as it would be dark. And here they are, hobnobbing at the Louisville meet, both of them apparently happy; in fact, of the two Willison seems to be the happier.

Willison is a Maryland man; angular, bony, sinewy, practical, businesslike, genial and congenial.

Elliott is a Massachusetts man; high-voiced, nasal-toned, perceptive, humorous, practical, theoretical, visionary, initiative, eccentric, unexpected, kindly, and a whole lot of other things.

SLOW TOWN, FAST TIME.

The English triplet record for one hour, 26 miles 402 yards, was smashed by the Century Wheelmen's triplet team, Pierie, O'Neil, Gracey, at the Point Breeze track, Philadelphia, on Friday last. The team covered 26 miles 1,373 1-3 yards in the ride. The average time per mile was 2:12, the slowest mile being ridden 2:17 2-5. O. S. Bunnell refereed and Louis Hill and C. F. Lancaster timed.

DEAD-HEATED, THEN TOSSED UP.

Buffalo's crack riders rode at Williamsville, N. Y., on Saturday and carried everything before them. Goehler and Longnecker rode a dead heat in the mile open, which the latter won in the toss up. Summary:

One Mile Novice—1, William Mehl; 2, E. D. Shister; 3, J. W. Furnes. Time, 2:37.

Half Mile Open—1, A. B. Goehler; 2, W. D. Cleveland; 3, A. A. Kaliska. Time, 1:45.25.

One Mile Open—1, A. E. Longnecker; 2, Goehler; 3, E. D. Stevens. Time, 2:17.45.

Five Miles Handicap—1, C. A. Sliker, 25 yards; 2, A. B. Goehler, scratch; 3, E. D. Stevens. Time, 12:19.25.

PACKED TO THE GATES.

Standing-room was at a premium at the meet at Sharon, Penn., August 27. The best riders in Western Pennsylvania and Ohio took part in the events. P. J. McIntyre won the mile open in 2:24, and the two miles lap race in 4:53. C. C. Aughenbaugh took the half-mile open in 1:14, Scott and Aughenbaugh the tandem in 2:43, and H. B. Scott the five miles handicap in 12:38.

SOCIETY SEES A TWENTY RIDDEN.

Society at Narragansett Pier was enlivened by a 20-mile road race on Saturday last. The course extended over fine macadam roads, and contestants were numerous. C. S. Bolting won the event from scratch in 50:03, winning both time and place prizes. Philip Engle-drum, 2:30, took second prize, in 52:52. Second time prize went to A. H. Sayers, 3:00, who finished in 51:30.

TONY TACKLED TOO MUCH.

Tony Gavin, the Buffalo "bicycle cop," attempted to lower the twenty-four-hours record on the cement track at the Buffalo Athletic Field last week. He quit at twenty hours on account of rain, with 313 miles to his credit. Had he continued to the end he could not have made more than 375 miles. The American record is 452 miles, by Gimm.

BELL-RINGING RACES.

A new freak cycle contest took place on the fair grounds at Norway, Me., recently. A board track, 100 feet long and 8 inches wide, with twenty-one electric buttons on irregular lines, was arranged. Each contestant rode a bicycle on the narrow track, passing over as many electric bell-ringing buttons as he could. The first prize winner struck eleven bells.

CHAINS AND CIRCUIT CHASERS.

Nearly all of the first fliers are now using Baldwin chains, Cooper, Bald and the Butlers among the number. At the Louisville meet every national championship was won by the Baldwin "chain gang," a record that speaks more forcibly than words.

FOR \$100 A SIDE.

At the Tioga, Philadelphia, track to-morrow, McCurdy and Starbuck will ride a match race for a purse and a side bet of \$100. Each man will have his own pace-makers as is the custom abroad.

FISTER TO BE FASTER.

John J. Fister, of Washington, has gone into training preparatory to making an onslaught on the 24-hour road record. He will make the attempt about the middle of the month. Fister held the record in 1893.

1500

MERELY A CURTAIN-RAISER.

Springfield's Prologue and the Flood of Recollections It Brings—Tuning Up the Orchestra of Speed.

Springfield, Mass., Sept. 1.—Could a stranger—one of the "new element," for instance—look into a kaleidoscope and see therein the long succession of stirring events, the once famous faces that are now mere memories, and the part they played in cycling history, he would be surprised at the cycling halo which has ever hovered over the name "Springfield," and which serves to make the Springfield tournament of whatever year an evergreen that may wither, but that can never die.

The views would carry him back some thirteen years, for in 1883 it was that the famous function was inaugurated. Each year the splendor of its halo was heightened, only once was dimmed.

What we are pleased to term the "old guard" must have the pictures in their mind's eye—"old guard," mind you, not because we are old in years, but because cycling is young, comparatively, at least. And nearly all of the pictures are pleasing. We are glad that they adorn the halls of memory. Picture the city of Springfield tenderly rocking the infant Cycle Sport in its cradle. Picture the rapid growth of the child, the vigorous extension of its arms, the momentous moments through which it passed; then a decline of both infant and parent; then a recovery and such a renewal of strength

and health in both that it seems can know no harm—picture this, and you have one view, not stirring, perhaps, but historical.

The parent, Springfield, had relatives—three of them—but call the family roll and you will hear them not.

Roseville—product of New Jersey? Dead, almost, surely beyond resurrection.

Lynn—home of "Billy" Rowe! What of Lynn?

Gone.

And Hartford?

Tenacious, but likewise no more.

The three played the parts—played them well—but the strain was too great, and they—well, simply dropped into obscurity, and three of the four once glorified names became mere shadows, which cast but dim outlines, and those far, far to the rear. Springfield alone remains to cast its shadows before.

Turn the kaleidoscope!

There's George Hendee—"Billy" Rowe—Fred Ives—George Webber—Gene Crist—Phil Brown—Quilla Rich—Huntington and Burnham! And that hefty lot? They're English—a corps of invading Britons—Sandy Sellers—Percy Furnival—"Bobby" Cripps—Dick Howell.

Don't know them—eh?

Ah, me! But they are names which were once as magic. Hendee! Handsome, rosy-checked, sturdy youngster. Idol of Springfield. Pride of America—and once champion. How men raved and women wept when the invader Sellers, trailed his unloved colors in the dust, and in the sight of 15,000 home people! Hendee, who stirred Springfield as

no man has stirred it since. Hendee—Hendee, the demi-god, forgotten!

And Rowe! The man who completed the shattering of the Hendee idol. Rowe! For years unconquerable, for years the man who startled the world with records so marvelous and so oft repeated as to stagger belief, who once carried the hearts of all America into the camp of the English enemy! And George Webber—God rest his soul in the land of the liel—Webber, the uncut diamond, the peerless pusher of the lever-driven Star—big-hearted, stout-hearted fellow, cut down in his prime. Crist, dashing, clean-cut, who brought thousands to their feet and roused fine frenzies of excitement—Phil Brown, Burnham—all, all are unknown. And all these were once as fierce fagots in the flame that illumined Springfield in the skies.

Yes, yes. Fame is fleeting, and the tents on its eternal camping-ground weak guyed.

Another turn.

A blot and then a blank. Springfield is undone. Cycle Sport is given a body blow, and below the belt. A series of match races between two of our greatest men. A dishonest arrangement. A "double cross." The conspirators fall out. The stench reaches heaven. Springfield is nauseated. Its track is closed for years. The sport sickens and all but dies.

No need to mention names. Most of the debauchers have repented and lived down their folly. Let the cloak of charity hide their past. But one of them was in evidence to-day. I sat near him in the press box. I wondered at the thoughts within him. If they were of the past—of the capping of a countrywide trail of dishonest racing capped by the wrecking part

RESULTS OF TRIAL HEATS.

TRIAL HEATS FOR WEDNESDAY'S EVENTS.

First Heat, Seven Starters— Second Heat, Eight Starters—	1, J. T. Kelleher. 1, T. J. Grady.	2, R. F. Ludwig. 2, F. I. Elmer.	3, C. M. Bly. 3, M. E. Tenzler.	4, J. Vincilette. 4, E. C. Ferree.	Time, 2:44 1-5. Time, 2:43.
First Heat, Thirteen Starters— Second Heat, Twelve Starters— Third Heat, Thirteen Starters—	1, H. D. Hutchins. 1, W. S. Reynolds. 1, W. J. Helfert.	2, J. C. Wettergreen. 2, A. W. Porter. 2, Chas. Hadfield.	3, F. J. Jenney. 3, C. J. Lewis. 3, A. T. Crooks.	4, O. L. Stevens. 4, F. B. Rigby. 4, P. J. Berio.	Time, 1:10 2-5. Time, 1:11 4-5. Time, 1:13 1-5.
First Heat, Eleven Starters— Second Heat, Twelve Starters— Third Heat, Thirteen Starters—	1, Ray Dawson. 1, E. M. Blake. 1, R. F. Ludwig.	2, Jos. Harrison. 2, J. J. Casey. 2, H. E. Caldwell.	3, A. M. Curtis. 3, A. R. Freeman. 3, F. A. Gately.	4, N. M. Pettigrew. 4, C. C. Roome. 4, H. K. Bird.	Time, 1:12 2-5. Time, 1:12 3-5. Time, 1:12 1-5.
First Heat, Thirteen Starters— Second Heat, Twelve Starters— Third Heat, Thirteen Starters—	1, W. M. Randall. 1, Tom Cooper. 1, Otto Ziegler.	2, E. C. Bald. 2, Tom Botler. 2, Owen Kimble.	3, C. R. Newton. 3, L. A. Callahan. 3, Ray McDonald.	4, Arthur Gardiner. 4, F. H. Allen. 4, W. C. Sanger.	Time, 1:07 2-5. Time, 1:12 2-5. Time, 1:13 3-5.
First Heat, Thirteen Starters— Second Heat, Fourteen Starters— Third Heat, Twelve Starters—	1, E. C. Bates, 100. 1, T. G. Perry, 70. 1, F. A. Gately, 70.	2, O. H. Munro, 30. 2, Ray Dawson, scr. 2, J. B. Fowler, 50.	3, H. B. Hills, 50. 3, A. R. Freeman, 60. 3, W. C. Roome, 30.	4, H. E. Caldwell, 80. 4, J. H. Vincilette, 80. 4, R. M. Alexander, 40.	Time, 2:17. Time, 2:14 1-5. Time, 2:15 2-5.
First Heat, Twelve Starters— Second Heat, Ten Starters— Third Heat, Eleven Starters— Fourth Heat, Seventeen Starters—	1, George L. Bates, 250. 1, J. B. Bowler, 100. 1, H. D. Hutchins, 90. 1, L. P. Callahan, 240.	2, C. J. Lewis, 20. 2, L. A. Callahan, 50. 2, A. T. Crooks, 100. 2, A. B. Rich, 180.	3, W. C. Sanger, scratch. 3, A. D. Kennedy, scratch. 3, Fred Schrein, 70. 3, P. J. Berio, 100.	4, Con Baker, 60. 4, F. C. Hoyt, 70. 4, F. H. Allen, 40. 4, W. J. Helfert, 60.	Time, 4:44 2-5. Time, 4:57 2-5. Time, 5:03 1-5. Time, 4:57.

TRIAL HEATS FOR THURSDAY'S EVENTS.

First Heat, Eleven Starters— Second Heat, Eleven Starters— Third Heat, Eleven Starters—	1, A. M. Curtis. 1, C. C. Ingraham. 1, O. H. Munro.	2, T. J. Grady. 2, F. A. Gately. 2, H. E. Caldwell.	3, Joe Harrison. 3, C. M. Bly. 3, J. T. Kelleher.	4, J. B. Fowler. 4, R. F. Ludwig. 4, W. E. Tenzler.	Time, 1:13. Time, 1:11 3-5. Time, 1:14.		
First Heat, Fourteen Starters— Second Heat, Fourteen Starters— Third Heat, Fourteen Starters— Fourth Heat, Eight Starters—	1, Geo. L. Bates, 65. 1, P. J. Berio, 25. 1, Fred Schrein, 20. 1, C. R. Newton, 15.	2, Monte Scott, 30. 2, W. C. Sanger, scr. 2, W. M. Randall, 10. 2, W. F. Saunders, 50.	3, P. C. Hoyt, 20. 3, F. H. Allen, 10. 3, A. Gardiner, scr. 3, A. T. Crooks, 25.	4, Otto Maya, 30. 4, Con Baker, 20. 4, O. J. Kimble, 10. 4, J. T. Walsh, 25.	5, A. H. Barnett, 70. 5, J. P. Bliss, 20. 5, H. H. Maddox, 30. 5, A. B. Rich.	Time, 1:08. Time, 1:09 3-5. Time, 1:08 3-5. Time, 1:06 3-5.	
First Heat, Twelve Starters— Second Heat, Nine Starters— Third Heat, Twelve Starters— Fourth Heat, Thirteen Starters—	1, H. K. Bird, 40. 1, W. L. Curtis, 45. 1, A. M. Curtis, 20. 1, J. T. Kelleher, 15.	2, Ray Dawson, scr. 2, C. C. Ingraham, scr. 2, E. M. Blake, 15. 2, J. B. Fowler, 35.	3, L. H. Munger, 10. 3, C. R. H. Caldwell, 10. 3, W. E. Tenzler, 20. 3, A. R. Freeman, 25.	4, W. C. Roome, 10. 4, J. S. Johnson, 10. 4, I. G. Eastman, 30. 4, L. D. Cabanne.	5, G. E. Cobb, 30. 5, D. J. Grady, 40. 5, L. Plaintiff, 20.	Time, 1:07 4-5. Time, 1:04. Time, 1:07 2-5.	
First Heat, Twelve Starters— Second Heat, Thirteen Starters— Third Heat, Nine Starters—	1, Arthur Gardiner. 1, Tom Cooper. 1, Ray McDonald.	2, F. C. Hoyt. 2, W. C. Sanger. 2, F. H. Allen.	3, A. D. Kennedy. 3, W. M. Randall. 3, Tom Butler.	4, C. M. Murphy. 4, Fred Longhead. 4, L. D. Cabanne.	5, L. A. Callahan. 5, W. M. Randall. 5, Owen Kimble.	6, E. C. Bald. 6, E. F. Starbuck. 6, J. C. Ferree.	Time, 2:27 4-5. Time, 2:39. Time, 2:39 4-5.
First Heat, Eleven Starters— Second Heat, Fifteen Starters— Third Heat, Sixteen Starters—	1, W. L. Curtis, 90. 1, L. H. Wanger, 15. 1, W. G. Douglass, 15.	2, F. A. Gately, 70. 2, T. G. Perry, 15. 2, J. J. Casey, 15.	3, W. H. Minie, 60. 3, W. C. H. Caldwell, 40. 3, H. H. Parker, 15.	4, C. W. Eastman, 60. 4, J. T. Kelleher, 30 (discp). 4, Oscar Hedstrom, 30.	5, R. L. Ludwig, 15. 5, T. A. Fish, 30. 5, L. Plaintiff, 40.	Time, 2:23 4-5. Time, 2:12 3-5. Time, 2:15 2-5.	
First Heat, Ten Starters— Second Heat, Ten Starters—	1, W. J. Helfert. 1, H. D. Hutchins.	2, A. E. Weinig. 2, A. T. Crooks.	3, W. Coleman. 3, Chas. Hadfield.	4, Monte Scott. 4, Otto Maya.	5, G. Y. Bates. 5, H. R. Stenson.	6, E. C. Bald. 6, Dead Heat.	Time, 2:48 1-5. Time, 3:03.
First Heat, Twelve Starters— Second Heat, Fourteen Starters— Third Heat, Nine Starters— Fourth Heat, Fourteen Starters—	1, C. J. Lewis, 150. 1, G. T. Bates, 130. 1, F. J. Jenney, 60. 1, H. D. Hutchins, 50.	2, J. B. Bowles, 120. 2, A. R. Ives, 140. 2, H. R. Steenson, 100. 2, Fred Schrein, 50.	3, Fred Longhead, 15. 3, Watson Coleman, 50. 3, E. Acker, 30. 3, L. A. Callahan, 30.	4, Chas. Hadfield, 80. 4, Monte Scott, 60. 4, W. T. Saunders, 110. 4, F. H. Allen, 30.	5, C. R. Newton, 30. 5, P. J. Berio, 60. 5, P. C. Hoyt, 40. 5, L. D. Cabanne, scratch.	6, H. H. Maddox, 70. 6, T. A. Fish, 30. 6, A. H. Barnett, 150. 6, Otto Maya, 70.	Time, 2:12 3-5. Time, 2:11 2-5. Time, 2:10 2-5. Time, 2:13.

he played in the Springfield scene—his crafty face showed it not. And as I thought I marvelled that, after defaming America and American sport, he should now screech rabid Americanism and pose as a preacher of all that is pure and holy, the while traducing men whose shoes he is unfit to lace. He once pleaded in print for charity. He received it. But he forgets it now.

Still another turn, and behold! there is Springfield rejuvenated, refreshed and the stronger, possibly, for the lapse. The figures of Windle, Zimmerman, Tyler, Johnson, Sanger, Bald, Cooper, flit before the fancy. In quick succession they have pitched their tents on the camping ground of Fame. The tents are yet there—some frayed and frittering away, but still in such shape as to be recognized by even short-memoried man.

The Springfield tournaments of late years may be likened to a book. They consist of two chapters and a preface. The prefaces seldom differ. They are necessary, and are reviewable and barely interesting—that is all. But, as a whole, the book is always of good texture and print, and of gilt edge.

In "sporty" language, the preface is the "weeding-out process"—the running of the preliminary heats. To-day forty-one of them were decided. An entire day was devoted to the operation.

Some way or other, and though may be fought with brilliant stubbornly and be of the dashing and eye-lash finish, a preliminary heat inspires but lukewarm interest and frosty enthusiasm. So it was to-day. During the morning and afternoon some 2,000 people looked on. They viewed a number of close and spirited finishes, but not once did they uncork their feelings. Springfield now has no idol of its own to worship hysterically. Perhaps that is the reason. At any rate, there were few sounds of enthusiasm and comparatively little craning of necks or rising from one's seat. Twice a mere gurgle arose when Sanger adroitly pulled himself out of tight pockets and placed himself by splendid sprinting. It seemed to argue that the big fellow is to be here, as at Louisville, the popular favorite. The reason is hard to fathom, but none will say Sanger nay. He has had hard knocks aplenty in the past. Again, or rather on three, several times, in the one and two mile professional handicaps, when the limit men ran away from the backstarters and in each instance won with not less than 100 yards to spare, the crowd was sufficiently tickled to make a firecrackerlike handclapping audible. The day was clear but raw and November. Only Will R. Pitman had the hardihood to affect a white flannel suit. A fresh breeze which swept down the backstretch helped the men home. The track is reported heavy from recent rains, but from the press stand it does not look it. It seems as marblelike as ever.

But for a bad spill in the forenoon, the racing would have been well nigh featureless. The fall occurred on the last lap of the last heat of the two-mile handicap. The blame is laid on Berlo. He was in front and on the outside. In endeavoring to take the pole he cut across too soon and then slowed. There was a crash and several dull thuds. Nat Butler, Newton, Bliss and Rigby were among the fallen. Butler's collarbone was broken,

and he will race no more for several weeks. Newton's cheek was cut open, but after it had been stitched he resumed racing in the afternoon. Newton is the little fellow who last year ran away with nearly all of the Class A events here. To-day marked his debut as a pro. He displayed splendid speed and judgment, and gave a good account of himself. Monte Scott, F. C. Hoyt and H. D.

Hutchins also joined the "professors," and did well.

Cooper is confining himself entirely to scratch events and qualified for all, riding in the same determined fashion that characterized his work at Louisville. Tom Butler also did as well, getting in one event by a scant inch. Sanger qualified in one race by what all agree was the grace of the judges. Cabanne clearly beat him out for fourth place, but the judges said otherwise. "Charl" Murphy, one of the returned Argonauts, or perhaps Argonauts, would be a better term, rode in the mile record race and looked like a winner, until fifty yards from home, when he slid back, but by squirming like a caterpillar, managed to squeeze into fourth place. Ray Macdonald, another of the returned "tourists," has changed to a Columbia and won a heat in dashing style. Al Weing, still another, and wearing a very Frenchy suit, also placed himself for the morrow. Tom Eck acted as his pusher-off.

Bald shows no improvement on his Louisville form. He qualified for but one race.

Ray Dawson, W. C. Roome, Joe Harrison and the other metropolitan cranks seem the top-notchers in the amateur class. C. C. Ingraham, the Illinois man, who so nearly swept the deck at the National meet, has more than met his match in the Eastern contingent.

The tournament proper will not begin until to-morrow.

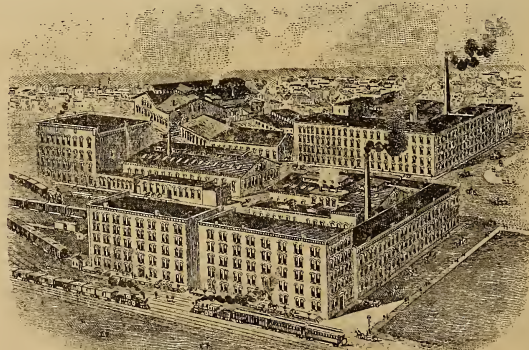
The farical "mile international" race is again programmed. One entry from Canada and three from New Jersey is its nearest approach to its name.

H. W. Robinson, the Boston member of the Racing Board, was referee, and those timers who are indelibly connected with all Springfield tournaments, O. N. Whipple, C. T. Shean and W. H. Jordan held the watches, as usual. A. D. Peck was starter, F. L. Buckbee clerk of course, and Charles G. Adams announcer. There was an air of business about the trio, and an agreeable absence of that horseplay which characterizes the work of so many misguided young men who fill those places.

Manufacturers should see their wheels as those who ride them do.

COME WELL PREPARED.

In the line of farm machinery, that bearing the brand of the tiger and made by the Stod-



dard Manufacturing Company, Dayton, Ohio, has long been famous. It is the intention of the Stoddard Company to enlarge their present extensive plant and to produce a bicycle that shall be as famous among its kind as

WORDS THAT COST.

Words and their numbers are not always arguments; sometimes, however, they must be accepted as such. For example, during the six days of the recent L. A. W. meet in Louisville, an average of 150,000 words were sent by telegraph to the various papers 150 correspondents were at Louisville to represent.

The grand total of 900,000 represented an expenditure of nearly \$45,000 on the part of the papers for telegraph tolls alone, to say nothing of other expenses, which would bring the cost of recording the wheelmen's doings well up to the \$100,000 mark. Does any one think these "words" and their expensiveness prove nothing.

They prove this, and conclusively, too, that the newspapers recognize that, next to politics, there are more people interested in pedals than in any other one thing, and they acted accordingly in giving the fullest possible account thereof.

CHANGING QUIET STREETS.

A great change has been wrought by the bicycle in what used to be known as the quiet streets of every town and city in the land. On the well-paved back streets are nightly seen parties of young and old taking their first lessons in bicycle riding. Some of the residents do not relish the combination of feminine screams, male objurgations and "dull thuds" as the mysteries of balancing are explored, but as most of them are cyclists themselves they make no protest and rather sympathize with the students when they recall their own wobbly days.

LIBERTY OR DEBT.

Receiver Hardin's first report of the affairs of the Liberty Cycle Company of Rockaway, N. J., and Bridgeport, Conn., submitted in the Chancery Court at Newark, on Tuesday shows fictitious values of \$46,480 67 placed on assets claimed as \$106,480 97, and liabilities amounting to \$183,563 03.

Literally, the Japanese for cycling means "living machine."

the company's machines have always been in farming implements.

That this intention on the part of the Stoddard Company will be carried out, the

first Tiger and Tigress wheels completed by the company bear ample evidences. The Tigers' lair—otherwise their home and birthplace—is shown in the cut herewith of the Stoddard Company's plant.

MORGAN & WRIGHT TIRES ARE GOOD TIRES.

THE REASON WHY _____

MORGAN & WRIGHT QUICK-REPAIR TIRES

Are to be found on most of the wheels built
in 1896, is that they give the least trouble
and the most comfort to the most people.

WHAT THEY SAY.

C. R. & W. J. Sutherland, Albany, N. Y.: "We have had no trouble with M. & W. Tires, and like them best because they can always be repaired. One of our customers had a _____ tire, which he sent back to the factory three times in three weeks, and the last time it came back leaking. He was disgusted, you can bet."

Joseph Berkowitz, Albany, N. Y.: "Out of 80 wheels sold, 72 had M. & W. Tires. Give less trouble than any others."

T. T. Higinbotham, St. Georges, Bermuda: "I repaired my quick-repair tire a short while ago. It took just two minutes to make a permanent repair. It is truly wonderful, and you deserve great credit for placing upon the market such an excellent invention."

ADVICE.

Don't stick tool into tire before you pump up—harder the better.

Don't stick tool into the same hole after injecting cement.

Don't use any but M. & W. quick-repair cement, made for this purpose, and don't fear to ask the dealer questions. The quick-repair is illustrated in our catalogue. It is so simple that nobody should have the least trouble in making a quick, easy and permanent repair, on the road, without taking tire from the rim.

Remember our liberal guarantee. Send defective tires to us, not to the maker of your wheel.

MORGAN & WRIGHT CHICAGO.

C. A. G. W.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES



B. Morrow.



J. S. Johnson.



W. W. Hamilton.



C. Kolb.

PERSONAL MENTION.

THESE MEN RIDE M. & W. TIRES:

- Anderson, E. E. (Stearns)
- Aultman, G. W. (Columbia)
- Aultman, W. J. (Stearns)
- Bald, E. C. (Barnes)
- Bainbridge, W. (Thistle)
- Banta, A. J. (Napoleon)
- Bearl, H. F. (Stearns)
- Becker, W. L. (Adlake)
- Bernhardt, O. P. (Dayton)
- Bird, B. B. (National)
- Bliss, J. P. (Monarch)
- Bovee, E. (Stearns)
- Bowler, J. B. (Halladay)
- Brown, P. E. (Brantford)
- Callahan, L. A. (—)
- Carter, M. F. (Barnes)
- Church, C. A. (Barnes)
- Clark, H. C. (Napoleon)
- Coburn, J. (Dayton)
- Coburn, W. (Dayton)
- Cooper, T. (Monarch)
- Cox, S. C. (Crescent)
- Curry, J. (Racyle)
- Davis, C. W. (Stearns)
- De Cardy, W. (Barnes)
- Dennis, M. O. (Crescent)
- Dolister, J. (Warner Special)
- Dress, C. F. (Cleveland)
- Fairmon, H. (World)
- Frederickson, H. E. (Fowler)
- Gardiner, A. (Thistle)
- Gill, R. H. (Remington)
- Ginn, L. (Pirate)
- Grant, G. C. (Napoleon)
- Hamlin, C. H. (Sterling)
- Hamilton, W. W. (Halladay)
- Hause, T. (Outing)
- Holer, C. (Dayton)
- Holmes, T. (America)
- Ingram, W. W. (World)
- Jackson, E. F. (Stearns)
- Johnson, J. S. (World)
- Johnson, L. M. (Adlake)
- Kaliska, A. A. (World)
- Kennedy, A. D. (World)
- Kenyon, W. E. (Adlake)
- Kimble, O. (Outing)
- Kolb, C. (Cleveland)
- Kohl, H. (America)
- Laing, A. (Rambler)
- Lansier, C. H. (Ariel)
- Lawson, J. (Fowler)
- Loughhead, F. (Fowler)
- Lum, W. E. (—)
- Lund, J. (Thistle)
- McDonald, R. (World)
- McFarland, F. (Halladay)
- McKeon, E. (Dayton)
- McKeynolds, B. (Viking)
- Maddox, H. (Stearns)
- Maxwell, G. A. (Stearney)
- Mead, R. F. (Spalding)
- Mertens, A. C. (Dayton)
- Morris, J. D. C. (Monarch)
- Morris, M. (Monarch)
- Morrow, B. (Sterling)
- Mosher, H. F. (Barnes)
- Oldfield, B. (Stearns)
- Parsons, J. W. (World)
- Pike, C. B. (Orient)
- Ramsey, S. W. (Wis.)
- Repine, B. (Fowler)
- Rice, R. P. (America)
- Ridgley, C. M. (National)
- Rigby, F. (Frontenac)
- Schrein, F. (Dayton)
- Senn, A. F. (Remington)
- Shrader, W. C. (Andrac)
- Smith, A. E. (Adlake)
- Stevens, O. L. (America)
- Swett, L. B. (Orient)
- Thayer, G. P. (America)
- Thome, K. (Outing)
- Tinkham, J. C. (America)
- Towle, O. E. (Orient)
- Van Herik, H. (Fowler)
- Van Nest, A. C. (Racyle)
- Walbour, R. (Sterling)
- Weilpe, A. J. (Andrac)
- Weinig, A. E. (Sterling)
- Weirick, C. (Stearns)
- Wenzel, W. A. (Napoleon)
- Wilmas, L. (Adlake)
- Woodlieff, J. A. (Columbia)
- Ziegler, Otto (Barnes)

SOME OF THE WINNERS:

- J. Dolister, on a Warner Special, with Morgan & Wright Tires, won the mile Racine County Championship, at Racine, Wis., Aug. 22.
- J. Curry, on a Racyle, with M. & W. Tires, won the mile professional, at Marshall, Ills., Aug. 27.
- R. McDonald, on a World, with M. & W. Tires, won the one-third mile open, professional, at Bridgeport, Ct., Aug. 28.
- Owen Kimble, on an Outing, with M. & W. Tires, won the mile handicap, professional, at Bridgeport, Ct., Aug. 28.
- L. E. Lange, on a Fowler, with M. & W. Tires, won two first time prizes in one day—five-mile and ten-mile road races, Chicago, Aug. 22.
- A. J. Banta, on a Napoleon, with M. & W. Tires, won the mile open, at Marshall, Ills., Aug. 23.
- O. A. Repass, on Morgan & Wright Tires, won the County Championship, at Perry, Ia., Aug. 22.
- Tom Davis, on a Fowler, with M. & W. Tires, won the mile open, at Emporia, Kan., Aug. 24.

J. E. Morrow, on a Cleveland, with M. & W. Tires, won the two-mile handicap, professional, at Emporia, Kan., Aug. 24.

J. Converse, on a Remington, with M. & W. Tires, won the mile handicap, at St. Louis, Mo., Aug. 22.

A. D. Kennedy, on a World, with M. & W. Tires, won the two-mile handicap, professional, at Binghamton, N. Y., Aug. 28.

R. W. Crouse, on Morgan & Wright Tires, won the two-mile event, at Allentown, Pa., Aug. 16, in 4:16—State record.

J. Lawson, on a Fowler, with M. & W. Tires, made two State records, at Wichita, Kan., Aug. 25—quarter-mile in 27 2-5; half-mile in 1:00 2-5.

F. Rigby, on a Frontenac, with M. & W. Tires, won the mile open, professional, at Saratoga, N. Y., Aug. 25.

A. V. Jackson, on a Fowler, with M. & W. Tires, won the half-mile open, amateur, at Milwaukee, Wis., Aug. 28.

W. E. Kenyon, on an Adlake, with M. & W. Tires, won the mile open, professional, at Milwaukee, Wis., Aug. 28.

W. L. Becker, on an Adlake, with M. & W. Tires, won the mile handicap, at Milwaukee, Wis., Aug. 26.

Otto Ziegler, on a Barnes, with M. & W. Tires, won the mile open, professional, at Binghamton, N. Y., Aug. 28.

H. A. Coussirat, on a Cleveland, with M. & W. Tires, won the Provincial Championship, at Montreal, Can., Aug. 15.

E. Davis, Jr., on a Zimmy, with M. & W. Tires, won the half-mile professional, at Westport, Wash., Aug. 16.

A. F. Clark, on a Thistle, with M. & W. Tires, won first time in ten-mile road race, at Bennington, Vt., Aug. 15.

F. H. Roberts, on a Dayton, with M. & W. Tires, won the mile open, half-mile open, and five-mile handicap, at Keosauqua, Ia., Aug. 15.

Karl Mull, on a Stearns, with M. & W. Tires, won the half-mile open, amateur, at Mason City, Ills., Aug. 21.

J. W. Jones, on Morgan & Wright Tires, won the two-mile open, at Grand Ledge, Mich., Aug. 19.

G. P. Thayer, on an America, with M. & W. Tires, won the two-mile open, professional, at Toledo, O., Aug. 21.

E. C. Haynes, on a Columbia, with M. & W. Tires, won first time in ten-mile road race, at Buffalo, N. Y., Aug. 22.

L. P. Swett, on an Orient, with M. & W. Tires, won the mile open, at Old Orchard, Me., Aug. 24.

C. Reinke, on a Telegram, with M. & W. Tires, won the two-mile handicap, at Milwaukee, Wis., Aug. 28.

A BIG WEEKLY TOTAL

Number of winners mentioned above.....	28
Crowded out.....	363
Total.....	391



C. B. Pike.



L. P. Swett.



H. Van Herik.



W. E. Lum.



Glenn P. Thayer.



A. F. Senn.



Arthur Gardiner.



H. F. Beard.



Jack Coburn.



O. E. Towle.



S. W. Ramsey.



A. J. Weilpe.



Bob Walbour.



Frank Rigby.



C. F. Dress.



Tom Cooper.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

A STRING OF MEETS

- Emporia, Kan., 10 out of 17 places.
- Missouri Valley, Ia., 12 out of 19 places.
- Waco, Tex., 14 out of 23 places.
- Milwaukee, Wis., 10 out of 18 places.
- Hannibal, Mo., 12 out of 19 places.
- Council Bluffs, Ia., 14 out of 22 places.
- Carthage, O., 12 out of 21 places.
- Salina, Kan., 22 out of 38 places.
- Racine, Wis., 10 out of 22 places.
- Marshall, Ills., 12 out of 18 places.
- Beaver Dam, Wis., 8 out of 13 places.

Total, 136 out of 230 places won on Morgan & Wright Tires—far more than won on all other tires combined.

WORLD'S RECORDS.

Arthur Gardiner, on a Thistle, with Morgan & Wright Tires, at Bridgeport, Ct., August 28, set a new world's mark for the single paced, exhibition mile—1.57 2-5.

Earl Bovee, on a Stearns, with Morgan & Wright Tires, established a world's record for the two-thirds mile, in competition, at Binghamton, N. Y., August 24. Time, 1.25 flat.

NATIONAL CIRCUIT WINNINGS.

Beginning with San Antonio, Tex., June 5, and including Saratoga, N. Y., August 25, Morgan & Wright Tires have won 372 out of 706 places. Far more than won on all other tires combined.

MORGAN & WRIGHT,
CHICAGO.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Kindly mention The Wheel.

INTERNATIONAL CHAMPIONSHIPS.

Everybody in Copenhagen Went to See Them, and England at Last Gets a Look In.

Copenhagen, Aug. 18.—It is over! A thing of the past and of history!! "It" refers to the International meet of the current year, and it has hung over this city for the past three days much to the enjoyment of the cycle racing portion of the public. This portion is large, and was augmented by hundreds of visiting wheelmen. The race meet, was, however, not the only thing which hung over the city, for rain clouds were there in abundance and much to the consternation of the aforementioned crowds persisted in frequent unpleasant demonstrations of their nearness. Aside from the numerous showers on the three days, the meet must be described as entirely successful, and the manner in which the events were run off showed that the officials were men of experience in bringing off race meets satisfactorily. Possibly the programme could have been improved, but as it was the races with one or two exceptions were hard fought, exceedingly interesting and long to be remembered.

All of the races were run without the aid of pace-makers, with the two exceptions of the 100-kil. professional and the event for amateurs for the same distance. In these races the competitors were allowed the privilege of providing themselves with as much assistance in this direction as they wished, and this was fully taken advantage of.

The total attendance of the three days was estimated as exceeding 25,000. These members of the royal family, King Christian and Queen of Denmark, Crown Prince and Crown Princess, Prince Christian, and the two younger princesses, together with Prince Valdamar and Princess Marie, lent their presence on the opening day.

Newspaper men and trades people were on hand in large numbers. Charles Sumner, the European traveller for the Pope Company, alone represented American trade interests and the cycling enthusiasm of your country.

On the opening day the first event was the mile amateur international championship run in seven heats and three semi-finals. They resulted as follows: 1, Guillaumet, France; 2, Peterson, Denmark; 3, Diakoff, Russia; 4, Leclarcq, Belgium; 5, Schrader, Denmark; 6, Alexander, Scotland; 7, Reynolds, Ireland. First semi-final, Guillaumet; 2, Schrader; 3, Reynolds.

The final caused intense interest. It was a play for position until the last eighth, when Reynolds took the pole and jumped for the rope. Guillaumet was at his rear wheel, but despite his best endeavors, Reynolds won by half a length, Schrader two lengths in the rear of Guillaumet.

The second race of the day was the 100 kilometres (sixty-three miles, or 300 laps), and brought out four riders—J. W. Stocks, England; A. A. Chase, England; F. Gerger, Germany, and H. Lyton, Belgium. The men had their pace-makers, which included quads and triplets galore.

Seventy kilometres from the finish a chain on the quad pacing Stocks "rode off," and he lost half a lap in connecting with his reserved machine. Pace-makers were then changed more frequently, as the men were endeavoring to either make up what was lost or increase what was gained, and at the end of another ten kilometres the separating distance was a half lap in favor of Chase, rider of the leverchain. Endeavors and the odds against him told severely on Stocks, so that at the completion of fifty miles Chase lapped his man. From this point on Stocks rode

as one in a comatose state, and frequent drafts of liquid, coaxing and encouragement on the part of his pace-makers were necessary to keep him up with them. Chase, on the other hand, continued to move strong and showed no apparent weakening, and finished in a hard drive seven laps ahead of Stocks and thirty-nine ahead of Gerger.

The time, 2:14:11.5, was 2:16 2-5 slower than the world's record for the distance. No intermediate records were touched.

On the second day the mile international professional brought together all the great riders of the Continent, Jacquelin, France, took the first heat, and Bourillons, France, the second. Jaap Eden did not start. At the bell in the final, both Barden and Bourillons jumped, the former taking the pole from Jacquelin. Coming into the homestretch Jacquelin tried to squeeze through on the pole, but was unable to do so, and Bourillons by a magnificent sprint passed Barden and crossed the tape first with the Englander half a wheel back and Jacquelin a length to the rear. Jacquelin claimed that "elbow works" shut him off from coming through, but his argument did not change the decision, and the result was Bourillon, Barden and Jacquelin.

TOO MUCH TALKING.

"Talking it over with Gideon?" Yes, that's just the trouble. On the racetrack there is always too much "talking over" with somebody. Men who are known to be perpetual "fakirs," after the most glaring violations of the rules of the Racing Board—frequently accompanying the same with violations of the laws of common decency—will, either personally or through their trainers or through



some friend or "heeler," make the most stupid, nonsensical and empty defences. Sometimes they are most ingenious, and are fraught with a large vocabulary, so that the referee's life is made miserable.

He, a man who holds a difficult position, entirely without payment and always without reward except the doubtful glory of a fleeting afternoon, is surrounded by a mob who listen open-mouthed to the pros and cons in the game of argument.

The team race between Denmark and Belgium riders was run in four heats, the Danes winning the greater number of points. The third day opened with a special mile race between Reynolds, Ireland, and Bourillon, France, the winners of the amateur and professional championships. Reynolds set the pace. He pulled the Frenchman around at a merry clip until the homestretch, when the freerooper romped home as he pleased. The 100 kilometres amateur championship brought out an even dozen starters. Ponscarne, France, caught the quad, with Diakoff, Russia, second. At 20 miles the Russian gained a lap over the Frenchman, at 29 miles the latter made up the first lap and took

the lead. At 37 miles he had three laps to the good, and at 56 miles was nine laps ahead of his nearest competitor, Diakoff. Fresh pacemakers aided the Russian to gain three laps, the result being a victory for Ponscarne by five laps, Diakoff ten laps ahead of Hansen, Denmark. Summary:

Mile amateur, world's championship—1, Reynolds; Ireland; 2, Schrader, Denmark; 3, Guillaumet, France. Time, 3:51.

One hundred kilometres, professional championship—1, Chase, England; 2, Stocks, England; 3, Gerger, Germany. Time, 2:14:01 2-5.

Mile professional, world's championship—1, Bourillon, France; 2, Barden, England; 3, Jacquillon, France.

One hundred kilometres, amateur world's championship—1, Ponscarne, France; 2, Diakoff, Russia; 3, Hansen, Denmark. Time, 2:31:13 2-5.

One kilometre, professional handicap—1, Pariby, England, 10 metres; 2, Huret, Belgium, 25 metres; 3, Collier, England, 90 metres; 4, Jacquelin, scratch.

WHOOPIED UP ON HUDSON.

Cyclists monopolized the Hudson County Boulevard on Saturday last. They trooped to the new thoroughfare by pairs and in squads until nearly 2,000 riders were gathered, and they were formed in line and paraded over the Bayonne end. The parade was held to celebrate the completion of the great highway. Many of the houses along the line of march were decorated. The sidewalkers were thronged with enthusiastic onlookers. About all the clubs in New-Jersey were represented in the parade, but unattached riders predominated.

The grandstand was in front of the business men's cycling quarters, near the intersection of Duncan-ave. The judges were Mayor Wanser, of Jersey City; Mayor Fagan, of Hoboken; Mayor Seymour, of Bayonne; Sheriff John J. Toffey, the Rev. J. Lester Wells, Aaron S. Baldwin, Frank S. Petter, Alexander Dusenberry, Chief Consul Gentle, of New-Jersey; John G. Fisher, Captain Harry H. Brinckerhoff, Horace H. Farrier and Chief Consul I. B. Potter, of New-York.

The prize awards were as follows: The club having the most members in line, Hudson County Wheelmen; the organization making the best appearance, Clio Wheelmen; captain of the best-appearing club, John J. Corley; most graceful man rider, G. Frederick Ripp; best decorated man, J. C. Arrowsmith; neatest lady, Miss Elsie Lang; neatest man, Alderman Vernilly; best fantastic costume, H. Dewey (sea-serpent); neatest girl, Miss Florence Cahill; oldest wheel, William Whitney; smallest wheel, Miss Hattie Madden; graceful boy, Daniel Row; graceful girl, Miss Harriet Vreeland; fat man, G. M. Parr.

WEATHER AND ROAD CHARACTER COUNT.

Morgan & Wright offer a prize, cost value \$50, for the most meritorious ride in 1896; distance, weather, and character of the road to count; second prize, cost value, \$25; third prize, set of tires. They also offer for the best time in road race, distance ten miles, a prize to cost \$25, and a prize of the same value for the best time in a 25-mile road race. For the fastest mile in competition, they offer a prize to cost \$50.

NOT TO EXCEED SIX.

The Washington (D. C.) authorities have decreed that wheelmen must pass all street crossings at a pace not exceeding six miles per hour. Between intersecting streets they may ride twelve miles per hour. The law forbidding the carrying of babies on bicycles has been rescinded.

RACING BOARD'S BULLETIN.

Suspended During Investigation.

E. N. Ward, Winfield, Kan.; A. E. Irons, Chicago, Ill., and Meadville, Penn.; A. B. Goehler, W. D. Cleland, C. V. Horan, J. F. Higgins, W. E. De Temple, J. T. Finn, all of Buffalo, N. Y.

October 3 has been assigned to Vim Bicycle Club, Newark, N. J., as a National Circuit date. Tandem professional records made at San Jose, Cal., May, 1896, by William Evans and William Matton, have been accepted, as follows: Unpaced, flying start against time, three-quarters mile, 1:23 3/4; one mile, 1:54 2/5; two miles, 4:04 2/5; three miles, 5:17 1/5; four miles, 5:26; five miles, 10:53 3/5; ten miles, 22:17.

Professionalized.

Gib Wilcox, Mobile, Ala., Clause B.
I. U. Kinsey, Jr., Savannah, Ga., Clause F.
Clark Brown, Toledo, Ohio, own request.
George Atkins, Philadelphia, Penn., own request.

Charles Heard, Philadelphia, Penn., Clause B.
W. Quinn, Keene, N. H., Clause I.
R. E. Gregory, West Norwalk, Conn., Clause I.
Ed McKee, Greenville, Ohio, Clause B.
Charles Lewis, Mansfield, Ohio, Clause F.
Frank A. Butler, Boston, Mass., Clause B.
H. H. Brower, Washington, D. C., Clause B.
Walter E. Dickerson, Palmyra, N. J., Clause B.
W. H. Bex, Saratoga Springs, N. Y., own request.

W. J. Anthony, Saratoga Springs, N. Y., own request.

W. F. Hanks, Saratoga Springs, N. Y., own request.

George Sanborn, Jr., Fonda, Iowa, Clause A.
John Bridges, Fonda, Iowa, Clause A.
Will Paulson, Alta, Iowa, Clause A.

W. Knehen, William Obermueller, O. J. O'Brien, Marion Stevens, M. J. Williams, Mike Cullinane, M. McDonough, T. J. Lemke, J. F. Barsalou, J. M. Sheehan, E. C. Graham, H. A. Mengels, J. M. J. Thornton, Fred Eichman, H. C. Jones, Thomas Murphy, H. Falvey, C. F. Stevens, all of St. Louis, Mo., Clause B.

Eyrd Moore, Fort Dodge, Iowa, Clause B.
George T. Huebner, Fort Dodge, Iowa, Clause B.

George D. Grant, Detroit, Mich., Clause B.
C. K. Denman, Omaha, Neb., Clause B.
A. E. Proulx, Omaha, Neb., Clause B.
J. L. H. Holton, Omaha, Neb., Clause B.
J. F. Culley, Omaha, Neb., Clause B.
M. Griffith, Lincoln, Neb., Clause B.
T. W. Underwood, Chapin, Iowa, Clause B.
H. W. Dean, Waverly, Iowa, Clause B.
E. H. Streeter, Cedar Rapids, Iowa, Clause B.
S. H. Page, Waverly, Iowa, Clause B.
William H. Williamson, Niagara Falls, N. Y., Clause D.

Louis C. Howard, Grand Rapids, Mich., Clause F.

Will O'Neil, Warren, Ind., Clause A.
Fred T. Bailey, Jr., Nashville, Tenn., Clause D.
Clarence Kellelt, Oshkosh, Wis., Clause B.

O. F. Bohman, Chicago, Ill., own request.
— Rumlir, Atkinson, Ill., Clause B.
Fay Hunter, Atkinson, Ill., Clause B.
Edward Johnson, Atkinson, Ill., Clause B.
William Sears, Atkinson, Ill., Clause B.
Walter Kline, Geneseo, Ill., Clause B.
J. Boyd Anderson, Nanticoke, Penn.
P. P. Dawson, Newman, Ill.

George C. Stratton, Washington, D. C., Clause B.

W. O. Woodward, Washington, D. C., Clause B.

H. F. Palmer, Milwaukee, Wis., Clause B.
Lewis Dorris, Nashville, Tenn., Clause D.
Ben Pepperman, Montgomery, Ala., Clause I.
R. S. Smith, Brighton, Mass., Clause G.
C. M. Bunting, Darby, Penn., Clause G.
Arthur Boone, Darby, Penn., Clause B.
J. J. Miller, Darby, Penn., Clause B.
Guy Stapleton, Beville, Tex., Clause I.
Charles Cunningham, Beville, Tex., Clause I.
Mike Haskell, Beville, Tex., Clause I.
Ben Smith, Beville, Tex., Clause I.

Suspended.

For competing in unsanctioned races George W. Drury, Winchendon, Mass., thirty days from August 24.

For competing in unsanctioned races—James Boyd, Wiley Harris, George Murray, Elmer Kelly, Lou Boyd, Peter Sarald, Daniel Coyne, Frank Acker, Minneapolis, Minn.; Fred Ward

Smith, F. Smith, Dan Armstedt, St. Paul, Minn.; William Lawson, Cambridge, Ill.; Frank W. Smith, Sharon, Ill., are suspended for ninety days from August 26.

For competing in unsanctioned races, William Paulson, Alta, Iowa, suspended for sixty days from August 28.

For competing in unsanctioned races, George Sanborn, Jr., and John Bridges, Fonda, Iowa., are suspended for thirty days from August 23.

For competing in unsanctioned races, — Terry, Lemonte, Mo., and John Derham and Will H. Reynolds, Sedalia, Mo., are suspended for thirty days from August 22.

For false entry, Alvah L. Mowry and Alton E. Stevens, Providence, R. I., and William Knott, Pawtucket, R. I., are suspended for thirty days from August 25.

For competing in unsanctioned Sunday races after warning, following are permanently suspended from all track racing: W. Knehen, William Obermueller, O. J. O'Brien, Marion Stevens, M. J. Williams, Mike Cullinane, M. McDonough, T. J. Lenke, J. M. Sheehan, E. C. Graham, H. A. Mengels, J. M. J. Thornton, Fred Eichman, H. C. Jones, Thomas Murphy, M. Falvey, C. F. Stevens, all of St. Louis, Mo.

For competing in unsanctioned races, Wilbur Townsend, Ernst Giddings, Richmond Hoyt, — Berry, — Small, Danbury, Conn., are suspended for thirty days from August 23.

For competing in unsanctioned races after warning, Charles Tallman, A. K. Wheeler, Harry Wheeler, George M. McKay, Dr. James Mills, H. D. Murdock, William Mason, Janesville, Wis.; Fred Burgess, Fred Knobel, B. Ackley, Evansville, Wis., are suspended for sixty days from August 23.

For competing in unsanctioned races, Henry Motel, Claymont, Wis., is suspended for thirty days from August 29.

For false entry, Guy R. Lee, Deperre, Wis., suspended for thirty days from August 29.
For entering a race in which he was not entitled, Earl Bovee, Binghamton, N. Y., suspended for sixty days from August 29.

Suspensions Removed.

Victor Eckberg, Worcester, Mass.
M. A. Conlin, Milford, Mass.
L. N. Gowell, Weston, Mass.
Charles H. Drury, Winchendon, Mass.
George H. Drury, Winchendon, Mass.
Charles H. Brown, Allston, Mass.
Herbert L. Snell, Brockton, Mass.
W. C. McCready, Boston, Mass.
L. E. Jolton, Omaha, Neb.
H. C. Gadke, Omaha, Neb.
Jack Cully, Omaha, Neb.
R. T. White, Omaha, Neb.
G. A. Holton, Omaha, Neb.
Isaac Charlton, Philadelphia, Pa.
C. J. Lewis, Northampton, Mass.

Suspensions Reduced.

Robert M. Rath, Dodge City, Kan., to expire September 1.

L. R. Jefferson, Ocean Grove, N. J., to expire September 5.

Sportsman's Park and Club, St. Louis, Mo., has been placed upon the list of those to whom the sanction privilege is denied.

Sanctions Granted.

September 23, 24—Barry Co. Agri. Society, Hastings, Mich.

September 11—Hillsboro Co. Fair and Driv. P. Ass'n, Hillsboro, Ill.

September 3, 4—Morrison Fair Ass'n, Morrison, Ill.

September 3—Howard City Driv. P. and Agri. Society, Howard City, Mich.

September 2—Dwight Cycling Club, Dwight, Ill.

September 7—Soo Falls Wheelmen, Sioux Falls, S. Dak.

September 14, 15, 16—Goodhue Co. Agri. Society, Zumbrota, Minn.

September 16—Merchants' Club, Alton, Ill.

September 7—Capital City Cycling Club, Lincoln, Neb.

September 26—Omaha Wheel Club, Omaha, Neb.

September 15—Graphic Pub. Co., Pine Bluff, Ark.

September 5, 10—Metropolitan Cycle Racing Ass'n, New-York, N. Y.

September 1—Buffalo Ath. Field, Buffalo, N. Y.

September 7—Port Ewen Bl. Club, Port Ewen, N. Y.

September 7—Fort Dayton Steamer Co., Herkimer, N. Y.

September 9, 10—Wash. Co. Agri. Soc., Sandy Hill, N. Y.

September 22, 23, 24—Dryden Ag. Soc., Dryden, N. Y.

September 24—Brookport Agri. Society, Brookport, N. Y.

September 7—St. Mary's Church, Hudson, N. Y.

September 1—Springfield Racing Club, Springfield, O.

September 4—Leipsic Street Fair, Leipsic, O.

September 10, 11—Huron Co. Agri. Society, Norwalk, O.

September 2—Capital Cit. Cycling Club, Indianapolis, Ind.

September 1—Ohio Meet Club, Bryan, O.

September 7—Viking Club, Toledo, O.

September 2—The Marquette Club Co., Cleveland, O.

September 16—J. T. Burns, Leominster, Mass.

September 2, 3—Weweeden Cycle Club, Nantucket, Mass.

September 7—Laidonian Club, Pittsfield, Mass.

September 7—Cittleton Driving Pk. Ass'n, Littletown, Mass.

September 16, 17, 18—R. J. Casey, Bridgewater, Mass.

September 10—L. W. Rawson, Worcester, Mass.

September 15—Woodstock Agri. So., S. Woodstock, Conn.

September 10—J. E. Rider, Portsmouth, N. H.

September 14—Columbia Co. Agri. Soc., Bloomsburg, Pa.

October 2—Carbon Co. Agri. Soc., Lehighton, Pa.

September 15, 16—Warren Co. Fair Ass'n, Warren, Pa.

September 7—C. G. MacDavatt, Pompton Lake, N. J.

September 26—Electric Wheelmen, Reading, Pa.

September 27—James L. Ives, Arlington, Md.

September 10, 11, 12—Associated Cycling Clubs, Pittsburg, Pa.

September 7—Atalanta Wheelmen, Newark, N. J.

September 3—Delta Wheelmen, Lebanon, Pa.

September 4—O. S. Bunnell, Willow Grove, Phila.

September 5—Prof. H. J. Hockenberry, Carbonale, Pa.

September 13—Kankakee Fair Ass'n, Kankakee, Ill.

September 12—Saginaw Wheelmen, Saginaw, Mich.

September 9—Freeport Cycling Club, Freeport, Ill.

September 19—Elkhorn Park and Cycle Ass'n, Elkhorn, Neb.

September 8—Danville Fair and Trotting Ass'n, Danville, Ill.

September 2—Flushing Wheelmen, Flushing, Mich.

September 4—F. W. Moulton, Chicago, Ill.

September 17—Dodge City Wheel Club, Dodge City, Kan.

September 1—Ark. Travellers' Club, Little Rock, Ark.

September 15—Modern Woodmen, Parsons, Mo.

PACER VERSUS PEDAL PUSHER.

The match race between W. W. Hamilton and the horse Joe Patchen is to take place at Rochester, N. Y., on September 19. The purse is \$2,000. Hamilton will have the pole, and the track, which is a very fast mile course, will be especially prepared for this event. The original intention was to run this race at Chicago, but owing to trouble in getting Washington Park track and putting it in condition the Rochester course was substituted. Besides the race between the famous pacer and Hamilton, a programme of cycle races will be given.

Maine has a "cycling authority." It is called "The Inkeytaker," and is the L. A. W. division's official paper, the fathers of the sheet being the Portland Wheel Club, Portland Me. The sheet is bright, fresh and interesting.

"Wheel Talk," Morgan & Wright's monthly magazine, now has a circulation of 29,000 copies. It is sent free to dealers and repairmen.

THE GORGE ROAD

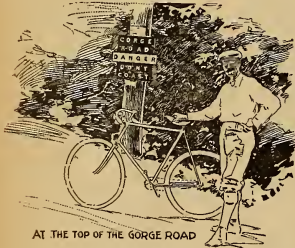


THE ROAD TO DEATH.

Where the Grim Destroyer Awaits Ignorant, Brakeless and Foolhardy Riders.

To those New Yorkers who frequent the Boulevard, taking their daily rides to Riverside Drive and Grant's Tomb, real cycling is unknown. Its pleasures and its dangers are a closed book to them. Content each day with a repetition of the scenes of the previous day's ride, and pedalling smoothly over asphalted tracks and avoiding trucks, they have no idea of the glories which unfold to the eye of the cyclist who rides out into the country, nor, in fact, of the difficulties and dangers of such riding.

Convenient to New York, and full of the luring charm of good roads, pure air and pleasant scenery, is the country around Fort Lee, across the Hudson River from New York.



AT THE TOP OF THE GORGE ROAD

Here the rider wheels through quiet woods, past pretty homes and open, rolling country. But, as every pleasure has some drawbacks, so has this beautiful country several pitfalls for the unwary rider.

In wheeling over unfamiliar roads constant care should be exercised, but that riders do not observe this caution is shown by the red history of one road in Bergen County—the Gorge Road—a road that once traveled a wheel, at once and forever settles the so-called "brake question" in the minds of all but the most bigoted or conceited fools.

The road is really a blemish on the beautiful Palisades. It leads down the Palisades to the Hudson River from the main road between Fort Lee and Guttenberg. In this part of the highlands across the Hudson the roads are lined with woods, in the deep shadow of which rich ferns and mosses grow, and many brooks wind in and out. The trees cast pleasant shadows on the level road, and as the cyclist wheels along he is lulled to a feeling of dreamy, unthinking content. In these leafy shadows the Gorge Road begins, and it seems, in its smooth macadam surface and border of trees, to be but a continuation of the main road running south along the brow of the hill.

After the first 150 yards the road becomes steep and rough, a condition which cannot be seen from the top of the hill. A rough dirt road, uneven and covered with stones and rocks, succeeds the smooth macadam. On

the right rise steep rocks; on the left, the hill falls away in a deep gully, filled with rocks, small trees and underbrush. A few stones thrown together in the form of an irregular stone wall, about two feet high, with here and there a jagged opening, are all that edge the road on this, its dangerous side. Unwary riders wheel and often coast gayly along the first 500 feet of the road, about to the second lamppost, at which point they almost invariably lose control of their wheels and pitch headlong into the gorge.

The road presents a very seductive appearance at the top of the hill, where it is as flat as the main road itself, and, furthermore, has been lavishly treated for a distance of about 600 feet with a dressing of fine macadam.

The fact of the matter is the main road swings at right angles westward at this point over a bit of most unpromising looking road-bed, a prospect which urges many into the dangers of the Gorge Road.

Well knowing the numbers who have been killed and injured here, and attributing their mishaps to poor riding or lack of nerve, they deliberately start down the fatal incline, full of the conceit that they can do what others have failed in doing. About a fortnight ago two riders started to wheel down the Gorge Road. One of them, having no brake, lost control of his wheel at the bad place in the road. Realizing his danger he made an effort to catch hold of the lamppost on the edge of the gorge, but failed, and he and his wheel pitched into the gully. Luckily his companion was a physician, and the unfortunate cyclist was rescued and patched up on the spot.

Those who will persist in riding down this road would do well to emulate the example of this last aspirant for glory, who had the forethought to take a physician with him. The road is not much travelled, and the chances are that lone riders injured here would lie in the gully unaided until perhaps beyond medical aid.

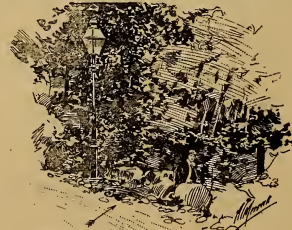


A PORTION OF THE ROAD

Those familiar with the road are not surprised at the number of accidents which occur on it. The only cause for wonder is that there are not more casualties, or more fatal ones, among those which do occur. Riders are more or less dangerously injured here daily, and two fatal accidents have occurred so far this season, despite the fact that there is a great black, red and white danger sign near the top of the road, warning cyclists not to coast the hill. In some respects this sign is misleading. It should, moreover, be placed nearer the head of the road. Many do not see it until it is too late to turn back, and as many more, having their attention fixed upon the management of their erratic wheels, do not see it at all. Then, too, there should be at least one other sign on the river side of the road, warning wheelmen against riding down the road at all, since in going down the rider's attention is naturally turned toward the river to catch a glimpse of the beautiful view presented by the towering buildings of New York. A good many, seeing the sign and judging the qualities of the road from that at its beginning, conclude that they can take it in perfect safety by back-peddaling where coasting might prove dangerous. Many riders, too, who are doubtless well aware of the dangers of this road, are led by vanity to do what caution should prevent.

The Gorge Road leads down to the Old Bull's Ferry, from which boats run to Forty-second street, New York, at long intervals.

Why any one should wish to take so unpromising a route to the city when the fine road to Nungesser's and thence on the Hudson County Boulevard stretches out so invitingly before him is beyond comprehension. Notwithstanding it is a little further to the



SPOT WHERE TWO HAVE BEEN KILLED AND A NUMBER BADLY INJURED.

Weehawken Ferry by way of the Boulevard, yet the longest way round is the shortest way home sometimes, and it might do to add in this instance it is the safest and surest. The safest course is to steer clear of the treacherous Gorge Road altogether and then none of the rare charms of that entrancing country need be ruthlessly destroyed by a fall.

NATIONAL CIRCUIT DATA.

PLACE.	DATE.	NAME OF TRACK.	SIZE.	SURFACE.	FASTEST MILE RIDDEN ON IT.	ADDRESS COMMUNICATIONS TO
Boston, Mass.	Sept. 7	Charles River	1/2 Mile.	Cement .....	.....	E. C. Hodges, Boston.
Keene, N. H.	" 9	Driving Park	1/2 "	Clay.	2.07	R. T. Kingsbury.
Philadelphia, Pa.	" 12	Tioga	1/2 "	Clay and cinders.	1.57	C. A. Dimon, 1620 Walnut St.
Wilkesbarre, Pa.	" 16	West Side	1 "	Clay	1.56	E. W. Davis, 103 E. Market St.
New York, N. Y.	" 19	Manhattan Beach	1/2 "	Cement. ....	.....	M. B. Macfarlane, 150 Nassau St.
Plainfield, N. J.	" 26	Crescent	1/2 "	Pulverized stone.	2.09 3-4	E. C. Teel.
Trenton, "	" 28	Fair Grounds	1/2 "	Dirt .....	.....	J. G. Muirheid, Box 105, Trenton.
Newark, "	Oct. 3	Waverly Park	1/2 "	Loam .....	.....	.....
Washington, D. C.	" 17	.....	.....	.....	.....	W. J. McKean.

FIXTURES.

SEPTEMBER.

- 3-Dwight, Ill. C. C.
- 4-Nashville, Tenn., A. C.
- 4-Gouverneur, N. Y., A. C.
- 4-7-Chicago, National Cycle Exposition Co.
- 5-Mahanoy City, Pa., Wheelmen.
- 5-Philadelphia, P. R. R. Y. M. C. A.
- 5-Norristown, Pa., Wheelmen.
- 5-Harrisburg, Pa., Cycle Track Association.
- 5-Erie, Pa., Wanderers.
- 5-Norwich, Conn., Rose of N. E. Wheel Club.
- 7-Ston, Falls, S. D., Wheelmen.
- 7-Lincoln, Neb., C. C.
- 7-Port Ewen, N. Y., Bicycle Club.
- 7-Kalamazoo, Mich., Cycle Club.
- 7-Zanesville, O., B. C.
- 7-Akron, O., Tip Top C. C.
- 7-Vineland, N. J., Cycle Path Association.
- 7-Bronton, N. J., A. C.
- 7-Northbridge, Mass., Whitesville B. C.
- 7-Rockland, Me., Central Wheel Club.
- 7-Detroit, Mich., Wheelmen.
- 7-Des Moines, Ia., L. A. W. Club.
- 7-Huntington, Ind., C. C.
- 7-Manhattan Beach, South Brooklyn Wheelmen.
- 7-Auburn, N. Y., Caledonian Club.
- 7-Newburgh, N. Y., Wheelmen.
- 7-York, Pa., Wheeling Club.
- 7-Pateron, N. J., Tourist Cycle Club.
- 7-Piqua, O., C. C.
- 7-Bayonne, N. J., New Jersey Athletic Club.
- 7-Poughkeepsie, N. Y., Bicycle Club.
- 7-Rochester, N. Y., Athletic Club.
- 7-Elmira, N. Y., Kanawoola Cycle Club.
- 7-Norwich, Conn., Cycle Club.
- 7-Portsmouth, Ohio, Cycle Club.
- 7-Syracuse, N. Y., A. C.
- 7-Canton, Ohio, Bicycle Club.
- 7-Pueblo, Col., Rovers' Wheel and Athletic Club.
- 7-Bridgeport, Conn., Rambling Wheelmen.
- 7-Nashville, Tenn., A. C.
- 7-Hamilton, N. Y., A. C.
- 7-Fitchburg, Mass., Rollstone C. C.
- 7-Westboro, Mass., Agricultural Society.
- 7-Palmer, Mass., Race Meet Association.
- 7-Indianapolis-Cycle Track Ass'n.
- 7-Lima, O., C. C.
- 7-Grand Rapids, Mich., A. B. Richmond.
- 7-Red Bank, N. J., Wheelmen.
- 7-S. Framingham, Mass., Wayside Park Club.
- 7-South Orange, N. J., Field Club.
- 7-Berlin, Conn., New Britain Wheel Club.
- 7-Holley, N. Y., A. C.
- 7-Schenectady, N. Y., County Wheelmen.
- 7-New Haven, Conn., Rovers' Wheel Club.
- 7-Marshalltown, Ia., C. C.
- 7-Bay City, Mich., Y. M. C. A.
- 7-Cleveland, O., Association Wheelmen.
- 7-Davenport, Ia., Fair and Exposition.
- 8-White River Junction, Vt., State Fair.
- 8-Zanesville, O., B. C.
- 8-11-Des Moines, Ia., L. A. W. Club.
- 8-Freeport, Ill., C. C.
- 8-Santa Rosa, Cal., Cycle Park Association.
- 8-Bradford, Pa., Central C. C.
- 8-Philadelphia, Revere Wheelmen.
- 8-11-Jerseyville, Ill., C. C.
- 8-10-12-Pittsburgh, Pennsylvania Division Meet.
- 12-Saginaw, Mich., Wheelmen.
- 12-Hartford, Conn., Central Wheel Club.
- 12-Lowell, Mass., Spindle City Wheel.
- 12-Waverly, N. J., State Fair.
- 12-Dover, Me., Central C. C.
- 12-17-Cape May, N. J., County Fair.
- 12-Dodge City, Kan., Wheel Club.
- 17-18 19-Sioux City, Ia., Inter-Ocean Wheel Club.
- 18-Hamlin, Minn., Driving Club.
- 18-Kankakee, Ill., Fair Association.
- 19-Wausau, Wis., Wheelmen's Club.
- 19-Haverhill, Mass., Cycle Association.
- 19-Apollo, Pa., B. C.
- 23-24-Allentown, Pa., Mercury Wheelmen.
- 23-24-25-Allentown, Pa., Allen Wheelmen.
- 23-26-Jerico, L. I., Queens Co. Fair.
- 24-25-Cuba, N. Y., Fair and Racing Association.
- 24-25-26-Chicago, National Cycle Exposition Co.
- 25-Poughkeepsie, N. Y., County Fair.
- 25-Bloomington, Ill., B. C.
- 26-Omaha, Neb., Wheel Club.
- 26-Reading, Pa., Electric Wheelmen.
- 26-Southbridge, Mass., Bt. Club.
- 26-Lackawanna, Pa., Jackson C. C.
- 30-Brockton, Mass., Agricultural Society.

OCTOBER.

- 1-2-3-Brockton, Mass., Agricultural Society.
- NOVEMBER.
- 21-28-Chicago, Ill., National Cycle Exposition Co.

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Monday, September 23, 1896.

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- For all information, call on the nearest agent, or address E. J. MOORE, General Agent, 23 Exchange Street, Buffalo, N. Y. No. 23.

CHANCE TO GET FOREIGN TRADE.

Salesman, thoroughly versed in the cycle trade, who is going abroad September 1, and who has already travelled the ground, desires to represent a bicycle and a tire concern; will also be in position to place meritorious cycle sundries. Salary or commission; will establish office in London. Address RESULTS, care THE WHEEL. **

Hard Times Come Again No More.

Times are most critical, raging political; People get radical, speak most emphatical; Some get erratical, not embellishing; Even piratical in the extreme.

What is the cause of it, so many flaws in it? Back has his paw in it, big money draws in it; Don't care if war's in it, glad of applause in it; Even the law's in it, so it doth seem.

Troubles enumerate, people oft stay out late; Highburn which all doth both will the form inflate; Now then to compensate, five cents is not too great; Try it at any rate, YUCATAN GUM.

It is the intention of Humber & Co., America, Limited, to establish during the fall of 1896 a branch retail depot in every prominent city of the United States. Applications for the position of manager for each city will be received until Sept. 15. Salary and percentage on sales will be given desirable men. Applicants must state general business experience (experience in the cycle business not a necessary requisite). Satisfactory references as to character, reputation, business and social connections, capabilities and business diligence, together with bonds, will be required of each manager. **

WENT TWENTY MILES FOR A WHEEL.

B. L. Cook, a 4:30 man, won the 20-mile road race at Woodlawn, near Buffalo, on Saturday last. He covered the course in 54:32 and won a \$100 wheel. Roy Duer took the time prize in 54:17. Over half a hundred contestants started.

MEN AND FIRMS.

F. W. Settle is the name of the gentleman who represents Hermann Boker & Co., of New York, in the West, with headquarters at Chicago.

Settle is a model of gentility and good manners. He does more thinking than talking.

His long suit, personally, is a queer habit of half closing his eyes while his entire face indulges in a smile. This smile has so complete an individuality that it can fairly be termed the Settle smile. It is of a sort that makes you think Settle has been chief dignitary at ice cream and cake festivals all his life. It envelops, swallows, cheers and hypnotizes you.

Mr. Settle is at his best with good men who buy goods on their merits, and who are broad and logical, and depend, to a degree, for the truth of what a salesman says about his wares on the character of the man himself. Among such Settle has a wide clientele.

Mr. Settle's house handles good goods, and he is at home in disposing of them. He should never tackle any other grade—he looks honest and is honest, and is not adapted to fakism or buncoing.

President L. M. Wainwright, of the Central Cycle Manufacturing Company, is one of the "good fellows" of the trade, in the sense that he is a likeable, agreeable, unaffected man. Despite his comparatively high position in the trade, he is willing and glad to include among his acquaintances men who have but a foothold on the ladder of prominence. This broadness of acquaintanceship is the seed of popularity. At a function of the Louisville sort, if one has friends he is sure to be joked with, and even perhaps a bit maltreated in the interest of general good-fellowship.

Wainwright was slated for a gibe at Louisville, although it fell short in that a knowledge of the same did not, for some reason or other, get to the intended victim's ears.

All Wainwright's familiars know L. M.'s pet scheme, hobby, ambition all in one. It is with him from the first chill wind of dawn till the coming of that regular and childlike emission from the lungs which announces that he has left behind the cares and worries of business life and is in that land of dreams where the list price is high and is never cut. It was upon this hobby of Wainwright's that the little joke was based. The hobby, put briefly, is that Wainwright lives principally for the day when the glittering phrase "Capital, one million dollars" appears after the title of his company, and the words "L. M. Wainwright, President," are traced on its gold-encircled stationery.

But to the joke: A paper went around among the good fellows for their signatures, addressed to Wainwright and praying him to immediately make a million-dollar company of the Central, and stating that each signer of the paper would gladly embrace the opportunity of subscribing for stock to the amount set opposite his name.

The last I heard of it, I believe there was subscribed just \$750,000, and the names of nine-tenths of the signers were those of chaps whose net salary balance at the end of the year would hardly suffice to buy a colored shirt!

Here's to you, Mr. President! May you and all other good fellows ever wear suspenders upon which are embroidered the prettiest of flowers! May your underwear be of silk, and may garters of gold encircle the fulness of your calf!

It is history that among the desirable things which make character, as heart, intellect, judgment, etc., the thing which fewest men have is nerve. When you meet it in the cycle

business, mark it well, for its possessor—at least just now—it not of the temper of his fellows.

J. F. Vogel, one of the corps of men who control the destinies of the Gendron Wheel Company, has it to a degree. It is refreshing to hear his views on the '97 of cycle-making. They go something like this: "Ninety-seven? The best year we ever had. Over-production? Not a bit of it. Rather the other way.

"Every one knows that the principle of sound money will triumph in November. That means intensely better times than those of the year we have passed through, and yet see what a slew of wheels this past season—hard times and all—has been taken care of.

"All the makers are waiting for the election to become a part of the past before turning the wheels of their factories. And that means, compared with the '96 season, just about three months less of manufacturing—just about one-third of the usual making season cut off. This alone will tend to the production of 25 or 30 per cent less bicycles than last year.

"Then, through the crush that will eventually at the parts factories because of late ordering, some firms will not get all the material they'll want. That will be another element in a decreased production.

"Besides, have you ever figured out the number of factories that made wheels, and lots of them, this year that will not be in the arena for '97—factories that have either failed or gone out of business, or will do so? It will be in the proportion of about one out of four.

"Add to the above the unmistakable fact that the passing season has taught our makers the lesson of conservatism, and that they have learned it thoroughly enough to fall on the side of under rather than over production, and the only logical deduction any sensible man is capable of is that the number of wheels made in '97 will be from 35 to 45 per cent less than in '96."

To be fashionable in Toledo just now you have to amalgamate with somebody.

The Kirk-Young Manufacturing Company, makers of the Yale bicycle, are recent converts to the double state, having purchased the plant, business and good will of the Toledo Manufacturing Company, which was organized a couple of years ago by Samuel Snell.

By the purchase the Kirk-Young Company obtain a very handsome factory and much greater capacity. The combined machinery of the two companies renders them capable of producing 8,000 to 10,000 wheels annually.

The policy and character of production of

the company will be as always, except that its patrons' interests will be better conserved by the increase of facilities. E. E. Kirk, secretary and treasurer, and H. J. Young, vice-president, will continue as managers of their respective departments.

Another Toledo amalgamation brings more prominently to the front than ever W. F. Dewey, of the Yost Manufacturing Company, and the Tally-Ho Tandem Company.

The latter company has been making tandems exclusively, and Mr. Dewey has been its manager, at the same time being more or less active in Falcon affairs.

And now the Tally-Ho Company and the Maume Cycle Company come together. The Maume Company has made a jobbing wheel, and will continue to do so, also continuing the Tally-Ho tandem line.

The Maume name will be retained for the amalgamated companies, and Mr. Dewey has been elected president and manager.

EDITOR DANA ON BRAKES.

It is seldom that a lay writer lands so near the mark in cycling matters as the Editor of the "New-York Sun" has succeeded in doing in the following editorial:

"The record of bicycle accidents for the last six months shows that a large percentage of the fatalities have been caused directly by the inability of the riders to stop their wheels quickly at the critical moment. Back pedaling has proved to be a dangerous and insecure substitute for the hand brake. The presence of the brake on every one of next year's wheels would be a surer guarantee of safety to the wheeling and non-wheeling community alike than either careful or skillful riding, or even the strict enforcement of the law.

"Last February, when the resolution requiring brakes on bicycles was before the Aldermen, it was defeated apparently on the testimony of a few well-known wheelmen conspicuous for their lack of wisdom and of experience in cycling. But at that time the experiment of abandoning the brake was comparatively new. While many riders had tried it, the majority had not. The members of both classes, however, must have learned since then, by observation, if not by personal mishap, that no bicycle is safe or complete unless provided with a readily applied brake.

"The fact that any wheel may be supplied with a brake at the rider's pleasure is not enough. Manufacturers should encourage its use by exhibiting and recommending machines which are neatly equipped with brakes, not wheels which are brakeless and remain brakeless unless they receive this necessary attachment after the purchase. If wood is found to be a desirable factor in the new wheels, well and good; and if handle-bars are to be shorter, that change will doubtless be welcome; but, in the rush for improvements, let the manufacturers do their part by making the brake at least as acceptable and convenient to wheelmen as any other part of the machine."

A FEW FOOT NOTES.

After a long ride, or while on an extended tour, when the feet are very tired, it is a good plan to bathe them in water in which charcoal has been boiled; or friction with gin and water is most useful. Another remedy under the same conditions is to put a handful of common salt into a footbath of hot water. The foot often becomes very tender in riders whose feet do not perspire but are apt to become very hot and irritable. In these cases a salve is very comforting, and the following will be found most useful: Zinc ointment, cold cream and spermaceti in equal parts.



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TWICE IN ONE WEEK BY

MR. JAY EATON,

THE INDOOR KING,

on a

WORLD RACER.

MILE INDOOR RECORD COMPETITION, 2.10, on an eight-lap track.

Eaton also won Four Firsts at Nashville, Tenn.

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Unpaced Standing.

Mr. J. W. PARSONS, Australian Champion,

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Kindly mention The Wheel.

BEVEL GEARS.

What They Are and What They Can Be Made to Accomplish on a Bicycle.

The rumor that the Pope Company will put a bevel-gear machine on the market next year is awakening people to the fact that the public does not know it all. It is not realized by the public at large that a good thing may exist and yet be unable to secure recognition, but such is the fact. The public are not mechanical experts. They are very ordinary people, whose judgment in the line with which they are familiar will probably be found fairly reliable, but outside of that line they will be found erratic and full of prejudices.

I dare to predict that if any prominent company does risk the attempt of marketing a bevel-gear machine in '97 they will find a good sale for same and little or no cause to regret their action. But it is also safe to say that if any small concern should attempt the same thing they will find it uphill work, if not a total failure. Many will doubt this, but it is the truth nevertheless. The merit of an article counts less than the way in which it is pushed. Many a bad article takes because it is properly pushed. People hear so much about it that they assume it to be the proper thing, and use it even at a sacrifice of comfort and even health. On the other hand, many a good thing dies simply and solely because it failed to take. This condition of affairs applies to other things than cycles. It is said that our great poets are not appreciated till after they are dead.

There is no reason why it applies to cycles. This may be found in the fact that some of the better forms of gear applications have been patented. The persons owning said patents may not be in position to push same, and so a patent acts as a bar to popularity. For example, Garford, the man who has made his saddles so prominent, took out a patent on a gear-driven cycle several years ago, but it has not been pushed, so far as the writer knows. There is little or no doubt that if he had pushed it with the same vim used in pushing his saddles we would not be discussing the probability of a gear-driven cycle for next year.

That patents have prohibited the making of gear-driven machines is not likely, however, for the application of gears to this work is very old, and no doubt several forms are public property by this time. The most probable reason is that the public did not find room in its think-box for such devices. The public rides what its neighbor rides, and so we get ahead of fads. The gear fad has not yet arrived. When it does we will use gears. It will not matter whether they are better than chains or worse. When they are said by "the bon-ton," whose brains are measured by their pocketbooks, to be "the proper thing," then we will ride them, and the man or woman who does not throw away the old chain-driven device and get a gear-driven simply will be out of style.

The word "style" means much to the maker and dealer. It is not that this year's hat is better than last year's hat, but it is that I may distinguish myself from the common herd that I throw away the hat that is still good and buy me one of later style. So far the process is all right. It has a reason for its being; but, like the ass that I am, I proceed to knock that reason out of existence by buying a hat which is "popular" and "the style," and so do not distinguish myself. So much for the senselessness of "style," and we pride ourselves on "our high civilization!"

But to return to bevel gears. The bevel gear

is one of many means of getting power from the crank-shaft to the driving-wheel. The axes of the two are parallel. Generally speaking, it is preferable to transmit that power by the simplest and easiest method. A belt or chain is this. A belt would need large pulleys and wide faces. The chain has been used as being the proper thing. The fact that it once was best is not proof that it yet remains the best. Circumstances may change, and in this case have done so. The demand for better things has caused much ingenuity to be expended on the chain. There is a limit. Fifty joints and bearings cannot be made so cheaply as a less number. It may be that we have reached a point where we find it better and cheaper to make perfect gears than perfect chains. The bevel-gear system requires an extra shaft and bearings. These may be of ball construction which is not applicable to the chain, because of the cost and

make a better looking machine. There may be some torsion in the shaft that connects the sets. But with the high-grade tubing now on the market, it ought to be possible to secure a shaft of light weight and yet practically free from torsion under ordinary cycle work. Certain it is that many people will find a gear-driven machine more satisfactory to them than a chain-driven one, if they will but exercise enough independence of judgment to ride one regardless of whether it is the fad or not. The writer believes in personal judgment. It is one thing that our voters stand in need of this fall very seriously. When we reach the age in which every one attempts to be his own judge in personal matters, regardless of Mrs. Grundy, we will be a Nation of Solomons and civilization will have taken to cycling. Let us hope that the bevel-gear rumor may prove to have had a foundation
CHARLES E. DURYEA.

ROPES COULD NOT HOLD HIM.

At a recent exhibition of military cycling at Crystal Palace, London, one of the performances consisted in the supposed capture of a dispatch messenger. After securely tying his feet together and his hands also, the captured



messenger was placed upon his back and his captors departed. Without freeing either his hands or his feet, the messenger mounted his wheel and made his escape amid the plaudits of the onlookers. The artist shows how he accomplished this.

size. The remaining question then would be that of the gears themselves.

In a bevel gear each part of each tooth is of different size from any other part of the same tooth. For this reason the application of the common gear cutter to the introduction of bevel gears does not produce perfect work. This, however, is the common way of producing them. For this reason it is common to say that bevel gears destroy power. Sometimes as much as 25 per cent of the power is lost in passing through a set of bevel gears. With such a loss it is quite evident that two sets would destroy an amount of power that would not be permissible.

Perfect gears may be produced, however, by planing each tooth. And such gears, if properly hardened and lubricated and run on ball-bearing shafts, ought to transmit power with as little loss as any other method. They are more easily boxed than a chain, and should be less liable to dirt friction. They will

HORSELESS AND HANDSOME.

The new Pope motor vehicle, which is now undergoing the finals of its exhaustive road trials, preparatory to being put on the market, is of a graceful, low-body phaeton form, handsomely upholstered. The front wheels are about 24 inches in diameter, and the driving wheels about 32 inches. The carriage is of a handsome design, and presents a luxurious appearance. The wheels have large pneumatic tires, their size making riding in the carriage exceptionally agreeable. The storage system of electricity is used, and the battery is placed beneath the seat. The power is applied to the axle of the rear wheels, speed being developed by a gearing system of cogs.

The power is controlled by a lever, and there is a handle-bar to direct the course of the vehicle by turning the front wheels from side to side. A very pretty effect is produced by the carriage at night, there being quite a large reflector in front of the dashboard and lamps on each side, which are lighted by the electric fluid which runs the carriage.

The new carriage has seats for two persons, and, while it has not as yet been given a thorough speed test, it moves over the ground smoothly and rapidly, convincing the onlooker that when pushed for speed purposes it might fill pacemaking requirements very satisfactorily.

HAVE TUBING FOR DELIVERY.

The importation of English seamless tubing has assumed the proportion of an immense industry; in fact, as those in the trade have long been aware, each season there has invariably been a famine of this very necessary factor in bicycle building.

The Garratt-Ford Company, 274-276 Franklin street, Boston, Mass., have this year taken time to furnish four of the best grades of English tube at very short notice, and on the ordinary sizes can ship on receipt of order. This is an unusual chance for manufacturers to obtain their supply early at a price much below what the market will rule when the rush begins.

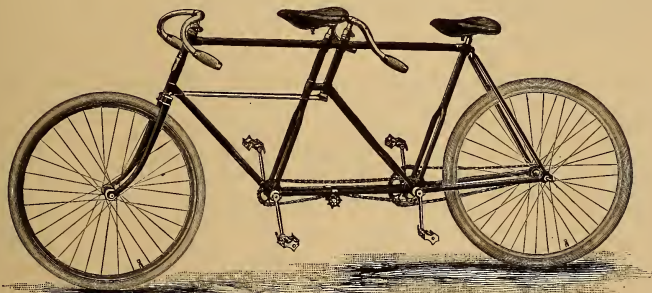
The Garratt-Ford Company are also jobbers of the well-known Erwin Bicycle, the product of the Erwin Manufacturing Company, Greenbush, N. Y., and are prepared to quote discounts that make it an advantage to order now.

TWO TO BOAST OF

Minneapolis expects to boast of a high-grade wheel in the course of a month or two. The Moore Carving Machine Company has added an extension to its factory to be used exclusively for bicycle construction. Two types of machines will be made—the Yarnell and the Konnark.

AGAIN....

must we call your attention to the finest machine on the market in the way of a Tandem. WE realized fully the advantages to be derived from the "truss frame" construction, and you will notice the superiority of the



America

TRUSS
FRAME...

Tandem

at a glance. The truss braces the long wheel base in the most superb manner. Then again, notice where we run our forward chain. The principle of a forward chain on either side is open to argument, but when we run it **in the centre** we think you'll agree with us that it is just about right. **We can deliver at \$150.00**, and it's money well spent.

GENERAL DISTRIBUTING AGENTS.

B. B. Emery & Co., Boston, Mass.
 Union Nut & Bolt Co., New York City.
 E. K. Tryon, Jr., & Co., Philadelphia, Pa.
 House & Herrmann, Wheeling, W. Va.
 H. L. & E. R. Hunt, Pittsburg, Pa.
 Penn. Cycle Co., Erie, Pa.
 Francis J. Hewes, Rochester, N. Y.
 Geo. H. Terry, Oswego, N. Y.
 A. C. Anderson & Co., Toronto, Ont.
 Adams & Hart, Grand Rapids, Mich.
 Ray M. Hewitt, Detroit, Mich.
 W. B. Holton Mfg. Co., Indianapolis, Ind.
 J. H. Fall & Co., Nashville, Tenn.
 Rhea, Elton & Thelens, Peoria, Ill.
 R. J. Boswell, St. Louis, Mo.
 Antman, Miller & Co., Dallas, Tex.
 Bradley, Wheeler & Co., Kansas City, Mo.
 David Bradley & Co., Council Bluffs, Iowa.
 Bradley, Clark & Co., Minneapolis, Minn.
 Bray Bros., Cedar Rapids, Ia.
 Mathews Implement Co., Los Angeles, Cal.
 Serrano & Zozaya, City of Mexico, Mex.
 Keen & Delang, Chicago.



AMERICA CYCLE MFG. CO.

CHICAGO.

Kindly mention The Wheel.

A LESSON IN REFORM.

Of all the blessed fruits of a reform government none has stood the test of time like the Commissioner of Street Cleaning, Colonel George E. Waring, jr. He has given New-York clean streets as no other predecessor of his had ever thought possible. In doing this and in riding a bicycle himself Colonel Waring stands foremost in the good graces of New-York's thousands of wheelmen. As an evidence of the Commissioner's willingness to do all in his power to aid in making the streets safe for bicycling, the following is interesting:

A festive junkman, in one of his gentile and playful moments, amused himself by throwing an empty bottle at a passing member of his coterie. The bottle unfortunately missed the object it was aimed at and fell to the street broken in a thousand pieces. Mr. Hardy, who was passing, called upon a police officer to arrest the offending junkman, but the officer declined to do so. Angered at the officer's failure to do his duty, Mr. Hardy wrote a letter to Street Commissioner Waring stating the circumstances and asking for his aid. Back by return mail promptly came the following letter:

Dear Sir: In the absence of the Commissioner I take the liberty of acknowledging the receipt of your letter of the 25th inst. relative to a junkman deliberately throwing a bottle at a passer-by.

As the matter now stands, this Department is unable to take any steps in the case, as you did not take the number of the cart.

You did exactly right when you called the attention of the policeman to this driver's action, and he should have arrested the man right then and there, as there is a law covering such offence, a copy of which I have had struck off for your information and future action should the occasion arise.

Just such gentlemen as yourself would aid the bicycle public as well as the Street Cleaning Department, if they were to cause to be arrested such wilful violators of the law as the driver no doubt was.

We regret very much that we cannot do anything in this affair, but your letter shall be forwarded to the Police Department, with the recommendation that this officer be properly and duly informed as to the existence of this chapter of the laws of 1894. Yours truly,

JOHN P. YATES,

Private Secretary.

If more wheelmen would follow the example of Mr. Hardy, and make a point to see that violators of the street ordinances were punished, Commissioner Waring's duties would be much lightened and the cycling public's safety and comfort greatly increased. The clause under which such violators of street ordinances are punishable is numbered 1,936 in the Consolidated act of 1894, and reads as follows:

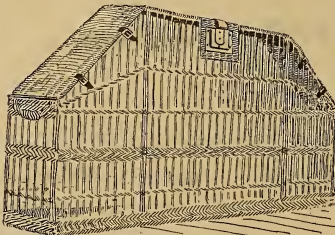
No person or persons shall throw, cast or lay, or direct, suffer or permit, any servant, agent or employe to throw, cast or lay any ashes, offal, vegetables, garbage, dross, cinders, shells, straw, shavings, paper, dirt, filth or rubbish of any kind whatever, in any gutter, street, lane or alley, or in any public place in the city. The wilful violation of any of the foregoing provisions of this section shall be and is hereby declared to be a misdemeanor, and shall be punished by a fine of not less than \$1 nor more than \$10, or by imprisonment for a term of not less than one nor more than five days.

A method of nickeling wood which may eventually prove useful in finishing wooden handle-bars and rims has been devised by the German chemist Langbein, the wood being covered by a thin coating of metal by either a dry or wet process.

According to an English paper, the Czar of Russia is riding an American bicycle, a Dayton.

LOOKS LIKE A CHICKEN COOP.

The steamer St. Louis, which arrived on Friday last, turned out a fine-looking lot of people. The marks of having "done" Europe, the ruddy tan and self-sufficiency of the returning traveller, were everywhere apparent. One of the features on the pier was the num-



ber of bicycles brought over. It has developed that the latest fad in the cycling world is the wickerwork crate. The crate is made of light wickerwork, the bicycle is set in, pinned down and securely fastened, as shown in the accompanying illustration. This is one of the things which takes the minute you see it.

BALANCES ITSELF.

For ease in riding, turning around and balancing, the Fox Company, the machine shown in the illustration, is said to be far ahead of the tandem by the manufacturers, the Fox Machine, of Grand Rapids, Mich. The wheel balances itself, immaterial as to the weights



of the riders, no adjustment being required to equalize the difference in weight. It has a short wheel base, 43 inches, which makes steering easy. The Fox Company have also several other novelties in double-seated machines.

IF PROVIDENCE FAVORS HIM.

"I sold 2,285 bicycles in 1895," said he the other day, "and shall sell 3,000 in 1896 if the Lord is on my side," is the way W. G. Alexander, the Barnes agent at Toledo, Ohio, puts it. Mr. Alexander, by-the-way, asserts that he built a velocipede thirty-seven years ago, and has been a wheelman ever since.

CLEVELAND'S NEW IDEAS.

Cleveland, Aug. 31.—The Hoffman Bicycle Company, with a capitalization of \$50,000, was incorporated last week. The incorporators are L. M. Sigler, G. Sigler, U. R. Sigler, Frank Dellenbaugh and A. H. West. The two last are members of a leading firm of attorneys, and the Siglers are well-known manufacturing jewelers.

The Winton Bicycle Company are about to embark in the manufacture of motor carriages, and expect to have them ready for the market in less than three months. Alexander Winton, the mechanical expert of the company, has been experimenting for the past two years, and claims to have brought out a motor that will fill the bill to perfection. It is light, noiseless, odorless, compact and powerful, and a long list of claims have been awarded at the patent office. It is the intention of the company to be the pioneers in the business, and further particulars are promised soon.

BEWARE OF IMITATIONS.

An imitation of the Perry chain has recently been put on the market, which is offered as the Perry pattern. They are sold at a low price, and many have been deluded in the belief that they are the real article. As exclusive manufacturers of the Perry pen steel bushed chain in this country, and as sole agents for the Perry chain manufactured in England, the Anglo-American Cycle Fittings Company have issued an infringing notice. The side plate on the Perry chain has been patented, and warning is given the trade against making, using or selling any chain having the infringing side-plate on it. The genuine Perry chains have the name "Perry" stamped on every side-plate, so that the chains can be readily distinguished from imitations.

INVESTIGATING PLUGINE.

Arthur W. Burwell, a prominent rubber expert, of Cleveland, Ohio, writes the Plugine Co., of that city, as follows: "I have made a careful examination of the contents of a can of your 'Plugine' which was purchased by me in the open market. I find that neither the mixture nor any of the various substances contained have or can have any action whatever on either vulcanized or unvulcanized rubber. This is especially true of the excellent grades of gum used for making bicycle tires."

STANDARDS ON TOP.

The Standard Bicycle Mfg. Co. announce that they have purchased the plant of the Standard Cycle Works Co., at 67-75 West Jackson street, Chicago, who recently failed. They announce that toolmakers are already at work on tools for the '97 model, the name of which will be the "Standard." The wheel will list at \$75 and tandems at \$125.

INFORMATION WANTED.

THE WHEEL would be pleased to publish some information about the Allwood Cycle Co., of Canarsie, Long Island, a firm which is advertising heavily, but whose works cannot be located.

WHO MAKES IT?

A correspondent of THE WHEEL desires to know the name of the maker of the Victor saddle. Will some reader kindly send information?

The Worcester Cycle Company of Middletown, Conn., has shut down indefinitely, and discharged all hands.



THE ITEM OF COST.

The manufacturer is more likely to stumble over the item of cost than the rider. The old saw, "the best is the cheapest," has as great force for the wheel maker, however, as it has for the rider.

Palmer Tires are the most expensive tires—about twice as costly. But they are so easy riding that a wheel fitted with them will run easier and last longer than if fitted with other tires. Thus, the manufacturer who encourages the use of Palmer Tires gains reputation, and reputation begets sales.

The rider gets more satisfaction from Palmer Tires than other tires. He pedals with less fatigue, coasts further, and goes up hill with less exertion. He mends his punctures quicker and with less trouble, and he NEVER walks home.

Palmer Tires are hand-made; the same fabric in all; a little more rubber on the roadster, a little less on the racer.

JAY EATON DEFEATS PARSONS.

Eaton Rode Palmer Tires---Parsons Didn't.

The first match was two best in three, one mile, Eaton winning in two straight heats. The second match, two best of three, five miles, Eaton again winning in straight heats. Parsons is the Australian champion, and has defeated Zimmerman. Both riders rode World wheels. Where conditions are at all equal, the Palmer rider always wins.

The Palmer Pneumatic Tire Co., 133-135 S. Clinton St., Chicago.

For prices address: SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO., 66 Reade St., New York, and 159 Lake St., Chicago.

Kindly mention The Wheel when writing.

BRITISH CYCLE SHOWS.

London, August 20.—Rumor has it that Humbers, the Rudge-Whitworth, the Coventry Machinists' Co., Simpson Chain, Dunlop and Clincher Tire companies have already decided to throw in their lot with the Stanley show this year. This is undoubtedly a good slice of luck for the latter exhibition, and if, as I think is likely, quite a majority of the American firms decide to patronize the Agricultural hall show, the public interest in the Stanley will enable it to prove a very serious trade rival to the National exhibition.

I am told that, thanks to the busy season now almost past and some of its developments, all is not quite settled in the camp of the Cycle Manufacturers' Trade Protective Association, under which lumbering title a section of the English cycle-makers propose settling the policy of the entire trade with regard to shows and such varieties.

Some mention has been made of an attempt to coalesce the American firms on this side in a distinctive policy on the matter of exhibiting, and also on the evergreen net versus discount system, but I can authoritatively say that no such attempt has been or will likely be made. Every firm will have to cut out its own policy and form its own judgment on these matters. Trade combinations are a weariness to the flesh, and only one man in a thousand could make such a movement an appreciable success.

My own opinion is that those American makers who propose exhibiting would find that they would have a better chance at the Stanley Club's show. True, the presence of Humbers and the other firms I have mentioned would give them a formidable opposition, but nothing to that which they can expect at the National show, where, moreover, they would be under the control and disposition of a bund, whose duty it is to conserve the interests of the English cycle trade. It is open to argument that these interests do not clash with those of American exhibitors, but scarcely open to reason, as matters now stand. It is certain that the Stanley will be a fine show this year, while I am told that so far from being well looked after is the National that the Crystal Palace is not yet booked for it.

There is the deuce to pay here at present over the Dunlop Company. It seems that through some bungling the liquidation of the old Dunlop Company was not started in a manner required by the Board of Trade regulations, and consequently so much time has been lost that the old shareholders have not yet got their money out of the old concern and very likely will not have it for some weeks yet. As on the strength of this cash they had mostly applied for the new issues up to the hilt, the calls on the latter have not in a great many instances been paid yet, and if a special Stock Exchange settlement intervenes between, much trouble is feared. The shares have fallen greatly on the rumor that this will be the case, and matters have become so mixed that the London Stock Exchange has moved in the matter.

ROCK-RIBBED AND DYED IN THE WOOL.

A large hosiery mill in New Brunswick, N. J., has closed down all of its departments owing to hard times, with the sole exception of the one devoted to "ribbed goods," and that continues to run overtime. Sweaters and golf stockings are "ribbed goods." See the good effect of cycling's universalism?

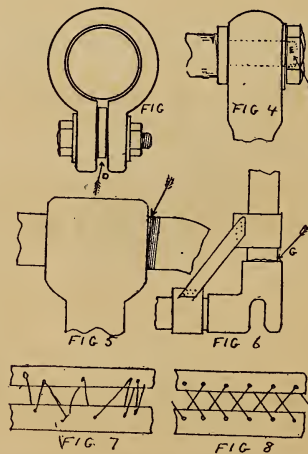
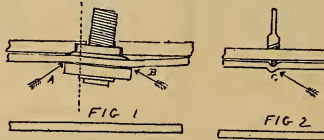
The wheelwoman should remember that recklessness is not courage, and that discretion is the better part of valor.

BOTCH REPAIR WORK.

If there is any department of machine repair work which can be botched readily, it is in the bicycle repair line. It is not only the inexperienced workman that sometimes makes a bad job when repairing, but old hands get careless; or, when in a hurry, put things together quite shiftlessly.

Take the adjustment of a valve, for example. A glance at a shop full of wheels in process of undergoing repairs will show that the valve in some of the tires is caused to stand untrue, as indicated in Fig. 1, owing to the line of the hole in the rim not being in harmony with that of the valve. The result is that the rubber of the tire is bent at A and B, and, although not noticeable from the outside, the effect is hurtful, and in time will create leakage.

Another little point cycle repair folk sometimes overlook is the inserting of a spoke too deeply into the rim, so that the end projects against the tube, as shown in Fig. 2 at C. This in a few weeks will cut an aperture in



the tire. Not long ago a cycle repair company got itself into trouble through the carelessness or incompetency of one of its workmen. A rider stopped at the shop to have his handle-bar adjusted. A clamp like the one presented in Fig. 3 was on the machine. The bungling repair hand put in a washer, D, as shown.

The washer, of course, prevented the clamp from closing up as tightly on the upright bar as it should. Consequently, when the rider was going down grade the clamp slipped, allowing the handle-bars to loosen, and the front wheel turned sideways abruptly, throwing the rider and injuring him. The company had to pay damages.

Another case in which botch repair work figured is exemplified in Fig. 4, in which a too-short pedal-bar stud was used, as indicated at E. The nut only reached a couple of threads, and these gave way under the pressure of the rider's foot, and at such a time that an accident resulted.

Speaking of accidents from shiftless repair work of this sort calls to mind the re-

cent case in which a workman, supposed to be a mechanic, attempted to repair a broken handle-bar according to his own ideas, with the result that the firm for which he worked also has a damage suit on hand. The wheel he experimented on was damaged by one of the handle-bars being broken short off. The aforementioned mechanic conceived the idea that he could effect a quick and neat repair by cutting a thread on the end of the break and another thread in the union. He did so, and the job when completed looked like that in Fig. 5, in which the repair is shown at F. Perhaps a superior job would be all right, even if only cut threads were the agency for holding the bar in place. But this did not succeed. The handle pulled out, the cyclist struck a wall, was hurt, and brought suit.

It is well for cycle repair people to bear in mind that all parts of a wheel frame are subjected to unusual strains at times. The man who fixed a wheel-frame according to the plan shown in Figure 6 evidently did not realize this. The tube broke off at G, and instead of inserting a pin or welding, he laboriously riveted on wrought-iron clamps and caused the broken tube to stay in place by attaching a connection between the clamps to a solid tube in the manner shown. A good-enough job for temporary purposes, or for a light rider. But the rider of this wheel was a heavy man, and the work soon gave out, and the repairs had to be made over in the right way. A sample of botch-lacing of the rim-side of outer tubing is shown. Such work will not last. Better lace regularly, as shown in Figure 8.

G. D. RICE.

AMERICANS IN ENGLISH TRADE.

Sydney Lee, in his "Cycle Trade Journal," has this to say anent the American bicycle in Great Britain:

"Agents, more particularly those in the South of England, are doing well with American cycles, and many are actually pushing them in preference to those of British manufacture, for the simple reason that the unfortunate dearth of English machines during the spring and early summer, and the consequent forced purchase of American machines by many of the upper classes, has, in a measure, set a fashion for such machines, so that the fashionable visitors to the more classy watering-places are asking for American cycles.

"A well-known south coast agent who has several depots in various towns told us the other day that he was doing a large trade in a very well-known American machine, while he could not dispose of scarcely any of an English firm of equal standing. Price, he said, had something to do with the matter, for the American machine was considerably the cheaper.

"People would not give something like £3 more for the English wheel when they saw it beside an apparently equally well-finished, though perhaps far less durable, American machine. And further, he maintained, that when new the Yankee wheel ran quite as well.

"We do not propose to enter into a minute criticism of the machines, but it is quite plain to us that American cycles are quite good enough to be serious rivals to the first-grade British machines, at any rate, among the class of people who give their cycles comparatively little wear, and it must be remembered that it is this very class of buyers who pay the best prices and give the agent the least trouble."

A renegade is a man who deserts cycling for equestrianism. A convert is a horseman who ceases to be such to become a wheelman.

The satisfaction of knowing . . .

what you have is worth
dollars more than an un-
certainty. For this reason
Fowler riders are content.

Fowler Quality
is known
the world
over

The Truss Frame itself is positive proof you
get full value; in fact the time is rapidly coming
when no wheel will be considered high grade
unless it has

The Fowler Truss Frame

The perfection of high-grade cycle construction.
You can make no mistake when you buy a
Fowler.

Our Catalogue tells why.

Fowler Cycle Mfg. Co.,

CHICAGO.

NEW YORK, BOSTON, WASHINGTON, PROVIDENCE.
LONDON, ENGLAND.

NATIONAL CYCLE SHOWS.

Under the auspices of the National Board of Trade of Cycle Manufacturers, National Shoe and Leather Bank Building, 271 Broadway, New York.

January 23-30—Chicago, Coliseum.

February 6-13—New York, Grand Central Palace.

TRADE CHANGES.

CALIFORNIA.

Riverside—W. P. Jansen has opened a repair shop on East Eighth street.

CONNECTICUT.

Winsted—Henry G. Kelly, bicycles, Sheriff reported in possession.

DELAWARE.

Wilmington—Elliott Brothers, bicycles, reported to have given judgment for \$2,000.

DISTRICT OF COLUMBIA.

Washington—William D. Hedger, proprietor of the bicycle establishment at 1,024 Connecticut avenue, has made assignment to Rudolph W. Bishop for the benefit of creditors. Assets are placed at \$3,673.98, and the liabilities \$3,394.04.

IOWA.

Des Moines—The Lathrop-Rhoads Cycle Company incorporated by George R. Lathrop and Clayton C. Rhoads to buy, sell and manufacture bicycles. Capital stock, \$10,000.

ILLINOIS.

Chicago—The Chicago Bicycle Supply Company has been incorporated by M. D. Owen, C. A. Tuttle and W. M. Butterworth. Capital stock, \$3,500.

INDIANA.

Anderson—A company has been organized by R. K. Kirkpatrick, J. A. Williams and W. A. Zimmerman, for the purpose of making and repairing bicycles. The company has leased Room No. 38, North Meridian street.

Fort Wayne—A. T. Weissell has started a bicycle and general repair shop at 135 Broadway. Winchester—J. P. Carpenter established a bicycle store at this place.

LOUISIANA.

New Orleans—E. C. Fenner, dealer in bicycles and carriages on Gravier street; meeting of creditors held.

MARYLAND.

Baltimore—Sol Schneisner & Co., Baltimore and Light streets, have gone into the hands of a receiver.

MINNESOTA.

Paynesville—F. O. Phipps has retired from the firm of Phipps & Son, and will devote his time to his large bicycle business.

Elpestone—George Combs has opened a bicycle repair shop at this place.

St. Paul—James T. Cuddy, bicycles, reported to have recorded chattel mortgage for \$700.

St. Paul—William A. Hall and William N. Couch, doing business as the Twin City Cycle Company, made an assignment for the benefit of creditors to John W. Lane.

OHIO.

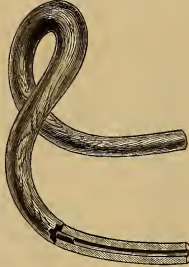
Cleveland—Likely & Pohl, wholesale and retail bicycles, reported to have recorded chattel mortgage for \$7,200.

OREGON.

Portland—Owen Robinson, bicycles, reported to have given bill of sale for \$385.

BETWEEN CHATTER AND QUIVER.

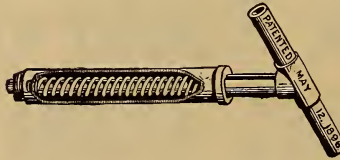
Hess & Cottle, 349 Dearborn street, Chicago, have recently brought out and are supplying to the trade something new in handle-bars, on which they have applied for letters patent. It is a wood bar, reinforced its entire length by a metal tube, making, they claim, a bar more durable than any other by a large percentage, and giving a result between the chatter of a steel bar and the quiver of the



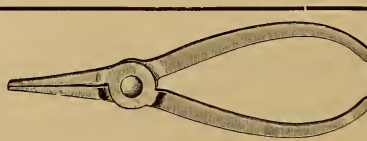
ordinary wood bar. They have a new adjustable stem that is absolute in grip and cannot let go except by use of a wrench. The whole bar makes a useful as well as very ornamental article for '97. Hess & Cottle is a new firm, composed of Mr. W. S. Hess, formerly of the Joliet Furniture Company, and Mr. Cottle, formerly of the Pond-Cottle Company.

GOOD FOR HURDLE RIDING.

As a means of absorbing vibration, a saddle-post has been placed on the market by the Brooks Spring Seat Post Company, Chicago, on the coil spring principle, as shown in the illustration. It is claimed that by this post one can ride over ridges, crosswalks,



cobblestone pavements, cartracks, etc., with as much ease as a perfectly level ground. In shape, size, weight and general appearance it is identical with the ordinary solid seat-post. It can be used on any saddle and wheel, and the spring is guaranteed not to break.



Patented August 25, 1896.

PATENTS GRANTED.

566,344. Bicycle Saddle.—James H. Sager, Rochester, N. Y. Filed September 9, 1895. Serial No. 561,972. No model.

566,352. Umbrella or Sunshade Holder for Cycles.—Max Strohhach, Magdeburg, Germany. Filed April 30, 1895. Serial No. 547,550. No model.

566,359. Bicycle Skirt.—Florence D. Ahern, New York, N. Y., assignor to the Spalding-Bidwell Company, same place. Filed January 31, 1896. Serial No. 577,556. No model.

566,477. Bicycle Saddle.—Benjamin S. Seaman, Canton, Ohio, assignor to the Gilliam Manufacturing Company, same place. Filed July 23, 1895. Serial No. 556,836. No model.

566,478. Bicycle Saddle.—Benjamin S. Seaman, Canton, Ohio, assignor to the Gilliam Manufacturing Company, same place. Filed August 7, 1895. Serial No. 558,453. No model.

566,517. Clamp for Bicycle Saddles.—David S. Hitchcock, Cleveland, Ohio, assignor to the White Sewing Company, same place. Filed November 5, 1895. Serial No. 567,993. No model.

566,535. Bicycle Tender.—James E. Power, Brooklyn, N. Y. Filed December 2, 1895. Serial No. 570,730. No model.

566,563. Bicycle.—Carl B. Fields, Merced, Cal. Filed November 29, 1895. Serial No. 570,465. No model.

566,581. Handle-bar for Bicycles.—David S. Hitchcock, Cleveland, Ohio, assignor to the White Sewing Machine Company, same place. Filed November 5, 1895. Serial No. 568,070. No model.

566,603. Pneumatic Tire.—Alexander F. Munro, Boston, and George O. Hitchings, Saugus, Mass., assignors by direct and mesne assignments, to the M. & H. Manufacturing Company, of Mexico. Filed December 27, 1896. Serial No. 573,423. No model.

566,660. Acetylene Generator and Bicycle Lamp. Henry B. Clark, Chicago, Ill. Filed May 11, 1896. Serial No. 591,022. No model.

566,669. Bicycle Saddle.—Frederic F. Drury, Gouverneur, N. Y. Filed January 30, 1896. Serial No. 577,372. No model.

TRADE-MARKS.

28,330. Bicycle Saddle.—A. G. Spalding & Bro., Chicago, Ill., and New York, N. Y. Filed July 30, 1895. Essential feature—A representation of the bones of the pelvis upon a saddle.

28,831. Cycles and Accessories Therefor.—John Griffiths Cycle Corporation, Limited, Dublin, Ireland, and Coventry, England. Filed June 26, 1896. Essential feature—The word "Dunlop," representations of two snakes, a wheel and the name and address "Dunlop Cycle Co., Coventry."

28,832. Bicycles.—Gendron Wheel Company, Toledo, Ohio. Filed August 1, 1896. Essential feature—The word "Signal."

A. N. CLARK & SON, Plainville, Conn.,
MANUFACTURERS OF
PLIERS for REPAIR KITS, and other BICYCLE SUPPLIES.

We are the inventors and sole owners of this patent. No others are authorized to make the Pliers. Reasonable quotations and electrotypes on application. Mention The Wheel.

2,000 PAIR---WOOD RIMS---While They Last

CELEBRATED..
KEYSTONE '96.
GUARANTEED..



11-2 x 28, 15-8 x 28, 13-4 x 28, - 50c. per pair, not drilled.

11-2 x 26, 15-8 x 26, - - - 55c. per pair, drilled.

(In crate lots—12 pairs.)

Drilled 28, 32 or 36 holes. Finished in natural color, oak, antique, cherry and mahogany.

Address all Orders to **W. F. KERSHAW CO., 99 Chambers St., N. Y.,**

DIRECT IMPORTERS AND DEALERS IN

SADDLES, TUBING, BALLS SPOKES, NIPPLES, TIRES AND LAMPS.

Mention The Wheel.



Our Agents Say:

"The Well-Built Gendron"

**Sells Easy—without cutting price—
and pleases the rider!**

Rowell Bros., Joliet, Ill., write us: "We are pleased to state that the forty wheels of your make we have sold this season are all giving good satisfaction."

Moral: SELL GENDRONS IN '97
RIDE A GENDRON IN '97

Catalogue Free

GENDRON WHEEL CO. - TOLEDO, OHIO



There are other good tires, but
none are better than Straus Tires,
and you all know it.

NEWTON RUBBER WORKS,
Newton Upper Falls, Mass.

CLINCHER VERSUS G. & J.

Last November the North British Rubber Company, proprietors of the Bartlett or "Clincher" patents for pneumatic tires, brought an action in the British courts for infringement of patent against Gormully & Jeffery for selling their well-known tires in the United Kingdom. Judgment, after a ten days' trial, was reserved, and two weeks ago Mr. Justice North gave it, saying:

The plaintiffs sought to restrain the infringement by the defendants of one of the very numerous patents granted within the last few years in connection with bicycles. The letters patent were issued to William Erskine Bartlett, and bore date 21st October, 1890. In April, 1893, the letters patent were assigned to the plaintiffs. The tyres or rims of cycles seemed to have passed through a rapid process of improvement. At first solid india-rubber tires were adopted. The next step seemed to have been to make the tires hollow, and these were known as cushion tires. One of these many forms was the subject of Bartlett's first patent, and he also had a second patent for an improved tire. Another very important step soon followed, namely, the introduction of pneumatic tires.

These became extremely popular, but their disadvantage was that the elastic tire filled with compressed air was liable in use to be easily cut or punctured, rendering the machine useless until its repair. Another step in advance was made by combining an inner tube with an outer and hardened case. This again was a decided improvement, but though it lessened the chances of such accidents it did not prevent them, and when they occurred the machine was disabled. The desideratum was to find an outer case which could be fixed on so firmly as to be capable of resisting blows and being ridden at high speed, and also any twisting action caused by the roughness of the road, tending to tear the tire out of its place, and which should be so detachable as to enable the rider to take off the outer case and get access to the inner tube and repair it on the spot with material capable of being carried on the machine, and then fix the outer case as firmly as before.

Among the inventions having this object in view was that covered by the letters patent in this action. It consisted of the introduction of an inner pneumatic tube, made of cloth and india-rubber, with an outer case round it in the form of an arch resting upon and within the metal rim, and having its edges compressed by the inflation of the inner tube tightly against the dove-tailed sides of the metal rim, so as to hold the outer case in its place, but which was detachable by letting the compressed air escape. Thereupon the case was loosened, and could be lifted off and the repairs done and the case refixed. The process was so simple that any rider could readily do it for himself on the road, and the assistance of a skilled workman was wholly unnecessary. He quite agreed with the construction placed by Mr. Justice Romer on the present patent in the action against Mackintosh. The defendants' 1893 tire was substantially identical with that which Mr. Justice Romer held to be an infringement of the plaintiffs' patent in the case against Mackintosh. If there was any difference, he did not think it was material. The defendants met the plaintiffs' case by denying the validity of the plaintiffs' patent, and also by denying infringement.

The defendants alleged that the forces operating to keep their tires on were different. As to the forces in the plaintiffs' case, there was no difference between the parties. The sides of the cover were held on by the pressure of the inner tube holding firmly against the inner inclined sides of the metal rim, and the inflated tube between them operated as a strut, and held them in place. In the defendants' tires it was said three forces were at work to keep the cover on the flanges. The first was pressure on the flanges of the cover by the hooks; the second, the contractile force due to the cloth being cut on the bias; the third, the force of contraction arising from pressure upon the flanges upon the metal rim in the 1893 tire and upon one another, and the metal rim in the tire of 1895.

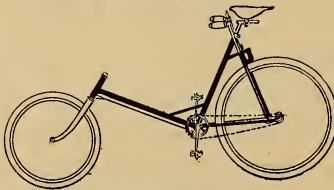
He understood the contractile action to mean the contraction of the cloth by reason of its being cut on the bias, which it was said was sufficient to hold the tire on by force of its own, independent of everything else. But that was not the result in the case of a severed tube, and there could be no contractile force in the present case, unless the sides of the outer tube were held firmly in place by one or both of the other two forces referred to. The next force relied on by the defendants was friction. That some such frictional force existed for a time was not disputed. It was said by the defendants that this force was in itself sufficient to keep the tire on firmly for practical use, and near the end of the case one of their witnesses produced a tire with the hooks cut off, which he said he had ridden for several miles satisfactorily, and the tire did not come off.

Other evidence was given of similar experiments which had not been successful, and the witness admitted he had never known a bicycle sold in the condition of the one he produced. The importance of that was that the hook or dovetail was absent. Of the use of such a tire the plaintiffs made no complaint. It was open to any one to risk it if he liked without in-

NEW WOMAN'S WHEEL.

London, August 20.—A new type of lady's safety herewith illustrated is about to be placed in the Continental market.

The idea is by no means original, and seems merely a deviation of the machine built by the Times Manufacturing Company of Seymour, Indiana, so far as the steering is concerned, while the design is merely the fore



portion of the Coventry Humber tandem with open front that I illustrated in this column some months ago. I cannot say that I can see in the machine the germs of a great success, though as part of a tandem intended to carry a lady on the front seat I was very much taken with the machine at the last National Show at which Humber's exhibited.

fringing the plaintiffs' patent. It was only of the pressure on the flanges of the cover by the hooks that the plaintiffs were now complaining. The defendant's experts admitted the importance of this force, and the result of the evidence was that of the defendants' three forces this force was very largely in excess of the other two forces united, and was independent, while the other two were inadequate to keep the tire on so as to make it a practical rideable tire.

In the plaintiffs' tire the resistance was mainly caused by dovetail action, the tire being held against the dovetail by means of the compressed air inside the tube. In the defendants' tire the flaps and flanges were arranged so as to lie in the space in the wheel and on the internal edges and hooks, and to be held in that position by the inflation of the inner tube, and while that tube was inflated the larger part of the outer cover not retained by pressure within the hooks was unable to pass through the narrow opening at the ends of the rim. It might be that what alterations the defendants had made were improvements. Indeed, his Lordship thought the increased holding power certainly was an improvement, as the defendants could now use a pure rubber inner tube instead of one in which cloth was used. But that improvement did not justify the defendants in taking the substance of the plaintiffs' invention.

The question of infringement was also an important one. Among the anticipations relied upon were Thomas's British patent of 1888 and his American patent of 1889; Bartlett's patent of 1889, in which the tire was solid and had no inflation; Dunlop's patent of 1888, in which there was a pneumatic tube cemented by canvas to the rim,

and the second patent of Dunlop of 1889, which consisted of a pneumatic tube surrounded by another tube and cemented to the rim. None of those patents, in his Lordship's opinion, came anywhere near the plaintiffs'. Then the defendants relied on the publication of a paragraph in the "Scottish Cyclist" some six days before the patent was applied for by Bartlett. In that paragraph the "Clincher Tire people" were mentioned, but it had not been proved before him what the thing mentioned in that paragraph was. Whatever the subject mentioned was, the passage in question did not refer to a pneumatic tire at all, and with regard to the contention set up by the defendants, he could not help saying it was easy to be wise after the event. With regard to Capwell and Harrison's specifications, which were also relied upon as anticipations, it appeared that that invention never "caught on," and had been allowed to lapse.

The prominent feature of Bartlett's invention was a really detachable tire, and he came to the conclusion, therefore, that the plaintiffs' patent was valid and had been infringed. An injunction would, therefore, go, restraining the defendants during the continuance of Bartlett's Letters Patent of 1890 from manufacturing, selling, supplying or letting on hire tires for bicycles or other vehicles manufactured according to the method of Bartlett's patent, and the defendants must pay the costs of the action. Further, there must be an inquiry as to damages. Mr. Swinfin Esq. applied for a stay pending the consideration of an appeal, and his Lordship saw no objection.

CONVICT-MADE CYCLES CONTINUE.

Judge Person has filed an opinion in the Michigan Circuit Court in a case sustaining the demurrer of Warden Chamberlain in the case brought by the National Metal Polishers' Union to compel the abrogation of the contract entered into in 1894 by the State with the Derby Cycle Company for the services of seventy-five convicts for a period of four years.

The suit was commenced at the relation of the Attorney General, who asked to have the contract declared illegal on the ground that the Prison Board had no right to contract the services of convicts where they would enter into competition with free labor, holding that it was the intent of the Legislature that such contracts should not be made. Neither of the parties to the contract asked for the intervention of the Attorney General, whose appearance in the case was solely upon the grounds stated above.

In sustaining the demurrer filed to the Attorney General's bill, Judge Person declares that the contract is working no injury to the public, although the Court strongly intimates that the contract is void because it fixes a time limit. Judge Person is of the opinion that the Board has power to make contracts for the services of convicts, but that it has no power to contract for the future. This question, however, is not squarely passed upon for the reason that the Attorney General did not make it a portion of his case.

WILL COMMAND CONFIDENCE.

Mr. E. H. Corson, Nashua, N. H., one of the oldest men in the cycling trade, has turned his business into the Corson Cycle Manufacturing Company. This company, on August 11, 1896, purchased the entire cycling business of E. H. Corson, the maker of the "Corson" and the "Nashua" bicycles. The capital and stock is \$30,000, which represents a hard-pan basis, and the company, with its increased facilities and capital, will make a larger break at the market next year. Mr. Corson is a man of considerable ability, and has stamina and conscience, and his product must partake of some or all of these characteristics.

The pump stock of the S. F. Heath Cycle Company, Minneapolis, was sold at auction August 22. It was invoiced at \$1,500 and brought \$1,450.

“FLUSH”

On a young girl's face often means “Modesty.”

“FLUSH”

Financially is pretty sure to mean
“A pocketful of rocks.”

“FLUSH”

For cycle construction means simply
“Even with the surface.”

THE BARNES FLUSH

Joint with internal reinforcement has been copied by the leading
 bicycle makers in their '97 models.

Ours has been tested; others may be an experiment.

THE BARNES CYCLE COMPANY,
 SYRACUSE, N. Y.



THE KILMWOOD CYCLE CO., No. 57 PARK PLACE, NEW YORK CITY,
 Agents for New York, Brooklyn and Long Island.

THE DARRAH CYCLE CO., No. 933 ARCH STREET, PHILADELPHIA, PA.,
 Agents for Philadelphia.

Kindly mention The Wheel.

WEARS AS WELL AS IT LOOKS.

Enamel which looks and enamel which wears well are, unfortunately, often two very different things, as many a purchaser of a bicycle has found out when it was too late to be of any advantage to him. The United States Gutta Percha and Paint Company, Providence, R. I., have solved the problem of combining appearance with durability in their cycle enamels, and are prepared to demonstrate this to the satisfaction of any doubting Thomas who will favor them with an inquiry.

COLORED, BUT INGENIOUS.

A Chicago colored man, W. A. Martin by name, has invented and patented an electrical lock for bicycle holders. As soon as a wheel is placed in the rack the holder locks it. To release it it is only necessary to touch a button. Technically, the key is held in by a spring clasp, which is held by a latch armature. By turning a light current through a magnet in the back of the lock, the armature is released and the lock opened.

WHERE GOOD PARTS WILL BE MADE.

When you combine improved appliances, superlative material and workmanship with long experience and the determination to produce nothing but the best goods, the result cannot but be satisfactory to those who produce and those who buy. The Kilborn & Bishop Company, New-Haven, Conn., intend turning out cycle forgings along this line, making the price thereof as low as possible when the class of work is considered, and manufacturers may find it to their advantage to communicate with the Kilborn & Bishop Company before finally deciding upon the next year's contracts for parts and fittings.

HOW MUCH DO THEY WANT?

It is rumored that an offer has been made for the French rights of the Simpson Chain (Foreign) Company, and that the proposed capital of the French Company is to be \$1,250,000. The offer has, however, been refused by the parent concern, so that perhaps higher terms may be obtained.

BRAKES FOR SENSIBLE PEOPLE.

Emerson Davis, of the Davis Manufacturing Company, Indianapolis, is in New York in the interests of the Davis rubber roller brake. He has visited nearly all of the large dealers and makers on the route and finds the "brake question" fast reaching the only sensible settlement. The Davis people have greatly improved their brake since it was first produced, and it now has every appearance of a thoroughly reliable article, designed for business and for long service. It is made in three patterns, one to be operated by the foot, another of the plunger type applied, of course, by hand, and a third for tandems operated by a lever.

TUBE ORDERS IN PLENTY.

A number of large orders for '97 tubing have already been placed with the Manesman Cycle Tube Company, notwithstanding the fact that the Manesman people are not just yet prepared to state when their new works at Zylonite, Mass., will begin turning out tubing. Among other orders the company has for the famous spiral tubing, is one for 400,000 feet from the Warwick Cycle Company of Springfield.

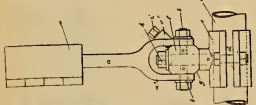
RECENT PATENTS.

666,487. CLAMP. WILLIAM B. THOMAS, Fishers, N. Y. Filed Oct. 23, 1896. Serial No. 571,954. (No model.)



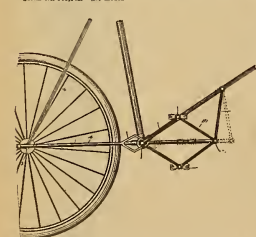
Claim.—1. In combination, a split socket-piece, a post adapted to slide within the socket piece and provided with a series of transverse notches, a clamping screw carried by the socket-piece for clamping the post to the socket-piece, an eccentric on the screw for locking to be engaged with one of the notches on the post for further locking the post against longitudinal or lateral movement and means for positioning the screw to the socket-piece, substantially as set forth.

666,330. IMPELLER OR SODASHA BARRIER FOR CYCLES. M. L. STAMM, Rockledge, Fla. Filed Apr. 30, 1896. Serial No. 547,540. (No model.)



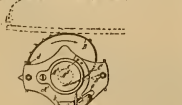
Claim.—1. This umbrella holder herein described consisting of a cylindrical clamp of a horizontal bar, provided with an upwardly-projecting end flanged pivot, a hub mounted to turn on the pivot and a clamping screw on the pivot, a spring on the hub, a flanged pivot, projecting from opposite sides of the hub, a, at right angles to the pivot, a holder having bifurcated ends pivoted on the pivot, a, and clamping screw on the pivot's against said bifurcated ends.

666,004. IMPELLER MECHANISM FOR BICYCLES OR ROLLER SKATES. THOMAS KEENE, St. Paul, Minn., assignor to Rudolph P. Bernau, same place. Filed Sept. 27, 1895. Serial No. 563,172. (No model.)



Claim.—1. In a combination toggle-joint and piston movement for the purpose described, the combination with the frame, the driving wheel, and the crank upon said wheel of the reciprocating piston connected to said crank, the single link for supporting the end of the piston upon said frame, the toggle link having one end connected to said piston and to the crank, and the other end connected to said frame, and having its other end pivotally connected to said frame.

666,788. PEDAL FOR BICYCLES. CHARLES ORT, New York, N. Y. Filed July 31, 1896. Serial No. 518,188. (No model.)



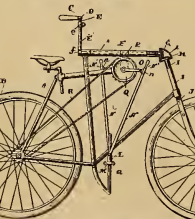
Claim.—1. The combination, with a pedal, of a strap or an axle lever, engaging substantially in line with the axis of the pedal, and spring at the opposite side normally projecting above the pedal, and spring at the opposite side normally projecting above the pedal, substantially as set forth.

666,517. CLAMP FOR BICYCLE SADDLES. DAVID S. BRIDGES, Cincinnati, Ohio, assignor to The White Spring Machine Company, same place. Filed Nov. 5, 1895. Serial No. 567,963. (No model.)



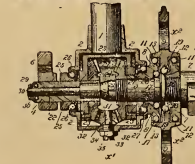
Claim.—1. In a clamp for bicycle-saddles, the combination with a tabular saddle-post having a recess at its upper end adapted to receive two jaws of a clamp, said jaws being independent of the saddle post, of a screw passing through the clamping-jaw and engaging with a nut located in the interior of the saddle-post whereby the jaws of the clamp are biased or tightened on the spring of the saddle, substantially as above and so described.

666,568. BICYCLE. CASI E. FILLIS, Merced, Cal. Filed Nov. 28, 1895. Serial No. 570,465. (No model.)



Claim.—In a bicycle, the combination with the horizontal tubing A' and head I, of the machine, to which is mounted the general steering mechanism as described, of the upright tubing, supporting the rear end of said tubing, A, its lower end extending below the frame proper, of two vertical parallel rods connected together at their lower curved ends and supported, on the lower forwardly-curved end of the said upright tubing, of the trailing collar L, working on said rods.

666,659. DRIVING-CHAIN FOR CYCLES. GEORGE W. ARO, Chicago, Ill. Filed Jan. 20, 1896. Serial No. 578,213. (No model.)



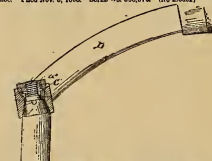
Claim.—1. In a driving-gear for cycles, the combination of a pair of working axles, a driving wheel, friction or clutch mechanism between the said axles and said wheel, and a reversing mechanism connecting the axle together and adapted to cause the same to have movement in opposite directions, one of the axles being made in section and connected together by a yoke that spans the reversing mechanism, substantially as set forth.

666,053. BICYCLE. ANDREW BRONN, Chicago, Ill., assignor to the Chicago Sporting Company, same place. Filed Nov. 13, 1895. Serial No. 543,241. (No model.)



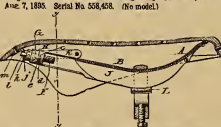
Claim.—1. The combination with the portion of frame, of a horizontal fitting by which they are secured together, said fitting having a pair of hollow ears each of which has an outside wall, top, bottom and rear wall, and an inside wall closing the space included by the top, bottom and rear walls, the outside and inside walls being perforated, substantially as set forth.

666,581. HANDLE-BAR FOR BICYCLES. DAVID S. BRIDGES, Cincinnati, Ohio, assignor to The White Spring Machine Company, same place. Filed Nov. 5, 1895. Serial No. 566,074. (No model.)



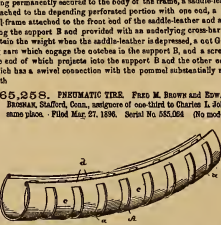
Claim.—In a steering device for bicycles, the combination with the socket of a handle-bar having reversible bearings adapted to engage the upper end of the steering-post, of a bearing-pivot fixed with a projection or journal adapted to engage the sockets of the handle-bar at either side of the said journal or bearing-pivot axis which is fixed to the steering-post.

666,473. BICYCLE-SADDLE. BENJAMIN S. SHAW, Ontario, Ohio, assignor to the Gilliam Manufacturing Company, same place. Filed Aug. 7, 1895. Serial No. 558,653. (No model.)



Claim.—A bicycle-saddle frame constructed from a single piece of sheet metal and comprising the cantile frame having the marginal-rod extending perforated portion of tube B from which project a support B' similar or duplicated in a cross-section for a portion of its length and circular in cross-section for the remaining portion of its length and provided with the notches in the combination with a strengthening-plate semicircular in cross-section for a portion of its length and having one of its ends flattened, the said semicircular portion of the strengthening-plate being arranged within and secured to the semicircular portion of the support and the flattened portion of the plate being permanently secured to the body of the frame, a saddle-leather attached to the depending perforated portion with one end, a post-and-frame attached to the front end of the saddle-leather and supporting the support B and provided with an underlying cross-bar B' to sustain the weight when the saddle-leather is depressed, one end of a bar, one end of which projects into the support B, and a screw P, one end of which projects into the support B and the other end of which has a swivel connection with the pump and substantially as set forth.

666,058. PNEUMATIC TIRE. PAUL M. BOWMAN and EDWARD J. BROWAN, Stafford, Conn., assignors of one-third to Charles L. Johnson, same place. Filed Mar. 27, 1896. Serial No. 585,184. (No model.)



Claim.—1. As a new article of manufacture, a pneumatic tire of any suitable material, provided with a non-punctureable shield substantially as herein shown and consisting of two thin sheet-metal strips, one within the other, each provided with suitable radial perforations, those of one strip being arranged alternately with those of the other.

666,979. PUNCTURE-PROOF TIRE. ARNOLD S. BURR, Brooklyn, N. Y., assignor by mesne assignments to the Lang, Island Rubber and Cycle Company. Filed Nov. 11, 1895. Serial No. 588,588. (No model.)



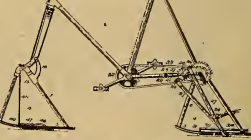
Claim.—1. A puncture-proof strip for pneumatic tires, consisting of a backbone in combination with rising projecting laminae from each edge, the ribs being hinged to the backbone, substantially as described.

666,597. VEHICLE-TIRE. JAMES A. MALCOLM, Washington, D. C. Filed June 20, 1896. Serial No. 586,282. (No model.)



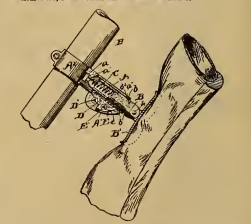
Claim.—1. A filling or tire composed of glue, a mastic resinous substance, and a light compressed vegetable material insoluble in either the glue or mastic resinous substance, substantially as specified.

666,438. ICE OR SNOW VEHICLE. FREDERICK A. ANDERSON and THOMAS BRANT, Arcadia, Wis. Filed Nov. 7, 1895. Serial No. 568,100. (No model.)



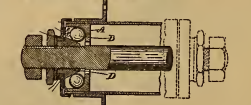
Claim.—1. An ice and snow vehicle, comprising a sled or runner, a frame upon which a person may sit, mounted upon said sled or runner, a crank-shaft journaled in said frame, push-bar pivotally connected at their upper ends to said crank-shaft, sleeves pivoted to one of the runners in rear of the crank-shaft, rods pivotally connected to the push-bars and extending sideward through said sleeves, transverse-ropes inserted upon said rods between said push-bars and said sleeves, and means to cause the crank-shaft, substantially as set forth.

666,658. BICYCLE-LOCK. JOSE M. ALLEN, Cleveland, Ohio. Filed Mar. 18, 1896. Serial No. 588,001. (No model.)



Claim.—1. A lock for bicycle comprising in its construction a barrel or casing provided with means for attaching it to the frame of a bicycle and a hollow plunger consisting, a retracting spring, one end of which is fastened to the barrel or casing, and the other to the plunger, said plunger being also provided with a spring-loaded notch which engages with a pinion whereby the plunger is projected, and a pawl or equivalent device for locking said plunger as it is projected, substantially as set forth for the purpose set forth.

666,998. JOURNAL-BEARING. HENRY HERRICK, Chicago, Ill., assignor to the Chicago Sporting Company, same place. Filed Dec. 27, 1895. Serial No. 573,000. (No model.)

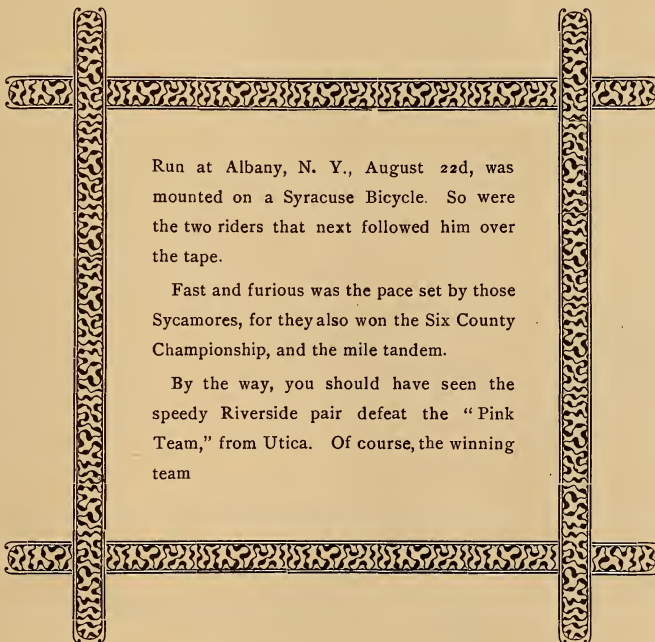


Claim.—1. The combination with a journal and a journal box having a lubricating-opening, of a ring through which the journal passes and a spring-rod, integral therewith, projecting therefrom in a circumferential direction, and having a heart-like shape on the lubricating-opening, substantially as set forth.

THE WINNER

OF THE

New York State 2-3 Mile Championship,



Run at Albany, N. Y., August 22d, was mounted on a Syracuse Bicycle. So were the two riders that next followed him over the tape.

Fast and furious was the pace set by those Sycamores, for they also won the Six County Championship, and the mile tandem.

By the way, you should have seen the speedy Riverside pair defeat the "Pink Team," from Utica. Of course, the winning team

Was Mounted on a Syracuse.

Manufacturers

SYRACUSE CYCLE CO., Syracuse, N. Y.

Metropolitan Representative:

CHAS. J. STEBBINS,

No. 103 Reade St., New York.



Southeastern Representatives:

SUPPLEE HARDWARE CO.,

Philadelphia, Pa.

Kindly mention The Wheel when writing.

FOR SOUTH AMERICAN TRADE.

Gustavo Niederlein, the consul of Costa Rica at Philadelphia, requests American manufacturers to send two copies of their illustrated catalogues to his office at 233 South Fourth street, Philadelphia, with detailed information as to prices, terms of credit and practice observed in packing and shipping, to the end of increasing trade relations between the United States and Costa Rica.

If catalogues are printed in Spanish, so much the better. Mr. Niederlein kindly offers to give special data on goods desired or products offered in Costa Rica, or any other information. He will forward, if desired, special inquiries to exporters and importers in Costa Rica, or he will bring the American manufacturer or importer in direct communication with the Costa Rica consumer or producer.

In these days, when the American cycle maker is seeking for new worlds to conquer, such offers as those made by Mr. Niederlein should not be allowed to pass unaccepted. In another direction the action of the progressive Costa Rican representative should not be lost upon the American manufacturer. The three great commercial languages, aside from English, of the world, are in the order given, Spanish, French and German, and no maker who seeks or desires foreign trade should be unprovided with a complete set of literature in each of the above languages.

GERMANS TO ADVANCE PRICES.

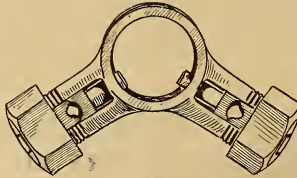
At a general meeting of the German Cycle Makers' Association, it was decided to advance prices for next season, owing to the advance in the cost of raw materials. The question how to stop the importation of cycles into Germany was also discussed at length. It was reported that such machines had, during the present season, been introduced principally from America, and had done much harm, both to the public and the German makers. Although the association has petitioned the German Government to raise the duty on cycles, no steps have been taken by the authorities, and it was decided to send a deputation to the Minister of Commerce.

From Chicago northward to Duluth, Superior, Minneapolis or St. Paul, the Chicago and Northwestern Railroad offers the most delightful route, through the most highly cultivated portion of Northern Illinois and Southern Wisconsin, into the region of charming lakes and summer resorts, with ruggedly beautiful scenery, through Madison, Winona and Eau Claire, and the superiority of the facilities afforded the travelling public by this handsomely equipped road is appreciated by travellers. No more luxurious environment could be desired than that afforded on their "Northwestern Limited," a train of superbly finished Wagners, drawn by a 100-ton engine of the most modern and perfect type, every car new and constructed expressly for this train, and embodying every device conducive to the highest degree of comfort. The private compartment sleeping cars offer a most desirable exclusiveness; the dining-car service is unapproachable for elegance of appointment and excellence of menu, and the buffet, smoking and library cars are handsomely furnished with easy chairs, writing desks, bookcases, containing a choice selection of books and papers. The clubman finds himself perfectly at home in these surroundings, and the standard of enjoyment and comfort established here is carried out to the minutest detail throughout the entire train.

A folder that is a work of art has recently been issued by the Northwestern, illustrating the route taken by the "Limited." A picture of the handsome vestibuled train is given, as well as a diagram showing plan of cars, sections of sleepers, etc. This handsome folder and time-table contains much that is interesting about the train and its route, and can be obtained from the General Passenger Agent at Chicago, W. B. Kniskern, or T. W. Teasdale, G. P. A. at St. Paul. *

SATISFACTORY SADDLE CLAMP.

A representation of a new device of the Gilliam Manufacturing Company, of Canton, Ohio, in the line of saddle clamps is shown in the cut herewith. It will be used exclusively in their saddles next season. This clamp achieves the purpose of placing the rider directly over the saddle post. It brings the



coil under the post, which is proper; from its angles it is easy to get at, for adjustment, with a wrench. This clamp is one of several novel features in the Gilliam line for '97.

REFORM AND WEEDING OUT.

After going over the present and probable future of the cycle trade, "Hardware Trade" sums up in this way: "But this lowering of prices and the weeding out of the mushroom factories will have a good effect both on the market next year and on the demand for wheels. Doubtless if the general business condition of the country is fairly well settled next year there will be a very large buying of wheels. There will also be a reform in the unlimited credits that were extended this season. This has been a curse to the trade and the cause of many failures."

MORE INSURANCE

The Wheelmen's Guaranty Company has been incorporated in Chicago with a capital stock of \$2,500, to register bicycles. The incorporators are W. B. Perkins, Leo A. Caro, J. H. McKelvey, F. W. Hine, H. P. Snyder and Jollie Allen.

Charles D. Cramp, of Philadelphia, Penn., is at the head of a company of capitalists of that city to erect a large plant at Norristown, Penn., for the manufacture of steel cycle tubing.

AMERICANS HIT THE BULL'S-EYE.

There is no denying, says the "Scottish Cyclist," that the Americans are making an impression in London. One sees American machines and tires everywhere, and more particularly in the West End, where they are extensively used both by ladies and gentlemen. Leaving to others to decide the vexed question of superiority—if there be a question of superiority in it—I think that the visitors are an easy first in the art of drawing the public. To begin with, they secure first-class depots, furnish them in good, not to say lavish, style, and, what is of vital importance, keep them always bright and attractive. There's a good deal in that, more than some of the home managers are inclined to admit. With regard to advertising, the Americans are unapproachable. They hit the bull's-eye almost every time, and the reader soon becomes a buyer, if buying be his object; if not, his interest is at least aroused, and the impression will ere long be productive.

FOR PUNCTURED ECONOMISTS.

Classifying cyclists as economists, the Cycle Compound Company of Glens Falls, N. Y., want all riders to save time and money by making their own "Punctureine" for repairing punctures, which is guaranteed to stop leaks instantly and without the rider dismounting. It is claimed for Punctureine that it does not dry, freeze or harden, and that it conduces to the vitality of the tire. The Compound Company furnishes riders and repairmen with the formula, sample and injector at a very moderate sum.

FRACTIOUS FABRICANTS.

The small cycle makers of Paris have formed a syndicate under the style of Union des Fabricants du Cycle. The chief object of the association is to do away with middlemen, and the promoters state that by combination the small makers can save 40 per cent in the prices of parts and accessories. Paris is said to have from 700 to 800 small manufacturers.

Five hundred francs is offered by a Paris journal for the lightest, strongest and cheapest lamp.



No. 3.
Removable
Club Bracket.

NOTICE! CAUTION!! TO JOBBERS AND WHEEL COMPANIES:

Any wheelstand with a loop or side supports, rising approximately perpendicular from a base provided with a stop on either or both sides of the centre of the wheel, not purchased from or manufactured under our license, is an infringement upon our stands. Also, any rigid stand having upright side rods or braces extending beyond the centre of the wheel, the base of the stand being provided with lateral extending feet, by which the stand is self-supporting upon the floor. A word to the wise is sufficient.

PRICE LIST.

No. 1 Enameled.....	Per dozen	\$8 00
No. 1 Nickel and Enamel.....	"	9 00
No. 1 All Nickel.....	"	10 30

SELF-SUPPORTING.

No. 2 Enameled.....	Per dozen	\$9 00
No. 2 Nickel and Enamel.....	"	12 00
No. 2 All Nickel.....	"	18 00

PARLOR STAND.

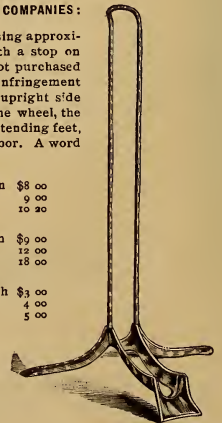
No. 5 Nickel.....	List, each	\$3 00
No. 5 Antique Bronze.....	"	4 00
No. 5 Antique Brass.....	"	5 00

Finished in Enamel, Nickel, Bronze and Brass or combination of the same.

Jobbing discounts to wheel companies and supply agents.

We have also the most effective and convenient Wall Brackets.

Send for illustration.



No. 2.
Self Supporting.

E. R. ESMOND, - - - 227 W. 29th St., New York.

Kindly mention The Wheel.

ARTISTIC WHEEL STANDS.

The Wheel

and
CYCLING TRADE REVIEW

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VOL. XVIII., No 4.

NEW YORK AND CHICAGO, SEPTEMBER 11, 1896.

WHOLE NO. 446.

AMONG THE BRITONS.

Room Yet For Good American Wheels—How The English Manufacturer Will Exhibit.

London, Aug. 26.—Despite the rapid closing in of our trade season American makers have no reason to complain of matters as they stand. In view of the obvious popularity of American machines with a section of the public, all the leading retailers throughout the United Kingdom are making strenuous efforts to receive the agency of at least one good American line of wheels, and makers are now on the spot and getting rapidly fixed up. The better known firms have even taken provisional orders for next season's delivery, but there is a distinct feeling that at present we have not had all the good firms exhausted, while several that have sent their advance guards do not approach business in a way calculated to give people the idea that there is solid money behind. As a consequence it is possible that a good deal of business will be done at the shows, though of course delays are dangerous.

I have just had a glance over the official circular announcing the date and duration of the National Show for 1896. It will open at the Crystal Palace on December 4, and close on Saturday, December 12. The circular asserts that a discount of 25 per cent will be allowed on this year's dues to last year's exhibitors of cycles. The prices charged are:

Safeties (single).....	10s. 6d. each
Tandem safeties.....	5s. "
Triplet safeties.....	20s. "
Quadruplet safeties.....	25s. "
Quintuplet safeties.....	30s. "
Sextuplet safeties.....	30s. "
Tricycles (single).....	15s. "
Tandem tricycles.....	20s. "
Corner tricycles.....	20s. "

Stalls are charged for at 5 shillings per foot frontage, or 1s. 6d. per foot area.

The spaces will be balloted for in two sections. The front will be devoted to the members of the Cycle Manufacturers' Trade Protection Association, which runs the show, and the second to outsiders. In consequence the participants in the second ballot will only have what the members chose to allow them, or such space as has not been disposed of. Firms joining the association prior to September 30 will participate in the first ballot, which date also closes the entry for the second ballot.

The prohibitory proviso regarding exhibiting directly or indirectly at any other show is repeated. Signs must be of black, on which all lettering must be in gold. Exhibits can be received at the Palace on November 30,

and must be in position by 10 o'clock on the opening day. A good proviso which I notice for the first time is "No machine shall be labelled with its weight unless that weight has been certified as correct by the secretary." Every machine must be labelled with its retail price, at which it can be obtained, unless already sold.

WHY THIS MODESTY?

When a man or a collection of men have an idea so excellent as to warrant the employment of extensive and expensive advertisements to tell the public thereof, it seems strange that the plant producing the thing advertised should be invisible to the eye of the seeker after its whereabouts. Have you ever been to Canarsie and sought for the cycle factory which is advertised as existing there? The clams, the fishing, boating, bathing and saline breezes are all beautiful and beautiful at Canarsie, but while you enjoy them your pleasure will not be broken in upon by the clang of busy industry from the cycle factory said to be hidden there. And yet there is such a factory in Canarsie, so it is said.

SHERIFF IN CHARGE.

Syracuse, N. Y., Sept. 5.—The Ludge Cycle Company has failed. Last Friday there was filed a chattel mortgage upon the company's property for \$29,522.50, in favor of F. W. Gridley, who is teller in the Salt Springs Bank. Sheriff Austin took charge of the factory, which is located at Nos. 501 and 507 South West street. Total liabilities of the company will amount to about \$30,000.

It is expected that the company will be reorganized and continue the manufacture of wheels. The embarrassment is caused by the temporary financial stringency.

The company was formed a year ago with Frederick Dodge, I. A. Dodge and H. M. Dodge as partners.

AMOUNT OF THE EXECUTIONS.

The property of the Elbridge, N. Y., Bicycle Company was sold at auction last week to W. B. Fuller, an attorney for an unknown party. The purchase price was \$1,403 58; just enough to cover the executions against the company.

The Elbridge Cycle Company began the manufacture of bicycles in February with a capital stock of \$100,000, of which \$20,000 was paid in. The company manufactured the Etna wheel. Its officers are: President, George W. Higgins; secretary, E. E. Hubbell; treasurer, R. T. Sweet.

ATTACHED AN ATTACHMENT.

The factory of the Jakobson Three Wheel Tandem Attachment Company, at No. 314 East Seventy-fifth street, this city, has been seized by the Sheriff, on an attachment for \$1,450, in favor of Julia Dietz. The company was incorporated about six months ago with a capital stock of \$10,000.

THESE ARE THE FACTS.

Disposing of Rumors Regarding Alleged Exhibitors at the Garden Cycle Side Show.

At the Eastern Cycle Show the trade will exhibit a bold front. There has been no break in the line. True it is that A. Kennedy Child has been engaged by the Madison Square Garden Company to nurse, handle and manage their enterprise. Regarding the appointment, Child himself has not openly stated that he has been employed by the Garden company to represent them, but that he is their representative there is no doubt, and his hesitancy to announce the fact is incomprehensible.

One of the chief arguments used by Representative Child is that the Pope Manufacturing Company will exhibit at the Sanger show. "But," saith his listeners, "the Pope company has signed to exhibit only at the Board of Trade Show at the Grand Central Palace." In reply to which, Mr. Child states, with that wonderful shrug and smile, that the Pope company will be at the Sanger show; that they will not consent to stand by and see others exhibit, and they, the Pope company, out of it. Child also makes the same statement regarding the Spalding and other leading firms. Such is the bait that is being dangled before the members of the trade.

As a matter of fact, the Pope company has signed and will exhibit at the Board of Trade show at the Grand Central Palace, and they have notified Mr. Child not to make use of their name in the future. The trade is presenting a solid front and the Garden company's show will be lacking in the best names in the bicycle trade.

The Madison Square Garden side show is slated to open on January 11th.

DECIDING CREDITORS' CLAIMS.

New Haven, Sept. 8.—All the parties interested in the failure of the Frisbee Cycle Co., recently insolvent, met in the Probate Court last week. Judge Cleaveland, after the hearing, appointed George R. Cooley and Alfred M. Wheeler, both disinterested parties, as commissioners to receive and decide upon all claims of the creditors. The commissioners will meet at the office of George R. Cooley, at New Haven, on November 26, at 10 a. m., for the purpose of attending to the business connected with their appointment.

PLANT AT AUCTION.

The plant and other effects of the Revere Wheel Company, No. 438 Harrison avenue, Boston, will be sold under the hammer on Monday next. The stock includes a deal of machinery, a polishing and nickelling plant and a lot of tubing, forgings, hubs and the like.

TO CYCLE WITH IN CATHAY.

Aways quick to seize an opportunity, those Syracuse boomers, the Syracuse Cycle Compar", were not slow to make the most of Li Hung Chang's visit to America. While the distinguished Chinese was in Washington W. D. Hawley called on his personal representative, Mr. Drew, and made known that he wished to present to Li a Crimson rim Syracuse bicycle. The fact was wired all over the country. One account says: "Mr. Drew rather hesitatingly conveyed the message to Li Hung Chang, feeling confident that the great man would be too much occupied with weightier affairs to receive a bicycle agent. But no sooner did Earl Li learn the object of the visit than he ordered the agent to be at once admitted.

"The man and the bicycle were taken to the earl's apartment by the private elevator and China's greatest statesman was soon earnestly discussing the intricacies of the machine.

"Nothing would do but that the agent must show how the thing worked and he was required to get on the wheel and ride it round and round the apartment, much to the amusement of Li and all of his attendants.

"After he had seen the bicycle in operation the Viceroy insisted upon having all the details of the machine explained to him. He wanted to know what this and that was for; what each part cost and a thousand other things, and the agent was kept busy answering questions for fully a half hour. The idea of his riding a bicycle seemed to tickle him immensely. According to his attendants, he was more pleased with his bicycle gift than with anything he has received during his tour around the world."

AMERICAN CHAINLESS PATENTS.

517,373.....	Allen & Parker
520,636.....	F. L. Bager
506,685.....	R. Fryer
509,079.....	S. A. Grant
520,396.....	S. A. Grant
563,971.....	I. E. Kohnmeyer
565,472.....	H. W. Lester
519,024.....	E. J. O'Connor
533,748.....	G. & A. Robinson
456,387.....	W. Stillman, jr.
501,381.....	E. H. P. Taylor
549,478.....	J. W. Duncan
464,789.....	J. B. Evans
528,423.....	L. Ferguson
457,435.....	A. L. Garford
480,844.....	G. F. Hall
446,354.....	J. H. Kane
500,388.....	U. H. Nulle
555,886.....	F. A. Rich
536,550.....	H. B. Snyder
479,470.....	G. T. Smallwood

BANKER IN BUSINESS.

A. C. Banker, the well-known, old-time racing man, has gone into business on his own account. He has opened an office at room 630 225 Dearborn-st., Chicago, Ill., and is manufacturers' agent for Graton & Knight Manufacturing Company, saddle-makers, and for the Kilborn & Bishop Company, drop-forged makers. In addition to this, he will be the agent for a line of saddles, pedals, spokes, tubing, stampings, handle-bars, in fact, all the component parts of a bicycle.

NO TIPS TO BREAK OFF.

A handle grip in one piece is a specialty being marketed by Rosenberg Bros. & Co., 215 East One-Hundred-and-Eighteenth-st., this city. The grips are covered with chamois leather, and, having no tips to break off, are expected to prove rapid sellers. They list at \$2.50 per dozen pairs.

SERIOUS ACCIDENT.

Boonton, N. J., Sept. 7.—Two Newark wheelmen, William Sweeney and Chrystal Underline, were seriously injured near this place to-day. They were riding down the Washington hill, when the spokes of the front wheel of their tandem appeared to have broken.

Both riders were thrown forward with great force. A spoke entered one of Sweeney's eyes and destroyed the sight. His right arm was broken, and he was cut about the head. His companion sustained cuts about the face, lost a piece of one ear and was injured about the legs.

Both were unconscious almost two hours. Dr. Carpenter, who attended them, says it is doubtful if Sweeney will live. They were sent to the Paterson Hospital by train.

SEVEN SONS IN THIS CONCERN.

Milwaukee, Sept. 3.—The Huennekens Cycle Company, one of the leading wholesale concerns here, has been reorganized. In the future it will be known as the F. W. Huennekens & Sons Co. The stockholders include F. W. Huennekens and his seven sons. The capital stock of the new company is \$20,000; prospects are reported bright. They also carry a complete line of sundries. F. W. Huennekens is president and treasurer; Fred J. Huennekens is secretary. The new firm are selling agents for the Washburn wood rims, chain guards and wooden handlebars, and for P. L. Jacobson's barrel hub.

THE NEGRO RIDER.

The number of negro riders one sees pass up and down the Boulevard is an interesting study in the aptness of the negro to follow the fads and foibles of his white brother. These negroes are really expert riders, too, with the peculiarity of their race in any athletic sport, except a cakewalk, and that is the total lack of anything approaching ease or repose. A negro rides a wheel to make speed, to beat some one else, and he could see no enjoyment at all in mounting one for a spin by himself on a country road. He wants company, and that of a lively, rollicking sort all of the time.

BARON DUNLOP, MAYBE.

It is rumored that the elder and head Dunlop is booked for a baronetcy. The head of the Dunlop family has two elegant mansions in Ireland, and has purchased palatial residences for his sons at Birmingham, Coventry, etc. He has also purchased a beautiful estate in England. He is worth, so it is figured, from \$10,000,000 to \$20,000,000, which is very rich for England, and there is no reason why he should not puncture the aristocratic circle and shine in it.

NO PREMATURE SHOWS.

There will be no sanctioned cycle shows previous to the National functions in Chicago and New York. President Coleman, of the Board of Trade, having so decided, is resolutely turning a deaf ear to the various promoters, fair managers and the like who have besieged him for sanctions. The Dallas (Tex.) cycle show announced for October 12 to 24, is among the number refused official approval.

FOR SMITHITES' EDIFICATION.

The Congress of Sanitary Institutes, which has been in session at Newcastle, England, strongly indorsed cycling as a means of doing away with a vast number of female derangements. The conviction was expressed that the standard of health among women cyclists has been appreciably raised.

WHEELMAN AS A TAXPAYER.

A bill has been approved by the Highway Committee of Philadelphia's City Council which provides that every bicycle shall be registered and numbered, the owner paying a fee of \$1 into the city treasury, for the use of a street improvement fund.

This ordinance is one of a number now being considered in many towns, the object being not so much to regulate bicycle riding as to raise a road or street fund by the taxing of bicycles. The wheelman does not wear out the streets, and naturally objects to a tax upon bicycles when no tax is collected from carriages and other vehicles which do wear out the streets.

Moreover, the wheelman everywhere pays his share of road taxes along with other people. It is only when he is mounted that he joins the class of wheelmen. He does not separate himself from the community by doing so. His rent, which pays his landlord's taxes, or his taxes go on while his wheel is rolling around.

If he is a minor or a boarder and does not pay taxes or rent, somebody pays road taxes for him. Clearly, it will not do to tax bicycles in order to maintain roads to which bicycles do no injury whatever.

WHEELMEN AND WOMAN SUFFRAGE.

The wheelmen of San Francisco have pledged themselves to vote for woman suffrage. At first sight this promise seems peculiar, but the cause for it is found in this: There are 3,000 wheelwomen in San Francisco, all of whom earnestly desire good, smooth streets. These ladies have, of course, no votes, so all they can do is to lend their moral influence to the campaign for better roadways. Their moral influence is great, but truth compels the admission that votes are more effective than moral influence, when politics is being done.

So the wheelmen will vote for woman suffrage in order that their female colleagues may join them by-and-by by putting into office candidates who are pledged to good roads and can be relied upon in keeping their pledges and in keeping out of office candidates who will not commit themselves to a proper course and who cannot be depended upon for other reasons. The bicycle has already given women dress reform, and now, it seems, it is to give her ballot reform besides.

CHICAGO'S CURIOSITY.

Chicago is an enthusiastic investigator of the occult. For example, a leading Chicago daily, thoroughly in touch with its readers, remarks: "What the Chicago people want to know is, what would be the effect if all the bloomers in Chicago were placed together into one gigantic pair of bloomers, to be nailed on the front of the Auditorium Hotel?" While this is exceedingly interesting, perhaps Chicago might also be interested in what would be the effect if all the limbs clothed with all the bloomers were consolidated into one pair, and this gigantic pair were to assume the position of a pair of clock hands when the hands betoken the arrival of half-past 6 o'clock.

STATISTICAL CYCLING.

Captain Louis M. Chasteau of the Philadelphia Park Guard makes an interesting report of the number of cyclists who entered Fairmount Park during last month. According to the records kept by the captain, the entire number of bicycles entering the Park in 1895 was 243,612, while during the month just passed the number reached 138,645, in July 136,553 and in June 118,405.

SHADES OF GREENWOOD!

His Hill-Climbing Performances of Eagle Rock Knocked Galley West by the New Generation.

Eagle Rock hill, an excrescence of New-Jersey earth, once famous in the annals of cycling, had some of its glory renewed on Labor Day.

The Manhattan Bicycle Club had selected it as the scene of the first hill-climbing contest that has occurred herabouts in nearly a decade. The result was a general smashing of one of the few time-honored records that remain and the development of striking proof of the wonders wrought by the improvements in wheels and tires.

The hill, located in the Orange Mountains and commanding a magnificent view of the country for thirty miles around, is nine-tenths of a mile long; the grade varies from one foot in seventeen to one foot in seven. The surface for the most part is hard but stone studded. On Monday two or three short stretches had been softened by the heavy rain of the night previous.

In former years to surmount the grade at all was to excite comment; to climb it in ten minutes or thereabouts was a remarkable performance worthy of print, and when Hal W. Greenwood came from St. Louis and went up in seven minutes thirty-seven seconds he set a mark that profoundly amazed all cyclists and left a halo around the doughty little Westerner. No one had ever come within ninety seconds of Greenwood's time, which stood on record for seven years.

In the Manhattan's contest on Monday twenty men started, and all but one reached the top, all breaking Greenwood's once marvelous figures by well over one minute, while the winner bettered it nearly three minutes.

The men were started singly, at intervals of thirty or forty seconds. Wm. Adams, of the Keystone B. C., Paterson, was first away. He went up steadily and might have been returned the winner had he not at the last curve turned left instead of right. Before he recovered himself he had lost valuable time and possibly the Fowler bicycle, the principal prize at stake. At the foot of the hill a crowd of several hundred had gathered; in the woods along the course were groups who kept up a running fire of encouragement to the toiling riders, while near the stone quarry, almost in sight of the tape and on the steepest part of the hill, a great crowd had gathered to view the men when their toil was hardest. From this point to the finish the spectators formed a yard-wide lane of craning humanity. Most of the men mounted the Rock in splendid style and finished remarkably strong. As a whole their riding was a worthy lesson for nose-grinding, body-squirreling, face-distorted weaklings to whom hill-climbing is such fearful labor.

The contest was devoid of special incident. Every man who entered started, and as stated all but one, R. G. Betts, Manhattan

B. C., earned bronze medals by reaching the top. Betts, who had easily climbed the hill earlier in the day, was within seventy-five yards of the summit, when his chain climbed the sprocket and wedged in the hub, throwing him out of the race.

The winner turned up in A. Michael, Iroquois Wheelmen, Jersey City, whose riding was a revelation. He climbed easily and steadily, hardly shifting his position in the saddle, even at the steepest pitch in the road. He gained thirty-eight seconds on the man in front of him. The times of most of the men were unexpectedly fast; that of Michael, 4:53, was a distinct surprise. The time of the second man, Thomas Dunn, Yonkers B. C.,



A. Michael.

was fifteen seconds to the bad. Michael rode a Straus-tired Lyndhurst, geared to sixty-three. The three men who rode Ides used the Ide elliptic cranks, while H. A. Meyers, a rosy-cheeked, rosy-haired young fellow from Brooklyn, tried exaggeratedly large sprockets and Bourne extension cranks which lengthened from 7 to 8 1/4 inches.

Michael, the winner, is of the "hill-climber build," not unlike the once great Greenwood—short and rather stocky. He is twenty-two years old, five feet five and one-half inches tall, and weighs 145 pounds. He has raced on the track, winning several novice heats, but failing to score in the final.

The table shows the order of the finish, according to times. The gears and lengths of crank used are interesting and not without value.

P. Anthony Brook, president of the Metro-

politan Association of Cycling Clubs, refereed the event. Harry Wheeler was one of the timers and C. H. Budd, starter.

HE KNEW IT ALL.

They occupied adjoining seats in the suburban smoker. The one next to the window was deeply immersed in a cycle maker's catalogue, while his neighbor was at the bursting point in his desire to impart the information he seemed to think he was possessed of.

"Ahem! Going in for a bicycle, eh?" said the knowing one. "Great thing, I tell you. Got one of them myself."

"Yes?" queried the catalogue reader, seemingly not as much impressed as he might be by the information which had been thrust upon him.

"And if you are a married man," continued the talkative man, unabashed by the directness of the snub he had received, "when you buy a wheel purchase one for your wife at the same time. It keeps her from laughing at you, and also keeps peace in the family. It may sound ungallant, but let your wife do her own riding. Don't reach over your wheel and undertake to help her on hers. The wheel will resent this. If you both come down together, do the swearing for both. The recording angel is supposed to be looking the other way when people are learning to ride a wheel. If he isn't he ought to be."

"Thanks, very much for your interest in my welfare, but really, you are wasting your valuable information on me," drawled the catalogue reader, as he prepared to leave, "but you see, I've been selling bicycles for ten years and riding them for fifteen; am married, and my wife and four children all ride, but, still, I'm thankful just the same. Goodby."

"Well, I'll be blowed!" gasped the knowing one, as his seatmate vanished down the car aisle.

BLEW HIS FRIEND OFF.

Queer things happen in Oregon. If you doubt this, then read the following and be convinced: An Oregonian rejoicing in the name of James, whether with the prefix of 'Truthful or not deponent sayeth not, was stealing a ride on the sidewalks of Portland. Some one, evidently to frighten him, called "Get off the sidewalk!" Mr. James thought a policeman was after him, and began to sprint for all he was worth. There was another wheelman in advance of him, who was manifestly a novice. Mr. James called to him to get out of the way. As Mr. James passed him his (James's) rear tire exploded with a report like a gun. The other rider was blown off the sidewalk into the gutter.

Mr. James dashed on until he thought he was safe. He then looked back, but could not see the policeman, nor anything of the other man who went off the sidewalk.

About an hour after the occurrence a boy reported to an officer that while he was riding he was ordered to stop and throw up his hands by a dark-whiskered man on a wheel. He said he pulled out, but the man overtook him and shot at him as he wheeled by, but the bullet punctured his tire, and he fell off the sidewalk. He was greatly excited.

DO NOT BE A LEVITE.

A clergyman in the course of a sermon to wheelmen the other day said: "Like the Good Samaritan, cyclists should give assistance to a brother in distress on the road, when a tire is punctured or a little kindly help required, and not pass by unheeding, as the Levite did. Laws have to be obeyed. Many of them are disagreeable, and to one I draw special attention—the lighting of lamps after sunset." One theory he omitted—Was the man who passed by on the other side a scorcher?

Pos	NAME.	Time.	Wheel.	Tire.	Gear.	Crank.
1	A. Michael, Iroquois Wheelmen	4:53	Lyndhurst ...	Straus	63	6 3/4
2	Thomas Dunn, Yonkers Bicycle Club	5:08	Ide	New York	66 1/2	7
3	Warren Lyon, Montclair	5:14	Columbia	Hartford	62	7
4	A. B. Banta, Hackensack Wheelmen	5:16	Ide	Palmer	63	7
5	William Adams, Keystone Bicycle Club	5:18	Columbia	Hartford	66 1/2	6 1/2
6	Adolph Oatman, Manhattan Bicycle Club	5:18	Ide	Vim	63	7
7	P. C. Hardier, Passaic	5:18	Columbia	Straus	66 1/2	7 1/2
8	R. E. Roome, Newark	5:31	Columbia	Hartford	63	6 1/2
9	F. J. Assay, Newark	5:33	Columbia	Hartford	70	6 1/2
10	P. H. Johnson, East Orange Cyclers	5:40	Sagamore	Palmer	68 1/2	7
11	H. A. Meyers, Arcanum Wheelmen	5:42	Spalding	Palmer	60	8 1/2
12	George Reith, Harlem Wheelmen	5:43	Fowler	Vim	63	6 1/2
13	G. D. Smith, Montclair	5:46	Victor	Victor	73 1/2	6 1/2
14	William Richter, New York	5:47	Rambler	G. & J.	56	6 1/2
15	Leon Jeanne, Arcanum Wheelmen	5:55	Cleveland	Palmer	61	6 1/2
16	Harry Trippet, Montclair Wheelmen	5:57	Columbia	Hartford	70	6 1/2
17	H. A. Downee, Bloomfield	6:07	Keating	Hartford	72	6 1/2
18	W. A. Barber, New York	6:08	Powers	Palmer	65 1/2	6 1/2
19	Albert Shave, Yonkers	6:14	Humber	Humber	50 1/2	7

NAMEPLATE VALUES.

The value placed upon nameplates, by the buyer, is illustrated by the following extract from a letter over the signature of a prominent auctioneer:

"Wheels so'd in this market **without** nameplates went from \$17.50 up to \$27.50; with plates, from \$30.00 to \$50.00." Mr. Dealer, here is a pointer for you to ponder over. Buyers are not blind, if some of them do look silly. They can see well enough and reason well enough to decide the difference in value to them between a reputable wheel and an illegitimate one. They want to know if the maker is in existence, and if so, they want to know if he is proud or ashamed of his product.

Handle bicycles made by a firm with a standing reputation, a firm that has weathered the storms of adversity. Buy New Clippers, and get what you can depend upon.



BICYCLES
BUILT FOR MADE BY THE **G**RAND **R**APIDS, **C**YCLE **C**O.
BUSINESS **C**YCLE **C**O.
 GRAND RAPIDS, MICH.

Mention The Wheel.

A PERFECT PEDAL.

THE JANNEY FOR '97.

With **no loose cones** and **no check nuts**, the Janney Pedal will not bind or tighten, and the Rider will be happy.

Absolutely dust and water proof.



Attractive in design because **artistic**, and therefore an aid in **selling** your wheel.

The **finest wheels** made will have Janney Pedals in '97.

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Kindly mention The Wheel.

The Wheel

BIKE CYCLING TRADE REVIEW

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Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

TO FOREIGN INFORMATION SEEKERS.

Owing to the number of inquiries received from abroad in regard to the status of American firms, THE WHEEL announces that it will give to all such inquiries the most careful attention, and all foreign merchants desiring advice or information regarding American trade are invited to correspond with THE WHEEL.

WHAT THE CAUSE OF IT ALL IS.

THE more time one has to study the present flat condition of the bicycle trade, the more keenly one realizes that the business has been carried on on an unsound basis. THE WHEEL is not lining up with the "I-told-you-so's." THE WHEEL, ever since its foundation, has at the risk of losing friends, always preached at the trade, always talked business morals. That THE WHEEL'S policy has accomplished much good there is no doubt. There is no man who will not take a pointer, or who will not reason from, or who is not affected by some particular fact which is clearly brought to his mind.

These are dull, dreary times. The general soreness caused by this year's congestion has been increased a hundredfold by a threatened change in currency, a threatened disturbance and rearrangement of values. So that financial centres, which, in times like these, are relied upon to tide trades over the bad spots, have put their gold in their cellars and double-locked their doors, leaving the borrower high and dry, and that no matter what his collateral.

But it is just such times as these, when there is no work to do, which afford men profitable thinking periods. The most profitable thought that the cycle merchant can dwell upon in these times is that the bicycle business has been unbusinesslike, not ordinarily unbusinesslike, but unbusinesslike in an extreme degree. The chief fault of the whole trade is lack of substantiality, a lack of investigativity, a lack of examination of reputation. Beyond one or two firms—and those firms are now rich—very, very few houses in the bicycle trade have paid any attention to proper credits. It has not been an unusual thing to record failures in which a bicycle-making firm has lost, through a medium-sized territorial agent, sums between \$20,000 and \$30,000, a line of credit which would be laughed at in older businesses. It has been a case of "taking chances" almost all the way through.

A man has only to put up a pretence of financial soundness and he can place an order for almost any thing, almost any where. The trade has, especially during the last three or four years, been honeycombed with unbusinesslike men, men who "jumped" into the business, men who never were really directive and successful merchants, and who came equipped only with hope and nerve. Occasionally they got their footing through being backed by some individual capitalist who kept in the background; but, as a rule, the individual capitalist who keeps in the background very rapidly tires of the backing process and leaves the nervy and hopeful person in a bad state and the nervy and hopeful person's creditors in a worse state.

As an example of how easily and badly people are bitten, let THE WHEEL point out that there has lately been organized a tire company with \$100,000 capital; yet THE WHEEL carries on its books an amount of \$10 due it by the president of this company. This is a specific example of the solidity of some of these highly capitalized organizations, many of which have not enough cash on hand to pay for the printing of their first prospectuses. Yet this \$100,000 company will no doubt be able to obtain considerable credit before it goes under, for go under it must, because it has no capital, the article it intends to market is unmarketable; and, outside of these two considerations, the head of this company is entirely inexperienced, uncommercial, and has had no education in business life. Thus failure is inevitable.

Perhaps the points which the bicycle trade should most bear in mind in the future are cautiousness and proportion. The statement of every man is not to be taken at its face value, but, judging from the past and the present, it is to be taken at much less than its face value. He must prove his title before he is worthy of being entertained as a customer. By the sense of proportion is meant a proper sizing up of those who sell you, and of those to whom you sell, particularly those to whom you sell. There has been a deal of over-personality in the bicycle trade; but complacency and geniality do not pay bills; in

fact, the over-complacent and ever-smiling party should always be an object of special care, for that is the type which is the most easily led away from and is the most often absent from its particular business, so that the business runs itself and in time becomes wabbling, and there is nothing left but chattel mortgages and preferred claims. This sense of proportion should ever be kept in view. A man should be catalogued, so far as credit is concerned, on a rock-bottom basis, and such steel-chain measurement should not be departed from.

The bicycle trade is sound. The sound people are still in it. Its deflated condition is due to the fact that much of the wind has been taken out of it. The bubble has burst because competition has driven incompetency and incapacity out of the trade. We do not say that all the firms who have met disaster this year were entirely without merit. We do say that the trade is in much better shape because of the departure of most of them.

NO TIME FOR TRAITORS.

WAR and business are in many things akin. Each is a struggle in which in the end trained forces and the skillful handling thereof must conquer, even when confronted by larger bodies less disciplined and improperly officered.

To stand shoulder to shoulder, to present an unbroken front to the enemy, to have perfect faith in those in command and to obey their instructions are all essential to the ultimate winning of a battle. With these essentials lacking disaster more often than victory will result.

The trade, or at least the best and most important part of it, is to-day enlisted under the banners of the Board of Trade. It has by means of the organization and discipline of the board been able to fight and win its battles in such a manner as to merit the confidence of all. With the sinews of all war plentiful in its coffers, with system, training, officials and experience all perfect the present seems hardly the time one would look for desertions, yet rumor declares that these are contemplated, and on the eve of battle, too.

In the fight which the Board of Trade is making for the rights of its members to control, direct and govern its own affairs, it needs now, if ever, the united support of these members for whom it fights. In the board's determination to control absolutely such affairs as cycle shows, making of them affairs solely of, for and by the trade, without any outside intervention by any one, the board deserves the support and hearty co-operation of every member of the rank and file in cycling's army.

No matter how specious are the promises the rival showman makes; no matter how he may spread before the eyes of those inclined to waver the elusive and delusive "net"; no matter what inducements on paper may be made, loyalty, sound business judgment and the common good of all demand that the

trade remain true to its own best interests and its own organization, and refuse to treat, except with contempt, the offers of desertion made by the enemy.

It is common talk in places where men congregate that a concern whose importance none may question, and the head of which once held high office in the Board of Trade, has promised, or at least not refused, to desert to the enemy and become the rallying point for those who are expected to form the stock in trade of the rival showman's opposition show. This is but a showman's adaptation of an old ruse in war; he hopes by whispering to the rank and file that their officers are bent upon deserting to induce them to do the same thing.

That none may be thus misled THE WHEEL is in position to declare that neither the concern in question nor any other prominent concern which is a member of the board has the slightest idea of deserting to the showman's catchpenny camp. The concern whose name has been freely whispered around by emissaries of the enemy has placed itself upon record as being free from all idea of exhibiting at any other shows than those controlled by the Board of Trade. This should silence these rumors, which, by-the-by, hardly need refutation, when the record of the concern since the beginning of American cycle making is taken into consideration.

Business rivalries, the desire to advertise and to sell should not be allowed to intrude at this time, when the trade more than at any time in its history needs mutual upholding of its common interests and a united front to its common enemies. Let no concern and no single member of the trade be deluded by the fallacious idea that in desertion exists a quick and easily travelled road to success. Deserters, even when successful, are not a class of men the world ever admires or afterward trusts. The laws of trade and precedent cannot be violated in the present case. Under the Board of Trade success and solidity can alone come to the trade. Argument to the contrary, no matter how specious, is a fallacy. Loyalty has ever paid surer dividends than desertion, and the present case will be found no exception to the rule.

Stand by the Board of Trade.

It is but a question of time when we breathe by grace of a syndicate, as we now freeze, feed, clothe and warm ourselves through the unsought permission of the ice, food, wool and coal barons. Racing in and around New York seems to have succumbed to this syndicate idea, and has, in consequence, passed into the hands of a rather close corporation, which with one hand pens the press notices while the digits of the other grasps the gate receipts. Maybe this is an excellent thing for racing, then maybe it is something not so excellent. Time and the methods of the syndicate alone will tell.

If it be a fine art to ride your new wheel unconsciously, it is a still finer art to ride your old wheel as though it were your new one.

The choicest pastures are not always those where feed the largest flocks, yet men, like sheep, blindly follow their leaders in pasture-seeking as in other things. America seeks for new trade pastures, and to Europe flock our cycle-makers, fairly falling over each other in their anxiety to pre-empt each his share of the pasturage already fairly well filled by its native flock. In such times the communication of the Costa Rican Consul, in another column, becomes timely reading, since it points out a pasture yet uncrowded and nearer home than Europe. There be many other such quiet trade pastures, did our manufacturers but cast around for them.

It is said that "brains will tell." Sometimes they will and sometimes they will not. Sometimes the more brains a man has the less he tells. It doesn't always answer in cycling for brains to tell.

Some there are in the trade who are very much like thunder. They make considerable noise, but accomplish nothing. It is the quiet lightning that does the business.

According to the qualities of the waters of trade upon which we cast our bread, it returns waterlogged and uneatable, or spread with butter and jam.

Those who make the mistake in cycling of biting off more than they can chew usually make the greater mistake of keeping on chewing.

The pale mauve quality of the sporting instincts of some of the leading professionals makes the judicious admirer of true racing grieve.

You have got to pick the best fruit on the tree of trade. It will not drop into your hands, no matter how long you hold them out.

All wheelwomen are not angels; but, judging from the reckless way some of them ride, they will be angels pretty soon.

If men could have everything just the way they wanted it on a wheel, the probability is they wouldn't want it.

When a man asks you to be candid about his wheel, he will probably be satisfied if you are complimentary.

The racer who tries to win by unfair means is doing his duty as he doesn't understand it.

All dogs who dislike wheelmen are, unfortunately, neither dead nor yet "in a manger."

The wheel we ride is a revelation not only of our tastes, but of our bank account.

A man likes to feel he looks well on a wheel; a woman likes to be told so.

No small number of racers make their best time on the wrong track.

Record is the soul of speed in blossom.

COSTA RICA AS A MARKET.

In the last issue of THE WHEEL appeared an article upon the possibilities of Costa Rica as affording a possible market for American-made cycles. Mr. Gustavo Niederlein, Costa Rican representative at Philadelphia, has sent the following communication in regard to the matter:

Consulado de la Republica de Costa Rica, Philadelphia, Penn., Sept. 5, 1896.

To the Editor of THE WHEEL:

Dear Sir: I have read with great interest your excellent paper, though I confess to have ignored many things of the rich contents of your paper. I am, indeed, astonished at the great variety of articles and goods offered in the advertisements.

The cycle trade has undoubtedly an immense future the world over. All highly civilized nations have already made good use of the bicycle. Cycling, besides its many and other important benefits, will give a powerful and much-needed impulse for better communications in countries like Costa Rica, where an immense territory is sparsely populated. I am convinced that I can render a great service to the country which I represent when I do my best in making cycling popular among its citizens. I repeat, therefore, my wish to the manufacturers of bicycles to send me their catalogues in duplicate and with corresponding data on prices, terms of credit, discounts, manner of packing and shipping, freight rates, etc.

Costa Rica has a railroad which connects the capital, San José, with Port Limon, on the Atlantic Ocean. It has two smaller railroads on the Pacific side. The other means of communications are general roads for wagons and other roads for men on horseback. The latter, however, can hardly be used for cycling. General roads for wagons are numerous, but during the rainy season would hardly do for cycling. The bicycle will actually only be used in cities and towns, and there even during the rainy season only with difficulty.

Notwithstanding these drawbacks, Costa Rica will be a good bicycle market, since the population is the most advanced in Central and South America, and ready to accept every improvement and every step forward in civilization.

But the American manufacturer must remember that Costa Rica is in the first place a coffee country. Countries like this of necessity must receive long credits, since only once a year is its crop paid for. These circumstances have been generally ignored by the American manufacturer, with the result that Americans could not do business in those countries, giving their great opportunities and advantages for highly profitable business to England, Germany, France and other European countries who know better how to adapt themselves to circumstances. Very respectfully yours,

GUSTAVO NIEDERLEIN, Consul.

All goods for Costa Rica should be accompanied by a corresponding consular invoice. The customs duties are calculated on gross weight, which average 20 to 25 per cent of the cost of imports and are payable half down and half within three months' time. This trade once established cannot fail to prove profitable. Manufacturers would do well to communicate with Mr. Niederlein, who is ready and willing to furnish all the information that may be desired. Mr. Niederlein is well equipped for the duties of his position, as he possesses both ability and experience. He, with Professor Dr. W. P. Wilson, was the founder of the Philadelphia Commercial Museum, and is actually the chief of its scientific department. Six months ago he was the Commissioner-General of the Argentine Government at the Atlanta Exposition. Consul Niederlein was also Government Commissioner at the World's Fair and the Paris Exposition.

SOMEWHAT SARCASTIC.

The French cycle papers are in high dudgeon over the '97 international meet being awarded to Scotland. The Frenchmen have bid unsuccessfully for the meet for two years. "Le Velo" advises Timbuctoo and Honolulu to prepare their tracks for future meets.

AS THEY CLIMB.

Relatively, the position of the ladderites was not changed as much by the results at Springfield as both the men and their admirers had expected. Safely perched upon the top rung still remains Gardiner, while close to his heels continues Cooper. Bald squeezes by Ziegler, securing third honors in consequence, while Butler's winning rush carries him but one rung behind the Buffalo boy, leaving Ziegler one point less, and in fifth place. Sanger gets a dead heat for last place, graduating from the head of the also ran division to the lower rungs of the ladder brigade. A better bunching of the prominent men than is seen on the ladder this week has never been seen, and it clearly shows how close the finish among the first flight is going to be.

Points are based upon the racer's wins on the National Circuit only. A win counts three points, a second two points, and a third one point. The present ladder shows the men as they have climbed up to and including the meet at Boston, Mass., on September 7.

MAX FELL AND LOST.

Denver, Col., Sept. 7.—The record for twenty-five miles on the road was broken in the Denver Labor Day road race. The judges have not yet decided whether they will give the time prize to Joe E. Marshall or E. Tyler Smith, nor has the time been definitely decided, although it will be about 1:02:20. The time prize would have been won by Max Kreutz had he not fallen within a few yards of the finish, causing so much confusion that the judges became muddled. Nat M. Gilman, with nine minutes' handicap, won the race, his time being 1:06:41.

LITTLE MAN, GREAT RIDER.

James Michael, the famous Little Welsh rider, who arrived in New York last week from England, has been matched for a twenty-five-mile race with C. M. Murphy. The race is to be run at the Quill Club's meet, Manhattan Beach, September 19. Michael will also ride in the hour race, Victor and Henri Jallu, two of the three brothers of a triplet pacing team, have arrived in New York, and the other will follow. They will be used for pacing purposes at this meet.

AMATEURS THE FASTER.

Providence, Sept. 7.—A scratch race between the Stearns and Syracuse sextet was booked as a feature of the Rhode Island State Fair to-day. The race did not take place, however, owing to the Stearns machine being mounted by a professional crew, while the Syracuse riders were amateurs. The Stearns crew rode an exhibition mile in 2:02. The Syracuse machine was ridden the same distance in 1:58.

FIRST-FLIGHTER IN '97.

Manager Pelot, of the Morgan & Wright team, believes that in "Jimmie" Bowler, one of M. & W.'s racing "kindergarten," he has one of the first-flighters of '97. Bowler, it will be recalled, displayed splendid form at Springfield.

At the international meet at Vienna September 8 Huret and Buechner, on a tandem, lowered the 500-metres record to 30 2-5 seconds. Jacquelin won the championship of Europe event.

Australia's great event, the Austral wheel race, will take place on November 28. The total value of the prizes have been raised to \$1,750, the first prize being \$1,500.

SWARMED AT WILLOW GROVE.

Philadelphia's new track at Willow Grove was opened on Monday night. The event attracted the largest crowd that ever attended a meet in the Quaker City. Over 10,000 people crowded into the grand stand and bounded the track. It was an enthusiastic crowd, and every deserving victory was applauded. The track, being new, was consequently rather soft, and the times were consequently slow, although a triplet negotiated the half in 58 2-5 seconds. Numerous electric lights illuminated all parts of the track and grounds. The feature of the meet was the struggle between Starbuck and Carrol Jack in the five-mile handicap, the latter winning by inches. A mile race between newspaper men was a novelty that excited much interest. The track, it is thought, will prove the most popular and fastest in Philadelphia.

Summary:
One-mile newspaper handicap—1, J. B. Clift, scratch; 2, G. Diddlebock, 150 yards; 3, A. Mann, 75 yards. Time, 2:31.

One-mile novice—Final, 1, Theodore Weyman; 2, R. Boone; 3, J. Inskip. Time, 2:44-5.

One-mile open, professional—Final, 1, J. F. Starbuck; 2, C. B. Jack; 3, C. C. Bowers; 4, A. C. Meixell. Time, 2:25 4-5.

One-mile open—Final heat—1, P. S. Davis; 2, B. B. Stevens; 3, J. A. Vernier; 4, W. L. Austin. Time, 2:23 3-5.

One-mile handicap, professional—1, A. C. Meixell; 2, S. L. Cassidy; 3, A. Boone; 4, C. Turville. Time—2:15 2-5.

One-mile handicap—Final heat—1, A. L. Worthington; 2, C. Turville; 3, W. B. West; 4, J. B. Clift. Time, 2:27 4-5.

Five-mile handicap—1, C. B. Jack, 200 yards; 2, J. F. Starbuck, scratch; 3, C. C. Bowers, 150 yards; 4, Charles Turville, 150 yards; 5, George Zimmerman, 425 yards. Time, 12:55 4-5.

MADDOX WAS THE MAN.

Providence, R. I., Sept. 8.—Meets have been held at the Crescent Park track almost weekly since its opening early in the season, but none were more interesting than to-day's events. Nearly 3,000 spectators were present. C. S. Bolting, the star road rider of the State, made his first appearance on the track, and won second in the novice. Harry Maddox and McDuffee had it hot in the mile professional, but the Asbury Park man made a brilliant jump at the finish and won. Summary:

One-mile novice—1, C. L. Woodard, Pawtucket; 2, C. S. Bolling, East Providence; 3, Walter Tibbits, Providence. Time—2:32.

One-mile open—1, Fred Devlin, Pawtucket; 2, Horace B. Hills, Providence; 3, Joseph Bowden, Providence. Time—2:23 1-5.

One-mile open, professional—1, Harry H. Maddox, Asbury Park; 2, E. A. McDuffee, Everett; 3, Hollis A. Adams, Worcester. Time—2:15 3-5.

One-mile handicap—1, Joseph Bowden, Providence (10 yards); 2, H. B. Hills, Providence (scratch); 3, William Sullivan, Pawtucket (scratch). Time—2:16 4-5.

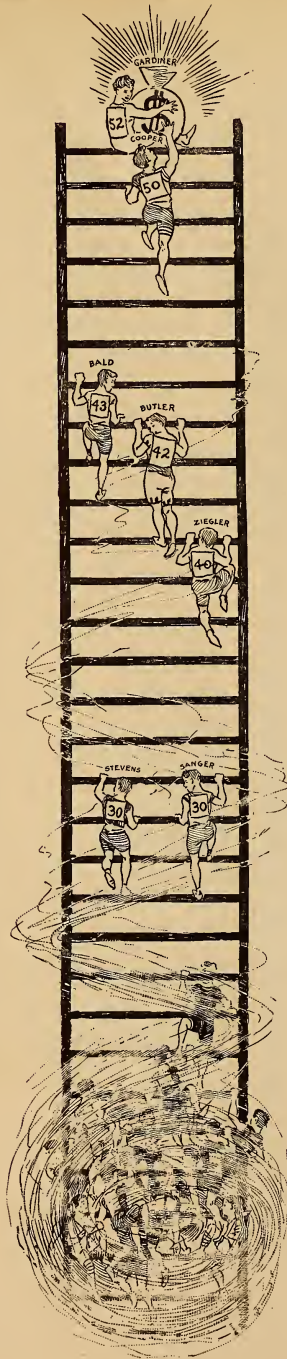
One-mile handicap, professional—1, E. A. McDuffee (15 yards); 2, H. H. Maddox (15 yards); 3, H. A. Adams (40 yards); 4, A. H. Barnett, Lynn (80 yards). Time—2:13.

PIKE PROSPERED.

At Rockland, Me., on Sept. 7, C. E. Pike, of Norway, won the mile open in 3:17 1/2, the half-mile State championship in 1:12 1/2, and the half-mile open in 1:12, and finished second in the mile State championship. Edward Ricker won the latter event in 2:23.

TWO ON LABOR DAY.

As customary, the New-Jersey Athletic Club ran two cycle events at their Labor Day games. C. Sandford, jr., 110 yards, won the mile handicap in 2:25, and E. Anderson, 180 yards, the two-mile handicap. Sandford was second.



ALSO RANS.

The following are the men on the National Circuit, whose wins have been sufficient to score for them ten points and over: McFarland, 28; Coulter, 27; Kimble, 19; Parker, 17; Kennedy, 16; Clark, 16; Becker, 16; Coburn, 13; Allen, 11; Mertens, 11; Baker, 11; McDonald, 10.

VARIETY OF CHAMPIONS.

Messenger Boys, Policemen and Amateurs all Championized at the State Division Racing Fest.

The proudest of Brooklyn clubs in these days is the South Brooklyn Wheelmen, a not particularly widely known organization. However, at one bound, and without any pacemaking, they jumped into fame with their New York State Division championship meeting, held under their auspices at Manhattan Beach on Labor Day. From the Brooklyn Bridge to the Manhattan Beach track there was, immediately after the luncheon hour, nothing but a stream of wheelmen and wheelwomen, and not a few wheel boys. The day was brilliant—in fact, after the two days of downpour, startlingly brilliant, and as the riders streamed along the Cycle Path they made a beautiful and animated picture. It is impossible to even hint at the many ludicrous scenes, accidents and incidents which happened on the journey down and on the journey up. One man had the good luck to have a tandem pass over his chest, after having been pushed off his own wheel. He quickly straightened himself up, brushed off his clothes and went his way. Two scorchers, who terrorized half the people on the path, met at the point where you turn off to the Manhattan Beach track. There was a pond of mud and water, and one of them took a header into it. He was a "sight."

It is impossible to say how many people were at the track, but it was a "bumper house," as the theatrical writers would say. Popular prices—50 cents for the grandstand and 25 cents for the bleachers—won the day. The bleachers were invisible, so densely packed was the humanity on them, and the grandstand was filled to most gratifying proportions.

The meet was a sort of midsummer night's dream—a sort of delicate, hazy matinee. The track and the inclosure were as spick and span as a bridegroom. No prettier inclosure could possibly be imagined. In the centre, at which point a pond of rainwater had congregated, a covey of plovers spent the entire afternoon, darting in myriad cycles here, there and everywhere.

There was nothing sensational about the meet. There was considerable loafing, which brought out some not undesired hisses. Three or four men "tumbled," but they "tumbled" lightly. There was only one protest lodged during the day, and that was merely to cover a technical point. It seems that Fuller, the winner of the novice race, had won a club event, and the referee allowed him to ride under protest, believing that a club event should not count in an open race. The referee, on logical and sensible grounds, appears to be right. The meet was perfectly run and was finished at 6:15. There was nothing especially exciting—simply a series of good finishes, without any fast time, and without any occasion for marked enthusiasm. The audience applauded all of the events throughout the entire afternoon. They were in holiday mood, and ready to be pleased at anything, and they had a fair menu of sport served up to them, without any highly spiced dishes.

As far as the racing goes, Wallace H. Owen, of the South Brooklyn Wheelmen—"Wallie" Owen—loomed up with particular prominence, winning the quarter-mile State championship and figuring prominently in many other events. Young Barbeau is deserving of particular mention. This slender youth trailed the triplet a half-mile, flying start, in 55:1-5 seconds, which, considering the breezy character of the day, was a marvellously fine performance. He also rode in many other

events, and scampered off with the two-mile State championship. Fuller, the novice winner, showed that he was a sterling rider, as he won the third heat in the quarter-mile championship, but did not start in the final, because it was discovered that he resided in Jersey City, and not within the lines of the New-York State Division.

The messenger boys' race was a disappointment and was not particularly interesting. An assorted number of boys turned out, some little, some big. One would have won the chewing-gum championship easily had there been such an event on the programme. A Syracuse lad won in such fine style that his pedigree was questioned, and it was whispered about that he was a professional.

The "coppers'" championship was devoid of brilliancy. The talent risked their opinion on Schussler, the New-York crack, a man of splendid build and of hard, determined features. That head, however, is not packed with diplomacy and stands merely for strength, for he was in the wrong position at all times throughout the race, managed himself badly, and allowed Von Rodeck to scamper away from him on the last lap, after the lurid-haired McKay had endeavored to make a runaway race of it on the last lap. Schussler was recently declared a professional, but his entry was nevertheless accepted, and when his fellow-police, while on the mark, were informed of the endangering of their amateur status they declared that they cared not a darn, only they didn't say darn. Van Rodeck, a hefty Teuton, threw kisses to the grandstand when they applauded, and then rode an extra lap and went through a series of antics to show that his handle-bars had worked loose. He is merely a special officer in the employ of a dry-goods store, and is not a regular "cop." There was talk of a protest, but none was filed.

Throughout the day the time limits were badly shattered. They ran from 2:30 to 2:40, and should easily have been beaten. The referee permitted all the heats to be run over when the time limits were exceeded, the result being that the riders, knowing they would have opportunities of trying again, developed a sort of "loafy" feeling, which permeated the proceedings throughout the day. Isaac B. Potter refereed in the most satisfactory fashion.

One-mile novice—Final heat—1, B. C. Fuller, Liberty W.; 2, R. B. Harris, N. W.; 3, J. H. Rogers, Y. M. C. A., E. D., Brooklyn; 4, Otto F. Peterson, South Brooklyn W. Time—2:23 1-5. Fuller won his heat in 2:20.

Quarter-mile State championship—First heat—Walter H. Owen S. Brooklyn W.; 0:31 2-5. Second heat—F. A. Nagel, Riverside W.; 0:31 4-5. Third heat—B. C. Fuller, L. W.; 0:32 2-5. Fourth heat—H. K. Bird, N. Y. A. C.; 0:32 3-5. Final heat—1, Owen; 2, Bird; 3, F. D. White, Lynbrook. Time—0:32.

One-mile messenger boys' race, championship—First heat—Chris Snyder, time—2:48. Second heat—J. O. Pennock, Syracuse, time—2:49. Final heat—1, Penneck; 2, Albert Green, New York; 3, E. C. Wentling, Syracuse. Time—2:48 3-5.

One-half mile, flying start, paced by Elitz, Nagle and Judge, the Riverside triplets—W. A. Barbeau. Time—0:55 1-5.

One-mile scratch—Final heat—1, J. H. Lake, Harlem W.; 2, W. A. Brown, Riverside W.; 3, H. K. Roe, Patchogue W. Time—2:14.

One-mile police, State championship—1, Hugo von Rodeck, Brooklyn; 2, George McKay, New York City; 3, Harry M. Neggesmith, New York City; 4, John Schussler, New York City. Time—2:38 4-5. McKay is red-headed and strong. Schussler is strong and doughheaded. Some one said he was a "pro," but he said he didn't care a—well, you know. Von Rodeck is said to be a special officer, a good racing man, just sworn in as a special policeman for the day. Andrews said he would investigate. The Commissioner did not like to see his man Schussler knocked down.

Two-mile State championship—First heat—1, H. K. Bird, N. Y. A. C.; 2, W. A. Barbeau, Riverside W. Time—5:20. Second heat—1, H. K. Roe, Patchogue W.; 2, B. T. Allen, Liberty W. Time—5:19 3/4. Final heat—1, Barbeau; 2, Owen; 3, Bird. Time—4:43 3/4. Paced by Judge and Nagle, the Riverside twins.

Two-mile tandem handicap—1, Barbeau and W. A. Brown (scratch), Riverside W.; 2, E. G. Crum and A. S. Jungkind, Riverside W. (110 yards); 3, W. H. Owen and Maud Sibley (70). Time—4:54. The two W. A. B.'s flew about the path, plover-fashion, caught their limit man at two-thirds of a mile, and then sauntered home.

Master Le Roy See gave an exhibition of fancy riding, which pleased the crowd immensely. He is a bright, capable and graceful youth, and should, in time, be among the best of our fancy riders. He performed some new tricks, and particularly pleased "Popper" See and the other young Sees.

Samuel D. See started well. George Stebbins, Brooklyn Bicycle Club, assistant starter, was in effective evidence throughout the day. J. F. Borland, Brooklyn Bicycle Club, clerked the course in his usual good style.

The Racing Meet Committee, who were worthy of much praise, were N. R. Macdonald, chairman; John W. Turner, E. P. Liesegang, Robert L. Smith, George H. Greenia and George E. Stackhouse.

INEXPERIENCE PRODUCES LOAFING.

Lebanon, Pa., Sept. 3.—Inexperienced officials caused the first meet of the Delta Wheelmen to be a long drawnout affair. There was a delay in starting and long waits between the event. Loafing predominated in all the races until the sprint. An exhibition mile was ridden by C. W. Krick in 2:13. Attendance fair. Summary:

One mile, open—1, Andrew Henry, Annville; 2, E. Huber, Lebanon; 3, William Peiffer, Lebanon. Time—2:32.

One-half mile, open—1, Walter Henry, Lebanon; 2, Harry Blecker, Lebanon; 3, John Martin, Myerstown. Time—1:17.

One mile, handicap—1, Miller Hottenstein, Lebanon (35 yards); 2, Walter Henry, Lebanon (55); 3, Eugene Myers, Annville (5). Time—2:37. One-fourth mile—1, Ross Morgan, Lebanon; 2, Anson Behney, Lebanon; 3, B. P. Wynings, Lebanon. Time—0:37 2-5.

Three-mile handicap—1, Miller Hottenstein (80 yards); 2, J. H. Copenhaven (60); 3, Henry Strohm (180). Time—8:37 4-5.

One mile, tandem—1, Wynings and Huber; 2, Pott and Behney. Time—2:37.

COOPER COMES A CROPPER.

Providence, Sept. 5.—Tom Cooper met with a disastrous spill at the Crescent Park meet to-day. As a result he is going around with his face covered with bandages. The spill took place in the final of the mile open. His pedal struck the machine of a contestant and he went over the bank, striking on his face. He was rendered unconscious and was badly cut. With Cooper out McDuffee won the race. Summary:

One mile, open, professional—1, E. A. McDuffee, Everett, Mass.; 2, Fred Loughead, Canada; 3, H. H. Maddox, Asbury Park. Time—2:15.

One mile, handicap, professional—1, J. C. Wetberg (55 yards); 2, Fred Loughead (scratch); 3, Louis B. Arnold (55); 4, Burns Pierce (75). Time—2:39 1-5.

One mile, open—1, Fred Devlin, R. I. W.; 2, E. Livermore, Worcester; 3, Theo. Ehrlich. Time—2:25 3-5.

One mile, handicap—1, D. Daley, Taunton (100 yards); 2, F. Devlin (30); 3, Frank Fish (scratch). Time—2:36 3-5.

HAD WALKED SOME.

Stage Manager—Have you ever had any experience as walking gentleman?

Tripper—Have I? Well, I guess yes. I've been riding a pneumatic for two years past both a tack factory and the glass works.

GOOD THINGS ABOUT COLUMBIAS.

A Few Extracts from Letters Received by the Pope Manufacturing Company.

The Best Wheel Ever Made.

"Inclosed please find check in payment for the best wheel ever made—Columbia."—Charles H. Hynes, New York City.

Nearest Perfection.

"This year's Columbias are certainly as near perfection as wheels can be made."—A. T. Brightwell, Maxeys, Ga.

The Columbia.

"The Columbia shall have my strongest endorsement and fullest reference."—The Rev. Addis Aibro, LL B., D. D., New York City.

Has No Equal.

"I am convinced there is no wheel that can equal the Columbia."—Lyman L. Zarbough, Holgate, Ohio.

Lead All Others.

"Columbia bicycles lead all others."—L. G. Livingston, Whitehall, Mich.

Model 40.

"Model 40 is by far the smoothest wheel ever introduced in this country."—G. T. Cottingham, Dayton, Minn.

More Than Pleased.

"I am more than pleased with the Columbia wheel."—J. E. Carpenter, Olathe, Kan.

Worthy of V. H. C.

"My Columbia is worthy of V. H. C. at least, and I can testify to its absolute excellence."—Irving Cox, New York City.

The Easiest Running.

"The Model 40 is certainly the easiest running wheel I have ever seen."—W. H. Lord, Brighton Mills, N. Y.

Better Time on the Columbia.

"I have ridden many makes of wheels, but find I can make better time on the Columbia than on any other."—F. T. Letherstrom, Chicago, Ill.

Worth the Investment.

"I have ridden the Columbia, and find freedom from care through the absence of breakdowns worth every cent of the investment."—A. H. Saunders, Minneapolis, Minn.

Model 44.

"I am extremely pleased with my Model 44."—Edward F. Smith, Trenton, N. J.

The Greatest Hill-Climber.

"Never rode a wheel that can compare with my Model 40 Columbia—the greatest hill-climber I ever saw."—H. J. Young, Dundee, N. Y.

Built Upon Honor.

"I can say nothing better for the Columbia than that it is built upon honor. To ride a Columbia is to ride the world's greatest wheel."—R. W. Massey, Columbus, Ga.

Standard of Excellence.

"Amid the clamor of conflicting claims one can surely not go astray in selecting for his mount the acknowledged standard of excellence—a Columbia."—E. Markell, Baltimore, Md.

Perfect Satisfaction.

"My Columbia has given perfect satisfaction and cost but 35 cents for repairs in two years."—J. F. Martin, Blairsville, Penn.

Absolute Preference for the Columbia.

"I have been a constant wheelman for over ten years, and have ridden many different makes, but must confess my absolute preference for the Columbia bicycle."—B. Ashley Leavell, Washington, D. C.

The Best Wheel.

"I consider the Columbia the best wheel on the market."—A. T. Reade, Philadelphia, Penn.

Poems in Steel.

"Yes, of course I ride a Columbia this year; the new models are simply poems in steel."—F. H. J. Ruel, St. John, N. B.

Marvel of Mechanical Beauty.

"The Columbia is a marvel of mechanical beauty. It only lacks wings."—Mark Meredith, Philadelphia, Penn.

As Good as New.

"Have ridden one of your wheels for the past three years without a cent's expense, and it is now as good as when first bought."—J. S. Moore, West Stockbridge, Mass.

No Question About That.

"The best wheel? Why, the Columbia, to be sure!"—F. J. Moore, Pittsburg, Penn.

Columbia bicycles during 1895 were fitted with the most scientifically constructed saddles ever put on a wheel, and the universal satisfaction derived therefrom by Columbia riders has led to their continuance, with improvements that will make them even more popular.

The many newly patterned saddle devices that have made their appearance have developed nothing superior to these light, firm-seated and properly shaped saddles. They are not untried experiments, but have proved themselves to be the best adapted to the rider's wants.

RECENT VICTORIES.

July 18, at Raleigh, Neb., Harry Spencer won the one-quarter mile open on a Columbia.

August 5, at Aiken, S. C., two-end-a-half-mile handicap won by C. J. Hill.

August 5, at Aiken, S. C., five-eighths-mile won by F. A. Beal; one-and-one-quarter won by A. E. Hill; one-and-one-quarter interstate won by F. A. Beal; five-eighths, Aiken County championship, won by A. E. Hill; five-mile handicap won by J. Abercrombia—all on Columbias.

August 22, at Providence, R. I., one-mile, three-minute class, won by William Sullivan; one-mile State championship won by Fred Devlin; time, 2:23—both on Columbias.

Midsummer meet, Newark, N. J., two-mile special won by J. C. Letzelder on a Columbia.

August 25, at Calais, N. B., Dr. Moore took two firsts in the coasting contest on a Model 44.

Columbias



Columbias are absolutely uniform in their quality, finish, and pleasure-giving—secured by selling at a fair, fixed price—

\$ 100 TO ALL ALIKE.

Hartfords (\$45 to \$70) are better than most bicycles of the ordinary sort.

The Columbia Catalogue is admittedly the handsomest art production of the year. It tells fully of the details of Columbias and Hartfords, and should be read and preserved by every cyclist. Free by calling on the Columbia agent, or by mail for two 2-cent stamps.

Branch Stores and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity, let us know.

POPE MFG. CO.,
HARTFORD, CONN.

EACH TOM HAS HIS DAY.

Tom Butler "Stars" on Wednesday—Tom Cooper on Thursday—Bald and Cooper Have Another Rumpus and Cooper Is Disqualified and Fined—Springfield's Halo No Longer Bedazzling.

Springfield isn't like it used to be.

Tom Eck remarked the fact.

"I like the Springfield boys," said the silver-haired Thomas, "they always used me well, but there's something lacking, an absence of that 'How are you?' which was the custom in the old days."

There must be something in what Eck stated. Others said substantially the same thing. Charles Measure, A. Kennedy-Child, who used to referee the Springfield tournaments in the "good old days," and a dozen others seemed to agree on the point.

There are many reasons to account for the lacking, whatever it may be. Cycleodom is now a fairly large world. A man in knickerbockers no longer nods to every other man similarly attired. If he did he would soon have his neck swathed in bandages. If he said, "Hello!" or "How are you?" he would scarce have time between breaths. It is no longer to be expected. Then, too, the promotion of meets, like the promotion of parades, century runs and the like has become more and more a strictly business pursuit—a mere matter of dollars and cents. Perhaps it is just as well that it is so. The management was well again flawless and the press people were served with cigars and claret lemonade as of old, but for all that, there is no denying that the Springfield tournament is no longer as sharply outlined against the sky as in years past. The press box this year showed this fairly well. But one of the New-York dailies sent on its "cycle editor," and the Boston papers were not so numerously represented as usual; some of them turned up for the last day's racing only. There were seats to spare.

The fact is there are now other footprints in the sand, other meets as well managed, as well advertised, as liberal in prizes and attended by as many of the stars. There are other tracks as fast, other tracks calculated to beget soul-stirring finishes.

Coming from Louisville to Springfield, the superiority from a spectator's standpoint, at least, of the three-lap track over the half-mile circuit was easily apparent. The same men raced at both places. On the big track they are lost. They are too far away to be recognized; they do not pass often enough, and when they rush for home they almost invariably spread out all over the path. There were few of the handkerchief finishes that marked the sport at Louisville. In all of the big races the men seemed to place themselves at the last turn and won by decisive margins;

they finished in Indian file.

The Springfielders probably recognize the altered condition of things as clearly as any one. One of them told me that this year they had concentrated their efforts more than ever before. They did not reach out so far, but rather endeavored to interest and attract the people in and around Springfield. They succeeded, too. Certainly not less than 30,000 spectators were present during the three days, two thousand or three thousand of whom were interested enough to pay to witness the heats that formed a sort of preface to the meet proper, and which were reported in detail in last week's WHEEL.

At the close of Wednesday's racing Tom Butler was easily the cock of the walk. The 120-pound youngster had administered decisive trouncings to Cooper, Bald, Gardiner and the whole outfit, and New England was puffed with pride, for Thomas is a product of New England. And Butler's riding was cause for pride anywhere and in any people.

In both races, the so-called mile international and in the half-mile, his tactics were the same. He got under way like lightning, and tacked on to the pacemakers. In both events, Bald, from a rear position out-Sanger Sanger, and started the sprints. In the half-mile he swung into the straight with a clear lead, but once clear of the pacemaker, Butler came like a streak and seemed to cover two yards to Bald's one. Bald fought like a fiend; he stuck to his work with a doggedness and dash that reflected the Bald of '95, but he was no match for the Boston stripling. The two were clear of the ruck. It was a free field and no favor. The fight was short and sharp, but never in doubt. Butler simply romped away from Bald, opening an amazingly wide gap of daylight in the last thirty yards. Cooper, too, gained on Bald, but could not pass him. He finished in third place. Time, 1:01 4-5.

In the mile the battle was between Butler and Cooper. Again they pulled clear of the rabble. Butler was this time in front at the turn. Cooper was at his heels. He could get no further, but not one inch could Butler gain. They fought it out this way all the way home. They rode stride for stride. Never did men seem so evenly matched. Two yards back of Cooper was Gardiner; three yards further back Bald was leading the bunch. Sanger created a diversion by coming around on the extreme outside and gave promise of making a brilliant play for a

place, but the fire left his feet, and he fell back like a ship in distress. The time—2:05 2-5—was allowed to stand. The limit was 2:05. Late in the evening the disqualification of Cooper was announced. Bald had protested him, and another fagot had been heaped upon the fierce fire of hatred that is consuming the two. Bald claimed that Cooper had reached out and pushed him. Cooper claimed that he simply elbowed or leaned to save himself from a similar play by Bald. Referee Robinson called every one in the race before him, and, after hearing the evidence, not only disqualified Cooper, but fined him \$50, as well.

Afterward I heard Cooper's trainer relate such a story of the occurrence that I wondered how any referee could disqualify the Detroit. According to Trainer Webb, Cooper got into such close quarters that he had touched Bald in attempting merely to save himself from falling with young Newton, who was forced against the rail. In falling Newton, like a drowning man, had put out his hand and clutched; in doing so he had pinched Ziegler's arm. Webb averred that the latter's arm still bore the mark of Newton's fingers.

When I saw Cooper he told an entirely different tale. He denied reaching out at all, and said that Bald was the aggressor, having "leaned" against him and he had "leaned" in turn, "just as any other man would do."

Webb had also repeated some of the language that Bald was said to have applied to Cooper in the dressing-room. It would not look well in print. Among other things, Bald had termed his rival a vermin-infested canine, using the barroom words to describe the animal. In this Cooper bore out what Webb had said. Bald, however, denies it qualifiedly. He admits calling Cooper a canine, but not the insect-ridden sort—an unclean canine is what he termed him.

Cooper says Bald is anxious to draw him into a knockdown argument, and has said as much. But Cooper says he has no desire to be suspended for thirty or sixty days, and will not be embroiled, at least not in a dressing-room or on a track. Elsewhere it might be different.

Asked what led up to the estrangement and present bitter unfriendliness, Cooper, after a little palaver, said:

"I think I know what the cause of it is. I could tell a great deal, but it might get several of us into trouble, even myself, perhaps."

Naturally, he went no further. He said, however, that during all of last year Bald made a practice when racing of forcing him

WEDNESDAY, SEPTEMBER 2.

ONE-MILE LOCAL.

Eight Starters— 1, F. I. Elmer. 2, W. E. Tenzler. 3, E. C. Ferree. 4, J. T. Kelleher. 5, R. F. Ludwig. 6, C. M. Bly. Time, 2:24 2-5.

HALF-MILE PROFESSIONAL.

First Heat, Eleven Starters— 1, W. C. Sanger. 2, W. M. Randall. 3, C. R. Newton. 4, A. E. Wienig. 5, Arthur Gardiner. Time, 1:08.
Second Heat, Nine Starters— 1, Tom Cooper. 2, A. D. Kennedy, Jr. 3, L. D. Cabanne. 4, A. R. Ives. 5, Otto Ziegler. Time, 1:06 1-5.
Third Heat, Ten Starters— 1, E. C. Bald. 2, F. C. Hoyt. 3, Owen Kimble. 4, Ray McDonald. 5, A. B. Rich. Time, 1:04 3-5.
Fourth Heat, Eight Starters— 1, Tom Butler. 2, F. C. Schrein. 3, C. M. Murphy. 4, Fred Loughhead. 5, C. S. Wells. Time, 1:02 2-5.

HALF-MILE OPEN.

Thirteen Starters— 1, J. E. M. Blake. 2, Joe Harrison. 3, R. F. Ludwig. 4, Ray Dawson. 5, W. G. Douglas. Time, 1:05 4-5.

ONE-MILE PROFESSIONAL—2:10 CLASS.

Eleven Starters— 1, A. W. Porter. 2, W. J. Helfert. 3, Frank J. Jenny. 4, Chas. Hadfield. 5, P. J. Berlo. 6, H. D. Hutchins. 7, F. B. Rigby. Time, 2:04 4-5

HALF-MILE PROFESSIONAL.

Final Heat— 1, Butler. 2, Bald. 3, Cooper. 4, Kennedy. 5, Murphy. 6, Randall. 7, Kimble. 8, Sanger. Time, 1:01 4-5.

ONE-MILE OPEN.

First Heat, Ten Starters— 1, C. C. Ingraham. 2, F. A. Gately. 3, A. M. Curtis. 4, E. M. Blake. 5, J. S. Johnson. Time, 2:37 2-5.
Second Heat, Eleven Starters— 1, Ray Dawson. 2, R. M. Alexander. 3, C. S. Henshaw. 4, F. A. Fish and F. I. Elmer (tie). Time, 2:25 3-5.
Third Heat, Eleven Starters— 1, R. F. Ludwig. 2, Joe Harrison. 3, Fred Devlin. 4, H. E. Caldwell. 5, Oscar Hedstrom. Time, 2:33.
Final Heat—1, R. F. Ludwig.* 2, C. C. Ingraham. 3, Ray Dawson. 4, Joe Harrison. 5, H. E. Caldwell. 6, R. M. Alexander. Time, 2:07. *Disqualified.

ONE-MILE INTERNATIONAL, PROFESSIONAL.

Thirteen Starters—1, Tom Butler. 2, Tom Cooper.* 3, Arthur Gardiner. 4, E. C. Bald. 5, L. A. Callahan. 6, Otto Ziegler. 7, L. D. Cabanne. Time, 2:05 3-5. *Disqualified.

TWO-MILE HANDICAP, PROFESSIONAL.

Sixteen Starters—1, Lewis, 270. 2, Bates, 250. 3, Bowler, 190. 4, Rich, 180. 5, L. P. Callahan, 240. 6, A. D. Kennedy, Jr., scratch. 7, Baker, 80. 8, Hoyt, 70. Time, 4:20 3-5.

ONE-MILE HANDICAP.

Fifteen Starters— 1, A. M. Curtis, 40. 2, F. A. Gately, 70. 3, R. M. Alexander, 40. 4, H. E. Caldwell, 40. 5, I. G. Perry, 70. 6, Fred Devlin, 50. Time, 2:09 3-5.



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A Superior Line of Medium-Grades,

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to sit up. This season Cooper has his nerve with him and has refused to be disconcerted.

Of the other events of Wednesday the mile, 2:10 class, was easily the most exciting. It was paced by A. R. Ives and A. H. Barnett on singles. When the pacers dropped Arthur Porter came away and opened five yards of daylight. Jenney and Helfert were after him like flashes. The struggle down the stretch was magnificent. The other two came fast and gained surely on Porter, who "dug" in his usual painfully desperate fashion. He almost tied himself into a knot, and rode as unsteadily as a drunken sailor. But he managed to hold his own. The three were abreast at the tape; it took the judges to place them. Five yards further and Porter would have been third.

The two-mile handicap was a runaway for the five limit men. The back-markers lunched early and then slowed. Berlo was in front of the crowd and seemed to be holding it back with purpose aforethought. On the last lap Sanger, scratch, came from the rear of the bunch, and riding like the wind almost closed on the limit men. Sanger was the popular idol, and the spectators rose from their seats and were cheering lustily when Sanger stopped as suddenly as he started. There was never such an aggravatingly uncertain rider as this Sanger. He has the sympathy of the crowd, but scarce deserves it. Lewis, Bates and Bowler had a red-hot fight right up to the tape. Bowler came very fast in the last twenty yards, and squeezing through on the inside appeared to make a dead heat of it. But appearances were deceitful.

On Thursday, the last day, it was expected that Tom Butler would succeed in putting the finishing touches to the clouds and background he had the day before half painted for Cooper, Bald et al. But Butler's finishing brush had lost a few bristles. He failed to complete the picture; in fact, Cooper rather blurred the heroic portrait of Butler which had almost filled the frame the day previous and wholly effaced the clouds.

The mile record race was the event in which Butler was to do his work. The fattest purse of the meet, \$175, contributed by the Overman Wheel Company, was the prize at stake. Purses of \$100, \$65 and \$35 made the places worth fighting for. The race was rather peculiar in itself. Twelve men started. Bald had failed to qualify. Cooper had the pole. Harry Maddox was pushed off thirty

feet away to pace the first half. W. W. Hamilton was to pace the last half, and contrary to custom he started from the tape with the racers themselves. In the rush for Maddox's wheel Ray McDonald was successful. Cooper was in second place, trailed by Hoyt. Hamilton fell into sixth place. Sanger was glued to his rear wheel. When Maddox slowed Hamilton pulled out and rushed to the front. Sanger had been instructed to watch this very move. He did so. When Hamilton went up Sanger, as faithful as a shadow, went with him, those behind shadowing Sanger as faithfully. This formed two parallel columns. When pacer Hamilton



J. W. Parsons, the Australian Champion.

swung in to take the pole there was a kaleidoscopic change. It was over so quickly that one could scarce realize what was occurring. When the shuffle had ceased McDonald had lost the favored berth and Sanger, who should have supplanted him, had also been beaten off. Cooper had tacked on to Hamilton and Hoyt was still clinging to Cooper. Sanger was next. The others were spread out behind. Butler was in an inside position, and was almost lost sight of. There was no change until the last quarter, when Sanger started like a frightened deer and the crowd rose to its feet in expectancy. But

Cooper was too quick for him. He stalled him off in splendid fashion, and coming like a ball from a rifle never left the finish in doubt. He won with more than a length to spare, dragging Hoyt, who made a practice of sticking like a leech to Butler or Bald in every race, into second place. When the field spread out at the last turn Butler was able to free himself, and taking the centre of the track rode gallantly but to small purpose. He finished fourth. Time, 2:05 1-5. Butler was almost heartbroken over the result of the race and spoke of it with tears in his throat. After the meet Sanger also attracted a crowd by reciting the story of "Why I Didn't Win."

Cooper repeated the dose in the half-mile, for which Butler failed to qualify, losing his place in the heat to Cabanne by an inch or two. "Quilla" Rich, now clean-shaven and looking almost as young as a youth of twenty and little like a man who has raced at every Springfield tournament since its inauguration thirteen years ago, paced the final. Randall tacked on to "Quilla," Bald on to Randall and Cooper on to Bald. Sanger, as usual, was away back in the line. Bald started the sprint. It wasn't fast enough. Cooper jumped him half way down the straight, and despite his bitter enemy's game and superb effort, Cooper gave him a full view of his red, white and purple-striped back.

The half-mile and mile handicaps were run-aways for the limit men. Sanger might have won third money in the former, but he eased too soon and his fellow-scratchman, Gardiner, nipped him on the tape.

Of the amateurs C. C. Ingraham, the Illinois man, was the top notcher. With Louisville glory still fresh upon him, his performances in the heats on Tuesday seemed disappointing, and caused many to consider him overrated. In the finals, however, he showed his true form, and was the factor in nearly every event. He is taller than Cooper, but is of the same lithe build and pleasant face. His ankle action is particularly clean and powerful and his sprint as steady as it is strong. R. F. Ludwig, of Chicago, showed symptoms of disputing Ingraham's supremacy, and did beat him in a close finish in the mile open on Wednesday in the fast time of 2:07, causing M. L. Goss, of the Keating staff, to exultantly direct the pressmen's attention to the curve in Ludwig's wheel. Later Mr. Goss's face fell. Ludwig was disqualified for fouling. He is a remarkably unsteady rider, squirming his body and affecting the painful contortions peculiar to Arthur Porter.

THURSDAY, SEPTEMBER 3.

HALF-MILE OPEN.

Twelve Starters— 1, C. C. Ingraham. 2, A. M. Curtis. 3, Joe Harrison. 4, T J Grady. Time, 1:08

HALF-MILE HANDICAP, PROFESSIONAL.

Eleven Starters— 1, W. F. Saunders, 50. 2, G. L. Bates, 65. 3, Gardiner, scratch. 4, Sanger, scratch. 5, Randall, 10. Time, 1:01 3-5. Gardiner's time, 1:02 3-5.

ONE-MILE RECORD, AMATEUR.

First Heat, Eight Starters— 1, R. F. Ludwig. 2, H. F. Caldwell. 3, F. A. Gately. 4, F. I. Elmer. 5, Joe Harrison. Time, 2:30.
Second Heat, Ten Starters— 1, L. H. Munger. 2, O. H. Munro. 3, A. M. Curtis. 4, O. Hedstrom. 5, Ray Dawson. Time, 2:31 1-5.
Third Heat, Nine Starters— 1, C. C. Ingraham. 2, T. J. Kelleher. 3, W. C. Roome. 4, G. Plautife. 5, R. M. Alexander. Time, 2:30 4-5.
Final Heat (Single Paced)— 1, A. M. Curtis. 2, Ingraham. 3, Ludwig. 4, Roome. 5, Hedstrom. 6, Caldwell. Time, 2:08 1-5.

ONE-MILE RECORD, PROFESSIONAL.

Twelve Starters— 1, Cooper. 2, Hoyt. 3, Sanger. 4, Butler. 5, Loughhead. 6, Gardiner. 7, Cabanne. 8, Kennedy. 9, McDonald. 10, Murphy. Time, 2:05 1-5.

ONE-MILE PROFESSIONAL—(2-2) CLASS.

Ten Starters— 1, Hutchins. 2, Coleman. 3, Wienig. 4, Monte Scott. 5, Helfert. 6, Maya. Time, 2:07 2-5.

HALF-MILE HANDICAP, AMATEUR.

Thirteen Starters— 1, Blake, 15. 2, W. L. Curtis, 45. 3, Ingraham, scratch. 4, Kelleher, 15. 5, A. M. Curtis, 20. 6, Ray Dawson, scratch. Time, 1:03 1-5. Ingraham's time, 1:01.

HALF-MILE OPEN, PROFESSIONAL.

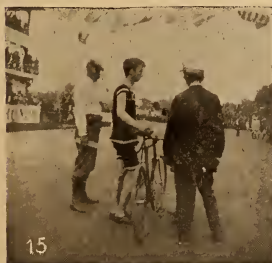
First Heat, Nine Starters— 1, Bald. 2, Cabanne. 3, Butler. 4, Stevens. 5, Loughhead. Time, 1:05 2-5.
Second Heat, Seven Starters— 1, Cooper. 2, Ziegler. 3, Callahan. 4, A. C. Merton. 5, Rich. Time, 1:06 1-5.
Third Heat, Six Starters— 1, Kimble. 2, Sanger. 3, Jenny. 4, Maddox. 5, Werrick. 6, Bowler. Time, 1:09 3-5.
Fourth Heat, Eight Starters— 1, Randall. 2, Allen. 3, Gardiner. 4, Schrein. 5, Wells. 6, Kennedy. Time, 1:04 2-5.
Final Heat (Single Paced)— 1, Cooper. 2, Bald. 3, Ziegler. 4, Cabanne. 5, Kimble. 6, Randall. 7, Sanger. 8, Allen. Time, 1:00 1-5.

ONE-MILE HANDICAP, AMATEUR.

Thirteen Starters— 1, Gately, 25. 2, W. L. Curtis, 65. 3, U. H. Minnie, 45. 4, Ludwig, scratch. 5, Fish, 15. Time, 2:15 2-5.

ONE-MILE HANDICAP, PROFESSIONAL.

Fifteen Starters— 1, Saunders, 95. 2, Bowler, 105. 3, Lewis, 135. 4, Ives, 125. 5, Callahan, 15. 6, Hadfield, 65. 7, Loughhead, scratch. Time, 2:06.



"You seem ill," she said, solicitously, when he had joined her in the grand-stand after finishing unplaced in his heat.
 "I am not feeling well," the young racer replied. "The fact is I'm troubled with heart failure."
 "Oh, how terrible!" she murmured, sympathetically.
 "Yes; I started four times in my heat to win and every time my heart failed me."
 She sympathized no more.

1, View from the press-stand. 2, F. C. Hoyt. 3, A. M. Curtis. 4, The Timers—Oscar and Chas. Whipple and C. T. Shean and W. Jordan, who have timed every Springfield meet since 1886. 5, A snap from the Judges' stand. 6, After a start. 7, Starter Peck. 8, Geo. H. Van Norman, for six years the Official Photographer. 9, A. B. Rich. 10, Getting ready. 11, Triplet. 12, Start 2.10 Class, Professional. 13, Handicapper Goodman. 14, J. S. Johnson's French sweater. 15, C. S. Henshaw. 16, Shoving them off. 17, Into the homestretch. 18, Ray Dawson. 19, His brother and Birdie Munger.

His wabbling caused one bad spill and unseated him in the local race, but he was able to remount and finish in the bunch. There was another ugly tumble in the mile handicap on Thursday, in which all of the scratch men, save Ludwig, went down. A. M. Curtis, a mite of a man from Meriden, Conn., also made things warm for Ingraham, beating him decisively by two lengths in the mile record race in 2:08 1-5. L. H. Munger, a muscular, kinky-haired brother of the only "Birdie," rode so well in the heats that he became a scratchman; in the finals he was smothered. The same is true of Ray Dawson, the metropolitan crack.

Trials against time closed the sport on both days. On Wednesday the Stearns sextet went a mile in 1:52 2-5, the K. C. W. quad a half in 0:55 2-5. H. K. Bird, N. Y. A. C., paced by thequad, did a flying quarter in 0:26 3-5. On Thursday the trials were more numerous and the pacing the most ridiculously wretched ever seen on a track. There was not a perfect pick up during the evening. All were bungles. About the most meritorious was a half-mile in 0:53 2-5 on a Dayton triplet manned by a semi-scrub team composed of C. J. Iven, Joseph Brandenburg and Oscar Hedstrom, and a triplet-paced half in 0:51 2-5 by Parsons, the Australian. W. W. Hamilton tried for the flying start record of 1:39 2-5, his own, and did 1:55. He rode behind a three-seater all the way. A tandem was to have picked him up at the half, but bungled and did not do so. Charles Hadfield, who was announced to ride a half-mile behind the Stearns sextet and finish the mile alone, went all the way behind the big machine, doing the half in 0:54 and the mile in 1:52 2-5. C. S. Henshaw tried for the two-mile amateur record, and covered the distance in 4:23 2-5, fifteen seconds to the bad. His tire softened and his pacing ragged.

"Springfield luck" was the exclamation of nearly every one soon after the grounds were cleared on Thursday. All day the sun and clouds had battled, first one and then the other retreating and then advancing and then retreating again. Half an hour after the gates had closed the clouds were in complete possession and lashed the elements into a fury. Lightning flashed, thunder roared and rain came down in Niagara-like torrents. But the Springfield tournament of '96 was history, and only the counting of the big profits remained to be done.

In point of earnings Cooper heads the list with \$270, which does not include the \$80 lost because of his disqualification in the "mile international." Butler won \$230, Saunders \$175, Bald \$140, C. J. Lewis \$140, G. L. Bates, \$110, Gardiner \$105, Bowler \$105, Hoyt \$100. All the other winners received \$65 or less, Sanger getting \$60 and Ziegler \$25.

THE TRADE SIDE OF IT.

Toward the end of the week Springfield saw more of the trade, and while little actual business was done, rumors of important deals were not lacking; however, the one big authenticated transaction was an order for 10,000 pairs of Vim tires given by Walter Measure of the Union Cycle Company. Charley Weaver was correspondingly happy. The fact that a conservative and as far-seeing man as Measure is known to be, would close a deal of such proportions just now, shows that, in his mind at least, the trade is in far better condition than the croakers would lead us to believe.

The Newton Rubber Works Company delegation, consisting of Manager W. J. Kelly,

R. H. Costello and F. M. Rowan, arrived Wednesday morning. Mr. Kelly is a newcomer in the trade, and came to the races merely to make himself known and to get the views of those manufacturers with whom he came in contact.

W. M. Shirley, who is so closely identified with the Palmer tire interests, came on from Chicago, and while he laughingly said that he was simply on to enjoy the races, before twelve hours had passed it was an open secret that the Palmer Company were to have a racing team on the circuit. Later on this was substantiated, and Tom Butler, Earl Kiser and Charley Murphy were the lucky men.

Directly back of the press box the Pope contingent held forth, the Colonel himself looking well and hearty, while on either side were seated Messrs. Leinhardt, Bancroft and Colonel George Pope. Naturally, on their arrival at Springfield, they were asked many questions regarding their new chainless bicycle, that was first made public through the great scoop of THE WHEEL the week previous; in fact, this subject seemed to form the leading topic wherever any of the trade got together.

M. T. Faulkner, of the Barnes Company, made a hit when he distributed a number of white canvas caps, trimmed with lavender ribbon, and a button the size of a silver dollar with a portrait of Bald on his White Flyer. Nearly all of the officials wore the cap, and, of course, many others, so that wherever one would look a white cap was sure to greet the eye.

Messrs. Gates, Whittaker and Caldwell, of the Baldwin Chain Company, were in evidence, and had the satisfaction of seeing their chain almost universally adopted by the racing men present.

A. O. and Fred Very took this occasion to entertain the many Warwick agents, who had journeyed to Springfield, while a little sign at the Massasoit House proclaimed the fact that W. W. Stall was ready and eager to talk of the good qualities of laminated rims.

W. H. Wells and Charles Candee represented A. G. Spalding & Bros., and to a very favored few distributed a pretty match-safe, made from a piece of tubing, sand-blast finished. It was ornamented with a Spalding name-plate, red background and all, so that the contrast made a handsome effect. It was a valuable souvenir and much sought after.

Messrs. Hoagland and Ingram, of John H. Graham & Co., and Mr. Mills, of the Bridgeport Brass Company, also spent a few days viewing the races and incidentally renewing old acquaintances, while many others equally prominent in the trade were present, but almost totally lost in the crowd.

WHERE GARDINER SUFFERED.

Manchester, N. H., Sept. 8.—Canada's champion, Fred Loughead, won the mile open at the National Circuit meet at Varrick Park today. Tom Butler's wheel went wrong when victory was within his grasp. Butler took the half-mile open, however, after a game race. In this event Ziegler had the pole, Butler, Kiser, Kimble, Loughead, Hutchins, Coleman and Gardiner following. Caldwell paced and Ziegler caught the pacemaker, Kimble forcing his way ahead of Butler. Gardiner brought up the rear of the line. Into the stretch Ziegler led, with Kimble struggling hard. Butler rounded wide, but came like a whirlwind, and at the tape nipped Kimble by two inches, the latter having taken Ziegler into camp by the same distance. Kiser was fourth.

In the final heat of the mile open race, Gardiner had the rear of the line, and Kiser in front of him struck the rear wheel of Coleman and fell down. Gardiner fell on top and Kiser was rescued, though stunned, from under the two wheels. Hoyt caught the pacemaker, Reynolds, Ziegler, Loughead and Fuller following. At the bell Loughead started up on the outside and sprinted past the bunch, winning by three lengths. Kimble was beaten back and Hoyt defeated Ziegler a foot for second position.

Harry Clark, who has just recovered from his accident at Meriden, rode a good race in the two-mile handicap event, beating Wells, the Californian. Loughead, who started scratch, being set back twenty yards, was forced to quit. Summary:

Half-mile, open, professional—1, Butler; 2, Kimble; 3, Ziegler. Time—1:04 3-5. Single paced. Mile open, professional—1, Loughead; 2, Hoyt; 3, Ziegler. Time—2:29 4-5. Single paced.

One-fourth mile, open—1, E. M. Blake, Keene; 2, F. A. Gately, Boston; 3, L. H. Munger, Middletown. Time—0:31 1-5.

Mile, open, amateur—1, E. M. Blake; 2, H. E. Dahlberg; 3, F. L. Fish, Keene. Time—2:20; single paced.

Mile, handicap—1, E. M. Blake (scratch); 2, J. P. Clark, Boston (20 yards); 3, C. A. Keating, Ayer (60). Time—2:24 4-5.

Two mile, handicap, professional—1, Harry Clark (30 yards); 2, C. S. Wells (00); 3, J. B. Bowler (50); 4, Barnes Pierce (20). Time—4:31 1-5.

Butler rode an exhibition half-mile, paced by a tandem, in 56 seconds.

BUTLER WON FOR THE CROWD.

Worcester, Mass., Sept. 4.—Springfield's meet served to furnish the events at the Massachusetts State Fair with a bright array of cracks. Over twenty of the stars of the path were present, and over 10,000 spectators saw them ride. Tom Butler was again much in evidence. He took the two miles handicap from scratch and the mile open despite the miserable condition of the track. The heats in the mile open were run in brilliant style. Gardiner won the first, with Kimble second and Fuller third. In 2:57 3-5; Butler, Kennedy and Hoyt qualified in the second in the good time of 2:22, and MacDonald, Ziegler and Coleman took the third heat in 2:29 2-5, all excellent for the track. Adams paced the final and the men made good running. Tom Butler had the pacemaker and Hoyt had his rear wheel. On the stretch Butler had gained the lead, to the delight of the crowd, and Hoyt was trailing him closely. Kennedy came around the turn, and, taking the pole, shot his bolt straight up and, taking the pole, passed Hoyt and captured second place. Summary:

Half-mile handicap, professional—1, Kennedy (scratch); 2, MacDonald (scratch); 3, Mertens, Minneapolis (25 yards). Time—1:06 1-5.

Two-mile handicap, professional—1, Tom Butler (scratch); 2, F. H. Pratt (100 yards); 3, L. B. Arnold (100); 4, F. J. Jenny (110). Time—4:48 3-5.

Mile open, professional—1, Tom Butler; 2, Kennedy; 3, Fred Hoyt; 4, Otto Ziegler. Time—2:14 4-5; single paced.

Half-mile handicap—1, Hermann Taylor (100 yards); 2, S. C. Williams (55); 3, L. Urquhart (15). Time—1:06.

Amateur team race, five miles—Worcester cycle team won. Time—14:42.

Mile handicap—1, J. Bowden (50 yards); 2, A. H. Sawyer (100); 3, C. H. Drury (scratch). Time—2:16 1-5.

Mile tandem race—1, Krafve and Casey, Worcester; 2, Urquhart Brothers; 3, Copeland and Wilson. Time—2:18.

WON THEM ALL.

Samburg, of Port Huron, won all the professional events at Bay City, Mich., September 7, Hicks, Bay City, running second. The mile was won in 2:19 1-5 and the half in 1:05 4-5.



“In hoc signo vinces,”

Which, translated into the cycling vernacular, means “Ride a Monarch and keep in front.” Mounted on this “King of Bicycles,” Tom Monarch Cooper’s victorious dash around the circuit is like the brilliant flash of a meteor across a cloudless sky—he overshadows them all. The scalps of all the pretender-champions are dangling at his belt. His almost unbroken string of victories proclaims him “the man of the year.” His clean-cut and decisive defeat of the speediest field of riders that ever gathered at a race meet at Louisville, where he won four of the six National Championships; and, lastly, his brilliant record at Springfield—all stamp him “Champion of America.” The Monarch breeds champions. If you would be a Cooper, if you would keep in front, see that the above distinctive nameplate is on your mount.

“In hoc signo vinces”

Ride a Monarch and keep in front.

MONARCH CYCLE MFG. COMPANY,

Chicago,

New York,

San Francisco,

Toronto.

Kindly mention The Wheel.

THEY ROOTED HARD,

But Their Talent Was Alleged to Be Imported—Raced Like Tourists Loaf Along.

Harlem Wheelmen "rooters" have made themselves very conspicuous at metropolitan race meets this season. When they are not shouting themselves hoarse over the victory of one of their color-bearers imported from New-Jersey, they gey anything and anybody. These "rooters" were in their merriest mood at the Tourist Cycle Club's meet in Paterson, on Labor Day. There is a keen rivalry between the two clubs over the merits of their respective riders, and every time a man bearing the Harlem colors defeated a Tourist representative, the "rooters" went into very windy hysterics. Finally, they began guying the officials, and then tantalized the Tourist representative by singing praises of their own representatives to such a degree that the local men became exasperated.

"Who are the Harlems? Who are the Harlems?" shouted one zealous Harlemite, "You can't beat them!"

And then a witty Tourist on the infield replied, in a voice audible throughout the grandstand: "Yes, but you have to come to Jersey to get your riders."

After this sally, which created a general laugh, there was less noise from the Upper New Yorkers. Every one understood the fact that all the Harlem club's cracks reside in New Jersey.

The sport, as a whole, was of high order, but the attendance was disappointing. Rain caused the track to be soggy at the turns, causing several spills during the novice heats. In these events loafing was carried on with such brazen persistency that the final was declared off; 2:40 was the limit, and 3:13 the time of the winner. Time limits thereafter put more action in the men. The brilliant finish of the day was the two-mile tandem handicap, when those twinlike riders, Harrison and Lefferson, snatched victory at the tape from scratch. Harrison had several exciting arguments with Ripley and Roome, and lost a first to Ripley in the third-mile open. The five-mile State championship, postponed from a previous meet on account of a fluke, went to Roome. The handicap-ping was of the highest order. Summary:

One-mile novice—1, A. W. Freudenthal, Paterson; 2, C. E. Fuller, N. Y. A. C.; 3, James Thomas, East Orange. Time, 3:13 2-5. Time limit, 2:50. No race.

One-mile open (final)—1, Joe Harrison, Asbury Park; 2, Bert Ripley, Newark; 3, W. C. Roome, Jersey City. Time, 2:34 1-5.

One-mile (handicap)—1, H. C. de Raismes, Elizabeth (120 yards); 2, W. H. Cane, Jr., Hackensack (150 yards); 3, H. F. Varley, Newark (150 yards). Time, 2:16 1-5.

Two-mile tandem (handicap)—1, Lefferson and Harrison (scratch); 2, M. A. Shannon and J. H. G. Giles (60 yards); 3, P. H. Johnson and Charles Fehon (80 yards). Time, 4:24 4-5.

One-third mile (open)—1, Bert Ripley; 2, Joe Harrison; 3, L. R. Lefferson. Time, 0:50.

Five-mile (State championship)—1, W. C. Roome, Jersey City; 2, M. R. Brown, Paterson; 3, Walter Babb, Paterson. Time, 12:51 2-5. Paced four miles by Harlem triplet.

Two-thirds mile (handicap)—1, H. F. Varley, Newark (100 yards); 2, John Beckett, Jr., Paterson (90 yards); 3, H. C. de Raismes, Elizabeth (80 yards). Time, 1:33 2-5.

Two-mile (handicap)—1, H. C. de Raismes, Elizabeth (180 yards); 2, C. A. Carlson, Brooklyn (90 yards); 3, W. C. Slavin, Suffern, N. Y., (30 yards). Time, 5:09 2-5.

One-mile tandem—1, Joe Harrison and L. R. Lefferson, Asbury Park; 2, W. H. Cane, Jr., and J. H. Wills, Hackensack; 3, P. H. Johnson and C. H. Fehon, East Orange. Time, 2:26 3-5.

JOHNSON ACTUALLY WON A RACE.

Buffalo, Sept. 7.—Michael, the celebrated Welsh rider, made his debut on an American track at the Ramblers' meet at Athletic Field to-day. He was not entered in any of the events, but rode an exhibition mile.

While Michael looks like a sixteen-year-old schoolboy, he rides a 112-gear wheel, and seemingly rides without effort, with his head well up. His pacers were Johnson, Parsons and Weinig. He reeled off the mile in 1:52 4-5. Johnson afterward rode a half in 54 seconds.

For the first time in many months Johnson distinguished himself by winning the race of the day, the mile open. Johnson, Parsons, Werick, Allen, Kennedy and Mertons qualified for the final. It was a see-saw game from the start, with a punishing finish, in which Johnson barely managed to come out best, while Parsons was beaten for second by inches by Werick.

In the mile handicap Johnson started from scratch, but was unable to catch the leaders, and gave it up after the third lap. "Clint" Davis, of Buffalo, from the 95-yard mark, won the race. Parsons did not start in this race. In the two-mile handicap Parsons and Callahan started from scratch. They set pace for each other alternately and succeeded in catching the field, but in the final sprint for the tape they were beaten out.

The finishes in the amateur contests were close and exciting. The attendance was about 3,000. Summary:

One-mile novice—1, J. W. Schouts; 2, E. W. Ellis; 3, G. I. Hingston. Time—2:36 2-5.

One-mile professional—Final heat—1, John S. Johnson, Minneapolis; 2, C. H. Werick, Buffalo; 3, J. W. Parsons, Australia. Time—2:38 4-5.

One-mile open—1, H. G. Winters; 2, C. J. Miller; 3, W. E. D. Temple. Time—2:06 4-5.

One-mile handicap—1, Kay Duer (45 yards); 2, W. A. Lutz (50); 3, H. G. Winters (30). Time—2:13 4.

One-mile handicap, professional—1, C. W. Davis, Buffalo (95 yards); 2, F. A. McFarland, Buffalo (80); 3, C. H. Callahan, Buffalo (30). Time—2:10 4-5.

Two-mile professional, handicap—1, F. W. Young (70 yards); 2, F. A. McFarland (140); 3, Barney Odfield (85). Time—4:37 2-5.

EASY FOR MUNRO.

Newburg, N. Y., Sept. 7.—O. H. Munro, of Cohoes, found things rather easy at the meet held at the Orange County Fair Grounds to-day, taking three firsts and a second. Rain made the track a trifle heavy, but the times are fair. Donoghue, the ex-champion skater, rode a mile paced by a quad in 2:17 1-5, and took the two-mile county championship, paced by a tandem, in 5:14 1-5. Five thousand people attended the meet. Summary:

Half-mile, open—1, John F. Beam, New-York; 2, O. H. Munro, Cohoes; 3, A. G. Relyea, Brooklyn. Time—1:7 2-5.

One-mile, handicap—1, O. H. Munro (scratch); 2, John T. Beam, New-York city (25 yards); 3, O. R. Conkling, Matteawan (80 yards). Time—2:26.

One-mile, open—1, O. H. Munro; 2, John T. Beam; 3, A. G. Relyea; 4, C. W. Young. Time—2:25 2-5.

Two-mile, handicap—1, O. H. Munro (scratch); 2, Edward Thomas, Newburg (90 yards); 3, Walter Weibs, Jr., Middletown (60 yards); 4, E. B. Horton, Craigville (50 yards). Time—5:39 1-5.

STRICT INTERPRETATION.

"Did you read that story about the German rider who had trained his dog to help pull his wheel up grades?"

"Yes. But did you know the dog's owner got expelled from the Temperance Union in consequence?"

"No. For what?"

"Working the growler."

AN AWFUL JAM

Was the Feature of Boston's Circuit Meet—Butler in His Home Proves a Winner.

Boston, Sept. 7.—Undoubtedly the largest attendance at a National circuit meet was that at the Press C. C.'s function at the Charles River track to-day. Five grand stands could not accommodate the crowd, so the infield and all surrounding space was filled with humanity and many were turned away at the gate. It is estimated that about 16,000 people were in the grounds.

About all the big guns of the path were present. The weather was superb and seldom has there been better sport.

In the mile open Tom Butler scored a very decided win. In the third mile he was defeated by Warren Reynolds, last year's crack amateur; Kiser, who made his first appearance in this country for the present year to-day, and Schrein, of Toledo. Bald was unplaced in both races, as was Sanger. Cooper was present, but unable to ride, owing to the frightful injuries received about the head, face and arms at the meet in Providence last Saturday. With his head swathed in bandages he was compelled to come before the thousands of people and bow acknowledgments to enthusiastic cheers.

In the mile open, Kiser, who was given second, was disqualified on a protest by Sanger, and Coleman was given second and Sanger third. Bald defeated Sanger, being third in the original finish, but unplaced after the judges had straightened out their muddle. Kiser was back of Bald and Sanger. Butler held the two pacemakers in the mile, Coleman, Kiser, Bald, Murphy, Gardiner, Loughead, Sanger, Kimble and Ziegler following in order. Kimble started the sprint when he went to the front with Ziegler trailing him, Gardiner coming out at the same time. Butler had made his jump in front and was travelling fast, Coleman and Bald, who had come round to the front, fighting hard for the second place. Sanger, Kiser and Murphy back of them. Butler won by a length. Coleman and Bald were but few inches apart and the other three equally close.

In their third mile Schrein caught the pacemaker, with Reynolds on his rear wheel. Butler was third in the line; Kimble, Bald, Kiser, Coleman, Ziegler and Sanger followed. In the jump Reynolds went away and won, and Kiser passed Schrein and took second. Coleman beat Bald for fifth place, and Sanger and Ziegler ran last, Kimble trailing in. Sanger rode scratch in the mile handicap, and Kiser had fifteen yards. Porter, paced by a quintuplet, did 1:48 1-5. Summary:

One-third mile, professional—1, Warren Reynolds, Hyde Park; 2, Earl Kiser, Dayton; 3, Fred Schrein, Toledo. Time—0:41 2-5.

One-mile, open, professional—1, Tom Butler; 2, Watson Coleman, Boston; 3, W. C. Sanger; 4, E. C. Bald. Time—2:05 2-5.

Mile, handicap, professional—1, Schrein (50 yards); 2, Harvey Hutchins (40 yards); 3, Crooks (60 yards); 4, Sanger (scratch). Time—2:12 3-5.

Mile, tandem, handicap, professional—1, Walsh and L. F. Callahan (50 yards); 2, Berle and Coleman (60 yards); 3, Crooks and Hutchins (70 yards). Time—1:55 1-5.

Mile, open, amateur—1, E. M. Blake, Keene; 2, F. A. Gately, Boston; 3, J. P. Clark, Dorchester. Time—2:09 3-5.

Mile, handicap—1, G. H. Howland (10 yards); 2, L. J. Greeley (90 yards); 3, N. W. Fry (150 yards). Time—2:05 4-5.

One-mile, tandem, handicap—1, Wisner and Marsten (70 yards), Boston; 2, McKenzie and Luften (50 yards), Boston. Time, 2:00 2-5.

Half-mile, Massachusetts division, championship—1, J. P. Clark; 2, L. E. Lithfield. Time—1:06 3-5.

SUCCESSFUL EVERY WAY.

Elmira, Sept. 7.—It was a model day for racing, and the meet of the Kanawoola Cycle Club was a big success. The track record for a mile of 2:06 3-5 was broken by Trappe, of Syracuse, who made it in 2:04 2-5, and then Zimbrick, of Rochester, lowered it to 2:02. Summaries:

One-mile novice—1, Budett Brady, Woodhull; 2, E. G. Sarvey, Elmira. Time—2:28 1/2.

One-mile open—1, Frank S. Trappe, Syracuse; 2, Frederick N. Fulton, Elmira; 3, J. B. Corser, Allentown. Time—2:16 1/4.

Half-mile open—4, J. B. Corser; 2, H. N. Forbes, Elmira; 3, A. A. Doffenderfer. Time—1:04 3-5.

Half-mile handicap—1, F. H. Fulton; 2, A. M. Zimbrick; 3, G. W. Thorne, Binghamton. No time.

One-mile handicap—1, G. W. Thorne, Binghamton; 2, F. P. Trappe, Syracuse; 3, H. K. Forbes. Time—2:14 2-5.

Two-mile handicap—1, B. C. Hollister, Cortland; 2, L. H. Tucker, Cortland; 3, A. E. Doffenderfer. Time—4:52.

ALL HAD A CHANCE.

Red Bank, N. J., Sept. 7.—Honors were distributed evenly at the Red Bank Wheelmen's meet at Stoutwood Park. The attendance was large. Summary:

One-mile, novice—1, Thomas Van Liew, Point Pleasant; 2, Arthur Irons, Lakewood; 3, John Ferrari, Newark. Time—2:49 1/4.

One-mile, handicap—1, F. B. Egelhof, Brooklyn (60 yards); 2, C. M. Robbins, Red Bank W. (20 yards); 3, J. A. Forney, Asbury Park (30 yards). Time—2:23 1/2.

Half-mile, scratch—1, C. F. Swartz, Knickerbocker W., New-York city; 2, F. B. Egelhof, Brooklyn; 3, W. J. Mooney, Rahway. Time—1:11 1/4.

Two-mile, handicap—1, C. V. Babcock, Greenwich W., New-York city (120 yards); 2, J. J. Hughes, Brooklyn (120 yards); 3, William Price, Lakewood (160 yards). Time—4:41.

Two-mile tandem, handicap—1, M. F. Haviland and Albert Chambers, Red Bank W. (80 yards); 2, S. C. Crane and L. Cummings (60 yards); 3, Frederick Shafts and Reginald Bennett (scratch). Time—4:34 1/2.

ANOTHER JOHN S.

Fitchburg, Mass., Sept. 7.—Three thousand people attended the Rollstone C. C.'s meet to-day. The principal events resulted as follows:

One-mile tandem—1, F. A. Bliss and G. L. Nash, Fitchburg; 2, F. C. Copeland and James Wilson. Time—2:29 2-5.

One mile, open—1, C. H. Drury, Winchendon; 2, John S. Johnson; 3, T. B. Matthews. Time—2:32 4-5.

Half-mile open—1, J. S. Johnson, Worcester; 2, C. H. Drury; 3, F. A. Fish. Time—1:03 3-5.

One mile handicap—1, J. Rutherford, Winchendon (70 yards); 2, H. B. Hind (95); 3, T. B. Matthews (40). Time—2:19.

Two mile, handicap—1, C. H. Drury (45 yards); 2, F. A. Fish (scratch); 3, J. Rutherford (130). Time—4:52 2-5.

One mile exhibition, paced to lower track record of 2:09 2-5—John S. Johnson, Worcester. 2:07 2-5.

ALEXANDER CONQUERS NEW WORLDS.

Bridgeport, Conn., Sept. 7.—R. M. Alexander, who won the last Irvington-Millburn race, took the honors at the Rambling Wheel Club's meet at the Pleasure Beach track to-day. His string included the mile handicap, two-thirds open and the two miles handicap. In the mile open he was beaten by Tensler. Summary:

One-mile, novice—1, Lafayette Peer, Bridgeport; 2, M. J. Homer, Hartford. Time—2:25 1-5.

One-mile, open—1, W. E. Tensler, Broad Brook; 2, R. M. Alexander, Hartford; 3, F. W. Richt. Time—2:20 2-5.

One-mile, handicap—1, R. M. Alexander (30 yards); 2, W. E. Tensler; 3, William Patnode, Bridgeport. Time—2:11 3-5.

Two-thirds mile—1, Alexander; 2, A. M. Curtis, Meriden; 3, W. E. Tensler. Time—1:29.

Two-mile, handicap—1, Alexander; 2, A. M. Curtis; 3, W. A. Rutz, New-Haven. Time—4:40 1-5.

FOUR THOUSAND LOOKED ON.

Poughkeepsie, N. Y., Sept. 7.—A. P. Lee, New-York, won the two-mile open and the five-mile handicap at the Poughkeepsie Bicycle Club's meet at the Driving Park. Four thousand spectators were present. Summaries:

One-mile novice—1, R. Graham, Poughkeepsie; 2, W. C. Fries, Poughkeepsie. Time—3:03 2-5.

One-mile open—1, W. H. Manney, Poughkeepsie; 2, R. J. McMahon; 3, W. B. Ackerman, Matteawan, N. Y. Time—2:42.

Two-mile open—1, Arthur S. Lee, New-York; 2, Charles T. Earl, Brooklyn; 3, W. A. Ladue, Cold Spring. Time—5:23.

One mile, 1/250 class—1, Robert Graham; 2, William C. Fries, Poughkeepsie; 3, Charles E. Conkling, Matteawan. Time—2:44.

Five-mile handicap—1, A. S. Lee, New-York; 2, W. A. Ladue, Cold Spring; 3, C. T. Earl, Brooklyn. Time—13:30 1-5.

SCHADE STARRED.

Washington, D. C., Sept. 7.—Fred Schade, the Southern champion, won every race in which he started at the meet of the International Athletic Park Association to-day. Over 4,000 people were present.

The intercity race between Baltimore and Washington teams was won by the latter amid great enthusiasm.

Summary:

One-mile open—Final heat—1, Fred Schade, Virginia; 2, William F. Sims, Washington; 3, Claude Leatherbury, Baltimore. Time—2:25 1/2.

Special one-mile match race—1, Fred Schade; 2, William F. Sims. Time—2:12 1-5.

Five-mile handicap—1, William J. Clum (400 yards); 2, A. L. Duval (425 yards); 3, E. F. Burton (500 yards). Time—12:22 3-5.

One-mile intercity race (Baltimore against Washington)—Won by Washington team. Time—3:01.

KRICK AND STEWART SHARED HONORS.

York, Penn., Sept. 7.—At the York County Fair Grounds 3,000 people assembled to witness the York Wheeling Club's races. Krick and Stewart divided the honors. Summary:

One-mile open—1, C. W. Krick; 2, Craig G. Stewart; 3, J. C. Henderson. Time—2:43 1/2.

One-mile handicap—1, Craig S. Stewart; 2, William A. Lantz; 3, C. W. Krick. Time—2:15.

One-half mile, flying start—1, William A. Lantz; 2, Craig Stewart; 3, J. C. Henderson. Time—1:10.

Two-mile handicap—1, C. W. Krick; 2, Craig S. Stewart; 3, J. C. Henderson; 4, E. N. Simmons. Time—4:50.

One-fourth mile—1, Craig S. Stewart; 2, C. W. Krick; 3, William A. Lantz. Time—0:32.

Five-mile handicap—1, C. W. Krick; 2, Craig S. Stewart; 3, E. N. Simmons; 4, George P. Reidenback. Time—12:32.

DOWN VINELAND WAY.

Vineland, Sept. 7.—A broken collar-bone was sustained by J. C. Howell, of Vineland, in the novice race during the Cycle Path Association's meet. About 3,000 spectators were present. Summaries:

One-mile novice—1, J. P. Eastlake; 2, Frank Buck. Time—2:37 1/2.

One-mile open, final—1, Harry Garton; 2, A. Bateman; 3, Harry Walls. Time—2:22.

One-mile handicap, final—1, A. Bateman (110 yards); 2, Harry Walls (90 yards); 3, E. C. Goodley (50 yards). Time—2:17 1/2.

Five-mile tandem, handicap—1, Hill and Gardner (30 yards); 2, Burroughs and Williams (30 yards); 3, Walls and Garton (120 yards). Time—14:30 1/2.

Five-mile handicap—1, H. W. Hackett (150 yards); 2, Harry Burroughs (160 yards); 3, E. C. Goodley (110 yards). Time—12:54.

PARSONS' CUT RECORD.

Buffalo, Sept. 8.—Electric light racing last night again attracted a large crowd. Parsons, the Australian, cut the track record for a quarter to 26 seconds. In the mile open he was defeated by John S. and E. C. Johnson. Summary:

Half-mile handicap—1, W. D. Clelland; 2, W. E. De Temple; 3, F. W. Julier. Time—1:32 1-5.

Mile open, professional—1, John S. Johnson, Minneapolis; 2, E. C. Johnson, Cleveland; 3, J. W. Parsons, Australia. Time—2:09.

Mile open—1, C. J. Miller; 2, Ray Duer; 3, Harry Short. Time—2:25 2-5.

Mile handicap, professional—1, A. C. Mertens, Minneapolis (30 yards); 2, F. A. McFarland, San Jose, Cal. (80); 3, L. A. Callahan (scratch), Buffalo. Time—2:15 4-5.

SPLIT EVEN.

Ithaca, N. Y., Sept. 7.—Central New York riders were out in full force at the Ithaca C. C.'s meet to-day. Doffenderfer and Zimbrick were the speediest men present. They split even in an open event. Summary:

One-mile novice—1, C. H. Knowland, Syracuse; 2, C. H. Jewell, Ithaca; 3, M. E. Lafferty, Ithaca. Time—2:35.

One mile, open—Final—1, A. F. Doffenderfer, Binghamton; 2, A. M. Zimbrick, Rochester; 3, B. Bulker, Cortland. Time—2:28 4-5.

Half-mile open—Final heat—1, H. F. Doffenderfer; 2, A. M. Zimbrick; 3, J. S. Butler, Schenectady. Time—0:13 3-5.

One-mile handicap—1, R. C. Lecht, Clyde (70 yards); 2, C. H. Jewell, Ithaca (140); 3, F. W. Ectady. Time—1:13 3-5.

WAS NOT RAY'S DAY.

Ray Dawson failed to strike his customary winning gait at the Boonton, N. J., A. C.'s meet. As a rule he takes everything in sight when racing at his home, but the two miles handicap was his only victory on Labor Day. Summary:

One-mile novice—J. L. Mills. Time, 3:00.

One-mile, 2:40 class—1, James Gregory; 2, Sutphen; 3, Collins. Time, 2:30.

Two-mile handicap—1, Ray Dawson; 2, Tom Lison; 3, F. Harrison. Time, 4:53 1/2.

One-mile, 3:00 class—1, Green; 2, Madison; 3, Jasper. Time, 2:33.

Three-mile handicap—1, Sutphen (230 yards); 2, Harrison; 3, Dawson. Time, 7:20.

POOR ROADS, GOOD TIME.

Cincinnati, O., Sept. 7.—The Lexington-Covington road race, ninety-eight miles, was run to-day. The roads were bad, but the record was lowered fifty minutes. The record was 6:57:10, held by Cliff Naudad, of Covington. Naudad entered to-day's race with the determination to lower it to 6:15:00, and he did it.

The limit men left Lexington at 9 a. m. Naudad finished at 3:31:56, Jones second, seven minutes later, and Updike third. Twenty thousand people witnessed the finish in Covington. Eight men started.

DEFEATED FORTY.

At Three Rivers, Mich., September 7, J. Wilder, Battle Creek, won the half-mile open in 1:05, and the mile in 2:11 1/4, and he finished second, too, in handicap from scratch in a field of forty. J. A. Moross, Detroit, 30 yards, won in 2:15. A 350-yard man, C. L. Ellis, won the five miles handicap in 12:20.

BAKER IN RECORD LINE.

Columbus, Ohio, Sept. 7.—State records went by the board at the Orient Wheel Club's meet to-day. The mile record was reduced by Con Baker from 1:58 to 1:57 1-5, and John Hedges cut the half to 0:57 3-5. Baker won the mile match with A. N. French in 2:00 1-5 and took the mile open in 2:17 4-5.

RACING BOARD'S BULLETIN.

Blacklisted.

Lamonte Driving Association, Lamonte, Mo., has been placed upon the list of those to whom the sanction privilege is denied.

Suspended Pending Investigation.

Chas. Miller, Marion, Ohio.
Hanson Willison, Cumberland, Md.
E. L. De Camp, Elkhart, Ind., or Pen Yan, N. Y.

Wm. J. Daubenspeck, Allentown, Pa.

Oscar Flayell, Bridgeton, N. J.

Chester Paulin, Bridgeton, N. J.

A. Hume, Syracuse, N. Y.

D. A. Jackson, Syracuse, N. Y.

Suspensions Removed.

C. A. Keating, Ayer, Mass.

E. J. McCall, Donaldsonville, La.

C. L. Timmerman, Cairo, N. Y.

C. A. Keating, Springfield, Mass.

James F. Sullivan, Seneca Falls, N. Y.

Will H. Reynolds, Sedalia, Mo.

John Durham, Sedalia, Mo.

Suspension placed upon Fred W. Palmer, Rome, N. Y., has been reduced to expire September 19.

October 5 has been assigned to Washington, D. C., as a national circuit date instead of October 17.

Records Accepted.

Tandem amateur made at Paterson, N. J., July 4, 1896, by C. S. Henshaw and Oscar Hedstrom, unpaced, standing start, competition, 1 mile, 2:35; 2 miles, 4:13.

Tandem amateur made at Riverside, N. J., August 1, 1896, by Fred E. Devlin and Hans Hanson, unpaced, flying start, against time, one-quarter mile, 0:26 1-5.

Professionalized.

William Whitmore, Shannon, Ill., Clause A.

R. W. Taylor, Morrison, Ill., Clause A.

O. W. Hicks, Mt. Carroll, Ill., Clause A.

Fred Lund, Sabula, Ia., or Morrison, Ill., Clause A.

George B. Moore, Philadelphia, Pa., own request.

Charles Palm, Minneapolis, Minn., Clause F; vote of Board.

Dor Fredericks, Mt. Carroll, Ill., Clause A.

Joe Thometz, Shannon, Ill., Clause A.

Tout Miller, Mt. Carroll, Ill., Clause A.

Ray Pelton, Grand Rapids, Mich., Clause I.

Carl A. Beers, Columbus, O., Clause C.

Frank Kammer, Rochester, N. Y., Clause I.

R. S. Enslow, Lawrence, Kan., own request.

Harry B. Marsh, Kalamazoo, Mich., own request.

Samuel Brock, Brooklyn, N. Y., own request.

W. L. Eberhardt, Salina, Kan.

F. F. Eberhardt, Salina, Kan.

Sam Bren, Kansas City, Kan.

Tom Davis, Shenandoah, Ia.

George T. Kreamer, Shenandoah, Ia.

L. P. Wikidal, Topeka, Kan.

R. S. Aldr, Topeka, Kan.

R. C. Perine, Topeka, Kan.

James Dargitz, Topeka, Kan.

P. M. Edwards, W. J. Tignor, J. M. Young,

R. S. Merrymen, R. E. Coleman, J. O. Hankins,

T. D. Yeates, F. A. Fry, E. H. Eggleston,

H. B. Warren, O. C. Hope, R. E. Pond, H. S.

Coleman, A. S. Jones, R. C. Baker, W. C.

Pond, T. G. Anthony, L. H. Baus, D. Richardson,

J. T. Temple, B. J. Hersman, H. F. Allen,

W. H. Hauck, A. B. Cousins, T. B. Leonard,

R. J. Hiter, J. W. Burnett, C. H. Schultz, John

Armistead, H. H. Duncker, C. E. Loehr, all of

Richmond, Va., Clause A.

Arthur Coyle, Cedar Rapids, Ia., own request.

Morry Krauss, Buffalo, N. Y., Clause I.

Carl Abendroth, Portland, Ore., Clause D;

vote of Board.

J. E. Wolff, Portland, Ore., Clause D; vote of

Board.

August Castendeck, Portland, Ore., Clause

D; vote of Board.

Frank W. Case, Tracey, Minn., Clause B.

E. J. McCall, Donaldsonville, La., Clause D.

Bert Gibson, Rockdale, N. Y., Clause D; vote

of Board.

H. J. Parker, Rockwell's Mills, N. Y., Clause

D; vote of Board.

John Goldsworthy, Frostburg, Md., Clause D;

vote of Board.

Suspended.

Sixty days from August 31, unsanctioned races—Fred Lund, Sabula, Iowa, or Morrison, Ill.; O. W. Hicks, Mount Carroll, Ill.; E. A. Emmert, C. G. Bussey, Lanark, Ill.; R. W. Taylor, Morrison, Ill.; William Whitmore, Shannon, Ill.

Ninety days from August 31, for false entry—J. W. Hodges, Monroe, Wis.

Thirty days from August 31, for false entry—John F. Steele, Lisbon, Ohio.

Ninety days from August 31, unsanctioned races and false entry—Frank Paterson, Argyle, Wis.

Thirty days from August 31, unsanctioned races—Fred Davidson, Stanwood, Iowa; Doc Barkhurst, Springdale, Iowa; Will Audrich and Will Knott, Tipton, Iowa.

Sixty days from August 31 (or until entry fees are paid), for misconduct and refusal to pay entry fees—Roy Hensell, Lansing, Mich.

Sixty days from September 1, unsanctioned races—John Kaufman, John Phillips, John Watkins, George E. Copper, Baltimore, Md., and Milton Glen, Rock Hill, Md.

Thirty days from August 31, for competing in unsanctioned races—A. A. Orr, Robert J. West, Brownsville, Penn.; — Matthews, Monongahela, Penn.

Arthur Ruth, Reading, Penn., from all track racing until prize is returned which was erroneously given July 4.

For entering races and refusing to pay entry fees—Fred Olsen and Calvin Stedman, Berlin, Wis., until said fees are paid.

Sixty days from this date, unsanctioned races with women competitors—Morry Krauss, Buffalo, N. Y.



The railroad bridge in front of the track entrance, as it appeared during the Springfield Tournament.

Sanctions Granted.

September 19—W. W. Burch, Rochester, N. Y.
September 23—Alton Driving Park Association, Alton, N. Y.

October 2—Silver Lake Agricultural and Mechanical Association, Perry, N. Y.
September 18, 19—Sibley Agricultural Society, Sibley, Kan.

November 26—Pine Bluff Cycle Racing Association, Pine Bluff, Ark.
September 3, 10, 17, 24—Leavenworth County Wheelmen, Leavenworth, Kan.

September 5, 14, 21—Bay City Wheelmen Bay City, Mich.
September 16, 17—Hudson Free State Fair, Hudson, Mich.

September 14—Sheboygan Cycle Club, Sheboygan, Wis.
September 17—L. A. W. Cycle Club, Nevada, Ia.

September 24—Wayne Cycle Club, Wayne, Neb.
September 18—Jefferson County and Rock Valley A. S., Jefferson, Wis.

September 27—J. R. Jones, Jr., Racine, Wis.
September 17—Morris Wheeling Club, Morris, Ill.

September 23—Branch County Fair, Coldwater, Mich.

October 1, 2—Eaton County Agricultural Society, Charlotte, Mich.

September 23, 25—O. S. Westervelt, Fairbury, Ill.
September 16, 17, 18—Mechanicsville Fair Association, Mechanicsville, Iowa.

September 21, 22—Oconto Wheelmen, Oconto, Wis.

October 8—Firemen's Band and Bicycle Tournament, Laporte, Ind.

September 24—Jacob Zimbro, Henderson, Ky.
September 23, 24, 25—Union County Fair, Marysville, Ohio.

September 16—Warren County Fair, Lebanon, Ohio.

September 23—The Montrose Wheelmen, Montrose, Col.

September 12—S. B. Leonard, Denver, Col.
September 24—McKeesport Cyclers, McKeesport, Penn.

September 26—Elizabeth Athletic Association, Elizabeth, Penn.

September 15—C. V. A. Society, Westfield, Penn.
September 24—Straub & Grube, Lancaster, Penn.

September 10—Virginia Live Stock and Fair Association, Staunton, Va.

September 23—Wyoming Agricultural Society, Pittston, Penn.

September 12—Charles S. Newman, Kenosha, Wis.

October 8—Kutztown Fair Company, Kutztown, Penn.

ROCHESTER SCORED.

Rochester riders scored heavily at the Holley, N. Y. A. A.'s meet September 7. They won every race, barring the mile open, which went to J. T. Finn, Buffalo, in 2:15 1-5. A. E. Odell took the novice and the one and two miles handicaps; A. W. Hughes the half-mile open, and C. A. Glenn the five-mile handicap from 475 yards in 12:25.

RAIN ON, RACES OFF.

Rain being falling after two events had been run at the Norristown, Penn., Wheelmen's meet on Saturday last, and all the remaining events were declared off. S. A. Will won the novice in 2:45, and W. M. Trott the half-mile open in 1:27.

NINETY IN TEN.

Ninety riders started in the ten-mile road race of the Roslindale C. C., Roxbury, Mass., Sept. 7. J. L. Turner took the time prize, finishing from 45 seconds in first position. His time was 26:57. O. W. Smith, 15 seconds, won second time prize in 27:03.

SUCH A LAW SHOULD EXIST.

Efforts are being made to have the Western Boulevard above Fifty-ninth street rendered safe for the use of cyclists by restricting heavy traffic. Alderman Robinson introduced a resolution at the meeting of the New York Board of Aldermen on Tuesday, providing that after October 1 the Boulevard shall be restricted except for the space of one block, to the use of bicycles and light wagons. Drivers of vans, trucks and business vehicles shall be excluded under penalty of \$5 for each offence.

OKLAHOMA, PLEASE NOTE.

This is only one of the many pictures of what the future undoubtedly has in store. Every Justice of the Peace will feel that he must attend a riding school or throw up the matrimonial end of his job, and in the mad rush for business Oklahoma and South Dakota will naturally put their divorce courts on wheels. It will then be possible to break all marriage, divorce and cycle records in the course of a single century run.

GET YOUR MONEY BACK.

A wheelman arrested for sidewalk riding at Summit, N. J., has caused the wise men of that New Jersey village no end of trouble. When the case was tried it was proved that the law was invalid in Summit, because it was not signed by certain town officers, and thus every fine previously collected from wheelmen for sidewalk riding must be returned on demand.

RELAYED FROM SAN FRANCISCO.

At 3:29 p. m. on Monday the San Francisco-New York relay race came to an end at the Journal office this city. Thousands of people assembled at City Hall Park to see the finish, necessitating an extra force of police to keep traffic open. F. J. Titus rode the last relay from Kingsbridge and was greeted with cheering when he reached Park Row. The run was made in 13 days 29 minutes 4 1-5 seconds. The number of miles covered by the couriers was 3,385.

On Tuesday the messages were delivered to General Miles at Governor's Island by means of two water cycles. The ride was completed a day behind the schedule time, owing to the delays encountered by the riders in the Far West, through storms, bad roads and accidents.

The longest relay and probably the most spectacular performance of the race was the fifty-three miles over the Sierras, which was ridden almost entirely through the snowsheds of the Southern Pacific Railroad. T. R. Lillie, the transcontinental rider, covered the distance entirely in the night.

The weather was unfavorable during the greater part of the race. A cloudburst in the Rockies rendered it impossible for the riders to make fast time. There were also heavy rains in Nebraska and through New York, leaving the roads heavy and sticky. With a few exceptions the relays have been covered by local riders.

Lesna, the French crack, who was barred out of the international races at Copenhagen, has challenged Chase, the winner of the 100-kilometre race, to a match race for a similar distance.

GIDEON HAS ENOUGH.

Chairman Gideon has announced, through the Philadelphia Ledger, his decision to retire from office after his present administration. "The requirements of the office," he states, "are constantly becoming more exacting, and even when one has become familiar with the duties involved the questions which constantly arise require the almost undivided attention of the chairman. The office would be an easier one to fill were it possible to divide the work with an assistant, but this is impossible. I think I have given as much time to the office as can be reasonably asked, and at the end of my term of office I shall be glad to lay aside the work although I shall still be very much interested as a common, every-day member of the League.

"The great growth of the sport, particularly of professionalism, has made it almost impossible for any one engaged in a regular business to properly fill the duties of the office, and I think that hereafter it should be filled by a man to whom a good stated salary should be paid, and who could therefore give up his entire time to the work."

WHERE BETTING IS ENCOURAGED.

At all race meetings in Denmark a Paris mutual betting machine has a prominent place. Any one can bet on the racer he favors. Even the racing man himself is not debarred from this blessed privilege; only, if he is detected in betting upon any one except himself to win an event in which he rides, he is at once suspended from all racing. Of the total amount bet the management take 10 per cent and the Government 5 per cent, the remainder going to the bettors holding winning tickets.

PAYS HIS COMPLIMENTS TO JOHNSON.

Porcheron, who holds the responsible position of secretary to the French Riders' Syndicate, is not pleased with some of Johnson's alleged criticisms of French racing. Not being pleased, M. Porcheron temporarily abandons his handle-bar for his pen, with this result:

"The 5,000 francs (\$1,000) supposed (?) to have been placed with M. Baduel for matches with Morin and Jacquelin were never put down. Whenever he likes he can race them without money, if necessary. Johnson preferred racing against the watch, because—well, he could only fail, without a beating. Why did he not ride in the Grand Prix de Paris, Copenhagen championships, etc., as he was in such fine shape? Funk!

"As for his pacemakers—well, he bound them down (by contract) at a ridiculous price, made by Tom Eck. Johnson, own that your statements are 'blague,' admit that the French riders have vastly improved, while you have remained stationary, and alter your bad humor (I do not state falsehoods) against a country which is well-known for its hospitality. Ask Zim. Wheeler, Kiser, Murphy, Jaap Eden, and Banker whether we look on foreigners as enemies."

QUITE A TRICKSTER.

Jacquelin is not only a crack racer, but a trick rider of no mean merit besides. At Copenhagen, during the international championships, he astonished the Danes by taking hold of the front wheel while riding, stopping the machine, and somersaulting from the saddle over the handle-bar.

UP, UP, UP



Went the



Ridden by...

A. MICHAEL,

And it landed

On Top

Of Eagle Rock Hill in

The Fastest Time Ever Recorded

IN THE HISTORY OF THE FAMOUS ELEVATION.

This happened in the Manhattan Bicycle Club's hill-climbing contest, on Labor Day, and is simply additional proof that the Lyndhurst is a tip-topper in whatever field it may be used—the sort of wheel that attracts the thinking agent.

McKEE & HARRINGTON, 175 Grand St., New York.

Kindly mention The Wheel,

NATIONAL CIRCUIT DATA.

PLACE.	DATE.	NAME OF TRACK.	SIZE.	SURFACE.	FASTEST MILE RIDDEN ON IT.	ADDRESS COMMUNICATIONS TO
Philadelphia, Pa.	Sept. 12	Tioga	1/2 Mile.	Clay and cinders.	1.57	C. A. Dimon, 1020 Walnut St.
Wilkes-Barre, Pa.	" 16	West Side	"	Clay	1.50	E. W. Davis, 163 E. Market St.
New York, N. Y.	" 19	Manhattan Beach	1/2 "	Cement.	2.09	M. B. Macfarlane, 150 Nassau St.
Plainfield, N. J.	" 26	Crescent	1/2 "	Pulverized stone.	2.09 3/4	C. E. Teel.
Trenton, "	" 28	Fair Grounds	1/2 "	Dirt.	2.09	J. G. Muirhead, Box 105, Trenton.
Newark, "	Oct. 3	Waverly Park	1/2 "	Loam	2.09	W. J. McKean.
Washington, D. C.	" 5	.....	.....	.....	.....	.....

FIXTURES.

SEPTEMBER.

- 10-11-12—Pittsburgh, Pennsylvania Division Meet.
- 12—Saginaw, Mich., Wheelmen.
- 12—Hartford, Conn., Capitol Wheel Club.
- 12—Lowell, Mass., Spindle City W.
- 12—Waverly, N. J., State Fair.
- 15—Dover, Me., Central C. C.
- 15-16-17—Cape May, N. J., County Fair.
- 17—Dodge City, Kan., Wheel Club.
- 17—Leavenworth, Kan., County Wheelmen.
- 17—Nevada, Ia., L. A. W. C. C.
- 17—Morris, Ill., Wheeling Club.
- 17-18—Sloux City, Ia., Inter-Ocean Wheel Club.
- 18-19—Hamline, Minn., Driving Club.
- 18—Kankakee, Ill., Fair Association.
- 19—Wausau, Wis., Wheelmen's Club.
- 19—Haverhill, Mass., Cycle Association.
- 19—Apollo, Pa., B. C.
- 21—Bay City, Mich., Wheelmen.
- 21-22—Oconto, Wis., Wheelmen.
- 23—Alton, N. Y., Driving Park Association.
- 23—Montrose, Col., Wheelmen.
- 23-24—Allentown, Pa., Mercury Wheelmen.
- 23-24-25—Allentown, Pa., Allen Wheelmen.
- 23-26—Jerico, L. I., Queens Co. Fair.
- 24—Leavenworth, Kan., County Wheelmen.
- 24—Wayne, Neb., C. C.
- 21—McKeesport, Pa., Cyclers.
- 24-25—Cuba, N. Y., Fair and Racing Association.
- 24-25-26—Chicago, National Cycle Exposition Co.
- 25—Poughkeepsie, N. Y., County Fair.
- 25—Bloomington, Ill., B. C.
- 26—Elizabeth, Pa., A. A.
- 26—Omaha, Neb., Wheel Club.
- 26—Reading, Pa., Electric Wheelmen.
- 26—Southbridge, Mass., B. Club.
- 28—Jackson, Tenn., Jackson C. C.
- 30—Brockton, Mass., Agricultural Society.

OCTOBER.

- 1-2-3—Brockton, Mass., Agricultural Society.
- 2—Perry, N. Y., Silver Lake Agr. Association.

NOVEMBER.

- 21-28—Chicago, Ill., National Cycle Exposition Co.
- 26—Pine Bluff, Ark., Cycle Racing Association.

FISH OF ONE, FLESH OF ANOTHER.

Professionalizing Butler and Anderson, the college riders, for accepting training and travelling expenses, while seventeen other collegians equally guilty escaped with a suspension, has again stirred up the Intercollegiate Athletic Association against the Racing Board. An explanation will be demanded. The old story about managing their own meets in the future is once more being flouted.

VARIETY OF PRIZE MERCHANDISE.

The annual ten-mile road race of the Brooklyn Citizen will be run over the Coney Island Boulevard course on Wednesday, September 30. The prize list is long and valuable, and contains merchandise of almost every variety. W. H. Roberts, No. 397 Fulton-st., Brooklyn, is manager of the race.

AN AMATEUR SEXTETTE RACE.

Six \$35 diamonds are offered by the Rhode Island State Fair Association for an amateur sextette race on the opening day of the Providence Exposition, September 7. The Syracuse Cycle Co. have entered their six-seated machine in the race.

THE ATLANTIC CITY AND PLEASANTVILLE

BICYCLE TRACK.

The fastest five-mile track in the world. Send for prospectus. T. W. WHITE, Secretary, 1210 Atlantic Avenue, Atlantic City, N. J.

PRIZE MEDALS

JOHN HARRIOTT,

3 Winter Street, Boston, Mass.

Always reliable.

Send for designs.

...CLUB PINS...

AT SHORT NOTICE.

Competitors' Numbers, Plain and Neat, with Pins,
Trainers' Badges, Track Rules, Entry Blanks,
Regulation L. A. W. Form, Programs, Score
Cards, Dodgers, Hand Bills, Window
Hangers, Advertising Matter,
Any Description.

PROMPT ESTIMATES.

THE WHEEL PRESS, 72 Warren St., New York.

FIRST ANNUAL

L. A. W. National Circuit Race Meet

OF THE

Great Interstate Fair,

TRENTON, N. J.,
ON WHEELMEN'S DAY,
Monday, September 23, 1896.

The Most Liberal Prizes of any Race Meet in the East.
For entry blanks and further information, address
JNO. GUILD MUIRHEAD, Sec'y,
P. O. Box 105, Trenton, N. J.

Send 26c. (stamps)
for beautifully finished
Watch Fob.
Every Cyclist should
wear one.



A. F. KLEINSCHMIDT,
271 E. Washington St., Indianapolis, Ind.

SOME REASONS

Why Travelers Patronize the Nickel Plate Road.

- 1st—Because its rates are always the lowest.
 - 2d—Because it gives unexcelled service, including through Wagner Palace Sleeping Cars between Boston and Chicago via the Fitchburg and West Shore Railroads, and Solid Through Trains between New York and Chicago via the West Shore and Nickel Plate Roads. Its day coaches are lighted by gas, heated by steam in winter, and are in charge of uniformed colored attendants whose services are free to all passengers. Its dining car and buffet service is unsurpassed, and its meal stations serve the best of meals at the lowest rates.
 - 3d—Because it will give you stop-over privileges without extra charge at Chautauque Lake and Niagara Falls on all tourist and excursion tickets.
 - 4th—Because it runs along the shores of beautiful Lake Erie, with its cooling breezes, and delightful scenery, passing through the famous "Grape Belt" of New York, Pennsylvania and Ohio, and the "Gas Belt" of Indiana; the beautiful cities of Erie, Cleveland, Fostoria and Fort Wayne; the Summer Resort of Green Springs, and many other noted places.
 - 5th—Because the Nickel Plate Road is ever at the front in adopting every improvement tending to the safety, comfort, convenience and pleasure of its patrons, and its smoothly running track, powerful locomotives, elegant and luxurious cars and lowest rates, designate it as the **POPULAR ROUTE**.
- For all information, call on the nearest agent, or address F. J. MOORE, General Agent, 23 Exchange Street, Buffalo, N. Y. No. 23.

CHANCE TO GET FOREIGN TRADE.

Salesman, thoroughly versed in the cycle trade, who is going abroad September 1, and who has already travelled the ground, desires to represent a bicycle and a tire concern; will also be in position to place meritorious cycle sundries. Salary or commission; will establish office in London. Address RESULTS, care THE WHEEL. **

THIS IS SO.

Man fain would live and happy be
And joyful onward roll,
But the condition of his stomach
Very oft affects his soul.

And it makes him dull and stupid
And hateful of all he sees.
He gets tired of all around him
And nothing with him agrees.

There's a remedy that's near at hand
To kill such dismal spell;
It's an article called Yucatan—
Just chew it and get well.

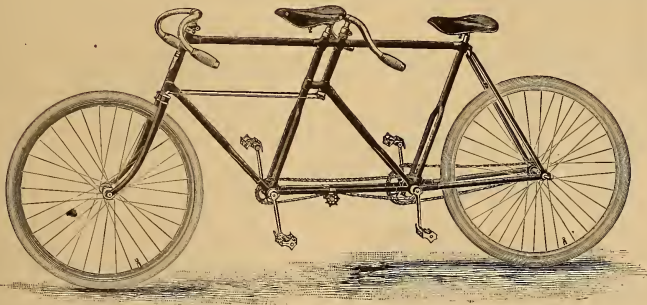
White's Yucatan Gum is 5 cents a package. For sale at all drug stores and confectioneries. Buy only that sealed with a yellow band.

HAVE YOU OCCASION TO GO WEST?

The solid through train run daily via the West Shore Railroad through the State of New York, stopping at principal stations, to Erie, Cleveland and Chicago over the West Shore and New York, Chicago and St. Louis Railroad (Nickel Plate), is proving itself a great attraction to the traveling public. Passengers leaving New York on this train—station foot of West Forty-second street, at 6:00 p. m.—arrive in Chicago the next evening. No annoyance of changing cars or baggage, as the entire train runs through to Chicago without any change. Buffet and dining cars are attached, and it is no wonder that with the excellent time, easy roadbed, picturesque scenery of the route, this line is so profitable to its promoters. In going West you should try the West Shore and Nickel Plate Route. **

AGAIN....

must we call your attention to the finest machine on the market in the way of a Tandem. WE realized fully the advantages to be derived from the "truss frame" construction, and you will notice the superiority of the



America

TRUSS
FRAME...

Tandem

at a glance. The truss braces the long wheel base in the most superb manner. Then again, notice where we run our forward chain. The principle of a forward chain on either side is open to argument, but when we run it **in the centre** we think you'll agree with us that it is just about right. **We can deliver at \$150.00, and it's money well spent.**

GENERAL DISTRIBUTING AGENTS.

B. B. Emery & Co., Boston, Mass.
 Union Nut & Bolt Co., New York City.
 E. K. Tryon, Jr., & Co., Philadelphia, Pa.
 House & Herrmann, Wheeling, W. Va.
 H. L. & E. B. Hunt, Pittsburg, Pa.
 Penn. Cycle Co., Erie, Pa.
 Francis J. Hewes, Rochester, N. Y.
 Geo. H. Terry, Oswego, N. Y.
 A. C. Anderson & Co., Toronto, Ont.
 Adams & Hart, Grand Rapids, Mich.
 Ray M. Hewitt, Detroit, Mich.
 W. B. Holton Mfg. Co., Indianapolis, Ind.
 J. H. Fall & Co., Nashville, Tenn.
 Rhea, Elton & Thelens, Peoria, Ill.
 R. J. Boswell, St. Louis, Mo.
 Aultman, Miller & Co., Dallas, Tex.
 Bradley, Wheeler & Co., Kansas City, Mo.
 David Bradley & Co., Council Bluffs, Iowa.
 Bradley, Clark & Co., Minneapolis, Minn.
 Bray Bros., Cedar Rapids, Ia.
 Mathews Implement Co., Los Angeles, Cal.
 Serrano & Zozaya, City of Mexico, Mex.
 Keen & Delang, Chicago.



AMERICA CYCLE MFG. CO.

CHICAGO.

Kindly mention The Wheel.

VERDICT OF THE VOTERS.

Some one has defined a "popular voting contest" as a "species of genteel bunco operated by penny papers." Be that as it may, there was never such a contest, so far as cycling is concerned, as that promoted by the "Boston Herald," which came to an end last week and with the Warwick bicycle at the head of the list. The voting had been in progress for months. Several New England concerns interested themselves, and for a time the keenest rivalry was displayed. The casting of millions of "ballots" resulted. The Very Cycle Company, Warwick agents in Boston, were among those interested. They set their hearts on having the Warwick declared "the most popular bicycle." To that end they conducted something of a campaign. Letters and circulars were sent to every Warwick agent, and letters furnished them to be sent to their customers. In this way every Warwick rider was stirred with enthusiasm, and rallied to the support of the vermilion wheel. Thousands and tens of thousands of votes were piled up daily. Two or three competitors of the Warwick endeavored to pass that wheel, but each time the Warwick people responded with a perfect avalanche of votes. There was no stemming the tide, and when the contest closed the Warwick had 671,589 votes to its credit, nearly 200,000 more than its nearest competitor, the Iver Johnson. It was a remarkable affair.

The "Springfield Union" also promoted a similar contest, in which the Warwick again landed on top by a decisive margin of 13,809 votes, its total being 76,408.

Naturally the Warwick people are in high feather.

POPULAR, AND SHOULD BE SUCCESSFUL.

Another old-timer to enter the ranks of the selling agents is William A. Neff, of Cleveland, with whom the trade is thoroughly acquainted from his long connection with the Peerless Manufacturing Company, and latterly as bicycle manager of Lockwood, Taylor & Co., large hardware jobbers.

Mr. Neff is general sales agent for the Vindex wheel, manufactured by the Reading Cycle Manufacturing Company, of Reading, Penn., and also represents a line of tubing, also seamless stamped crank brackets, hubs, bearings, sprockets, etc.

As to the wheel which he represents, Mr. Neff seems to be in a particularly good position to cater to particular people. The Vindex will be supplied in three heights of frames, and choice of handle-bars will be given, also an unlimited choice as to finish, which is an unusual thing, when the bicycle in consideration is a jobbing wheel.

Mr. Neff has located his permanent offices in the New England Building, Cleveland. With his acquaintanceship, knowledge and experience, he should quickly occupy a foremost position in that branch of the business which he has elected his field.

GERMANS ARE KICKING.

The cycle manufacturers of Germany are alarmed at the progress American wheels have made there in the last few months. An American manufacturer established an agency in Berlin early this year. His wheels were a revelation to people who have been accustomed to the ponderous German machines. Princess Hohenlohe and all the smart court set in Berlin bought American machines, which soon began to be seen on all sides of Germany, hence the alarm.

No man ever has a fair knowledge of how steep a hill is until he attempts to ride up it on a bicycle.

SHOP WRINKLES FOR REPAIRERS.

When the head of a set-screw gets so badly worn that the wrench will not take hold, it is considerable bother to make alterations in the adjustment. A new head is square, like A in Fig. 1, and the wrench B takes hold readily. When worn, the wrench slips around, as indicated by C in Fig. 2. The worn edges D cannot be fixed, but the head of the screw can be reshaped by first outlining it as represented by E in Fig. 3, then grinding off the ragged edges, leaving the head square, as in Fig. 4. The grinding can be done on either stone or emery wheel.

Wheels are frequently brought in to the repairer with the thread on the axle partly destroyed at the points A and B, as marked in Fig. 5. Riders have often to turn off the cones so as to clean the balls and related parts. If the thread is broken or worn between the cones and the end of the axles, the cones turn only with difficulty, and sometimes a hammer or other tool is used in a vain attempt to help the matter along.



FIG 1



FIG 2



FIG 3



FIG 4

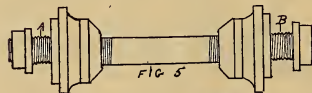


FIG 5

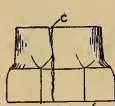


FIG 6



FIG 7



FIG 8

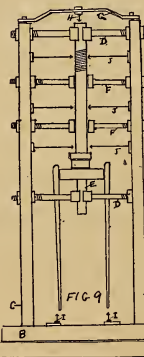


FIG 9

The result is axle threads are broken more or less. To remedy and not interfere with the setting and fitting of the axle, simply clean out the threads with a die set same gauge as the threads. If the cones stick, clean out the threads before removing them. If the top collar bearing on the fork gets broken, as indicated by C in Fig. 6, the same can be fixed for further use by turning down the upper part to a shoulder and springing on a ring.

The process is explained in Fig. 7, in which D is the collar, E the break and F the wrought iron ring. A few rivets will tend to make the ring stay firmer in place. After the ring is placed the roughness may be removed in the usual way, and brazing will finish off the job so that it will appear neat.

Forks are always a source of trouble when once sprung. When the defect is prominent it is easily located and fixed. But when the untruthness is hardly perceptible, or situated in the bearings at about A, as in Fig. 8, the work of truing is delicate, and calls for something more than a straight eye. A view of a new type of home-made affair for aiding in this work is given in Fig. 9. It is unpatented. First, procure the foundation plank B, to which bolt the uprights C. These are wood. Then make long-set bolts F F, four of them, and set them in the positions shown. These support the fork. There must be bearings at the end of each of the bolts so that the fork shaft may fit in them. The other ends of the bolts will be fitted with the lock-nuts, as shown in the drawing. These supporting bolts will be centred so as to bring the fork in the centre of the device. Next we want the pointers J, J, I, I, and H. These are steel arrows, set true and firmly in the frame.

The rod E is put into the fork for a support. Now comes the truing. It is done with the regulating bolts F F, which are so made as to permit of screwing inward against the sides of the fork from either direction, and with such force as to bend the same slightly, thus removing any light irregularity in trueness. The framework of the device is strengthened with crossrods. A thin plate, G, extends across the top to support the pointer H. Any untruthness of the fork will show itself by the relative positions of the parts and the pointers.

GEORGE D. RICE.

SOME "RAD WELT" RANTS.

The American manufacturers who were heavy advertisers in all the German papers were astonished to receive notice last week that henceforth their advertisements could not be received. It developed that the German manufacturers had agreed to withdraw their advertisements from any paper accepting advertisements from American firms.

The "Rad Welt," an important cycling paper in Germany, appeals to Germans not to buy American wheels. It shrieks:

"Readers! Loyalty, self-reliance and national pride! As long as Americans will not ride German wheels, no German should ride an American wheel. Every German owes it to his Fatherland to assist a new struggling industry, which already employs 100,000 hands. This can only be done by an active, aggressive stand against American goods and methods!"

HAVE FAITH IN THE FUTURE.

Goormully & Jeffery have added another to their circuit of branch stores—at Cincinnati this time—a move in which doleful times stands for a great deal. The Cincinnati branch is located at No. 516 Main street, in a handsome stone building opposite the Post-office, and occupies the entire large first floor and furnished basement. Well-equipped sales-room, riding academy, store rooms and repair shop make this the most complete bicycle establishment in Cincinnati, where the Rambler already enjoys enviable popularity.

HENDEE GONE ACROSS.

Geo. M. Hendee's name appeared on the passenger list of the Teutonic when she sailed on Wednesday last. The Wheel man only caught a glimpse of him on Tuesday in New-York, and, as he was too busy arranging for the trip, very little could be learned as to the real object of the voyage. Of course, improvements in Silver Kings are promised, and the '97 pedal shown augers well for the good things in store for this popular Springfield wheel.



SPRINGFIELD!

Tom Butler Wins the Mile International.

One of the largest fields of the year entered in the Mile International, including Cooper, Bald, Sanger and Gardiner, and the Boston Boy ran away from them.

Tom Butler Rides Palmer Tires on his Stearns Wheel.

Other Winnings on Palmer Tires.

FIRST DAY—PROFESSIONAL.

Mile International,	- - -	Tom Butler, first.
Half-Mile Open,	- - -	Tom Butler, first.
Two-Mile Handicap,	- - -	C. J. Lewis, first.
		Geo. Bates, second.
		A. B. Rich, fourth.

FIRST DAY—AMATEUR.

Mile Local,	- - -	F. I. Elmer, first.
Half-Mile Open,	- - -	Ray Dawson, fourth.
Mile Handicap,	- - -	F. A. Gately, second.
		H. E. Caldwell, fourth.
		Ray Dawson, second.
Mile Open,	- - -	H. E. Caldwell, fourth.

SECOND DAY—PROFESSIONAL.

Mile Record,	- - -	F. C. Hoyt, second.
Half-Mile Handicap,	- - -	Tom Butler, fourth.
Mile Handicap,	- - -	Geo. Bates, second.
		C. J. Lewis, third.

SECOND DAY—AMATEUR.

Mile Handicap,	- - -	F. A. Gately, first.
Mile Record,	- - -	W. H. Miner, third.
Half-Mile Open,	- - -	W. C. Roome, fourth.
		F. A. Grady, fourth.

Butler, Lewis, Bates and Gately ride Stearns wheels; Elmer, Roome and Miner ride Spaldings; Grady, Rich and Caldwell ride Warwicks; Dawson rides a Humber.

Everybody Acknowledges that Palmer Tires are the Fastest Tires in the World.

All styles are made with the same fabric—Palmer Fabric—the only difference being a little more rubber on the roadster than on the racer. Palmer Tires are expensive—more so than other tires—but they make the bicycle run easily.

The Palmer Pneumatic Tire Co., 133-135 S. Clinton St., Chicago.

For prices address: SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO., 66 Reade St., New York, and 159 Lake St., Chicago.

Kindly mention The Wheel when writing.

FRAME TESTING RESULTS.

Very many of those who three years ago knew all about it have now but a befogged remembrance of the "steel vs. aluminum controversy." Most of those who have come into the game since that time know nothing whatsoever of the affair. To again refer to it is much like thumbing the pages of a dusty volume. Those whose memory serves them best will, however, recall the warmth and length to which the controversy was waged.

Ten thousand and seventeen yards of type-writer ribbon and 501 reams of paper were used by the principals in the dispute, while the matter as it appeared in print in column lengths would reach from Kalamazoo to Kankakee, and the battered type, if melted and chained, would serve to anchor an Atlantic steamer.

The principals were E. C. Stearns & Co. and the St. Louis Refrigerator and Wooden Gutty Company. Stearns & Co. espoused the cause of steel; the St. Louis concern, makers of the Luminum bicycle, naturally had the other end of the argument. It all arose over this challenge, which appeared in the Luminum catalogue of 1893:

To show that we mean what we claim, we issue the following challenge to any maker of first-class bicycles in the world. The manufacturer of the machine wishing to contest with the Luminum shall select two judges, we to select two, and the four judges to select one more. They are to put the machines to all the various tests necessary to show their strength. If the judges do not testify that the Luminum is by far the strongest frame we will contribute \$500 to any charitable institution the manufacturer of such bicycle contesting may name. If it is proved and the judges so testify that the Luminum is twice as strong as the steel tubing frames contesting, the manufacturers of such bicycle shall contribute \$500 to any charitable institution that we may name. If, further, the contest shows that the Luminum is three times stronger than the steel-frame bicycles contesting, the manufacturer of such bicycle shall contribute \$750 to such charitable institution as we may name.

Tests were made upon twelve regular and standard frames of each of the respective makes, weighing within three ounces of 54 pounds, this weight being the average weight of the regular '96 models supplied to the trade by the contestants during the present season. The various tests decided upon by the judges for determining the merits of the twenty-four steel and aluminum frames were selected after a careful consideration of the mechanical principles involved in actual bicycle practice and completely cover all the tests for strength necessary for a perfect bicycle frame. The tests are divided into two classes: static or stationary, and impact or live loads, and are as follows:

STATIC TESTS.

- A. Frame loaded at seat posts.
- B. Frame loaded at both pedals.
- C. Frame loaded on one side at centre of pedal.
- D. Frame loaded at sprocket for chain draft.

IMPACT TESTS.

- E. Vertical impact on seat post.
- F. Vertical impact on pedals.
- G. Pendulum impact on front forks loaded with 100 pounds on seat post and 50 pounds on front head or handle-bars.

In August of the same year Stearns & Co. knocked the chip off the other fellow's shoulder. It created a sensation.

Then followed a bombardment of the press such as has been seldom seen or heard. Differences arose at every turn. They were aired in the newspapers. No actor or pugilist could have done it better. For a while the subject made good reading, but as the notices increased in volume and frequency the idea got abroad that the whole controversy was simply a clever means of "working the press." It

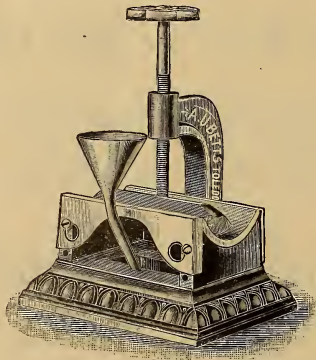
became a test of patience, at any rate, and was finally ended by the refusals of the papers to accord the matter additional space. In the interim, however, the forfeit money had been deposited and judges agreed on.

After this the test dropped almost completely out of sight, and but for an occasional sputter would have been wholly forgotten. When it was given out a few weeks since that the test was at last to occur, the news attracted but passing notice. Such reports had been heard before. But this time it really did take place, at the Pittsburg (Penn.) Testing Laboratory. The judges' decision has just been made public. Stearns and steel are declared the victors.

These tests were arranged so as to obtain results which correspond as nearly as possible

CHEAP FOR CASH.

"Spot Cash," A. U. Betts & Co., of Toledo, Ohio, have dubbed their vulcanizer, and the price is so amazingly low that the wonder is how any one would care to purchase it on other terms. Five dollars is the figure at which it is listed. There are no discounts and expressage is prepaid only when cash accompanies the order.



The machine works automatically and appears to embody features that will make it a ready seller. Betts & Co. claim that it can be operated by a novice, requires no watching and will not burn or distort a tire. The tire is merely clamped in the vulcanizer, and the heat turned on. When the repair is completed, the heat ceases and the tire may be removed whenever one wills.

to those obtained in actual service, and as this is the first and only scientific test of bicycle frames on record, the result is of interest and value.

The judges were Professor J. H. Barr, chairman of Cornell University, Ithaca, N. Y., and a member of the American Society of Mechanical Engineers; Edward Flad, M. E., a prominent consulting engineer of St. Louis, Mo.; Professor J. D. Johnson, C. E., of Washington University, St. Louis, Mo.; J. W. Sugget, of Cortland, N. Y., one of the leading patent attorneys in the United States, and W. R. Valentine, M. E., a mechanical expert, of Ithaca, N. Y.

After notifying both contestants of their decision in favor of E. C. Stearns & Co., the judges' report goes on to say:

"That this decision and award substantially concludes the business of the board; that each and every alleged charge of fraud or deception made by, or any party in behalf of the challenger have been and the same are hereby dismissed; that pursuant to the resolution of this board the Wheelman Company, of Boston, Mass., has been directed to pay the

\$500 deposited by the challenger to any charitable institution named by E. C. Stearns & Co.; that the deposits made by the last-named company with the said Wheelman Company and the chairman be returned to said E. C. Stearns & Co.; that the expenses of the board and expenses and compensation of the chairman be charged to the challenger; that the bills of the chairman and the board have been duly audited, and that the board has adjourned to meet on the call of the chairman at his office, Sibley College, Ithaca, N. Y., to transact any further and other business which by accident or mistake it has omitted to consider."

WHAT ONE EDITOR DON'T KNOW.

After spending several sleepless nights over the subject, the "New York World" declares this to be the coming bicycle:

"The discussion of the bicycle of the future is in a fair way to assume a new phase. It has been taken for granted that improvement in the wheel now in use must come through some device which will utilize electricity as a motor, but it seems possible that the bicycle may be practically perfected without this.

"It is proposed to find some mechanical device by which the lifting pull of the arms on the handles when the machine is going uphill can be made to drive the front wheel with a stroke corresponding to that given the rear wheel by the down push of the feet.

"As it is natural to pull on the handle-bar in going uphill, any mechanical device which would utilize this pull would give a form of exercise similar to swimming, and would almost double the motor power behind the machine without proportionately increasing the strain necessary to drive it.

"It is thought that the difficulties of giving the arms proper 'purchase' in driving the front wheel on up grades are purely mechanical, and that they can be easily overcome by a few years' experimenting.

"If they are—if the bicycle of the future can be driven uphill by both legs and arms—it may be as far superior to the wheel of the present as the new safety is to the old velocipede."

PNEUMATICS VERSUS PEANUTS.

Who would ever thought that the onward roll of the pneumatic would result in the downfall of the peanut? This has come to pass, however, at the Queens County Fair, on Long Island. Heretofore the peanut privilege at the fair has always brought the highest price, but in the new order of things the bicycle privilege takes first place this year, \$50 more being paid for it than for the permission to peddle peanuts on the grounds.

ALL THE COMFORTS OF HOME.

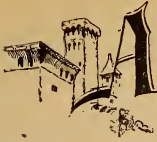
A Parisian lawyer has ordered of one of the makers of horseless vehicles a conveyance to contain a dining-room, two bedrooms, dressing-room and kitchen. The cost is over \$500, and the owner's intention is to make excursions through all the most picturesque parts of France.

NEEDS NO BELL.

A man rides every fine day on the Boulevard with a pet parrot perched on his handle-bar. Whenever the bird's owner gets into a crowd the parrot begins to scream, "Look out! Look out!" Of course, he readily secures right of way, and his success in this direction promises to boom the parrot trade.

DANGER TO POPULARITY

Knowledge of a wheel is an excellent thing, but if you want to retain popularity with a woman never let her discover through your knowledge that what she thinks she knows about her wheel is not a fact.



ANNUAL NATIONAL CYCLE EXHIBITIONS



AT CHICAGO

January 23—30, 1897,
At the Coliseum, Jackson Park.



AT NEW YORK

February 6—13, 1897,
Grand Central Palace of Industry,
Lexington Avenue and 43d Street.

SPECIAL FEATURES—IMMENSE FLOORS—LOW RENTALS—DIVISION OF PROFITS.

Exhibitors at unsanctioned exhibitions, fairs, institutes, etc., will not be allotted space at the National Exhibitions, the only sanctioned exhibitions prior to February 20, 1897.

Rules, regulations, diagrams, applications for space and all information will be furnished on application. Applications for space must be filed by September 19, 1896.

DON'T BE DECEIVED! These are the only official cycle shows given; all others claiming official sanction are frauds.



NATIONAL BOARD OF TRADE OF CYCLE MANUFACTURERS,

271 BROADWAY, NEW YORK.

Kindly mention The Wheel.

SPRINGFIELD MEET.

TOM COOPER wins One-Mile Record, Third Day.

TOM COOPER wins Half-Mile Open, Third Day.

TOM BUTLER wins Half-Mile Open, First Day.

TOM BUTLER wins One-Mile Championship, First Day.

THE BALDWIN

Is the Crackajack's Chain, because they appreciate its smooth-running qualities.

It is the Roadster's Chain, because it is interchangeable and adjustable by the rider.

NO BOLT AND NUT.

HARDENED RIVETS.

CORRECT CONSTRUCTION.

BEST MATERIAL EVER OFFERED TO THE TRADE.

Send for Circulars and Sample.

BALDWIN ADJUSTABLE CYCLE CHAIN CO.,

Kindly mention The Wheel.

WORCESTER, MASS., U. S. A.

NATIONAL CYCLE SHOWS.

Under the auspices of the National Board of Trade of Cycle Manufacturers, National Shoe and Leather Bank Building, 27 Broadway, New York.

January 23-30—Chicago, Coliseum.

February 6-13—New York, Grand Central Palace.

Dec. 4-12—London, National Show, Crystal Palace.

TRADE CHANGES.

COLORADO.

Denver.—Troxel Brothers & Clark, bicycles, 1,756 Stout street, selling out new stock to remove to new quarters.

Denver.—Columbine Cycle Co., incorporated.

CONNECTICUT.

Bridgeport.—The Premier Cycle Mfg. Co. reported applied for a receiver.

Middletown.—Worcester Cycle Co. shut down indefinitely; no reason given.

ILLINOIS.

Chicago.—King B Cycle Co. (Edw. D. and Mattie H. Sniffen, proprietors), sued \$5,000.

Chicago.—The Elgin Sewing Machine and Bicycle Co. made an assignment. Assets placed at \$150,000; liabilities, \$100,000.

Chicago.—R. F. Beardsley & Co. (incorporated) sued for \$5,000 damages by the Chicago Tip and Tire Co.

Chicago.—Chicago Tip and Tire Co., "attachment in aid" sued by R. F. Beardsley & Co. (incorporated), who also garnished account due from Fowler Cycle Mfg. Co. and bicycles in possession Lincoln Bicycle Co. Defendants furnish bond and sue Beardsley & Co.

Chicago.—Chicago Cycle Works (W. E. Davis), sued \$2,500.

Chicago.—Davidson & Sons. Court ordered assignee to sell certain bicycles; also to produce books.

Chicago.—Fulton Machine Works. Bank releases attachment and shop opened by assignee. Sale arranged for September 17.

Chicago.—E. D. Davis. Chattel mortgage \$700 on bicycles.

IOWA.

Blairstown.—F. Kleinschmidt, assigned to O. W. Allen.

Dubuque.—Joseph T. Kelly, confessed judgment; sheriff in possession.

MAINE.

Portland.—Boston Bicycle Mfg. Co., organized to manufacture bicycles, etc. Capital, \$35,000. Frank W. Brigham, president, Waltham, Mass.; Charles E. Rowe, treasurer, Chelsea, Mass.

MARYLAND.

Baltimore.—The Sundry Mfg. Co., incorporated by Joseph C. Whitney, Charles A. Layfield, William P. Turner, Arthur D. Stebbins and Daniel H. Hayne; to manufacture bicycle novelties and attachments. Capital, \$1,000.

MASSACHUSETTS.

Chicopee Falls.—The Overman Wheel Co., shop closed until further notice.

Haverhill.—J. W. Elliott, chattel mortgage \$350.

MICHIGAN.

Hudson.—George Pomeroy is refitting bicycle factory to accommodate 100 hands.

MINNESOTA.

Langher.—O. A. Bakken has added bicycle repair shop to his business.

Minneapolis.—The Heath-Quimby Co., incorporated by S. F. Heath and E. C. Quimby, to manufacture bicycle supplies. Capital stock, \$10,000.

Minneapolis.—Heath Mfg. Co. (S. F. Heath and E. C. Adams), incorporated to manufacture bicycle pumps.

St. Paul.—The Cuddy Cycle Co. has filed schedule of assets and liabilities. Assets, \$1,394; liabilities, \$2,757.85.

NEW YORK.

Brooklyn.—A. M. Franklin, bicycles, reported recorded chattel mortgage for \$1,200.

Brooklyn.—Behrmann Cycle Company, reported closed by Sheriff.

Buffalo.—Queen City Cycle Company. Attachment in favor of J. Walter Thompson, \$4,000; vacated.

Clyde.—Haight & Stevens dissolved. J. E. Haight continues.

Elbridge.—Elbridge Cycle Company. Stock sold under execution to W. B. Fuller, attorney, for \$1,403.58.

New York.—Simon Blumauer. Judgment, \$482.68.

New York.—Liberty Cycle Company. Receiver files report, showing nominal assets, \$204,626.81; actual assets about \$60,000. Liabilities, \$183,563.93. Judgment in favor Sager Manufacturing Company, Rochester, N. Y., \$1,676.66.

New York.—Knickerbocker Cycle Manufacturing Company. Judgment in favor of David H. De Boer, \$7,582; vacated.

New York.—F. A. Nagle, chattel mortgage, \$150.

New York.—Glasel Brothers, bicycles, reported to have given judgment for \$216.

Oswego.—The Oswego Tool Company, manufacturers of the Ontario Bicycle, tools, etc., have made an assignment to C. C. Place, for the benefit of creditors. The capital stock is \$25,000. Application has been made to permit the assignee, Mr. Place, to continue the business.

Sherburne.—Albert C. Buchanan. Burned out.

Syracuse.—Dodge Cycle Company. Chattel mortgage for \$29,500 to F. V. Gridley.

Utica.—The Weston-Mott Company, of Jamesville, will erect a main bicycle factory, 41x150 feet, two stories high, in this city.

OHIO.

Cincinnati.—F. B. Hewitt, bicycles, No. 718 Race street, to Edward W. Frey. Estimated assets, \$1,400; liabilities, \$1,200.

OKLAHOMA TERRITORY.

Guthrie.—Joe Reed's bicycle store destroyed by fire; partially insured.

PENNSYLVANIA.

Meadville.—L. L. Richmond Manufacturing Company. Judgment filed vs. L. L. Richmond, \$350; also sued, \$300.

Philadelphia.—H. C. Rightmire, bicycles, etc., reported to have given judgments for \$4,562.

Wilkesbarre.—S. Blau & Co., bicycles. Reported sold out.

TENNESSEE.

Nashville.—Sims Brothers & Green, bicycle dealers, No. 243 North Cherry street, assigned to George S. Combs. Liabilities placed at \$1,915.15.

VIRGINIA.

Norfolk.—A. A. O'Neill & Brother. C. W. O'Neill transfers real estate, \$1,000.

VERMONT.

Rutland.—C. A. Townsend. Insolvent.

WISCONSIN.

Milwaukee.—Telegram Cycle Manufacturing Company. Stock sold to First National Bank. F. F. Pingree, secretary of company, appointed custodian. Later: O. C. Fuller appointed receiver on application of creditors.

IMPORTANT TRADE-MARK DECISION.

The United States Circuit Court of Appeals at Chicago handed down a decision last month which is of interest to all manufacturers who market their goods under trademarks.

The word "Imperial" was the distinctive feature in the case in point, and the Court held that such a word could not become the exclusive property of any one for the reason that it and other words of the same class, such as "Royal," for instance, cannot become the exclusive property of any one for the reason that they indicate quality and not origin.

In concluding the decision the Court said: "The word in question may be close to the border line between terms that signify quality and those that do not. It is safer, however, in the interest of freedom of trade to protect the use of those terms, and those terms only, which clearly do not refer to grade or quality. The monopoly of use granted by the law of trademarks should not be extended to embrace terms of doubtful signification.

Tests are being made in Indianapolis to determine whether the creosote in wooden pavements is injurious to the tires of bicycles brought in contact therewith.

TO BICYCLE MANUFACTURERS!



Fine Jet or Fancy Colors

HIGH GRADE BICYCLE ENAMELS

Superior in Quality to the Finest English or American Enamels, and Guaranteed.

PRACTICAL advice, lay out of Bicycle Enameling Plants, and all needed information upon latest and best methods, furnished to customers adopting our Enamels. *Enamels* and *Enameling* have been our sole business, study and practice for thirty years, and we know it in every part, and our Special Bicycle Enamels sell upon their real merits, and stand unequalled to-day. We refer to all bicycle manufacturers, and solicit your correspondence and orders.

DIPPING OR BRUSHING ENAMELS.

AMERICAN ENAMEL COMPANY,

PROVIDENCE, R. I., U. S. A.

(Incorporated 1866.)

AUGUSTUS S. MILLER, Pres. CHAS. A. GAMWELL, Treas. and Sec'y.

Enamel Experts, Practical Enamellers, and Manufacturers of Superior Enamels.

Kindly mention The Wheel when writing.

STEEL DROP FORGINGS.

We are ready to figure on all kinds of bicycle work. The more complicated and difficult the better. We have some new designs in continuous cranks and shafts, also separable crankshafts, which will interest manufacturers. Our nickel steel spokes are superior to anything that has ever been produced in this line.

Second-growth ash and hickory rims do not need truing up. Compressed bent hickory handle-bars are the only ones that will keep their shape. Lefever chains are fitted to nearly all the tandems, triplets and quads, because they cannot be broken and are true to pitch.

Brandenburg Pedals are the world's standard.

Sager Saddles will suit the most fastidious.

SOLE SELLING AGENTS: _____

Iven-Brandenburg-Burgess Co.,

NEW YORK:

95 Reade St.

ROCHESTER:

Otsego St.

CHICAGO:

307 Dearborn St.

QUEER THINGS ABOUT GHOSTS.

How They Affect the Building and Riding of Bicycles — Cure for the Complaint.

The average man shows that he does not believe in ghosts. He likes to pride himself on his bravery and his freedom from childish and primitive things. If you question him on this point he does not admit such things—not he—but if, by conversation on certain subjects, you cause him to commit himself knowingly, you will find that he does believe in ghosts. You will find that his mind, supposedly broad (as he believes, very broad and liberal), is actually hemmed and hampered on many sides by scarecrows and bugaboos which cramp his thoughts, hamper his actions, and are as real bogies as any we were told about in our younger days.

The cattle-herder, or for that matter the herder of any kind of live stock, knows how easily the herd may be stampeded by an imaginary ghost. The crack of a twig or a snort from some animal will on many occasions cause a stampede, and the further the cattle run the more scared they become, until sheer exhaustion compels them to stop.

Masses of people are little better. They get scared on the tariff question, on the coin question, or some other problem which may or may not be of importance, and when scared refuse to do business. Their ordinary acuteness in business seems to be paralyzed, and they are no more like their ordinary selves than are the stampeded cattle. The writer has often seen a herd of cattle leave food and water in abundance because of this stampede action, and the nervousness exhibited by the public to-day reminds him very much of the cattle.

During the several years of bad business in many lines which have been passing over us, one line and its connections, namely the bicycle business, have been good. Do any suppose that it is not so good as it would have been had other lines of business been good, but it is possible and quite probable that the stagnation in other lines helped in some ways the cycle business. Closed shoe factories threw men out of employment, which could be secured at lower rates by bicycle makers. Closed drygoods stores gave clerks more leisure for cycle riding. It is a matter of fact that there is a tendency this way. Proof of this can be seen by watching the outgoing ocean steamers, which have carried this year perhaps more summer tourists than ever, simply because the travellers have little or no work compelling them to stay at home. It is more than likely that if, instead of getting scared at the surrounding conditions, each one would resolve that he will stick to his work and withstand the current of panic, he would find himself more successful this year than in ordinary years. It is quite likely that he would need to change his methods from those of ordinary years, but it is almost certain that if he possessed true adaptability he would find great success.

This is not, however, intended as a discussion of the financial or political situation. Things of less importance and of greater interest, perhaps, to the cycle rider were intended when the writer began. In the early days of the cycle the only ghost that seemed to be in everybody's mind was that of falling, and the constant question was: "Ain't you afraid of falling off? How do you keep your balance on two wheels?" The everyday examples of the past fifteen years have laid this ghost forever.

Another ghost used to be "hard work." It seems impossible for the average mind to grasp

the fact that the cycle rider has loaded himself on a wheelbarrow and was actually wheeling himself, which any one ought to know is easier than carrying himself, and even school-teachers and college professors thought it must be more work to ride "one of them things" than to walk, "because you are carrying fifty pounds of iron and rubber with you." This bogie died hard, and the earlier riders wasted many a minute explaining that one could ride three or four times as far and as fast as one could walk. Even to-day it sticks up its ghostly head and people inquire why one does not walk, but not so often as formerly.

A prominent ghost of later years was the tire puncture, but other things than tires go wrong occasionally, so one is justified in calling the puncture a ghost. Many cyclists ride the whole year without any puncture whatever, and I think it is borne out by experience that tires do not give more trouble than other parts of the cycle.

Another ghost of to-day is brake effects. The average man imagines that a brake on his

HE SHOULD RE-SIGN.



The above sign ornaments the roadside at the foot of Eagle Rock Hill, in New Jersey. The gentleman responsible for it owns the bar toward which the finger is pointing, and it seems strange that he should go to the trouble and expense of advising the L. A. W. to retreat therefrom.

wheel, if applied to the tire, would wear out the tire in less than a week, and for this reason he cannot contemplate for a minute the application of such a device, and yet he will put the toe of his shoe back of the fork of his machine and coast down a mountain side with supreme satisfaction, regardless of the fact that his shoe soles have one or more nails which are likely to do more damage in a minute than a brake would do in a year. He often goes further than this. Only a couple of weeks ago the writer saw a party of seven walking down a hill of quite easy grade, simply because it was easier to walk down the same than to back pedal, and their machines were not equipped with brakes. Such action borders on the foolish. If the brake is given sufficiently broad surface, there is little or no danger of its damaging the tire, and it is one of the most

valuable additions to the machine. Its weight is not a matter of serious objection, because many light forms either can be had or could be if called for. A foot brake, while not so good as a hand brake, because the hand brake permits the wheel to be retarded by both hands and feet, is much better by far than no brake. If it is desired that the brake should not apply to the tire, some form of band or disk brake applied to the hub can be had. There are several forms of brake applied to the crankshaft, sprocket wheel or chain, but these are objectionable because their power must be transmitted through the chain, and in case of the chain breaking or jumping off the sprockets the wheel is left wholly without control. The many accidents caused by collisions with bicycle riders have made it necessary to legislate on bicycle equipments, but it seems to the writer that the legislation has taken the least valuable safeguards first. It is far more important that the rider be able to control his machine absolutely than it is to warn the other fellow to get out of the road, and for this reason one effective brake is worth half a dozen bells or lamps. The bicycle moves so swiftly that in many cases the warning of the lamp or bell does not give the pedestrian time to get out of the way, but simply makes him jump, and oftentimes in a direction contrary to that in which he should have jumped for safety. In this case the accident occurs, and the rider, being without a brake, finds himself powerless to prevent it.

CHARLES E. DURYEA.

CURES BOTH FAT AND LEAN.

Most of the ailments which are commonly called "bilious" are caused by too much food of a rich nature, and too much drink of a sweet or alcoholic character, combined with far too little exercise in the open air. The liver attempts to get rid of the superfluous materials thrown into the circulation, and, being overworked, rebels, and gout, rheumatism, gravel, dyspepsia, headache and constipation are the outward and visible signs of its inaction in those who live too well, a secondary life.

The prescription of a bicycle and the recommendation to use it wisely and well works like a charm in such cases, and in all the symptomatic ailments which arise from too much "acid" in the system. It is interesting to note that cycling sometimes has the effect of thinning the obese and fattening the thin, and this may partly be explained by Murchison's observations that excessive leanness, as well as excessive corpulence, is often caused by inaction of the liver, and the stimulus of regular exercise, setting the functions of that organ right, causes the disappearance of what was only a symptom.

EVEN THE NOVELISTS.

Evidently a certain set of novelists find that it "pays" to bring their stories up to date, says an English critic. I picked up a novel at a bookstall at haphazard and glanced at the opening lines: "Yes, remarked the earl, seating himself gracefully on the shining safety." I picked up another: "So saying the viscount flung himself savagely from his wheel and proceeded to"—. Feeling curious, I opened a third: "Lady Helen Hubb truly reveled in her bicycle. If only her polished mount had"—. In desperation I sought a fourth: "They all rode bicycles, these girls," were the first words that met my eye.

MADE FROM MUD.

"Paw, what is a weather prophet?"
"The profit on mud-guards and gear-cases, my son."

Lots of Room at the Top.

That is the reason why the Barnes White Flyer remains the most popular wheel on the market to-day, selling at its original price when other so-called **high-grade** wheels have been driven to sell at a price that has proved the ruin of their manufacturers.

THE BARNES IS THERE.

It gained that eminence by its own merit, and sheer merit is all that is relied upon to keep it in popular favor.

BEAUTY OF OUTLINE, EXCELLENCE OF CONSTRUCTION,

Are what the makers of the Barnes claim for the wheel. It is not only as good as the best, but according to the popular verdict, just a little better. That is what the people want and are bound to have. They can get it in the Barnes,

AND THEY KNOW IT.

THE BARNES CYCLE COMPANY,
SYRACUSE, N. Y.

THE ELMWOOD CYCLE CO., No. 57 PARK PLACE, NEW YORK CITY,
Agents for New York, Brooklyn and Long Island.

THE DARRAH CYCLE CO., No. 933 ARCH STREET, PHILADELPHIA, PA.,
Agents for Philadelphia.

Kindly mention The Wheel.

NOT ALL RACING.

Roads Around Springfield Where the Tourist Finds Enjoyment and Pleasant Riding.

Springfield's tournaments and Springfield's bicycle industry are of national renown, but to the city's good suburban roads and the scenery which they afford, is due Springfield's army of cyclists. The man in Springfield who does not ride a wheel will generally apologetically volunteer the information that he intends to begin next season.

The most popular run from Springfield until recently has been over the River Road to Holyoke. The advent of the electric, together with the rebuilding of roads which had hitherto been a bane to cycling, diminished the pre-eminence of the Holyoke run. Had not these causes been in operation, congestion of

world, that it has little time for anything else, least of all for good roads. Its street department, like its other departments, is run on a political basis, and the results are evident. However, a few years ago the city invested in half-a-mile of block asphalt for its principal street, and this stretch of paving is conceded by experts to be unsurpassed in the country. A \$1,000,000 dam is being built across the Connecticut at Holyoke and Prospect Park by the river, from whence the work is best seen, affording a fine view of the rugged features of Mt. Tom.

Holyoke, Northampton and Springfield wheelmen are considering a project to build a cinder path from Holyoke to Northampton, a distance of nine or ten miles, but the realization of the plan is probably a year distant.

Taken all in all, the ten miles of road from Springfield to Westfield form as fine a highway as there is in the State. Crossing the

prominent inscription on a small bridge, is not an embargo to prevent one's return, but an ambiguous way of indicating that the ravages of the Westfield River have not been repaired.

The seventeen-mile run about Springfield, known as the "circuit," is justly popular with wheelmen. The route is out Allen to Cooley street, thence to Sixteen Acres, returning to Springfield by the Wilbroham road. The roads are among the best in the State, notwithstanding that they traverse a sparsely populated district, where oftentimes there is no habitation in sight. Until lately these roads were dusty and muddy in turn, full of ruts and but little removed from barbarism. The superintendent of streets set himself to work to improve matters. A sand foundation was secured and on top was placed six or eight inches of red sandstone gravel secured by the roadside. The drainage is excellent, and as a result these roads are always hard and smooth. It should be added that since the roads were improved they have been placed under a system of repair.

Sixteen Acres is one of the most picturesque spots in the Connecticut Valley. It seems unnatural to associate any activity with this locality, but not so very many years ago the placid pond furnished power for the largest mill in the county, and hundreds of cattle and hogs were fattened where a few cows now browse.

The run to Hartford and return is about



A COUNTRY ROAD

WHEELMEN'S REST
FOREST PARK

IN FOREST PARK



LAKE AT SIXTEEN ACRES

travel would have deprived the River Road of its popularity. This route is peculiarly adapted to novices in that from the North End Bridge at Springfield to Holyoke, a distance of eight miles, there is but one hill, and that not at all formidable. The return trip is equally easy. A considerable part of the route is beneath shade trees, and except as repairs are being made, there is not a foot of soft road. A popular place in harvest time is the old cider mill in West Springfield, on the brow of the little hill which one ascends soon after crossing the North End Bridge. The proprietor is, or at least was, one of the selectmen of the town, but his official dignity doesn't interfere with his business. A few rods further along is a watering trough, and nearby runs the path to Holy Smoke Spring, which has probably allayed the thirst of more wheelmen than any other of Nature's drinking places in New England. Its waters are as clear as crystal and as cool as ice. The Keating Wheel Company never hit upon a better advertising device than when it built the spring-house which protects the Holy Smoke pool. The run to Holyoke affords several enchanting views of the Connecticut.

Holyoke, the wheelman will find, is so engrossed in its paper trade, the largest in the

North End Bridge one wheels through West Springfield up Tatham Hill, which is a long incline and rather steep, and out upon Westfield street to the Westfield road. Here the highway runs parallel with the Boston and Albany Railroad, then it goes through cool woods, and again it skirts the Westfield River, which in the spring is a raging torrent and in midsummer scarcely affords sufficient water to cover the huge flat rocks in its bed.

At Westfield the county is building a bridge to take the place of one swept away by a springtime freak of the Westfield River. There is a foot-bridge with a small boy at the other end who exacts five cents of each traveler. Between the bridge and the centre of the town are the fields from which has just been harvested the finest crop of tobacco ever grown in the Connecticut Valley.

"No crossing this bridge to Springfield," a

fifty-five miles. If the trip is made on the Springfield side of the Connecticut, numerous hills make the ride hard except to expert riders. By crossing the Connecticut at the South End bridge at Springfield, all but two or three of the hills are avoided. The road is practically straight to Hartford. If the cyclist bears in mind the fact that he should keep on the road nearest the river, no other directions regarding roads are necessary. From Windsor the trolley-cars are an infallible guide. There is a fine specimen of State road on the hill at Windsor, which on the return trip makes one of the most exhilarating of coastings; in fact, there is apt to be a little more exhilaration than most riders care to experience. The bridge across the Farmington River is one of the worst in Connecticut. Forest Park, in the southerly part of Springfield, is one of the most delightful spots in the East. It comprises several hundred acres, its contour being broken by hill and dale. Artifice has supplemented nature, with a result that is very nearly ideal. The lotus plants, the bears, the deer and other attractions are visited daily by hundreds of cyclists.

E. W. FENFIELD.

LI HUNG CHANG

Owens a Syracuse Bicycle. The Great Ambassador mightily pleased with his "Crimson Rim."

CHINA AWHEEL.

As his Excellency—the Viceroy of China—sets the fashion for the Empire, the probabilities are that "Crimson Rims" will demonstrate their popularity there, as in America.

THREE SILVER MEDALS

were presented to the Syracuse Cycle Co.—the makers—in appreciation of the high esteem in which the wheel is held.

There is but ONE "Crimson Rim"—It is the Syracuse.

Manufacturers

SYRACUSE CYCLE CO., Syracuse, N. Y.

Metropolitan Representative:

CHAS. J. STEBBINS,

No. 103 Reade St., New York.



Southeastern Representatives:

SUPPLEE HARDWARE CO.,

Philadelphia, Pa.

Kindly mention The Wheel when writing.

UNTIL THE GEAR ARRIVES.

Some Practical Points on Chains, Their Care, Keep, Faults and Possible Improvement.

It is in the air that next year is to bring a revival—or perhaps a fair trial—of the bevel gear. As to this I have only to say at present that I have always disliked the chain as an unmechanical makeshift, used in machinery only where the resistance is great and the power must be transmitted without slip, but I have never been able to think of a workable substitute. Yet perhaps somebody else can; we will see.

Meanwhile, something needs to be done for this many-jointed trouble. Great stress is laid on bearings, and the maker whose catalogue omitted to dilate on his cups and cones turned in tool steel out of the solid, and tempered (not case-hardened) and then ground true to shape, would feel that he had made a break; the bearing must also be "dust-proof," and felt packing was used to make it so until use had shown the futility of that. But the chain! The average chain has 100 pins; counting both ends of the 50 blocks and both sides of the sprocket teeth, we have 250 wearing surfaces, all exposed. When mud is thrown upon it the chain "srips," the filling up of the tooth spaces thus temporarily tightening it by disturbing its pitch; and at all times these wearing surfaces are lubricated with powdered stone. Not to overstate, it is true that not more than a dozen joints are bending at any one instant, yet they all take their turn. Some riders, I have found, while easily seeing the motion on the pins, are deceived by the apparently easy way in which the blocks sink upon and rise from the teeth, and do not realize any friction there; yet it is very real. Chains get loose and seem to have "stretched," but stretch is not possible; what happens is that the block and its pin wear each other on their quarter-inch plain bearing, and the block ends and the sprocket teeth wear, too, so that the spaces between the blocks and those between the teeth lengthen a little, making the fit looser. The links holding the pins immovably by their ends has nothing to do but stay there, and that part is not subject to wear.

Roller-bearing chains have been attempted. The most promising one I have seen tries to substitute the knife edge for the pin bearing, but that, at best, meets only half the problem, and I do not believe it is possible, under the conditions, to substitute rolling for sliding friction in the chain.

Shall we try the gear case? That is almost a necessity in a country of damp mud like England. But the narrow slip used here several years ago serves only to catch the mud thrown up by the wheel; it is useful against mud and the track of the sloop-wagon, but not more. I once saw a completely inclosed tin case, ingeniously constructed by the owner, whose trade was to work in that material, and the Singer wheel has set us an example in the use of celluloid. If the case is to accomplish anything, it must be more than a dress guard for a feminine wheel; it must inclose so completely as to be substantially dust-proof; it must be of light weight, and it must be very easily removable without liability to loosen, or it will lead, as the dress guard does, to neglect of care. The close case of a bevel gear might be so close as to allow the gear to run in oil, but an oil bath for a chain would be a nuisance, on the whole. These requirements are not quite easy, and a somewhat wider tread than the present would also be necessary, but the narrow-tread fad is now joining the fad of very light weight in the limbo of the outgrown.

Meanwhile, the chain could be bettered by having care instead of neglect. The average rider runs his wheel contentedly and untroubled until it begins to drag or otherwise calls his attention unpleasantly; a chain not quite slack enough to mount the sprocket and not tight enough to bind will run almost indefinitely without making a felt complaint, and I am not sure that the rider who shoves his wheel along while it will go does not get more fun out of it than he who is always watching for symptoms. Nevertheless, the average rider may be glad of some tips about the care of a chain from one of the mechanical cranks.

A few may condemn oil, and another few may condemn graphite, but the understood thing is that both go on the chain. The easy rider, grooming for the start, drizzles a stream from the oil can along his chain, spinning the wheel the while, then holds his graphite stick on the inner surface and rubs off a thick layer. That is the lazy way—whether it is the easy way depends on one's understanding of and care about consequences. The first result is to catch dust and cover sprocket and chain with a smeary mixture. On the contrary, the first rule I lay

never took that time, but it is well spent. A chain thus cared for, regularly wiped off before use, though touched up only according to amount of use, will run with the minimum of noise and frictional resistance; it will work "sweetly," and the wear on both sprocket teeth and blocks, not to mention the pins, will be slow. To clean regularly, and oil and graphite very lightly but often is the treatment for abating as far as possible the chain nuisance. On the other hand, to put it through, sick or well, and dose heavily with oil and graphite sometimes, is the sure way to wear "flats" on the blocks and cut the teeth down to points, besides always having a dirty, messy chain.

JULIUS WILCOX.

FOR MOUTH-CLOSING PURPOSES.

The clam has become famous through his ability to keep his mouth shut. Few wheelmen are able to successfully imitate the clam in this respect, so forth steps Mr. Oscar McCullen, of Richmond, Va., who has patented a mouth shield. Regarding this invention and its use, McCullen says:

"The great majority of riders find it extremely difficult to keep the mouth closed while riding, owing to the exertion in pedalling; consequently, in cold weather, suffer seriously from sore throats, coughs, and eventually more serious results follow."

The mouth shield, which is made of German silver spring wire, formed midway into a coiled spring holding into position the embossed leather mouth flap, which covers the spring and prevents it from touching the face, presenting a neat appearance, and fitting comfortably to the face, effectually prevents the wind and dust from entering the throat while riding with the mouth open.

LIZZIE'S PA IS SORRY NOW.

Lizzie Dietz, of Cedar Rapids, Iowa, had cycling aspirations. Lizzie's pa was a rabid cyclophobist. Lizzie defied her parent and rode the wheel. Pa procured a log chain, fastened it with a lock to her ankle, and then said he'd like to see her ride "that tarnel thing." Lizzie dragged the chain and herself to court, told her story, and now pa is in jail charged with cruelty to his child. As love is said to laugh at locksmiths, so does cycling chirp at chainmakers.

CASH FOR NOTORIETY.

To Miss Charlotte Smith—Free list has been entirely suspended. If you want to advertise yourself by attacking the bicycle, regular rates must be paid. These will be furnished you on application. In future, unless cash accompanies your order, your name and your anti-wheelwomen diatribes will receive no further notice in the columns of this paper. Sabe?

FOR TIRE-TACKERS' ATTENTION.

The Kneipp cure consists in walking barefooted in the grass morning and evening. It is to be hoped for the future of the Kneipp cure in this country that the tack-throwers who have of late been so pointed in their attentions to wheelmen will not get after the Kneippists, too.

GONGS ON THE REAR FRAME.

Gongs attached to the rear frame of the machine, to tandems, particularly, are multiplying daily, in this vicinity at least; indeed, the demand has become sufficient for the G. R. Johnson Co., No. 107 Chambers-st., this city, to market a gong for the purpose.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THEY GIVE
 THE LEAST TROUBLE
 AND THE MOST COMFORT
 TO THE MOST PEOPLE

PROOF

65 PER CENT OF ALL WHEELS
 BUILT IN 1896 ARE FITTED WITH
MORGAN & WRIGHT
QUICK-REPAIR TIRES

MORGAN & WRIGHT
 CHICAGO

down is that the chain should always be dry—that is, that there should be no moisture on it, either of water or of oil.

The pin friction should be treated with oil, largely because graphite cannot well be worked in; the block friction should have graphite. When dirty enough—that is, occasionally, depending on amount of use and exposure to mud—the chain should be removed and put to bath in that great solvent and cleaner, kerosene; between those times, wipe it with kerosene. The surfaces all being clean, including teeth and the spaces between the blocks, begin at the fastening screw and give each pin a drop of oil, going around in order; spin wheel a few minutes, then wipe off carefully all visible oil, thus leaving a dry chain, since oil is wanted in the chain, not on it. Then take a knife blade and lay a little graphite on the back face of each tooth in the small sprocket, and a forward face of each tooth in the large one; spin the wheel again and wipe off any excess, observing that only a thin coating, not a dab or a chunk, is wanted on each tooth. The oil is now inside, where it belongs, and the graphite will distribute itself. The wearing surfaces are now lubricated, no matter how "dry" the chain may look; and the dust which falls on it will not mix with the graphite.

This takes time, certainly; one may easily occupy perhaps half an hour at it, though I

THE PUBLIC ENDORSE

us in our claim of superiority for the wheel that's "Built on Honor,"

The Warwick

In the recent voting contest conducted by the Boston *Herald* to decide the most popular bicycle, the Warwick received

671,589 Votes,
leading its nearest competitor by
180,862 Votes.

In the recent voting contest conducted by the Springfield *Union*, the Warwick received

76,408 Votes,
leading its nearest competitor by
13,089 Votes.

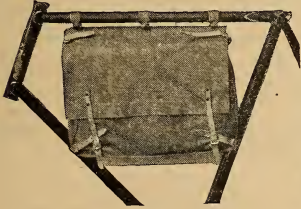
The Dustproof Bearings and other innumerable points of perfection of the vermilioned-rim wonder have placed it **FIRST** in the hearts of riders everywhere as the best high-grade wheel in the world.

MANUFACTURED BY

WARWICK CYCLE MANUFACTURING CO., Springfield, Mass.

Kindly mention The Wheel.

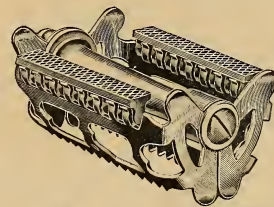
THE RAY LUGGAGE CARRIER.



Dust-proof, water-proof, five compartments. Made of the best rubber jeans. Attached to top of frame by spring hooks and by straps at lower corners. Size, 12 x 15 in. Price, \$2.50. Sent by mail to any address.

GORMULLY & JEFFERY MFG. COMPANY,
939-945 Eighth Avenue, New York.

Kindly mention The Wheel.



**SIMPLE,
PRACTICAL,
NOVEL.**

The.....

LAVIGNE

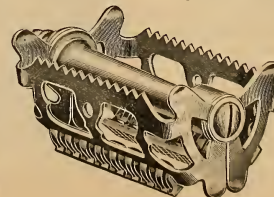
Instantaneous
Changeable

PEDALS.

Always Horizontal.



Showing how pedals are changed from trap to trap, or vice versa, by the upward pressure of fingers.



We have solved the problem of Combination Pedals, and will help you in selling your wheel's next season.

We also make five styles of Bicycle Wrenches.

The Lavigne & Scott Mfg. Co.
NEW HAVEN, CONN.

Mention The Wheel.

The Luthy Wheel
\$150.

WE GUARANTEE THE LUTHY WHEEL TO BE:
THE HANDSOMEST IN DESIGN AND FINISH.
THE BEST IN MATERIAL AND WORKMANSHIP.
THE MOST PERFECT IN ITS LINES AND BEARINGS.
THE EASIEST AND SMOOTHEST RUNNING WHEEL
IN THE WORLD. A FEW SELECT AGENCIES SOLICITED.

LUTHY & CO.
MAKERS.
PEORIA, ILLS.

WHY HE WAS WORRIED.

He had just come from a thirst parlor, where alleged quenchers and humidity cures were doled out at so much per dole. Standing on the sidewalk he watched wheelman after wheelman shoot past him, then turning to the neighboring bootblack he unburdened his heated feelings in this fashion:

"The sun pours down large pailfuls of burning, blistering heat, the clouds drop great big hunks of humidity in the air and the zephyrs positively decline to blow, yet the bicycling enthusiast is still at large, pushing his pedals through the sunburned streets and around the dusty country. He, quite often she, does not seem to mind the heat though his clothes fairly drip with perspiration.

"Wherever I go, when I go at all this hot weather, I meet him and he seems to enjoy it, aggravating me beyond measure with his grim smile of indifference to the weather that causes me to think in words I would shudder to breathe aloud. And, what is more, none of them seem to be overcome by the heat. Guess I'll take another drink."

And once more the welcoming doors of the thirst parlor received his perspiring form.

MIXTURE OF OCCIDENT AND ORIENT.

Japanese women have adopted a queer cycling costume which consists of a combination of bloomers with the native dress. Combined with the upper part of the kamona costume the Japanese clothe their nether limbs in what are neither knickerbockers, trousers, zouaves nor bloomers. The ludicrous effect is heightened by the girl having the national habit of turning the toes in developed to its largest extent.

All that you can see when she passes you is a pair of round and pretty heels wabbling in an uncertain manner, and a little body coiled up that makes you think of a gay little monkey on the top of a pole.

CYCLE MONUMENT PROPOSED.

All the world is out of doors in these days, and if there are mortal feuds among the advocates of different machines, still the world is out of doors, getting rid of rheumatism and neuralgia and dyspepsia. And the time is not far distant when the dress of both men and women will undergo modifications for the better. Trailing skirts and trousers have had their day, and common-sense ideas are bound to prevail. The bicycle is responsible for it all, and out of sheer gratitude, declares "The New York Herald," we ought to have one on a granite pedestal in Central Park.

SAYS SANDALS ARE PROPER.

The latest suggestion of the non-riding instructor of cycling is for the wheelman to wear sandals. No doubt, when looked upon from a healthy and reasonable point of view, these light foot coverings would answer admirably. The muscles of the foot and ankle would have perfect freedom of movement, and the feet would be decidedly cooler than when covered with most of the shoes worn. In spite of these advantages, however, it will be a long time before these ancient classic articles of footwear will be very generally adopted by those who cycle.

A CASE OF TIGHT FIT.

"Niggles thinks riding a wheel is making him fat."

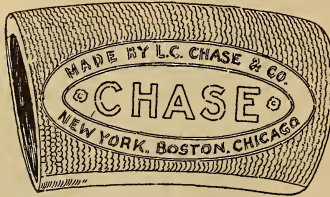
"Isn't it?"

"No; he's had his sweater washed and it has shrunk."

OLD IN TRADE, NEW IN TIRES.

When an old concern in a certain calling starts in on a new line, endowed with a business reputation of sterling quality and a past record that has raised them among the leaders, then half the battle is won. The name of T. C. Chase & Co., 129 Washington street, Boston, Mass., comes as a stranger to the bicycle trade, but for more than forty years they have been the leading manufacturers of various fabrics, such as horse blankets, carriage robes, car and furniture plushes, rubber cloths, etc., and the word "CHASE" has always been synonymous to the best it was possible to produce.

Recognizing in the bicycle industry a chance for the enlargement of their business, they have decided to utilize their experience in the handling of rubber, and are putting on the market what they call the "Chase Tough Tread Tire." It is of the single-tube variety, with a roughened surface. Sea Island cotton is used, and it is so constructed that the tread is reinforced with a double thickness of the fabric, making it practically puncture-proof. The best rubber that money can buy enters into its composition, and, made under the direct supervision of a rubber expert of ten years' experi-



ence, it could not be otherwise than perfect.

THE WHEEL man was shown some Chase tires that were almost impossible to puncture with a sharp knife, and to force a tack through the tread was an utter impossibility. Another good feature is the reinforcement of the valve-stem joint, and the old trouble of a cut and subsequent leak at this point is entirely done away with. The granular surface is also an excellent non-slipping device, and withal the tire shows resiliency that is surprising.

Up to the present time they have only been marketed locally and in a comparatively small way. It was a maxim with them of "Be sure you're right, then go ahead," but the results have been very gratifying, indeed. Many testimonials have been received from various sources, and all decidedly complimentary to the newcomer. Those who know the Chase Company best predict that they will prove a big factor in the trade. They have many advantages, and their success in other directions augurs well for their prosperity in the tire* business.

THIS COULD NEVER HAPPEN.

Here is the queerest story in the whole world. A wheelman and a pedestrian collided on the Boulevard, and both went to the ground. Upon rising the pedestrian apologized for being in the rider's way and not hearing him ring his bell, while the wheelman explained how sorry he was that he could not in any way avoid the accident. In the absence of sworn affidavits to the truth of this story it is believed to be pure fiction. Even with the affidavits it would be difficult of belief.

WON'T REST HERE.

"The Cyclist's Rest," which was completed by the Church Temperance Society at a cost of \$1,200, was to be a place where cooling drinks and light refreshments could be obtained without wines, liquors or beer. The structure was artistic and in every way pleasing. Before it was fully decided to build the "Cyclist's Rest" permission was obtained to have it stand, free of charge, at a point on the Riverside Drive. This permission now has been withdrawn by the Board of Aldermen without assigning cause.

WHERE SHE RESTS AND FLIRTS.

The Chalet des Cyclistes is a favorite resort for Parisian wheelwomen. It has every accommodation for guests; racks to hold the cycles are arranged surrounding the flower-beds on the grounds, which stretch far away behind the Chalet; attendants are placed about ten yards apart, down the path at the entrance, and the bicycles are passed deftly from one to the other, and stacked when they reach their destination.

AN ALL-WOOD WHEEL.

A French peasant has turned out a monument of patience and perseverance in the shape of a wooden bicycle, wherein he used only wood for every part. The very nails that rivet together the parts are of hard wood. The ingenious maker uses this rough vehicle to ride into the market town, which is several miles away.

EXPANSION AND FREE RUNNING.

It has often been remarked that during very hot weather, like that recently experienced, machines seem to run less freely than in cool weather, the cause of this naturally being attributed to the expansion of metal in various parts of the machine due to the heat.

HAD BEEN THERE.

"What's that?" asked the public official as the package was handed him. "An infernal machine?"

"Yes," replied the clerk. "That's exactly what it is. Somebody has presented you with one of those pocket tire pumps."



Victor-Mounted Philadelphia Cycle Squad.

The Wheel

600
CYCLING TRADE REVIEW

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VOL. XVIII., No. 5.

NEW YORK AND CHICAGO, SEPTEMBER 18, 1896.

WHOLE No. 447.

SOUGHT SOCIETY'S FAVOR

But Lumbermen McClave's Venture in the Cycle Trade Ends in Failure—Bamboo Bicycles First Attracted Them.

Scratch the Colonial bicycle off your list. You will probably never hear of it again. Its makers—John McClave & Sons—have, in the vernacular, "gone up the spout." Liabilities, \$100,000; nominal assets, the same.

The firm assigned, without preferences, on Friday last to William Harrison. The concern consisted of John McClave, Albert McClave, John McClave, Jr., and Stephen Wood McClave. They occupied, in the manufacture of the bicycles, the old hardwood factory at Twenty-first street, Eleventh avenue, Twenty-second street and the North River, this city.

Stephen Wood McClave made an individual assignment also to Mr. Harrison. He had indorsed some paper for his father in the lumber business. Edward M. Shepard, once the Democratic Reform candidate for Mayor of Brooklyn, is attorney for the Messrs. McClave. He says if the assets can be disposed of at their cost Mr. McClave will be able to pay his creditors in full. If the assets are sacrificed there will be a heavy loss. Two hundred bicycles are included in the stock on hand.

John McClave & Sons is one of the oldest, largest and supposedly wealthiest firms in the lumber business in this vicinity, and also because of the political prominence of the senior McClave the assignment, although it does not affect the lumber interests, created sextuplet-headed newspaper talk.

The firm first engaged in bicycle manufacture in the spring of 1895. Shortly before they had seized several bamboo bicycles for debt and so readily disposed of these that they undertook their manufacture. These did not sell so well, and the next and most natural step was a shift to the accepted wheel of steel tubing. These were named the Colonial and boomed as "Society's Favorite," "The Wheel of the 400," etc. They were good lookers and embodied a number of excellent talking points but evidently "society" proved unappreciative or was soon supplied, for early in the present season THE WHEEL was aware that Colonials, minus name-plates, were being shipped in truckload lots to one of Sixth avenue's big drygoods stores and being disposed of at bargain counter prices.

LANE LANDS ON THE LIST.

Huntingdon, Pa. Sept. 14.—The H. H. Lane Company, machinists and foundrymen, who also manufactured the Juniata bicycle, made an assignment to-day for the benefit of creditors. Liabilities will reach \$8,000; assets, about \$5,000.

WOOD RIMS IN FRANCE.

If there is no demand for wood rims in Europe, as so many English papers assert, then some European capitalists are proving themselves very foolish fellows indeed.

Although the identity of the moneyed men is shrouded by the term "syndicate," and their representative now in this country is described merely as "one of the leading makers of high-grade wheels on the Continent," it is fairly safe to say that M. Clement, of Paris, is the gentleman. His presence in this city was coincident with that of W. W. Stall and immediately following came the announcement from a source that is not to be questioned, that arrangements and contracts had been made by which Mr. Stall, president of the Boston Wood Rim Company, is to establish a factory in Europe capable of turning out 500,000 Boston laminated wood rims per year.

Experts are already preparing plans for the plant, which will be erected and operated by Mr. Stall and a corps of experts from the home works at Bedford, Mass. This plant, while not so large, is intended to be a duplicate in details of outfit of the American factory, which has a capacity of 900,000 rims per year.

BANK RUNS A CYCLE PLANT.

The factories of the crippled Telegram Cycle Company, Milwaukee, are being operated by the First National Bank, and an effort is being made to reorganize the company, and it is stated that when the organization is perfected the new company will purchase the entire plant from the bank and continue its operation, as though the failure had not occurred. Secretary Pingree, of the Telegram company, will not be connected with the new company. Joseph E. Cordes, who has long been connected with the old company, has been placed in charge of the plant as general manager.

PATTISON LEAVES THE POPE CO.

Arthur E. Pattison will leave the Pope Manufacturing Company. Why, THE WHEEL does not know. He has resigned as secretary of the company, dusted the Columbia dust off his shoes and left. Mr. Pattison was one of the right-hand men, held a high position on the Colonel's staff, travelled, represented, managed, and did a lot of important work. The resignation had not even been hinted at.

The Johnson-Field Company, manufacturers of tanning mills, farm machinery and bicycles in Racine, Wis., made an assignment Monday. No statement of the assets and liabilities is given, but it is understood that the firm is in fairly good shape.

WILL PAY DOLLAR FOR DOLLAR.

The Marion Cycle Company Temporarily Embarrassed and with Assets Exceeding Liabilities by More Than \$100,000.

Marion, Ind., Sept. 13.—The Marion Cycle Co., makers of the Halladay bicycle, assigned yesterday to J. C. Tibbits. Assets, about \$150,000; liabilities, about \$40,000.

As the figures indicate, the embarrassment is not likely to prove serious; there is scarcely a doubt but that the concern will pay dollar for dollar. The Messrs. Halladay acted for the best interests of all concerned, and sympathy for them is general. The firm was squeezed in the Porter & Gilmour failure in New York, but two or three minor creditors who endeavored to enforce collections were the immediate causes of the action, as rather than show preference, the firm assigned, much to their own surprise, as they themselves say.

It is one of the many recent troubles precipitated by slow collections and inability to affect loans from the banks on ample collateral because of the free silver agitation.

Only this season the Marion Co. had made extensive enlargements and additions, and others were in prospect, and when inventory was taken on August 1, the net worth was estimated at \$125,337.40. The plant was inventoried conservatively at \$104,593.07, of which \$57,057.52 was represented by stock, \$31,014.90 by machinery and tools, and \$15,443.90 by real estate. In good outstanding accounts alone there is due the firm sufficient to pay every dollar they owe.

A meeting of creditors will shortly be called. In the mean time Assignee Tibbits expects to operate the plant and complete the partly finished product.

SARATOGA'S SHERIFF IN POSSESSION.

Saratoga Springs, N. Y., Sept. 12.—The Sheriff is in possession of the stock and fixtures of the Hulbert Bicycle Company. Action was based on four executions issued on voluntary judgments against Charles N. Hulbert, as follows: The Gormully & Jeffery Manufacturing Company, \$1,700; the Ballston Spa National Bank, \$850; the First National Bank, \$700; the Eastman Kodak Company, \$250. The stock here and in Ballston Spa will cover the judgments. An inventory is now being taken, and the stock will probably be sold.

SAMPLES FREE.

The President of the Argentine Republic has issued a decree remitting duties on bicycles and parts thereof sent from the United States as samples.

THERE IS TROUBLE AHEAD.

That Dunlop Boom Has a Bad Puncture— Some Queer Lines in New Wheels.

London, Sept. 2.—Financial matters still worry us.

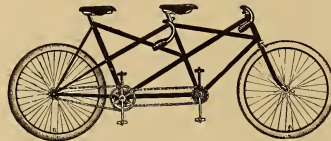
The long delayed settlement in Dunlop shares has been announced, and it is said that there will be trouble among the brokers in consequence, as so many of them have been overweighed with dealings by clients who have nothing to pay losses with, that there is bound to be a crash. So confident were the members of the Dublin Stock Exchange of this, that they refused to fix a settlement on the deferred issue corresponding to that admitted by the English exchanges, which considerably complicates matters so far as this issue is concerned. The Osmond settlement has gone through quietly, but so many have "carried over" on Cycle Manufacturers' Tubes, that the weakness of the whole market was revealed and a slump ensued. Dunlop deferred fell from 12s. 6d. to 8s. 6d., Tubes from 21s. to 17s. 6d., and other issues in proportion. It is reported that the market will soon recover, but in that opinion the wish, I fear, is father of the thought. Anyhow, other flotations are almost indefinitely postponed, and only a series of satisfactory, if not glowing, balance sheets can set matters on their old basis.

It is authoritatively stated that Messrs. Hooley and Rucker have commenced proceedings for the recovery of the £25,000 which they had posted under protest as a deposit under the agreement they had entered into in June last for the purchase of the Grappler Tire Company. So many rumors are afloat regarding this matter that it is best to ignore the whole lot and wait for developments. While on this subject, I might remark that there seems to be some difference regarding legal terms as used here and on your side. For instance, when I reported that writs had been issued against Messrs. Hooley and Rucker in the Grappler matter, it was assumed, apparently, that these gentlemen had been arrested. They were not. The writs for arrest were asked for and granted, but their use was never resorted to. Hence to say that they were arrested was too previous, and, as the present state of the matter shows, gave an erroneous implication to the affair which I am sorry should have occurred.

Quite a song has been made in the cycle press because a few American firms have had the good sense to purchase samples of our leading machines for shipment to their factories. In some way this seems to be regarded as an underhand business proceeding, but for the life of me I can't see why. If it had been a new departure on this side I might have understood the view, but when I reflect that years ago most of our now leading firms invested in one or two machines of other makes for the purposes of duplication, I can only commend the good sense which prompted a wise move, and decry the servility which finds English shrewdness in a foreign rival and calls it dishonesty. The purchase of those dozen or so English machines is a matter for which the British public has had much cause to be thankful. Other makers found after years of effort that though they had secured the look of that famous machine, they had failed to grasp some occult principle which made the better machine a class above them. Dissection in skilled hands laid this bare, and as a result even the cheap safety of to-day runs easier and stands up better than did the great majority of high-grade machines built four years ago.

American makers, I take it, have not bought English machines in order to slavishly copy them, but they must recognize the fact that having been designed to meet the demands of English riders, the points of difference and design between English built and American machines are points which are generally in favor of the English article from a selling point of view. These points of difference can be best studied by experts, and I am convinced that the American machines which will be exhibited at the shows will prove by their assimilation of the better points of each class that the move has been a wise one which does not even require success as its excuse. So far Osmonds and Humbers seem to be the guides, and it would be impossible to get two machines more dissimilar in their characteristics. The Humber is the personification of years of steady development—the Osmond unique in its successful originality.

The first of the 1897 patterns comes in the shape of a tandem designed from France.



It is built by Maison Marie et Cie., of Paris, and looks a likely design for multicycles, which at present lack rigidity badly. Tandem designs, however, do not need this complexity of struts, as the ordinary design has been found amply strong for all practical purposes.

The French press for some time past have been attacking the Minister of War for passing over Captain Gratz, the inventor of the collapsible bicycle, for military purposes, which has been under test by French military authorities.



In this the main top and bottom tubes collapse on hinged joints, which, when the machine is to be ridden, are bolted in place and a sleeve is pulled over the join, making it, it is claimed, even stronger than an ordinary frame of the same weight.

The Stanley Club are only a week behind their rivals of the Palace in their announcement of the rules and conditions governing their twentieth exhibition, which will open at the Agricultural Hall on November 20, and will close on November 28. The Stanley charges differ slightly from those of the rival show. They are: Bicycles, 10s. each; tricycles (single), 12s. 6d.; tricycles (tandem), 15s.; triplets, 17s. 6d.; quads, 20s.; juvenile machines, 7s. 6d.; per foot frontage, 5s. No re-

strictions are placed on the exhibition, beyond the fact that space will be allotted according to priority of application. Exhibits will be received on Wednesday and Thursday, November 18 and 19, and a special description of the exhibit, according to a form furnished, must be in the secretary's hand before October 21 for catalogue purposes. I believe that the majority of American makers will show at the Stanley, but the Pope Manufacturing Company will go to the Palace.

IN 1916.

Judge—What's the charge against this man?

Court Officer 3,240—The suburban cycle squad brought him in, Your Honor. He was found wandering in the outskirts. When asked what he was looking for, he said sidewalk.

Judge—Great Caesar! Doesn't he know we have no use for sidewalks during the last twenty years? Where's his wheel?

Officer—He has no wheel, Your Honor.

Judge—No wheel! What is he, anyway?

Officer—He says he's a—a—pedestrian, Your Honor.

Judge—Put him in the padded cell until I can commit him.

WOOD RIMS AND ITALIAN CUSTOMS.

A decision has recently been given by the Italian customs authorities to the effect that all wood rims imported into the country in an unvarnished condition or without holes cannot be classified as cycle wheels or as incomplete wheels, but must be entered under No. 178 of the tariff as wood material.

CYCLE BRAZIERS IN NEW ZEALAND.

The question having recently arisen as to the duty to be imposed on cycle braziers and forges imported into New Zealand, the customs authorities have given a decision that they are to be classified as "hardware," the duty being at the rate of 20 per cent ad valorem.

CLASSES WHO CYCLE.

According to carefully compiled French statistics, the professions which take most to cycling are, first, clerks, then merchants and persons living on their income, followed by doctors, civil servants, lawyers, engineers, etc., Deputies and Senators winding up the list.

On the Continent, as a rule, vehicles and cyclists keep to the right, but the civic authorities of Milan have idiotically decreed that wheelmens must now keep to the left, while all other forms of vehicles continue to the right as formerly.

A few years ago the King of Italy banished one of his cousins, the Duchess of Aosta, from the court for riding a wheel. Now his own wife is a cyclist.

Tom Linton and his less famous brother, Sam, will sail from England on November 1 for Australia, where they will race during the winter season.

It has been found that a bicycle runs easily on the sands of Africa; but that is no argument against having good roads in this country.

France has a play named "The Tandem," which is drawing crowded houses to the theatre where it is running.

Three years at hard labor is what the cycle thief gets in Holland.

Among French riders of the bicyclé women average one in twenty.

"SPANGLING PANICS OF LIGHT."

The More or Less Gorgeous Night Parade Which Begot That Brilliant Description.

New York, which is always more or less mad on Saturday nights, was particularly and peculiarly frenzied on Saturday night last. It went bicycle mad. The "Journal" was the cause of it all. Handsome and unusually valuable prizes were offered for all sorts of things at its night bicycle carnival. It was a huge success and hugely unsuccessful.

At 8 o'clock a hundred thousand folks lined the line of march, which was principally the Boulevard. The night cycle pageant did not pageant until precisely 9:46, as per the Remington clock, as with more or less frequency, interruption and intermingling, it kept it up until precisely 11:59:59 4-5, by the same Remington clock. If that is the best the marshals, aides, captains, generals, and all the other most worshipful order of officials can do, they had better stop aiding and marshalling, and all the rest of it, and leave the business to fellows who have never done any putty-soldering.

The cyclists did themselves noble. They turned out in thousands, stanch men, funny men, neat women, pretty women, flashy, garish, shameless women, dainty children—all were in the stream. They spent thousands for ribbons and lights, and flags and costumes, and spangled gowns and Chinese goatees, and all the rest of it. The effect was varied, beautiful, laughable, admirable, amusing and side-splitting, eye-opening. At points it was a moving mass of animated, intelligent and joyous fireflies.

Many houses along the route were gay with light and color. Roofs were crowded, temporary stands were packed; orchestra seats on the tall ends of trucks were sold at a premium; sixty-seven thousand soap and other boxes were sold. It was an outpouring of a people seeking free and harmless diversion. The interest in cycling in this town is feverish.

Bands were stationed along the route. They played vociferously. Review stands were at various places. The heart of the whole thing was at the Metropolitan Bicycle Academy, Pope's place, Bridg's place, which was highly garnished with gold flags and silver lights, and which kept alive with life and light and color until Sabbath sunrise; no; that's so, it rained Sunday a. m.—no sunrise, please.

And Reeze's! Praise for Reeze. Reeze's beautiful, terra cotta palace of refreshment was richly decorated, real richness. Heavy Uncle Sam flags graced it from roof to restaurant, undulating patriotically in the breeze. Streamers streamed and bunting bunted. At places burned lambently and splendidly dim, electric tongues, globe covered with globes of myriad tint. Reeze marked the night right royally inside and out.

The Harlems got a punch bowl for beauty and another punch bowl for something else. Happy, quaffing, bumping Harlems. The Century Wheelmen got a bowl and ladle for "largest numbers." Lucky lading Centuries. The Hackensacks got a tobacco jar for "largest out-of-town;" happy Hackensackers; snuffing, puffing Hackensackists.

As the parade swept past the judges' stand probably prizes were presented with pretty, promising purple badges. Then they rode into Bridg's place, where the final award was made after a careful close inspection and long-continued cogitation on the part of the eminent judges—Andrews, father of the C. Cop; Collis, father of asphalt ribbons; Dayton, Postmaster; Seligman, the enthusiastic;

Townsend, he of the eagle eye, and the precipitous intellect; William C. C. Hughes, Marshall P. Wilder and other gifted men.

M. M. Belding, Jr., was grand marshal Perhaps the delay of 1h. 47m. 35s. was not due to him. Perhaps it was not the fault of George C. Pennell, F. W. Frobisher, Julian B. Sharpe, A. H. Curtis, A. H. Gleason, Adolph Stahl, B. F. Brunner, J. M. Riggs, P. S. Tilden or J. M. Cummings, who assisted.

The Harlems had 150 out. The Stearns sextette marked a point of interest. The big, powerful gold bug was a pet with the crowd. "There were quinks and spangling panics of lights, glowing globes, a wilderness of magnificent orchids," says the "Herald" in gurgling delight. Multi-colored constellations, parterres of human faces, dense throngs, darting, rushing, beaming, gleaming, streaming, glowing, slowing, flowing, carnival of fairies, impassable brigades, endless cataracts of light, indescribable, rousing, rolling, uncoiling, moving meadow of phosphorescent flowers; dazzling, puzzling, striking—these, dear reader, that's what the "Herald" man thought of the Journal's parade. And as he wrote it he dropped a once capacious and well-stored dictionary.

From midnight of the Saturday to nearly morning of the Sunday little white-dressed girls with pink, pale blue and magnetic legs, hair-spangled girls of thirteen and fourteen, "stars of the night," Columbines, clowns, Li Hung Changs, baboons, Uncle Sams, Tom and Jerrys, Peroxides, and all the rest of it, these once proud mortals, panoplied with all the art of the costumer and the electrician, and the

artist in grease paint, pedaled home, prize-less but happy, a gay, careless, don't-care-had-a-good-time-anyhow sort of happiness.

A truthful reproduction—on a tandem—of the battleship New York, with smoking funnels, turned the heads of the crowd. Multitudinous mouths gaped at the Harlem's beautiful arch, carried on four tandems. There were military cyclists in it. The affair cost \$12,000; the bombs shot off all night to add exhilaration and intoxication cost \$800.

A number of women impersonated "Night"; others fancied "Day." Suns, moons, stars and crescents were thick as pearl seed. Li Hung Chang was there forty-one times.

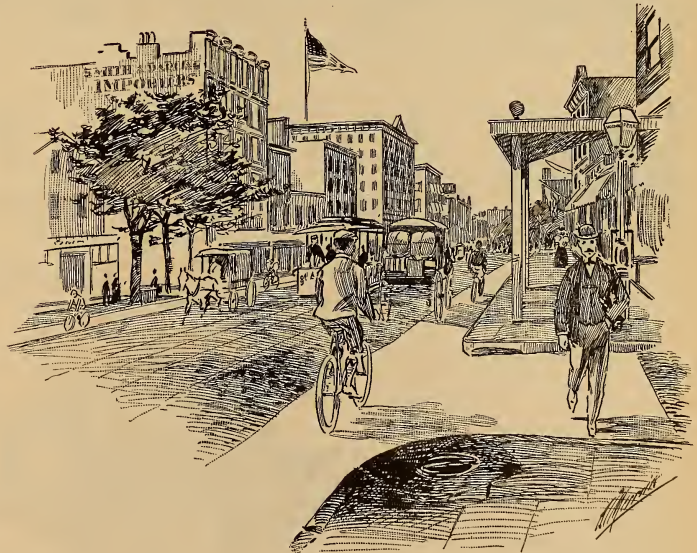
The parade started from Fifty-seventh street. It turned at One Hundred and Tenth street. The head of the line had reached the starting point before the rear guard had left. This will give some idea of its magnitude. There was the usual slow ups, dismounts, gaps and scorches to close up that characterize all cycle parades.

Mr. Solomon managed the whole business.

PARADES HERE AND ABROAD.

In America, nowadays at least, a cycle parade is either an advertisement for a newspaper or a boom for a politician. In England parades are almost as frequent, but they are usually for charitable institutions. "Out-runners," afoot and in fancy costume, dart in and out among the spectators, and "pass the hat." The collection, which often amounts to hundreds of dollars, is handed over to some public charity.

"RIBBONS" OF ASPHALT.



The building of a stretch of asphalt on either side of Hudson street is another step in the right direction; also the putting down of a ribbon of asphalt on Madison avenue. The stretch of asphalt on Hudson street, when it is completed, will connect the upper West Side residential district, containing hundreds of thousands of homes, with the downtown business district, and we may expect streams of people to avail themselves of this new roadway between their homes and their businesses, and it will profit them financially, as well as physically, besides af-

fording them additional pleasure at both ends of the day.

It must be borne in mind that people will cycle, and those who believe that cycling is but a passing fad must remember that cycling will only pass when something better succeeds it. The world will continue to move about on smooth pavements and on rubber-shod vehicles, either manumotive or power-driven. The day of cobbles is gone by, just as thoroughly as has the day of the stage-coach.

NEW CLIPPER



BUSINESS BICYCLES have given almost universal satisfaction for nearly five years. Dealers who have sold them are, generally speaking, much better pleased with these wheels than most others. Very few dealers who buy and sell Clippers one season fail to renew contracts to handle them again. One of the best features of the Clipper are the

DUST-PROOF BEARINGS,

made of fine tempered tool steel.

Many makers claim tool-steel bearings; a few have them; the majority, however, use machine steel and case-harden it. The NEW CLIPPER AGENCY for 1897 will be a more valuable one than ever before. If you are a responsible dealer, and want a line of legitimate bicycles, let us hear from you. CLIPPERS are too good for dry goods and jobbing trade or auction rooms.

MADE BY THE GRAND RAPIDS CYCLE CO.
GRAND RAPIDS, MICH.

Mention The Wheel.

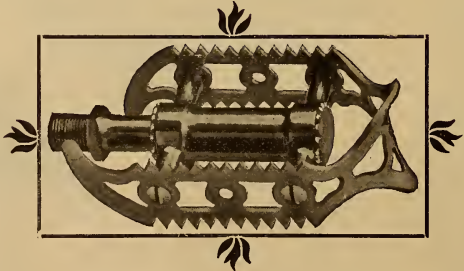


A Perfect Pedal.



The JANNEY for '97.

Free from all vexatious delays, the rider will gladly take his wheel for a century run, knowing full well his **Janney Pedals** cannot bother him. They have **no loose cones** and not a **single check nut**—therefore never bind nor tighten. As they are also **dust** and **water proof** and **self-oiling**, they give him intense satisfaction and a **SMILING COUNTENANCE**.



SIMPLE,
ARTISTIC,
AND THEREFORE
ATTRACTIVE.

MADE BY

CYCLE IMPROVEMENT COMPANY,

WESTBORO, MASS., U. S. A.



Kindly mention The Wheel.

The Wheel

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Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

TO FOREIGN INFORMATION SEEKERS.

Owing to the number of inquiries received from abroad in regard to the status of American firms, THE WHEEL announces that it will give to all such inquiries the most careful attention, and all foreign merchants desiring advice or information regarding American trade are invited to correspond with THE WHEEL.

RESTRICTED STREET TRAFFIC.

THE WHEEL strongly commends the idea of reserving the Boulevard from Fifty-ninth street north as a pleasure avenue, as a place devoted to the recreation of the people. A resolution has already been introduced in the Board of Aldermen, and every broad and enlightened member of that Board will vote for it. The idea is to reserve the Boulevard for cyclists and for all pleasure vehicles, to keep all heavy traffic from it, and to permit delivery wagons and other light commercial traffic to use the Boulevard only on those blocks and at those points which are their necessary destination.

The ultimate object of all labor and of all effort is recreation. In this country we have had too little of it. It has been all work and no play. Here we work to make a "pile," whereas in all foreign countries men only work to secure a permanent income, and as soon as that permanent income reaches their ideal of adequacy, they retire from business. They thus enjoy the fruits of their labor while they are yet in a position to enjoy them, and they also make room for other people, for younger men to step

into their places. That is really the ideal scheme of society.

Of course, we may expect people who do not understand pleasure and who are always prating about the "rights of the people" to make some hue and cry over the setting apart of this Boulevard for the purpose indicated. In every polished city in the world certain streets are set aside for recreation purposes. In Paris, for instance, the plan is carried to an ideal point. For instance, a builder is not permitted to drag heavy iron girders through the streets of that city except only after nightfall. We, however, are scarcely ready for that in this young country, but it is an ideal which we should keep in the mind's eye—the advancement of the comfort of all people.

The characteristics of our newer country are unevenness, roughness and jar. Everything is turmoil. There is not enough harmony. It is a grinding round all day and practically all night. As our education and our prosperity increase, our desire for evenness and restfulness also increases, and in time we are only happy when we can obtain both.

While the Board have this question before them they should also keep in view other plans of the same character. THE WHEEL suggests that Central Park West, from Fifty-ninth street to One hundred and tenth street, be asphalted from curb to curb, and also reserved for a pleasure avenue. On one side of this avenue is the Park. On the other side, extending the two and a quarter miles, is a collection of dwelling-houses which the world cannot outmatch. They are all of new and beautiful design, and this avenue will in time be one of the sights of the city. It must also be borne in mind that the majority of these houses are not the homes of the extremely wealthy, but of those who belong to the middle class, or the newly made class.

DANGER IN PREMATURE SHOWS.

IT is proposed to hold bicycle shows during the early fall in New York City, in Dallas, Tex., in Richmond, Va., and in some other cities. Besides these shows, which have already been fixed as to date, there are echoes of projected shows from all parts of the country.

The Board of Trade has publicly announced, and notified its members, that under no circumstances will any bicycle show be sanctioned until after the Board's Eastern and Western shows are held. They point out that, in the present depressed condition of the bicycle trade and of all business, it is injudicious and a waste of money to patronize any show of bicycles. The Board of Trade is taking a very firm stand in this matter, and they recall to the attention of their members the fact that they are bound by contract not to exhibit or allow their agents to exhibit at any non-sanctioned show.

The action of the Board is to be highly commended. The Board, from its entire infancy, has always had a number of leech-

like functions drawing the life out of it. The condition of the trade to-day is largely attributable to an unwise expenditure of money, to a reckless investment in the rush to get business. The fact that "getting business" is not the whole story has been largely lost sight of. There is no use of getting business which cannot be handled profitably. It is very pleasing to know that many of the members of the Board of Trade are holding their agents up to a strict accountability in regard to non-sanctioned shows, and they have so notified the Board.

THESE CAN WELL BE SPARED.

THE mongrel collection of toughs and blackguards who find amusement in loafing on street corners and curbstones has found a new social diversion in the passing of their offensive opinions regarding such wheelwomen as may be forced to pass them. To such abuse and blackguardism is indirectly due the death of one wheelwoman last week, who, in her endeavor to escape from it, crossed to the wrong side of the street, collided with another rider, was thrown and killed.

Even blackguards and corner loafers are entitled to their opinions, but they should not be allowed to foully express them in such a manner as to reach the ears of innocent and decent passersby. The close approach of election time makes it a particularly unfortunate time to call public attention to this class of offenders, and yet, from the same cause, it makes his inclination to offend all the more pronounced.

Despite this unfortunate condition of affairs, we believe that the present Board of Police Commissioners are not in sympathy with such a disgraceful condition of affairs, and in consequence of this belief we call upon them to suppress the loafer critics. An officer in citizen's dress, mounted upon a bicycle and patrolling Eighth avenue one evening between 7 and 10 o'clock, can find ample cause for a number of arrests, sufficient to make him famous and to win the gratitude of every decent man and woman. Here is an excellent chance for our cycle squad to distinguish itself in a manner more honoring than the winning of races and the giving and accepting of challenges.

FLAGMEN NEEDED.

THE Long Island Railroad is evidently so busy making travel over its lines unpleasant for wheelmen that it has but little time to devote to anything else. In consequence we find added to the already long list of those its trains have run into and injured, maimed or killed, a police patrol wagon and the officers it contained. We believe the League of American Wheelmen could perform no greater public service than to introduce a bill at Albany compelling the Long Island Railroad to keep flagmen at every road-crossing the entire length of its line. By compelling the railroad company to do this the League would enable the Long Island management

to devote its entire time and energies to harassing those wheelmen who are forced to make use of its inferior transportation facilities. Of course such a law as the one proposed would cost the Long Island management thousands of dollars annually, but the company would gladly spend the sum for the pleasure it now derives from annoying its cycle-carrying passengers.

A wheelwoman has met death by her wilful disregard, or culpable ignoring, of the laws of traffic. Riding on the wrong side of the street, a collision resulted, and the woman paid the penalty with her life. Much as such an unfortunate affair must be regretted, still, even from such a sad affair, good may come, if it impresses upon every rider of the wheel the rule of the road which tells all users thereof to keep to the right in meeting all traffic, and pass to the left when overtaking other vehicles. Daily the use of our streets and highways becomes more dangerous, owing to the rapidly increasing traffic thereon, safety and preservation of life and limb can only come by the strictest possible observance of the simple laws we have noted above. Wheelmen more than any other users of the highways should appreciate this fact and carefully avoid any infraction of the rules of the road.

It is possible with some good things to have too much thereof, but at the moment the cycle mounted policeman is an excellent thing from which no danger of surfeit yet exists. We are pleased to see that New York's Police Commissioners take this view of the matter, and propose to add materially to those officers who pedal as they patrol. With a cessation of the injudicious praise which has been unfortunately bestowed upon the cycle policeman, with his passing from a race-meeting exhibition freak to an ordinary guardian of the public safety, the cycle policeman will increase both in numbers and efficiency, to the benefit of all concerned.

As THE WHEEL is not in the penny-beautiful promoting business we pass the suggestion of a cyclists' shrub or flower planting day to those New York papers which revel in that sort of thing. The suggestion is that cyclists co-operate in the beautifying of the Boulevard by contributing hardy plants to be rooted in the neutral ground. The residents and authorities are so timorous in the matter and the Boulevard is so nearly a "cyclists' paradise" that the suggestion is not without merit.

The proposition to make the Boulevard a thoroughfare for pleasure vehicles only, not for bicycles exclusively, is excellent. The suggestion that one side of it be reserved solely for cyclists is assinine on the face of it. It would serve only to increase the danger and congestion, and result in such a state of affairs as existed on the Coney Island Wheelway before the "return path" was constructed.

The man who constantly thinks and talks of cycling until he loses sight of everything else is always in danger of parting with his judgment. When he does that, when he is entirely wrapped in the single idea of a wheel and its propulsion, he almost inevitably develops what unspecialized people call crankiness.

What stronger proof could there be of the present dominance of the wheel than the fact that the greatest of opportunists, Zola, is to take it as a foundation for a novel, just as he has used the steam engine, war and the Lourdes pilgrims?

The first study of a novice should be the anatomy of the wheel he rides; unless this be thoroughly mastered true cycling will ever be a sealed book to the ignorant one.

Sometimes a difference of opinion in cycling doesn't depend so much upon a different point of view as upon the length of time that one has viewed the thing from that point.

Pittsburg, after a trial of cycle-mounted police, declares that ten men on bicycles are equivalent in efficiency to an increase in the force of from fifteen to twenty men.

"Charge, Chester, charge!" were the last words of Marmion; and yet he never had to pay a bill at a country repair shop, or he would have died sooner.

You often hear a man say his heart is broken, but he doesn't make half the fuss over it that he does when he has a broken rim or pedal.

Paris has but just come to the cycle-mounted police. Imagine a French policeman with sword, helmet and uniform mounted on a bicycle!

The worst example of the "bicycle face" is that of the man who does not own a wheel himself, but keeps coming around to borrow yours.

Confidence is a still small voice telling you that the other fellow is doing something, and that you, also, must be up and at and about.

The trouble with the wheel of fortune is that the tire thereon sometimes punctures in an irreparable manner.

The woman who rides a wheel must be adapted to the costume she wears, as the punishment is to the crime.

A woman always means what she says about the wheel she rides at the exact moment of her saying it.

"All things come to him who waits"; but all things, in cycling, especially, are not worth waiting for.

Confidence is a subconscious protest against inactivity. Soon we shall all again be confident.

Faith in men and wheels is one of mankind's slipperiest possessions.

SANGER SCOOPS \$1,000.

**Beats Bald Decisively in Two Straight Heats—
Twelve Thousand Country Folk See
Him Do It.**

Tom Eck is a believer in the magnetism of big money prizes, which is, of course, not one whit surprising.

"You see," Eck once remarked to a WHEEL man, "there's a fascination in seeing a man win a big pile of money—in becoming rich in a minute or two, that the people can't withstand. They like to see it whether it's a horse race, a bicycle race or a prize fight."

Eck's theory panned out well at the Watertown, N. Y., Fair on the 10th, when a purse of \$1,000 was hung up for a match race, best two in three heats, between Bald and Sanger. This is the way a Watertown paper describes the crowd:

"Picture a big covered grandstand filled with over 3,000 people; an uncovered one west of it so crowded with humanity that nothing could be seen of it; thousands of people and vehicles lining the fences on either side of the track for a distance of more than a quarter of a mile; thousands of men, women and children standing upon the track. In the soft rays of a September sun glittering in a clear blue sky."

It is estimated that between 12,000 and 10,000 people were present, of whom about 4,000 overflowed on the track and hindered things generally.

Bald was the favorite, but Sanger won in two straight heats. Both were paced by Church and McCurdy, a tandem, and in both heats the men's tactics were the same. Sanger caught the pacemakers and started the sprints, and despite Bald's best efforts, won with plenty to spare. Time—First heat, first quarter, 30s., half, 59 3-5s.; three-quarters, 1:30; mile, 1:59 3-5. Second heat, 31 4-5, 1:00, 1:59 4-5. The crowd went wild when the times were announced.

Bald felt his defeat keenly. He said he had expected to win, "but," he added, "I have been off for a month. I don't expect to win all the time, but I'd like to beat out once in a while. I am petered out, I guess, but I'll get over this before the season ends.

Several amateur events were run in connection with the big race, the mile and two-mile open, tandem-paced, being won by Orley G. Tuttle, "the Rome rider who wore a red suit," in 2:12½ and 4:33, respectively.

JOHNSON WILL CRESCENT CITYIZE.

"Johnny" Johnson, who, by the mistake in the types of a New-Orleans paper, is described as "the wonderful rider," will winter in that city. He will take up his abode there late in the present month, according to the local authority, and at once begin "racing against the present world's records." E. C. Bode, of the World staff, was in the city last week, and concluded the necessary arrangements. The New-Orleans papers incidentally tell somewhat amusingly why Bode was once known as "King of the Pot Hunters." He was so dubbed, it states, "for the reason that his great speed won for him a long list of prizes, which other men were too slow to capture."

ZIM WILL NOT RACE.

Arthur Augustus Zimmerman will not go to Europe next season under Mr. Troy or under any one. He will not ride a Raleigh. He will not race at all. "No truth in the statement," wires Arthur from Freshold, here, by-the-by, he is making good money in his bicycle factory. The rumor circulated at the Waverly Fair meet. Arthur is circulating lots of "Zimmes" in Australia.

LAST LAP OF THE LADDERITES.

Nothing is easier to make mistakes in than the handling of figures. Be as careful as you will in compiling a table, sooner or later an error will creep in. The Ladderman, thanks to one of his statistical critics, has had his attention called to some minor errors in his ladder figures and this week corrects them.

The new figures in nowise alter the position of the first flight of upper rungers, and Gardiner still retains his hold upon the much coveted bag and first place. Butler's winning rush lands him in a dead heat with Cooper for second place honors. So successful has Butler proven himself at ladder-climbing that his friends are not at all backward in claiming that he will be the man on top of the ladder when the last lap of the last race of the '96 racing circuit has been run. Stranger things have happened.

Ziegler once more squeezes past Bald, gets rung four, and is into line to push those who lead him by only a narrow margin. Sanger once again gets a foothold and seems nicely graduated from the "also rans," while McFarland breaks away from the ruck and puts his foot at the bottom of the ladder, where for so long a time he occupied the top.

Points are based upon the racer's wins on the National Circuit only. A win counts three points, a second two points, and a third one point. The present ladder shows the men as they have climbed up to and including the meet at Philadelphia, Pa., on September 12.

PROMISES WELL.

The menu of the Quill Club Wheelmen's meet at Manhattan Beach to-day and tomorrow is unusually attractive. Bald, Butler, Cooper, Johnson, Kiser and nearly all of the other cracks are entered, while the hour race, in which Michael, and Waller are carded, should be worth going the proverbial miles to see. It should prove a runaway for the foreigner, but the tussle for second place between Weing and Starbuck should be spirited. Charles Murphy's twenty-five-mile match with Michael may also prove interesting, but it is necessary to linger long on the "may."

JUDGED BY BUNCHES.

The judging and scoring of the Denver twenty-five-mile road race on Labor Day was a monstrous bungle. "Here a bunch was missed" is a notation that appears half-a-dozen times in the summary of the finish. The crowd jostled the officials off their feet and caused confusion to reign supreme. One hundred and ninety men started, and, as usual, the backmarkers were practically handicapped out of the race by a ridiculous limit of 14 minutes. The race was fearfully fast, the two nine-minute men who finished in front doing 1:00:41, and all of the others riding in corresponding time.

THROWN BY A FOOL.

Con. Baker had a bad fall at the night races in Cincinnati last week. During a race a tradesman, who should have known better, ran across the track. Baker struck him and fell heavily on his head. He was picked up bleeding freely. With Baker out, Barney Oldfield, of Toledo, accounted for the two professional events in fair time, the five miles in 12:15.

Bonhours has been offered a salary of \$200 a month and all expenses to race in Australia. Bonhours has declined with thanks; he can earn three times that amount in France.

TEDDY TAKES TWO.

Teddy Goodman, who has practically been out of the public glare since placed in the professional ranks, bobbed up serenely at the Metropolitan Cycle Association's meet on Thursday night on the Olympia track, Harlem, and caught two firsts. Brock, the newly fledged professional of the South Brooklyn Wheelmen, rode second to him. Roomer and Fuller won the amateur events. The attendance was about 1,000. Night racing in New York has proved a losing game thus far. Summary:

One-mile open—1, W. C. Roome, N. J. A. C.; 2, C. J. Liebold, R. W.; 3, W. A. Brown, R. W. Time—2:38 2-5.

Half-mile scratch, professional—First heat—1, F. F. Goodman, R. W.; 2, Samuel Brock, S. B. W. Time—1:14 1-5. Second heat—1, Frank Albert, G. W.; 2, John Schuessler, R. W. Time—1:19. Final—1, F. F. Goodman, R. W.; 2, Samuel Brock, S. B. W.; 3, Frank Albert. Time—1:16 2-5.

Two-mile handicap—1, C. B. Fuller, L. W. (123 yards); 2, F. Richt, Brooklyn (90); 3, E. W. Dilts, L. I. C. (150 yards). Time—5:31.

One-mile handicap, professional—1, F. F. Goodman, R. W. (scratch); 2, Samuel Brock, S. B. W. (15 yards); 3, Herbert K. Smith, O. W., Brooklyn (40 yards). Time—2:27 3-5, track record.

HADFIELD'S EYES NEED FIXING.

Sam Brock, the fledgling pro. from Brooklyn, who suffered a fractured arm at Waverly on Saturday last, attributes his injury to the nearsightedness of Hadfield. This is fourth or fifth spill that has been laid at the Newarkian's door, and suggests that in the interests of safety the Racing Board should endeavor to find means of doing something. Hadfield's impaired vision is well known to himself and to his friends, who have several times beseeched him to wear glasses, but without effect. It seems a rather peculiar cause for official action, but the fact remains that Hadfield, unbespectacled, is a menace to the life and limb of his fellow contestants.

HACHENBERGER VERSUS SENN.

Denver, Sept. 13.—O. B. Hachenberger defeated A. L. Senn, of Buffalo, yesterday in a twenty-five-mile bicycle race, unpaced, at the Denver Wheel Club Park. The men started from opposite points on the track. Hachenberger caught Senn before five miles had been covered and easily led all the way, making the pace for him most of the time. C. R. Coulter broke the half-mile record, paced by a single, making the distance in 0:59 3-5.

NO TAPE-COUNTER COP.

Hugo von Roedeck, winner of the "one mile police State championship race" at Manhattan Beach on Labor Day, is very anxious to be "vindicated." He says he is not a "dry-goods store cop," although he has done special police duty in Brooklyn for over two years. He also holds another position at present, but has at times done regular police work and is still on the force. He is in the Twenty-second Precinct; his number is 490-D.

HAD HARD LUCK.

Fred C. Fuhrman, the Buffalo road crack, has placed the Buffalo-New York record—some 460 miles—at 54 hours 10 minutes, beating Gavin's time by nine hours. Fuhrman left Buffalo at noon on Thursday of last week, and reached City Hall Park here at 6:10 p. m. on Saturday. He had expected to touch forty-eight hours, but rain, poor roads and trouble with his wheel and with his pacemakers delayed him.

The men of action in racing are, after all, only the unconscious instruments of the men of thought who handle, train and hire them.



ALSO RANS.

The following are the men on the National Circuit whose wins have been sufficient to score for them ten points and over: Stevens, 25; Clark, 24; Coulter, 22; Kimble, 21; Kennedy, 16; Becker, 16; Parker, 14; Cohorn, 13; Loughead, 12; Mertens, 12; Wells, 12; Allen, 11; Baker, 11; McDonald, 10.

THEY HAD IT OUT,

Did Sanger and Kiser, and the Latter Got the Money—Ziegler Comes to His Own.

Philadelphia, Penn., Sept. 12.—Fresh from his \$1,000 "killing" at Watertown, and anxious to make this, his last appearance on the National circuit, one of splendor, Walter Sanger put in an appearance at the Associated Cycling Club's tournament to-day.

He won a purse the size of which means thirty days' labor to many brainy men, but there was a fatter one and he was after it. He didn't get it, and waxed warm. He had it almost won when out popped the rotund little Kiser and away went the \$250 which Sanger had longed for. He wouldn't have felt so badly had any one but Kiser done the trick. You see he and K. are not on exactly good terms. At Boston Sanger filed a protest and had Kiser disqualified, and the latter didn't relish it at all. He told Sanger so in pretty plain English, and Sanger, who understands that language as well as he does German, retorted in terms equally emphatic. Hence the feeling between the two. Kiser had his heart set on doing the big fellow. And he did it in a manner that made 7,000 people bubble over with enthusiasm.

It was in the mile open, in which a purse of \$500, divided into five lumps, was at stake. It had attracted all of the big men—Butler, Bald, Gardiner, Cooper, and even "Johnny" Johnson. Cooper was still suffering from his ugly fall at Providence, and had hardly taken the bandages from his battered caput. Five heats were run, so arranged that a crackjack should qualify in each. One man only was to qualify, excepting the second man in the fastest heat. Cooper shut out Kennedy in the first, Ziegler took Bald's measure in the second, and Tom Butler showed Kiser the way in the third, which happened to be the fast heat. In the fourth Johnson made his first appearance in competition on the National Circuit, but Gardiner rode rings around him. In the fifth, Sanger turned down Loughhead. This made a field of six starters in the final, which Rulon and Hamilton, on singles, paced, and the mile went in 2:04 4-5, single-paced State record. Sanger got away slowly, and Butler, as usual, got the pacemaker. Cooper hugged the Bostonian, with Ziegler and Gardiner trailing, and Sanger on Gardiner. Kiser hunted for the big fellow's wheel, and began his sleigh-ride at the first turn. The field never broke until Sanger started out with one of his famous finishing drives, sweeping by Butler on the backstretch and opening up a gap of fifteen lengths. Then Butler woke up and started after him, all but reaching the Milwaukeean at the tape. Kiser, who had trailed him every foot of the way, came out from cover, and, by a determined jump, poked his wheel in front at the tape. Then Sanger was mad.

Otto Zeigler not only won his heat in the mile open, but he also won his heat in the mile handicap, and then proceeded to clean up the field in the final. It was his first win in a handicap on the National circuit, and was made in good style. He jumped at the last turn after holding his own at the front of the bunch for the last half-mile, clearing the field with Loughhead on his wheel. The finish was a procession, with Ziegler, Loughhead and Aker heading it. The most interesting of the distance handicaps of the circuit was the five-mile event, which went to Clark, Wells and Bowler in that order. The backmarkers had their own troubles getting up, and Starbuck and Allen gave up the ghost early in the game. Then a bunch of

new pros, tumbled, and cleared the field for some pretty work for the old hands in the game. Mertens, Clark, Wells and Callahan kept up a running battle throughout the race, while Aker clung to Callahan from the time they left their marks together. The winners strung out in the finish, coming in two lengths apart, while Aker showed at the front of the unplaced crowd.

There were three amateur events, a mile open and two handicaps. C. W. Krick, of Reading, won the open in hollow style, and took first in his trial heat of the mile handicap, riding from scratch in 2:09 4-5. The final went to H. G. Gardiner, of Philadelphia, the limit man, with C. H. Henzel, J. A. Vernier and W. G. Douglass placed. The final of the two-thirds-mile handicap was won by W. M. Trott, who was promptly disqualified by Referee Gideon for fouling Douglass. This gave first to Vernier, second to Douglass and third to Krick. All of the amateur finals were loafing matches. The summaries:

One-mile handicap, professional—1, Ziegler (20 yards); 2, Loughhead (15); 3, Aker (40). Time, 2:22.

Five-mile handicap, professional—1, Clark (225 yards); 2, Wells (250); 3, Bowler (350). Time, 11:50 2-5.

One-mile open, professional—1, Kiser; 2, Sanger; 3, Tom Butler; 4, Ziegler; 5, Cooper. Time, 2:04 4-5.

One-mile open—1, C. W. Krick, Reading, Penn.; 2, W. M. Trott, Germantown, Penn.; 3, C. H. Henzel, Philadelphia. Time, 2:15.

Two-thirds-mile handicap, amateur—1, J. A. Vernier, Philadelphia (20 yards); 2, W. G. Douglass, Philadelphia (scratch); 3, Krick (scratch). Time, 1:45 1-5.

One-mile handicap, amateur—1, H. G. Gardiner, Philadelphia (15 yards); 2, Henzel (20); 3, Vernier (40); 4, Douglass (scratch). Time, 2:14.

UNCLE EPH AND THE RACER.

Be a real amachoor an' yo'll be a curiosity. Yesterday is a telescope yo' shu'd use in lookin' at dar finishes of toe morrer.

Improvements ar sumfin dat yo' doan want on yo' bysickle till yo' see some other feller wid it.

Lost opportunities to win ah baskets ob gold an' glory wid de handles gone.

Toe meny ob yo' settle yo' entrance fees, jes' laik clock-work—tick, tick, tick.

Some of yo' b'lieve civility is furnishin' an udder man a soft place toe fall w'en yo' elbow him on de track.

When old hard luck kaint hab his way 'bout de men who's racin' agin yo', he generally manages toe hab a han' in pickin' out de jedges.

KNOWS WHEN HE IS WELL OFF.

Platt-Betts, whose winnings so far this season foot up pleasant figures close to \$15,000, denies he will come to America. Under such circumstances, the gentleman with the double-lettered, hyphenated name would be a fool if he did come to this country.

KEENE-LY CONTESTED

Were the Circuit Races in This Thriving New Hampshire Town—Tom Butler Adds to His Bank Roll.

Keene, N. H., Sept. 9.—Of late years Keene has proven itself a good bicycle town, the tournaments of the Monadnock Cycle Club being the thermometer by which the "goodness" has been gauged.

A crowd of some 2,500 attended to-day's meet, which, while fair, wasn't quite as large as it should have been, considering that both Tom Butler, the pride of all New-England, and Ellery M. Blake, a home boy, who has developed remarkable form, were among the contestants. They both starred in their respective classes.

Butler competed in the three professional events. He won the two scratch races in splendid style, catching the pacemakers in both instances, and disposing of Gardiner, who hotly disputed him in the mile in the final jump. Butler also started in the mile handicap. He qualified in his heat, rode a third of a mile in the final and then quit, leaving Hoyt 70 yards to win. The summary:

Half-mile open—Final heat—1, E. M. Blake, Keene; 2, W. F. Chabbot, Keene; 3, C. H. Drury, Winchendon. Time—1:07 1-5.

Half-mile open, professional—First heat—1, Tom Butler; 2, Owen Kimble. Time, 1:13. Second heat—1, Joseph Nadeau, Keene; 2, W. A. Rhodes, Dorchester, Mass. Time, 1:12 4-5. Third heat—1, J. H. Fitzgerald, Manchester; 2, A. W. Porter, Newton, Mass. Time, 1:17 1-5. Fourth heat—1, Fred Loughhead; 2, Watson Coleman. Time, 1:12. Final heat—1, Butler; 2, Loughhead; 3, Coleman. Time, 1:06 1-5.

One-mile open—1, E. M. Blake, Keene; 2, J. T. Kelleher, Springfield; 3, R. F. Ludwig, Chicopee. Time, 2:13.

One-mile open, professional—First heat—1, Gardiner; 2, F. B. Rigby. Time—2:27 3-5.

Second heat—1, C. S. Wells; 2, E. A. McDuffee. Time—2:23 1-5.

Third heat—1, Butler; 2, Nadeau, Keene; 3, Kimball. Time—2:30 1-5.

Fourth heat—1, Loughhead; 2, F. C. Schrein, Toledo, O. Time—2:36 3-5.

Final—1, Butler; 2, Gardiner; 3, Loughhead. Time—2:19 3-5.

Two-mile handicap, amateur—1, E. F. Ludwig, Chicopee (scratch); 2, W. F. Chabbot, Keene (130 yards); 3, W. L. Curtis, Westboro (60 yards); 4, J. Rutherford, Winchendon (110 yards). Time—4:51.

One-mile handicap, professional—First heat—1, F. C. Hoyt, Springfield, 70; 2, E. A. McDuffee, 40; 3, Joseph Nadeau, 70; 4, J. B. Bowler; 5, J. H. Fitzgerald, 100; 6, C. J. Lewis, Northampton, 80; 7, C. S. Wells, 60. Time, 2:12 4-5.

Second heat—1, H. C. Clark, Denver, 50; 2, Tom Butler, scratch; 3, F. H. Pratt, Melrose, 90; 4, C. R. Newton, Stafford Springs, Conn., 40; 5, F. C. Schrein, 50; 6, A. C. Mertens, St. Paul, 30; 7, Allie Fuller, Malden, 130. Time, 2:16 4-5.

Final—1, Fitzgerald, 200; 2, Clark, 50; 3, Mertens, St. Paul, 30. Time, 2:11.

E. M. Blake, paced by Ludwig and Kelleher on tandem, broke half-mile paced State record. Time, 0:53. Joseph Nadeau against mile paced track record, failed, riding in 2:12 1-5.

KING OF LONG ISLAND.

H. K. Roe, of Patchogue, continues to sweep Long Island. At the Mineola races on Saturday he won the three open events without a great deal of trouble—the mile scratch in 2:38, the two-mile handicap in 4:44 2-5, and the five-mile handicap in 12:57 1-5.

DAWSON A CHAMPION.

The two-mile bicycle race at the A. A. U. championship meeting on Saturday last at Manhattan Field, fell to Ray Dawson, N. Y. A. C., in 5:35 3-5. W. C. Roome, N. J. A. C., was second, and Louis Hunter, N. J. A. C., third.



“Made by the Hartford Rubber Works Co.”

IS A GOOD GUARANTEE.

Have you ever considered what this guarantee means?
 It means that HARTFORD TIRES are as nearly perfect as money and skill can make them.
 It means that an old and strong concern puts its reputation back of them.
 It means that we have established branch houses and distributing depots all over the
 country for the convenience of dealer and rider. In short, it means that

“IF IT’S A HARTFORD TIRE IT’S RIGHT.”

HARTFORD RUBBER WORKS CO.,
HARTFORD, CONN.

BRANCH HOUSES.


100 CHAMBERS STREET, NEW YORK.
 136 LAKE STREET, CHICAGO.
 910 FILBERT STREET, PHILADELPHIA.
 8 QUEEN STREET, E., TORONTO, ONT.
 251 FIRST AVE. SOUTH, MINNEAPOLIS, MINN.

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370 ATLANTIC AVENUE, BOSTON.
 17-19 BEALE STREET, SAN FRANCISCO.
 1757-1759 ST. CHARLES AVENUE, NEW ORLEANS.

Kindly mention The Wheel.

To Bicycle Riders:

We make our Tube  of Fifty Carbon Steel.

Because a Tube like this of

Is just as strong as

a Tube like this of



BICYCLE safety depends almost wholly on the strength of the tubing used. The steel for our tubing is selected for its especial resistance to bicycle strains regardless of expense in the manufacture.

The margin of safety is greatly increased by the use of this tube. Every bicycle manufacturer should use it; leading ones do; every dealer should demand it; every rider should insist on having it. Send for catalogue.

THE POPE TUBE CO.,
HARTFORD,
CONN.

While weight for weight in a Bicycle **FIFTY CARBON Steel** will last so long

and **TWENTY-FIVE CARBON Steel** will last only so long

"JONAH" GETS A JAB.

An Irate Racer Resents a "Mc Brother" Roast
—Murphy Carries All Before Him
in the Pro. Events.

It was at the conclusion of the race-meet at Waverly, N. J., on Saturday last, in connection with the New Jersey State Fair. The spectators were wending their way out of the grandstand, the band were packing up their instruments and the officials were shaking hands with each other, when James Gregory, a Newark rider, approached Handicapper Wetmore, who was standing on the track, and said:

"Say, w'th'll did you mean by roasting me and me brother in the papers about the Boonton meet? You've got to pay for that!" and a right-hander followed, sending the "Czar of New Jersey" to the ground.

The blow was so sudden, the wrangle so short of duration, that few people saw it. But Wetmore was on his feet in a minute. Off came his coat, his eyes blazed with Satanic fury, and then he started in to wipe the irate Gregory from the face of the earth. But onlookers had collected by this time and the belligerents were kept apart, although if their oral expostulations had been carried out to the letter both would have been good subjects for the undertaker. It was the first fistic encounter that has taken place between an official and a contestant in the metropolitan district this season and created no end of comment.

The meet was highly satisfactory to the fair people. The grandstand was well filled and hundreds lined the track around the rail. The five-mile handicap professional was intended to be the star event of the meet, but it was marred by a spill at four miles, when Charles Murphy, the scratch man, and three others went down in a heap. Murphy escaped with a few bruises, but Brock, of Brooklyn, sustained a broken arm and Kindervatter was badly cut on the knee and arm. Jack, of Philadelphia, won the event in the sprint, with Hadfield, who jumped at the last quarter and led until within a few feet of the tape, second. The final of the novice race was ridden outside of a generous time limit and was declared off by Referee Gentle. The meet promoter declared, however, that the medals would bring but little if returned to the makers, so to get rid of them, the final was run over after the last event.

C. M. Murphy stood shoulders high in the professional event and won his heat and final of the mile open without seeming effort.

In the amateur events the star race was the final of the tandem handicap, when six teams finished almost abreast. Harrison and Lefferson, scratch, won by barely a foot. In the half-mile, scratch, Harrison and Lefferson each won their heats, but in the final Lefferson won in a grand finish, beating his clubmate, the doughty little Harrison, for the first time this season from scratch.

A special race between a bicycle "cop" and a letter carrier caused unbounded enthusiasm in the grandstand and the exchange of over \$1,000 in bets. Summary:

One-mile novice—1, W. A. Nixon; 2, T. A. Jarrochik; 3, E. B. Slater. Time—2:33 3-5.

One-mile professional—First heat: 1, H. K. Smith, of Brooklyn; 2, Jay Eaton; 3, H. H. Maddox. Time—2:17 3-5. Second heat: 1, C. M. Murphy; 2, F. F. Goodman, of New-York; 3, Sam Brock, of Brooklyn. Time—2:25 3-5. Final—1, Murphy; 2, Mosher; 3, Smith; 4, Maddox. Time—2:09 3-5.

Half-mile scratch, final heat—1, L. A. Lefferson; 2, W. S. Slavin; 3, J. T. Beam. Time—1:07.

One-mile handicap, final heat—1, B. B. Stevens, Philadelphia; 2, W. B. Crane, Hackensack; 3, J. T. Beam. Time—2:10 3-5.

Two-mile match race—1, John Letzelder, Newark Police; 2, J. T. Hood, Newark Postoffice. Time—6:09 4-5.

One-mile professional handicap—First heat: 1, H. K. Smith; 2, H. P. Mosher; 3, Turkey Smith; 4, J. M. Baldwin. Time—2:15 4-5. Second heat: 1, Carroll Jack; 2, Samuel Brock; 3, Charles Hadfield; 4, J. M. Baldwin. Time—2:12. Final heat: 1, Jack; 2, Hadfield; 3, Goodman; 4, Mosher. Time—2:14 2-5.

Two-mile tandem handicap—1, Harrison and Lefferson, scratch; 2, Shannon and Giles, 100; 3, Ripley and Slavin, 40. Time—4:21 2-5.

One-mile special—1, John Letzelder, Newark Police; 2, Fred Lumbover, Bayonne Police; 3, J. T. Hood, Newark Postoffice. Time—2:34 2-5.

Five-mile professional handicap—1, Carroll Jack; 2, C. C. Bowers; 3, Charles Hadfield; 4, H. H. Maddox. Time—12:10 2-5.

CASE OF FUNK AND FAKE.

Cleveland, Ohio, Sept. 14.—Cleveland had a fake race meet at the Newburg horse track last Saturday afternoon. It was our first, but the victims take their medicine good-naturedly, as it is a new experience. Charley Raymond is the name of the manager, and 'tis said he was assisted by "Jack" App, a trainer, quite well known among racing men. App, however, took care of the racing end, and had nothing to do with the finances. The programme included a mile professional event, in which Dr. A. I. Brown and the Johnson brothers were advertised to appear. The weather was threatening, and only about 150 people were in the grandstand when the time arrived for the events to be started. The racers were upon the track warming up, but no officials appeared to take charge. Raymond occupied a seat in the grandstand, and seemed to be waiting for something that didn't occur. Finally he got nervous at seeing the racing men begin to leave the track, and asked them why they didn't race. The crowd gathered around and a discussion arose in which it finally occurred to the manager that there had been no provision made for officials, and that there were none. About this time Raymond was overcome by a fainting spell. The people then had time to think about the money they had squandered for admissions, and a simultaneous rush was made for the ticket office, but too late; the treasurer had taken alarm and left for parts unknown. Raymond was all that was left now upon whom to wreak vengeance, so there was another rush, and this time to the spot where their prey had fainted, but too late again, as he had been spirited away by friends. Nothing was then left but to look as happy as possible as the circumstances would permit.

A JOB'S COMFORTER.

"I read some time ago an article in which the pleasures of learning to ride the bicycle were compared to that of learning to skate," said the fat man to his neighbor with the golf stockings. "I have forgotten the name of the author, but he was an ignoramus. In skating there is really only one way of falling.

"There are a thousand ways that are open to the cyclist, and he is never bothered any as to making a choice. The wheel saves you all that trouble.

"The disadvantage is that it never works in the way in which you are calculating that it will be worked. The unexpected adds greatly to the pleasure of the occasion, and also increases the demand for arnica."

Then the fat man waited for the golf stockings one to say something, but he never opened his mouth. He was going to try and teach himself to ride that very evening, and the fat one's story gave him cold shivers up and down his spinal column.

NOTHING UNCONVENTIONAL.

A Hill-Climbing Contest About the Only
Novelty at the Pennsylvania State
Meet.

Phil Collins, as befits a Philadelphian, is a quiet, rather studious appearing chap. The hairs on his head are not many, but for all that there is a deal of energy behind the quiet exterior, and since his accession to the secretary-treasurership of the Pennsylvania Division, L. A. W., the upward shoot of its new membership has been most pronounced. It may be that Collins is not responsible for the increase, but that it has come about since his election is beyond dispute. Massachusetts, which so long held second place on the League membership roll, has been crowded down and out, and the State of William Penn has a safe lead. Its annual celebration occurred on Wednesday, Thursday and Friday of last week at Pittsburg. It was quite largely attended, and was as successful as State meets usually are.

The programme did not depart from the conventional. There was a road race, a hill-climbing contest, a lantern parade, track races, a moonlight excursion and runs innumerable.

The road race—a twenty-five-mile handicap—was won by J. W. Kent (10m.) in 1:28:30. W. G. Johnson, J. Frank Starr and D. H. Challis, also ten-minute men, followed him home in the order named. W. W. Bonnell (6m.), who later won the hill-climbing contest, was fifth, and the \$400 piano offered for time prize went to R. F. Walters (scratch); time, 1:21:00 1-5. There were 101 starters. Louis Gimm was among the entries, but was protested for having raced for cash, and the protest was sustained.

The lantern parade, like all free shows, attracted an immense concourse of spectators. The McKeesport Cyclers captured the prize for the best uniformed and best appearing club. A companion bicycle on which was rigged a twenty-foot representation of the Ferris Wheel secured the award for the most novel display.

The hill climb was held on a grade on South Negley avenue, which, it was claimed, had been surmounted by but four cyclists. But ten men started, and of these seven reached the top. The grade is 1,200 feet long, and has a rise of ten feet in a hundred. The gears used by the winners were ridiculously low, and are so wholly out of date at the present time that the wonder is that they were permitted. Summary:

Name.	Gear.	Time.
W. W. Bonnell.....	50	1:06 2-5
Jacob Mazer.....	48	1:12
E. R. Johnson.....	59 1/2	1:17
R. E. Walters.....	56	1:17
George Weir.....	55	1:19
George Murdock.....	70	1:41
E. J. Sturznickle.....	77	1:43 4-5

The track races were the most successful ever held in Pittsburg, some 15,000 people being in attendance. The racing was spirited, but was confined almost solely to Pennsylvania men of little note. F. N. Orr won the novice in 2:27, W. A. McCready the half-mile handicap in 1:04 1-5, W. C. Kunkle (25 yards) the mile handicap in 2:17. R. D. Bruce won the five-mile handicap in 12:32 4-5. The one-mile open and one-mile State championship fell to C. C. Aughinbaugh.

NOT ALWAYS.

"The unexpected happens," so,
He cried in glee, "of course,
All races ought to go
Unto the darkest horse."

The scorchier is playfully referred to as being generally "a straight-haired, thin-jawed, wild-eyed idiot, with his back humped like a mad cat's tail, who tears down the road or street without consideration for the feelings of other folks."



Windsor
BICYCLES

The Crime of '73

DOES NOT AFFECT US.

Our '97 line is ready, and we now offer the public

A Superb Line of High-Grades,

A Superior Line of Medium-Grades,

A Complete Line of Juveniles,

Two New Models Tandems,

FOR GOLD OR SILVER.

We number among our customers the biggest, shrewdest houses in America. They are with us for life. We have room for a few solid jobbers. We are one of the few factories that run twelve months each year at full blast. Capacity, 40,000 bicycles.

TWENTY NEW MODELS NOW ON EXHIBITION AT OUR

QUARTERS IN THE WELLINGTON HOTEL, CHICAGO.

Sieg ^{and} *Walpole Mfg Co*
KENOSHA WIS

Branch House, 285 Wabash Avenue, Chicago.

Address all mail to general offices and factories—Kenosha, Wis.

Kindly mention The Wheel.



Windsor
BICYCLES

RACING BOARD'S BULLETIN.

SUSPENDED PENDING INVESTIGATION.

John Tugby, Niagara Falls, N. Y.
V. P. Dole, Kansas City, Mo.
Louis Gimp, Cleveland, Ohio.
Oscar Kinn, Orwigsburg, Penn.
Gus Ellwanger, St. Louis, Mo.
John Gregory, Newark, N. J.
James Gregory, Newark, N. J.
E. M. Humphries, Columbus, Ohio.
F. D. Hackett, Atlantic City, N. J.
H. W. Hackett, Pleasantville, N. J.
William Knott, Pawtucket, R. I.

SUSPENSIONS RAISED.

A. B. Goebler, Buffalo, N. Y.
W. D. Cleland, Buffalo, N. Y.
C. V. Horan, Buffalo, N. Y.
J. F. Higgins, Buffalo, N. Y.
W. E. De Temple, Buffalo, N. Y.
J. T. Finn, Buffalo, N. Y.
William Knott, Pawtucket, R. I.
Samuel Thompson, Pendleton, Ore.
Robin Fletcher, Pendleton, Ore.
M. Kennedy, New Orleans, La.
Floyd Brown, Boston, Mass.
Frank Smith, East Norwalk, Conn.
C. J. Neuman, St. Louis, Mo.
Hanson Willison, Cumberland, Md.

BLACKLISTED.

Penn Wheelmen, Reading, Penn., have been placed upon the list of those to whom the sanction privilege is denied.

SUSPENSIONS.

Thirty days from September 8, for competing in unsanctioned races—Joseph Cougan, Martin O'Brien, Lewiston, Me.; O. L. Leighton, Falmouth, Me.; John W. Morrill, Ernie Chapman, Harry Haskell and — Verrill, Gray, Me.

For competing in amateur events after having ridden for cash—Frank Eberhardt, Salina, Kan., ninety days from August 8, and E. M. Ward, Winfield, Kan., 60 days from August 8.

Thirty days from September 1, for competing in unsanctioned races—Charles S. Smith, Charles M. Evans, Salt Lake City, Utah.

Sixty days from September 8 for false entry—A. B. Miller, Jackson's Corners, N. Y., until entry fees are paid.
Thirty days from September 10, false entry—Less Hiller, Fort Wayne, Ind.; Allen Schruyer, Huntington, W. Va.; Will Overturf, Indianapolis, Ind.

Thirty days from September 11, unsanctioned races—O. F. Immell, — Kvennon, Ole Olson, Ed Bergsens and A. A. Herrick, Blair, Wis.
Sixty days from September 11, unsanctioned races—Ray Allison and F. Strantz, Mt. Carroll, Ill.

Suspension placed upon R. Guy Lee, Depere, Wis., is for ninety days from August 29, instead of thirty days, as reported in bulletin of August 29.

PERMANENT SUSPENSIONS.

Competing in unsanctioned Sunday races while under suspension—William Aldridge, Arthur Griffin, W. W. Hatton, F. W. Holbrook, W. J. Hutton, Charles Miller, J. L. Standefer, W. A. Taylor, Emil Ulbrecht, Clyde Washburn, Los Angeles, Cal.

PROFESSIONALIZED.

R. D. Gammon, Denver, Col.
A. E. Irons, Meadville, Penn., own request.
Otto Witt, Fremont, Ohio, Clause C.
E. M. Ward, Winfield, Kan., Clause D.
Charles D. Smith, Jr., Salt Lake City, Utah, Clause B.
Charles M. Evans, Salt Lake City, Utah, Clause B.
Leonard Cesson, Fresno, Cal., Clause B.
Stanley Oder, Fresno, Cal., Clause B.
Ed E. Chapman, Napa City, Cal., Clause C.
A. C. Huntzinger, Pottsville, Penn., Clause A.
J. H. Hall, Sedalia, Mo., Clause G.
H. E. Pierce, Kansas City, Mo., Clause D.
C. J. Lewis, Northampton, Mass., Clause B.
H. E. Caldwell, Manchester, N. H., Clause B.
Charles B. Chute, Dorchester, Mass., Clause B.
E. A. Cresser, Leeds, Sioux City, Iowa., own request.
Delmar Staley, Cincinnati, Ohio, own request.
F. M. Sterrett, Jr., Troy, Ohio, Clause D.
C. Wyatt, Fairbury, Neb.

M. S. Kitchen, Fairbury, Neb.
J. Fred Barry, Syracuse, N. Y.
George W. Yeoman, Kenosha, Wis., own request.

Ray Allison, Mt. Carroll, Ill., Clause A.
F. Strantz, Mt. Carroll, Ill., Clause A.
O. F. Immell, Blair, Wis., Clause A.
— Kvennon, Blair, Wis., Clause A.
Ed Bergsens, Blair, Wis., Clause A.
A. A. Herrick, Blair, Wis., Clause A.
Ole Olson, Blair, Wis., Clause A.
Fred Strahl, Gardner, Ill., Clause A.
John Humberger, Plymouth, Neb., Clause A.
Ezra Lode, Plymouth, Neb., Clause A.
Bert Phillips, Fairbury, Neb., Clause D.
Hanson Wilson, Jr., Cumberland, Neb., Clause B.
Floyd Brown, Boston, Mass., Clause I.
Frank Smith, East Norwalk, Conn., Clause I.
Herbert N. Pratt, Snowhegan, Me., Clause D.
Joseph Bowden, Providence, R. I., Clause C.
C. E. Haskell, Bellevue, Ohio, Clause E.
Fred Marvin, Fremont, Ohio, Clause E.
George F. Powell, Ft. Scott, Kan., Clause 2.
H. C. Wood, Chicago, Ill., own request.
F. H. Schineer, Chicago, Ill., own request.

SANCTIONS GRANTED.

September 22—Erie County Agricultural Fair Association, Hamburg, N. Y.
September 23—W. A. Walter, West Phoenix, N. Y.

September 22, 23, 24—Genesee Agricultural Society, Batavia, N. Y.

September 25—Dutchess County Agricultural Society, Poughkeepsie, N. Y.

September 29—Wyooming County Agricultural Society, Warsaw, N. Y.

September 30, October 1—Suffolk County Agricultural Society, Riverhead, N. Y.

October 3—Westchester Cycling League, White Plains, N. Y.

September 23—Humboldt County Mechanical and Agricultural Fair Association, Eureka, Cal.
September 23, 30—Hingham Agricultural and Horticultural Society, Hingham, Mass.

September 22, 23, 24—Essex Agricultural Society, Peabody, Mass.

September 30, October 1, 2—Housatonic Agricultural Society, Great Barrington, Mass.

September 24—Weymouth Agricultural Society, South Weymouth, Mass.

September 30—Bristol Fair Corporation, Bristol, Conn.

October 3—A. Putnam Woodward, Danielson, Conn.

September 30—J. M. Sosey, Palmyra, Mo.

October 5, 7—Paris Cycling Club, Paris, Ill.

October 13, 14—Wild West Wheelmen, North Platte, Neb.

September 24—Toulon Bicycle Club, Toulon, Ill.

September 24—St. James Cycle Club, St. James, Minn.

September 16, 17, 18—Jefferson County Agricultural Society, Fairbury, Neb.

September 16, 17—George S. Harrison, Cassopolis, Mich.

September 25—Huron County Agricultural Society, Bad Axe, Mich.

September 16—H. H. Waters, Monroe, Mich.

September 18—Winterset Cycle Club, Winterset, Iowa.

September 27—Haverhill Cycle Club, Haverhill, Mass.

September 17—Middlesex County Agricultural Society, South Framingham, Mass.

September 26—W. J. Corcoran, Cambridge, Mass.

September 24—Windham County Agricultural Society, Brooklyn, N. Y.

September 16, 17—Rockville Wheel Club, Rockville, Conn.

September 23—Essex Agricultural Society, Peabody, Mass.

September 24, October 3—H. J. Pote, Lynn, Mass.

September 24—Westboro Agricultural Society, Westboro, Mass.

September 26—Queen City Bicycle Meet, Newport, Ky.

October 6—Wauseon Cycling Club, Wauseon, Ohio.

September 30—Big Four Cycle Club, Mansfield, Ohio.

October 3—Alliance Bicycle Club, Alliance, Ohio.

September 23, 24, 25—Ashabula County Agricultural Society, Jefferson, Ohio.

September 30—Elyria Wheel Club, Elyria, Ohio.

September 16, 17—Columbia County Agricultural Society, Lisbon, Ohio.

September 22—Mahogany Valley Agricultural Association, Ashland, Penn.

September 22—Clearfield Fair Association, Clearfield, Penn.

September 22—Y. M. Interchurch League, Philadelphia, Penn.

September 23—Jefferson County Agricultural Association, Brookville, Penn.

September 25—Ridgway Bicycle Club, Ridgway, Penn.

September 21—Washington (D. C.) International Athletic Park and Amusement Company.

October 1—Junior Order United American Mechanics, Monongahela, Penn.

STARBUCK'S WINNING STREAK.

Philadelphia, Sept. 10.—Another large crowd assembled at the Tioga track last night to witness the postponed Warwick race meet. Fully 4,000 spectators were present. The one prominent feature of the evening's sport was the riding of J. F. Starbuck, who won three of the four races in which he started, finishing fifth in the other, and netting \$210 in cash as the result of his night's work.

In the match race between Starbuck, Bartholomew and Landis, Rumford and Jack acted as pacemakers. Landis broke his sprocket-wheel at the start and dropped out. Starbuck caught the pacemaker at the end of twenty-five yards and was never headed, winning easily.

In the five-mile match race between Starbuck and Landis, Bartholomew and Kluge and Hadfield and Hargan, on tandems, did the pacing. Landis caught the tandem at the start and held that position until the second team took hold, when his opponent, by a pretty spurt, got by on the inside and secured the coveted position, winning by three yards. The time of 12:07 3-5 is the best ever made on the track for that distance.

The ten-mile handicap proved to be one of the most exciting races ever held in Philadelphia, the crowd yelling itself hoarse as Starbuck, the scratch man, hauled in one after another of men ahead of him. At the end of the eighth mile he reached the bunch, but he was too exhausted to hold his own in the sprint. Summary:

One-mile novice, final heat—1, William Applin; 2, Leon de Fernelmont. Time—2:59.

One-mile open, professional, final heat—1, J. F. Starbuck; 2, H. E. Bartholomew; 3, C. C. Bowers; 4, Charles Hadfield. Time—2:27 4-5.

One-mile open, final heat—1, C. H. Henzel; 2, J. B. Clift; 3, J. A. Vernier; 4, L. C. Johnson. Time—2:20.

One-mile matched race for a purse of \$100, between Starbuck, Bartholomew and Landis, won by Starbuck. Time—2:21 1-5.

One-mile match race for a purse of \$500, between George M. Middlebeck and H. W. Schlichter, won by Middlebeck. Time—2:55 4-5.

One-mile handicap, final heat—1, C. Bateman, 95 yards; 2, C. H. Henzel, scratch; 3, L. C. Johnson, 30 yards; 4, W. H. H. Cressy, 90 yards. Time—2:19 3-5.

Five-mile match race between J. F. Starbuck and W. R. Landis. Won by J. F. Starbuck. Time—12:07 3-5.

Trial for one-half-mile State record of 59 1-5 seconds; J. A. Vernier, paced by Hill and Parkhill. Time—59 3-5 sec.

Ten-mile handicap, professional—1, W. E. Dickerson, 500 yards; 2, Charles Hadfield, 325 yards; 3, Charles Turville, 400 yards; 4, W. A. Rulon, 300 yards; 5, J. F. Starbuck, scratch. Time—25:25.

One-mile tandem handicap, professional—J. F. Starbuck and W. A. Rulon won. Time—2:12.

JOHNSON FINISHED SECOND.

John S. Johnson rode a half-mile against time in 1:02 2-5 at the Erie (Penn.) Wanderers, meet September 9. The mile open went to J. A. Newhouse in 2:25, Johnson second and Maya third. C. A. Mertens, of Erie, took the three miles State championship in 8:04 1-5.

SORE ON THE SUBJECT.

"Have you felt saddle covers?" asked the somewhat aged female of the cash boy who was temporarily acting as clerk in the cycle store.

"Yes'm," answered the boy, with unpleasant recollections, "many a time."

BRAINS AND THEIR DIVISION.

The combined weight of the brains of the world is said to be 1,922,712 tons; of this 1,922,711 is distributed among men who believe in the permanency of cycling, the other ton among those who are in doubt about it being anything but a passing craze.

AS HE FIGURED IT.

Walker—Er—when you run into a man, the rider is as likely to get the worst of it as the pedestrian, isn't he?

Wheeler—You bet he is! The last fellow I ran into lost only a front tooth, while I had four spokes broken and a front wheel rim that looked like a pretzel!

SHE IS NEVER AT LOSS.

When a man can't think of anything else to say about a wheel, he finds fault; when a woman can't think of anything—no, that won't work. Who ever heard of a woman being in that predicament?

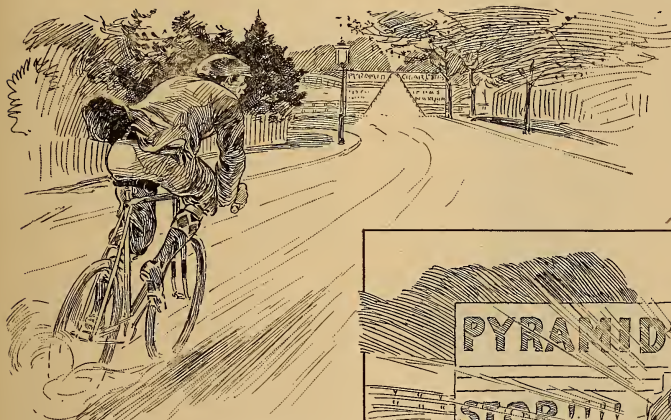
THE OLD WALNUT SOFA.

A back-country editor was not alone in the possession of the following sentiments when he printed them in his paper: "The bicycle is increasing marriages. A million bicycles are now in use in the country. A young man now takes his wheel out for an airing instead of his girl. Of course girls have the wheels, too, but bicycle sparring strikes us as being a mighty poor substitute for the old-fashioned kind, the old walnut sofa, the cloth-covered sofa, the spring-seated sofa you hung on to so well. The old-style buggy-ride was good enough—that is, was good enough for us."

THE WHEEL'S WORK.

When a man is riding a wheel he is utilizing his spare forces and making room for new ones. Somebody, paraphrasing Matthew Arnold, called a human life a "stream of energy," and the wheelman is keeping this stream moving along natural courses. Possibly two generations hence it will be found that the wheel has done an incalculable work in pulling the human race back to more natural practices and customs.

The fool-killer is taking a fall out of a great number of brakeless riders this year.



"That looks like a good road straight ahead; guess I'll just hit 'er up a bit!"

SONG OF THE SIGHING SOUGH.

A new fad is gathering force in different parts of country—the stringing of elastic bands from the top to the bottom tubes of the bicycle frame. When ridden the result is a noise varying with the speed from the "sighing sough of a soulful swirl" and the whine of a sick tomcat to the inartistic touch of an aeolian harp. In Philadelphia, the childish fad has become so general that the police have been ordered to suppress it, because of its effect on skittish horses. In New York it is just making its appearance.

THE FOOL AND HIS FOLLY.

A police officer in Minnesota playfully tried to stop a wheelman, not to arrest him, but just to show a friend how easy it was to stop a wheel. The rider did not stop when ordered to do so, and the limb of the law threw his club between the spokes of the machine. The bicycle was wrecked and the wheelman was thrown and badly injured. Now the officer is serving a jail sentence in a forlorn attempt on the part of his superiors to inculcate him with the rudimentary elements of common-sense.

BEFORE THE DAY OF CENTURIES.

Years ago a man was acquitted of a charge of murder in England because he proved that twenty-four hours after the crime was committed he was a hundred miles from its scene. This was taken as a successful alibi because the jury considered it impossible for a man on horseback to cover that distance in a single day. Imagine such an alibi holding good in these cycling days!



Too late he discovers his glasses have deceived him, and what he thought was a road was only a sign of the times—and he hit it.

LOOK BEFORE YOU TURN.

There is one important point for the wheelman to always remember, and that is in passing from behind to watch carefully for anything coming in the opposite direction. If you have been riding behind a carriage, and perhaps could not see the whole road ahead, it is dangerous to turn out and pass suddenly before ascertaining whether the coast is clear.

IN THE PUBLIC'S CARE.

"These grounds are intrusted to the care of the public," is the novel sign that is being plentifully erected on the neutral ground on the Boulevard, New York's great cycling thoroughfare. The authorities are planting turf and making other endeavors to improve it.

SILENT SUCCESS.

"'Tain' de man dat makes de mos' fus' dat sells de mos' 'bysickles,'" said Uncle Eph. "De torpedo-boat swims under watah, an' doan' do no splashin' whatsoever."

FIXED CHARGES ON USEFULNESS.

Certain evils of cycling are being preached against in the pulpit, and shouted forth from the house tops. Doubtless there are some, but they are part of the cost; most of them are temporary and others will remain as the fixed charges which accompany every readjustment of life, just as the trolley and the cable take their regular toll of human life as an offset to their usefulness.

GOLDEN ROD BUGS.

These are the days when the goldenrod parade is an every Sunday affair on the Boulevard—a constant procession of home-bound riders with generous bunches of the mooted National flower secured to their handle-bars.

A Brooklyn Fire Commissioner, Mr. Barrow, who has undertaken to master the bicycle, finds it exceedingly unpleasant when anxious friends ask him, "How are you getting along with the wheel, Barrow?"

COMPARED TO OTHER PASTIMES.

Provided the rider does not indulge in the foolish practice of attempting impossible or tremendous feats in the matter of mileage, time tests, or steep-hill climbing, his cycling will do him nothing but good. Like rowing and walking, cycling is rhythmical, and though the amount of effort required varies with the character of the surface of the road, the wind and the gradient, the moments in ordinary road-riding when you must do "all you are good for" occur but seldom.

In cycling there is none of the strain which in football, in baseball, in tennis and such like games constantly obliges you to do your part in regard to the ball almost, so to speak, whether it be possible or impossible. On the bicycle you pursue the even tenor of your way, and quicken or slacken, exert yourself or relax your efforts entirely according to your own inclination and whether you feel fresh or tired. Your efforts are not regulated by the exigencies of the game, but by the strength within you.

It therefore follows that overexertion, which is bad for the strongest, is not likely to result from cycling, and is much less likely than in such games as those alluded to above. In other words, cycling is an exercise exempt from one drawback from which many other forms of exercise suffer.

Again, the usual run of active games takes the player into the open air for the specified period of time only during which the game lasts. But the cyclist is constantly tempted to spend long periods of time in the open, and among the trees and fields. He also has less railway travelling to undergo, inasmuch as—to make use of an Irishism—he does on his bicycle most of his work in the train. The young can thus be encouraged to go on and prosper and cycle as much as ever they like, and their parents should feel no anxiety as to its effects upon the health of their sons and daughters.

SPACE AND THE FILLING THEREOF.

One interesting fact may have impressed itself on the observer of the trade papers during the last year. It is a change that involves quite a revolution among the foundation stones of cycle trade advertising, without detracting from their soundness or solidity.

In former years the item of space—as "space"—was thought to be the one thing to be considered. That is, a manufacturer's opportunity to say something to the agent or the rider in print (it scarcely mattered in what way it was said, or what type was used) was the prime essence of the affair. This was supposed, even by the manufacturer, to be chiefly involved in an advertising transaction.

The space itself was generally treated as the thing representing the basis of the transaction; whereas it is at this time growing more and more apparent that the space, or the mere opportunity of inserting something regarding a bicycle in type in that space, is now a mere subsidiary part of advertising, and that the most important part of the whole affair is the preparation of the advertisement which is to be inserted in the space.

In other words, the people in cycling have become so advanced in taste that the most skilful work is absolutely necessary to induce the most profitable returns from an advertisement. This is true not only of general advertising (such as is done in magazines) but it is particularly true in advertising in the trade press, where the manufacturer addresses in his advertisement a critical and thoroughly alive class of readers, readers who in their turn instruct the vast body of riders and purchasers of bicycles.

Washington wheelmen have forced the District Commissioners to repeal the police regulations forbidding the carrying of infants on bicycles.

ALL KINDS, CLASSES AND CONDITIONS.

As a labor and time saving device the bicycle has the unique merit of saving time and labor for the toiling masses instead of for the capitalistic few. The clerk and the artisan may use it without feeling that what is saved will accrue to the benefit of their employer.

On the other hand, it is equally popular with the rich, from the standpoint of diversion, as well as utility. It makes the whole world kin, and to ride a wheel is the one thing we may all do in good fellowship, the poor to get food for their appetites and the rich to get appetites for their food.

In fact, the bicycle meets the needs of humanity, rich and poor, man, woman and child, for business, pleasure and health, combining as no other human device has done the utile dulci.



Dobler's his name—M. J. Dobler. He is described as "a type; a type of the Dobler type." He has just "gone on the road" in the interest of Persons saddles. He formerly filled a snug berth in the Warwick-Stockton Company. The Persons Manufacturing Company, looking around for an extra-good man, fixed on Mr. Dobler, and offered him inducement enough to leave that berth. They believe him a valuable man who will impress the trade most favorably.

HORSES KNEW THIS LONG AGO.

As long as vehicles were propelled by horses or driven by steam, man was content to use the old-fashioned surface bearings, lubricated by oil in order to make them run more easily. As soon as he began to propel himself on the bicycle, he discovered that ball bearings added greatly to the service by reduction of resistance and by avoidance of lubricants, the latter involving also the disadvantages of want of cleanliness and collection of grit and dust.

FOOLS AND THEIR FOLLY.

One frequently hears it said, in cases of steam and street railway accidents, that, as usual, the company was to blame, when, in nine cases out of every ten, if not in a larger proportion, the parties injured were alone to blame. This is just as true of cycling accidents as it is of those on steam and street railways.

IN DAYS TO COME.

If cycling continues to progress in the affections of the public it may not be too far-fetched to imagine the fond mother of the future proudly boasting, "Johnnie rode his wheel before he was ten months old," instead of observing that he walked at that age.

EASIEST OF ALL MOTIONS.

Cycling is (perhaps with skating) the easiest of all bodily motions; the friction and effort of locomotion are reduced to a minimum, and therefore muscular effort need never be very severe even if very rapid.

It is true that one set of muscles only appears to act, namely, those of the lower limb, and even were this so it would be immaterial, as the sinewy blacksmith only exercises the muscles of his arms, yet his whole body is iron. But in cycling all the other muscles beyond those apparently engaged do actual work in the effort of balancing.

By these muscular movements rather than by muscular effort (for when the momentum of the machine is attained very little effort is required with great movement) the circulation and respiration are increased, and this, too, in the open air, where every breath gets its fullest value, and where the circulated blood is oxygenated to the amplest degree.

That the general secretions are also increased every one knows, it being very easy, without much material access of effort, to induce most free perspiration, and other organs besides the skin—such as the liver, etc.—participate in this accelerated activity of functions. And yet with all this, fatigue is much less than with any other existing exercise. Cycling, in fact, condenses exercise and diminishes fatigue.

BEAR STORY ON WHEELS.

"I was slowly pushing my wheel over a narrow mountain road," says a wheelman who has been exploring the western portion of North Carolina, "when I heard a wagon ahead of me coming around a bend. I jumped off my wheel and stood by it until the approaching team should pass.

"Don't be skeered, stranger," the driver of the team called out. 'They won't hurt nothing.'

"He was driving a team of full grown bears. The cart was loaded with logs, and the team was making about as fast time as a yoke of oxen would have done. The bears paid no attention to me or to my machine, but went on stolidly about their business."

SNAPPERS AND RUNNERS IN.

Dogs that pursue riders and snap at their legs are not a bit more dangerous than dogs that run out from the sidewalk and get right in front of the machine. In the first instance, if the brutes bite the men they attack it will mean nothing more serious than a course of treatment at the Pasture Institute. In the other, if the dog and the rider are alike unsuccessful in dodging each other, it may mean death for both.

MUST HAVE BEEN IN GREENLAND.

"Where have you been? I haven't seen you for a week."

"Oh, visiting some of my cousins out in the country, the queerest, quaintest place you ever saw, and so impossibly old-fashioned! Why, would you believe it—not more than half the family rode bicycles!"

PUNCTURE PREVENTION.

According to an English theory, tires fitted with air tubes slightly larger than the wheel are far less liable to puncture than when tubes of the exact size are used; the reason for this, of course, being due to the fact that rubber in loose tension cuts less easily.

Annoyed by cyclists who persist in using a private path on his lands, Judge John G. Smith, of Savannah, Ga., has planted 500 yards of it with broken glass and publicly announced his act.

CHANCE FOR SAFER STREETS.

Wheelmen in future will have only themselves to blame if the streets of New York are not kept free from tire-destroying refuse. Following the example of Superintendent Waring, noted in THE WHEEL in a recent issue, Superintendent Hankinson, of the Society for the Prevention of Cruelty to Animals, secured in the Special Sessions Court on Thursday the conviction of John L. Fitzpatrick for smashing a glass bottle on the thoroughfare immediately in front of the bicycle of Charles Yunker and his brother and ruining their tires.

Upon one or two occasions persons who have thrown glass and tacks on the streets have been arrested, but have been discharged by Magistrates upon the ground that no punishment could be inflicted unless the prisoners were charged with malicious mischief, and with intent of doing injury to some particular wheel or wheels. Superintendent Hankinson, however, has found an old law, under which many years ago a large number of convictions were had. The law in question is 661 of the Penal Code, and reads as follows:

"Any person who wilfully throws, drops, or places, or causes to be dropped, thrown, or placed, upon any road, highway, street, or public place any glass, nails, pieces of metal, or other substance which might wound, disable, or injure any animal, shall be deemed guilty of a misdemeanor," etc.

The evidence showed that Fitzpatrick, who is a middle-aged man, threw the bottle immediately in front of Mr. Yunker and his brother, ruining the tires of both their wheels. The Court found him guilty and fined him \$25.

Superintendent Hankinson says he will cause the arrest of any person violating this section of the Penal Code, and he asks wheelmen to inform him of any violations. Assistant District-Attorney Berlinger says he will see that such cases are prosecuted.

YOUNG AMERICA'S RUSE.

Abroad children are not looked upon and treated as the equals of their elders, consequently among most Europeans the up-to-date bicycle for a child's use is almost entirely unknown. A young American recently rode through the streets of Geneva mounted upon a boy's wheel, a perfect duplicate, excepting in size, of a high-grade machine. Soon he was followed by a crowd of Swiss children, who shouted in evident glee at the wonderful sight.

Finally they became annoying, and the ingenious young rider hit upon a scheme to dispose of them. Dismounting for a moment, he opened his saddle-bag and took out a small bicycle pump. The boys crowded around in eager curiosity. Young America pointed his tiny pump in their midst—and, presto, not one boy was left in sight.

WHEELS AS BAGGAGE IN FRANCE.

French railways are able to transport only between 40 and 50 wheels in a single baggage-car, and yet for a charge of only 2 cents per machine the Western Railway of France on one Saturday and Sunday safely and expeditiously transported 5,133 machines. American railways might do worse than send some of their baggage-masters to France—they might there learn something of which they are now profoundly ignorant.

NO HAIRPIN HARPOONS.

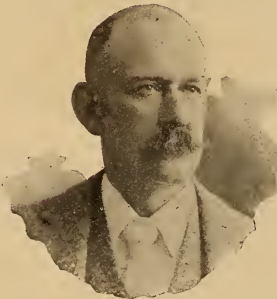
Let it be understood right here once and for all, the two-hundred-pound woman who has gone on the warpath for such of her sisters as ride a bicycle can hang just as many bloomers at her belt as she can capture, but she mustn't dare to thrust a solitary hairpin into a single inflated tire, mind that.

ABOUT TWO PECKS.

Two American Pecks are going abroad. They were booked to sail on the Britannic on the 16th inst.

One is surnamed Alonzo, the other Arthur. They are brothers, Bostonese, and in defiance to mathematics, these two Pecks form a whole bushel if not several of them. Both are among the best-known wheelmen in New England. Alonzo D.—"Lon," as he is better known—is of the Pope Manufacturing Company's Boston staff. Arthur K., the younger, is manager of the Remington Arms Company's New England branch. Both have been long and prominently identified with the L. A. W. and cycling affairs generally in their part of the country. They go abroad for a three months' vacation, which will be spent awheel in England, France, Switzerland, Germany and Italy.

Of the two "Lon" is the more widely known. He has been actively in the game since 1883, and the titles of the positions he has filled would reach half way around Chestnut Hill Reservoir. He is the recognized Moses of the roads throughout New England; it is doubtful if there exists anywhere a man who can better fill the rôle of a Breathing Road Book. His fund of information, always at his tongue's tip, is marvellous; his memory seldom at fault. Touring strangers are invari-



Alonzo D. Peck.

ably referred to him, and he is ever in his element when "showing them around." Mr. Peck himself is an ardent tourist. As long ago as 1884 he was a lieutenant of the once famous Big Four tours from Boston to Chicago by way of Canada, which for a few years were features of the L. A. W. National meets, and his European trip is in the nature of a rounding out of a long list of annual outings. He is methodical, and is one of very few men who have kept a cyclometrical record of their mileage. Peck's is exactly 58,948 miles.

Of late years "Lon" Peck has shone as a "star" starter of race meets, in which respect his reputation is well deserved. Nowhere is there a man who does the work so well. There is no shillyshallying, no "jolly-ing," no quibbling. The first fighters are to him the same as the novices. He treats all alike, and rules with a firm hand and a peculiarly penetrating voice that is as clear and distinct as a megaphone. He inspires respect and receives it from racing man, trainer and pusher-off alike.

At present Peck is secretary-treasurer of the Massachusetts Division, L. A. W., and captain of the Massachusetts Bicycle Club. The latter position he has filled for ten consecutive years—probably an American record in itself.

A legal light—The one you are forced by law to carry on your wheel.

GEARS AND CRANK LENGTHS.

That one man's meat often becomes another man's poison is an adage which finds a parallel in the gearing of a bicycle, where what is perfect for one man is often a failure for his neighbor. There is not much difference between the motions of pedalling and walking. In walking the long limb takes a longer but slower stride than the short one, but in a day's march, other things being equal, the ground covered by the tall man and the short man would be much the same.

Taking the two properties of the long limb, length and slowness of stride, and applying them to the action of pedalling, the length of stride should have its analogue in the length of the crank and the slowness of stride its analogue in the height of gearing of the driving wheel. To place, then, the tall man and the short man on an equality in cycling the former should have cranks above 6½ inches and a gear above 60 inches.

To find the gear most suitable for a person take the following as a working basis. Suppose the standard man walking at his usual pace covers 15 ft. in six steps, then if a tall man walking at his usual pace covers 17½ ft. in six steps, the latter should have a 70-in. gear. As 15:17½::60:70.

NOT A "VEHICLE."

An Indianapolis judge, who has evidently learned of the recent Scotch decision that a bicycle is not a vehicle in the eyes of the law, has temporarily tied the hands of the local police so that the sidewalk fiend is safe from arrest in Indiana's capital. The Chief of Police there issued an order forbidding wheelmen riding on the sidewalks. The first disobeying the injunction was a young colored lad, and he was accordingly arraigned before His Honor. The Judge dismissed the case indefinitely. Speaking of the situation he had this to say:

"The law passed away back in the seventies prohibiting the driving of 'vehicles' on sidewalks, which is now being interpreted as relating to bicycles, was never meant to govern this modern invention. It is my opinion that, viewed from a legal standpoint, no conveyance for which the motive power is furnished by the occupant of the same can be properly termed a vehicle."

As a result of the Judge's action, the Superintendent of Police has issued an order that no further arrests are to be made until His Honor is heard from.

IN FAIR VIENNA.

There are fewer women riders in Austria than in any other European country. This is not to be wondered at when one learns from a Vienna Mrs. Grundy that the following rules are essentially the proper caper for Viennese wheelwomen:

It is good form for every Austrian man on a wheel to greet a lady cyclist with "All Hail!" and it is bad form for her part not to reply. But in towns wheelwomen are not to take any notice of one another. When a man takes a lady out he must ride ahead of her in crowded streets, but must let her set the pace on a country road. A lady may ride with a gentleman unchaperoned if the gentleman is a relation or an intimate friend. A lady may take short rides in town alone, but should not do it too often. She should not, when unattended, address a strange wheelman unless she is in trouble.

"A pound of pluck is worth a ton of luck," was a favorable maxim of the late James A. Garfield. It is needless to say that the man who punctures the tire on his new wheel the very first time it is ridden does not believe in this theory.

THE INFLUENCE OF TIRE FABRICS.

The weaving of tire-fabrics has given rise to very much study. The fabric-man has been consulted assiduously by the tire-manufacturer, and deserves a prominent place in the history of the development of this industry. It may be truly said that the initiative in the improvements which have been made have been due oftener to the weavers of fabrics and the designers of looms for this purpose than to definite demands from the tire trade for new and better things.

It might naturally have been supposed that the making of tires would grow up in connection with the fabric looms. Indeed, some tires were manufactured in one cotton mill, but the proprietors soon concluded that it might be wiser to enter the market for supplying rubber-men generally with fabrics than to antagonize all of them by dabbling in the use of rubber, and the latter was given up.

There is nothing else used in bicycle construction in such great variety as tire-fabrics. A single firm are weaving or have woven 700 different grades of these goods. They are to-day supplying the tire-makers regularly with forty or more different grades—suited to heavy and light tires, single-tube, inner-tube, and detachable tires, woven straight or on the bias, from two-ply thread to seven-ply, with "long centre" or without, and with some variations to suit the special wants of inventors and experimenters.

Many of the different weaves of fabrics are protected by patents, and other patents are now pending, which tend to keep the business for the present in a few hands. What would be the result of litigation over these patents could only be conjectured.

The prime requisite of a tire-fabric is that all the threads composing it shall be subjected in use to equal strains, and this involves the proper conformation of the tire to the wheel. This requirement has led to ingenious devices in connection with the looms.

The principal claim in the specifications for one patent for weaving a tire-fabric reads: "The fabric is not only tubular"—as in the case of the ordinary woven hose—"but it is woven with one side of the tube much longer than the other side, so that the tubular fabric assumes a circular form corresponding to the wheel to which it is to be supplied." There are two advantages, too technical to be detailed here, in a diagonal or bias construction of the tire, which may be attained by either weaving the fabric in this shape, or by the method of applying the square weave.

There are reasons, likewise, not easily described in a brief space, why a tire which might run satisfactorily in a straight line might not withstand a sudden turn in the road, and scores and scores of other considerations will be pointed out by the fabric manufacturer to the intending producer of tires, all of which may not safely be ignored. But there is one point which does not admit of a difference of opinion—no treatment of fabrics, short of reinforcing them with solid substances will render them proof against punctures.

Of all the "bicycle rests" and "wheelmen's retreats" which are to be met with between the Brooklyn Bridge and the Coney Island elephant, none is more commodious than that owned by Frank Albert, the old-time six-day racing man. His place is large and he has agreeable men, who joyously repair or cure the bewrecked wheel. He is attentive and courteous. His stand is just at the foot of the bicycle path on the Ocean Boulevard. It is a good place to leave wheels.

Too much weight on the front wheel causes stiffness and pain resulting from vibration.

KILLS CYCLE CONCUSSION.

Springfield, Mass., Sept. 13.—A cushion frame bicycle will be one of the Warwick Cycle Company's specialties next season. A few of these wheels were put on the market this year by the Warwick Company. Their reception has been so cordial that next year they will be manufactured in considerable numbers.

The cushion frame differs from the ordinary frame in that there is a cushion in the rear brace, connected with the rear brace, so as to make a spring and pneumatic movement. The cushion action is entirely concealed within the tubing, over the rear wheel. The frame is hinged at the crank hanger and wheel, but a glance at the illustration will show that in spite of great elasticity there is no deviation in the distance between the seat and the pedals, nor between the chain sprockets. The additional weight is but a few ounces. It is claimed that the cushion frame increases the durability of a wheel, as it avoids the rigidity, which is the cause of so much wear and tear.



The pneumatic tire gives from one-quarter to three-quarters of an inch of resiliency, and the cushion frame is said to add two inches more of resiliency. The cushion frame also does away with vibration of the handle-bars.

The cushion frame is especially desirable on rough roads and for women. It overcomes the jolting and vibration caused by uneven surfaces and enables even delicate women to ride with safety and comfort. The liability of being thrown by a sudden jar is greatly reduced.

From the hygienic point of view the cushion frame will be a boon to many who are not able to ride a wheel with a rigid frame on account of the injurious effects resulting from a concussion. The wheel is intended not only for invalids but for experienced cyclists, who prefer perfect ease to more or less jarring and jolting.

EITHER SIDE, ANY MAKE.

A reversible lamp bracket, one which will, with equal facility, fit either fork side of any make of bicycle, is the novelty being introduced by the Place & Terry Manufacturing Company, 247 Centre street, this city, who also make the Pathlight lamp. It is pictured herewith.



It is light, and will not rust nor bend, and requires neither wrench nor screw-driver to adjust, a thumbscrew doing the work.

WOOD RIM EXCELLENCE.

Four thousand rims per day is the capacity of the Kundtz Bending Works, of Cleveland, and if long experience in fine wood working goes for aught the rims will not lack character. The concern is the outgrowth of the business of Theodore Kundtz, who for twenty-five years has been engaged in the manufacture of fine cabinet work for sewing machines, from which, however, the Bending Works is separate and distinct, being located in a big four-story 230 by 70 building of its own, which has been equipped with special machinery and represents a valuation of some \$150,000. Each department is in charge of skilled workmen, who have been employed at the parent factory, while the entire business management devolves on H. S. Edgerly, who has been connected with the Kundtz interests for a number of years. The product of the factory includes everything connected with a bicycle which is made of wood—dress-guards, chain-guards, handle-bars, one-piece wood rims and the Kundtz Reinforced Laminated rim, which is favorably spoken of. A new adjustable wood handle-bar is something of a feature. The fastening is novel, but secure and strong. It is made in two sections, each having ridges on the inside, the sections fit into each other, and being drawn together by a tapered bolt the ridges fitting into grooves in the handle-bar, thus making a perfect grip on the bar, which cannot possibly become loose.

"TERRIBLE TIM" AND HIS WHEEL.

Mr. Tim Healy, M. P., can be seen cycling about Dublin mounted on his Rambler, fitted with G. & J. tires. Mr. Healy can wreck corporation bills, but his American Rambler shows no signs of giving way under what some of his political opponents call "Terrible Tim." He is one of the most consistent parliamentary cyclists we have, and in or out of the House of Commons always has the best interests of wheelmen at heart." The Rambler people have managed to place a large number of their wheels in England and the continental countries of Europe, where the G. & J. tire has been well known and largely used for five or six years.—(The Irish Wheelman.

Stearns & Co. have not and probably never will receive the full measure of credit due for the part they played in the recent record-breaking cross-continental relay race. That each and all of the several hundred riders who participated were mounted on Stearns bicycles is a remarkable occurrence that should leave a streak of yellow from ocean to ocean. It bespeaks most excellent organization and effort.

Insufficiently inflated tires increase the liability of accident, while at the same time decreasing speed and ease of propulsion.

TWO SALESMEN

wanted by a leading tire firm. Must be business men, and competent to handle the large trade.

Address W. N. F.,

The Wheel,

Box 444, N. Y.

HARD KNOCKS.



Of the first 100 finishers in the Columbia Wheelmen's big Labor Day Road Race in Chicago, 49 used Morgan & Wright Tires; 42 were divided among 7 other makes; the tires of 9 riders are unknown.

On the National Circuit, beginning with San Antonio, Tex., June 5, and including Keene, N. H., Sept. 10, the "good" tires have won 428 out of 886 places—almost half—against all other makes of tires. Here is the weekly list of M & W. place winnings off the Circuit:

Grand Rapids, Mich. (2 days)	24 out of 39
Valdosta, Ga.	9 out of 14
Lewiston, Me.	7 out of 10
Dubuque, Ia.	16 out of 30
Muscataine, Ia.	15 out of 15
Cincinnati, O.	16 out of 25
North Manchester, Ind.	14 out of 28
Danville, Ill.	6 out of 12

Davenport, Ia.	23 out of 25
Lebanon, Pa.	9 out of 16
Camp Point, Ill.	11 out of 20
Cambridge, Ill.	6 out of 9
St. John, N. B.	9 out of 15
Utica, N. Y.	8 out of 12
Chattanooga, Tenn.	13 out of 21

Total, 186 out of 291 places won on Morgan & Wright Tires. Far more than won on all other tires combined. In 114 meets off the National Circuit, Morgan & Wright Tires have won 1,414 out of 2,322 places. Far more than won on all other tires combined.

All reports tell the same fact—the great majority, on track or road, prefer the "good" tires, as they have for years. Don't it look that way?

MORGAN & WRIGHT,
CHICAGO.

**MORGAN & WRIGHT TIRES
ARE GOOD TIRES**

ROUND IN A CIRCLE.

So Swings the Fashion of Cycling in Everything from Handlebars to Pedals.

It is a matter of amusement to an old-timer to see the new public going through the experiences of the past years with the same faith and impetuosity which characterized the old-timer in his younger days.

At first thought the case would seem to be parallel, but the difference is that the old-timer secured the experience for himself by actual trial, and could not have secured it in any other way, while the later rider is doing the same way only because of his newness. He could learn his lesson from the testimony of the older rider instead of by actual trial if he so wished. It is the old case of father and son, in which the argument ran about as follows:

"Father, I want to go to the theatre."

"No, no, my son; it is foolishness. When I was a boy I went to the theatre, but I saw the folly of it, and have quit."

"Yes, father; but I want to see the folly, too."

So the new rider rushes into fads and follies which the old rider has tried and disproven years ago.

This tendency is again shown in the probability that elastic handle-bars made of wood will be used in quantity next year. Some five or six years ago elastic handle-bars received considerable attention from various inventors, and were tried more or less fully by the public. Rigid handle-bars were pivoted to the stem and held in place by springs, so that they would yield to the weight and permit the front wheel to rise without jolting the rider's hands, but if the rider pulled thereon they would not yield in the direction of the pull, and so were satisfactory hill-climbing assistants.

Other forms were found in the various spring handles offered. In some of these the handle was mounted on a short stud, which was held elastically in the bar. Other handles were elastic in themselves, being a coil of spring wire, a chunk of rubber or a hollow rubber handle inflated with air. Still another form of handle which probably more nearly approached the present wooden handle-bar than any other was a small, tapered bar of spring steel, called by the inventor thereof "Velvet" handle-bars, owing to the velvety feeling noticed when using said bar over ordinary pavements.

Each and all of these, however, disappeared and were replaced by the rigid bar used by the racing man. The common supposition is, and would naturally be, that, having disappeared, they were not valuable, but, as has often been the case and as always will be the case where riders, having no experience or judgment of their own to guide them, copy others, this assumption is wrong. The elastic bar was not needed on the racing track, and as for a number of years the racing or "scorching" fraternity set the fashion for every one elastic bars were not used on the road. Each year, however, sees a larger number of road riders and business riders in proportion to the sporting and scorching contingent, and the latter as fashion-makers are losing their position, much to the benefit of the business and the users of the machine, for it is plainly evident that the machine should be suited to the requirements of its users rather than to the requirements of some racing crowd.

It is very probable that the wooden handle-bar will prove a pronounced success, because of the increased comfort found therein. It will be found stiff enough for the uses of the majority of riders, and as years go by each rider adds to his experience and is better able to select those things which are comfortable and

satisfactory to him, so that it would seem that there is a future for elastic bars and also for other comfort-adding devices.

Spring frames were at one time the writer's hobby, and are yet dear to his thoughts, and it is with pleasure that an attempt to revive spring frames is noticed. There is no doubt but that increased comfort and decreased labor can be had by the use of the spring frame, while the necessary increase of weight is very slight, certainly not over 10 per cent of the weight of the bicycle, and probably not over 5 per cent. If a majority of riders could only try a satisfactory spring frame they would refuse to ride stiff frames, and it is fully believed that spring frames will attract larger attention in the future.

Only a few years back all rear forks were of flattened section, so as to give the greatest possible tire width with the narrowest tread, but to-day we find D-shaped rear forks coming into vogue as the proper thing. Why the flattened tube should ever have disappeared from use is a query; that it should come back into use is not a wonder. Merit is eternal, and sometime or other will win recognition.

By knowing the history of the past cycle experience one can predict with considerable certainty the future of cycle improvements. The narrow tread of this year was seen in the early days of the safety, and was replaced by a fad of wide crank-boxes in which the ball races were placed as far apart as possible. This we may again expect to see. The narrow tire of this year and last has probably run its course, and we may expect to return to the two-inch, or even larger, used at the beginning of the pneumatic-tire period. Certain it is that a large tire permits sand, dust and soft roads to

GOT THE MONEY AND GOT OUT.

Everything takes on a cycling tinge nowadays. People seem to think that anything which has the magic word "cycle" tacked on to it is bound to be a winner, and oftentimes it does seem as though the idea was a good one.

Some swindlers out in Illinois demonstrated this satisfactorily to themselves and to their dupes in this fashion: They announced through the local papers that a Southern Wisconsin racing circuit had been formed by J. K. Lowrie and G. H. Hamilton, for the purpose of holding road and track races early in September at Racine and Kenosha. Riders were told that their entries must be in promptly, and the alleged race meet promoters gave their address as Milwaukee.

All entry fees were forwarded to a private box in that city. The whole southern part of the State was flooded with entry blanks for the races, and some of them fell into the hands of riders who sent the blanks to Chairman Fred J. Schroeder, of the Michigan Racing Board, for investigation. He laid the matter before the postal authorities, who found that the promoters of the races had left the city. The Government detectives are now looking for the swindlers who secured the entry fees, but that is not much consolation to those whose dollars they skipped off with.

DEPARTMENT STORE CYCLE SELLING.

Obliging Clerk—Ten yards of brocaded sath—there you are, ma'm! En'g else?

Customer—Er—yes, a kit of mackerel—"

"Yes'm. Send 'em home?"



When roads and company both are good.

be ridden with less effort, and it is also certain that the large tire is more flexible and less liable to puncture than the small tire.

The last year or two have shown a majority of rat-trap pedals in use, but the experience of the past has proven that rubber is more satisfactory, and so we may look for an increased number of rubber pedals in the future.

The size of balls has fluctuated, but experience favors the smaller sizes, 3-16 and ¼, for cycling use.

When these things will come to pass is not to be told. The operations of the public mind are past finding out. Time only will tell.

CHARLES E. DURYEA.

WHY?

I wonder why
It is that on the crowded street,
Whene'er a sprinkling cart you chance to meet
A-riding by,
The driver seems to take good pains to greet
You with a deluge thrown o'er your feet,
But leaves quite dry.
•All else in sight, and blistering with heat!

"I see you have some very fine laces, I see—"

"The rarest, ma'am. A few yards off this piece?"

"Well, yes; send eight yards and a lead of coal—"

"Exactly. And the ribbons?"

"Send twenty yards of the pink and a bale of hay—"

"Um-huh! Now, as to the wrap. Here's a beauty for—"

"That will do. Send it with a barrel of turnips and a barrel of lime—"

"So. And this high-grade hundred-dollar bicycle we have just marked down to \$43.67; want it—think?"

"Oh—I—yes. You might send it with one of your \$3.44 bloomer suits, a peck of onions and a pair of tongs."

THAT REMINDED HIM.

"This reminds me of my school days," remarked Fogg, as he dropped into his Mesinger saddle. "Caned seat, you know."



PALMER TIRES

THE GREAT TRANSCONTINENTAL RELAY

conducted by the *New York Journal*, *San Francisco Examiner* and E. C. Stearns & Co., makers of the "Yellow Fellow," finished in a blaze of glory. The 400 Stearns Bicycles used were fitted with Palmer Tires.

THE BOSTON MEET,

the biggest Labor Day meet in the country, was another affair where Palmer Tires won all kinds of glory. Ten of twenty-three prizes were won on Palmer Tires—more than were won on any other tires.

COASTING CONTESTS

are daily affairs all over the country, and Palmer Tires invariably win over all competitors. The Bison Bicycle, fitted with Palmer Tires, won the big challenge contest at Buffalo, August 15th.

COLISEUM RACES

Palmer Tires secured two-thirds of all the prizes offered at the Coliseum Races, winning nearly all the firsts, and breaking fifty-four records.

**The fastest tire is the easiest tire to push.
Why push anything but Palmers?**

The Palmer Pneumatic Tire Co., 133-135 S. Clinton St., Chicago.

For prices address: SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO., 66 Reade St., New York, and 159 Lake St., Chicago.

Kindly mention **The Wheel** when writing.

TO MAKE THE WHEELS GO 'ROUND.

Some Old and Some New and Odd Means of Transmitting Power—Chains vs. Bevels.

It is promised that some of the 1897 bicycles will be fitted with a bevelled gear system of driving them instead of the usual form of sprocket gearing. Manufacturers of bicycle mechanics, inventors and others have been experimenting a good deal lately, and although the sprocket and chain method has been very efficient, it has been shown that there are other forms of power transmission more suitable. The sprocket and chain system is simple and effective, but like everything else, has its drawbacks. The links will wear and the chain stretch, rust and dust gathers and the chain "rides."

For these and other reasons, new methods of transmitting the power from the crank shaft to the rear wheel, will, it is stated, appear next season. Whether the new method will possess defects also, will, of course, be ascertained after the proper trials. In either case it is wise to experiment and adopt new ideas so as to bring the wheel of 1897 to a higher degree of efficiency, the aim sought, of course, being to do away with as much friction as possible and present the simplest mechanism possible to do the work.

The resistance to moving parts, which causes friction, is the result of pressure upon bearings of revolving masses. A metallic plane cannot be made so smooth as to present a non-frictional surface. The magnifying glass will reveal cavities, swellings, etc., on the smoothest of surfaces. A good oil evens the irregularities and overcomes considerable resistance.

To discover the degree of resistance between two surfaces, drive a pin D as shown in Fig. 1, and attach thereto a testing scale E. Thus by drawing A across B and noting the registering of the scale, the amount of resistance will be known. By introducing ball as represented in Fig. 2, the degree of resistance will be much less. By enlarging the surface the friction is not reduced. Fifty pounds to five square inches would have the same effect on the power to move it as if it were distributed over fifty square inches.

Now then, whatever system of power transmission can be worked with the least frictional resistance, and do the work correctly is, of course, the best for use on bicycles. There is necessarily more or less friction in operating the best made sprocket and chain. There is friction also in bevelled gear systems. The friction on the cogs of correctly made and properly adjusted gears average from 1 to 3 per cent. The bevelled gear system which it is proposed to introduce next season is shown in Fig. 3. The sprocket has substituted for it the bevelled gear A on the crank shaft D. This gear engages with the bevelled gear E, and the latter is keyed to the shaft E, thus driving the bevels F, and turning the rear wheel.

There is certainly much to commend in such an arrangement; and if the gears are correctly cut and kept in proper alignment, there is no reason why such a method of propulsion should not prove what is wanted. There is much bevelled gear matter in use in machinery, as the method is more positive than belts, frictional rolls, chain drives, etc., but trouble has always been encountered in the matter of setting the bevels.

In Fig. 4 is shown a pair of bevelled gear, A and B, correctly meshed, the cogs of one engaging with those of the other evenly, as indicated at C. So long as they are thus set there is no danger of breakage or wear of cogs, stripping, grinding, loss of power, etc. But if the setting is as in Fig. 5, the cogs will

not mesh correctly, as shown at D, and trouble will occur. The bevelled gears for the new driving system for bicycles will of course be cut to conform to the alignment of the shafts, and if kept right by the rider, should give satisfaction.

A peculiar system of driving is shown in Fig. 6, in which a wire rope runs in a groove in the pulley of the crank shaft, A, and the

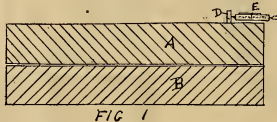


FIG 1



FIG 2

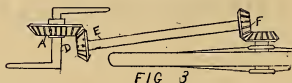


FIG 3

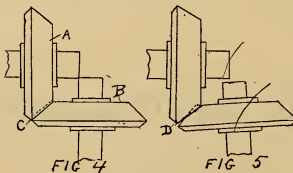


FIG 4

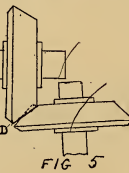


FIG 5

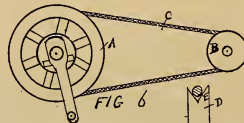


FIG 6

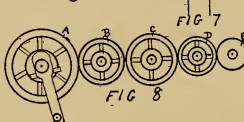


FIG 7

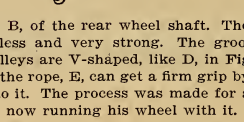


FIG 8

puller, B, of the rear wheel shaft. The band is endless and very strong. The grooves in the pulleys are V-shaped, like D, in Fig. 7, in which the rope, E, can get a firm grip by sinking into it. The process was made for a rider who is now running his wheel with it.

Another odd way to drive the wheel is exhibited in Fig. 8. This was made by a special order. We fixed a support to the frame into which the studs for the three wheels, B, C and D, were secured. The sprocket was substituted with wheel A. Another wheel of the same type, but smaller in diameter, was keyed on the rear wheel shaft at E. All these wheels were iron, turned smooth and the rims covered with leather. The power resulted from the friction between each. The man rides his wheel all right, and claims it to be satisfactory to him. GEO. D. RICE.

RECEIVER TO FINISH.

Robert Carey, receiver of Porter & Gilmore, obtained an order last week from Judge Beekman of the Supreme Court, to complete the manufacture of 120 bicycles now in his possession in various stages of manufacture, at an expense not to exceed \$2,000, and put them on sale as soon as possible. They will be completed within thirty days and placed at \$40 each.

GOOD WOOD

Is Not Over Plentiful and Rim Buyers Should Have a Care, Says a Rim Maker.

Overproduction of certain component parts or accessories of the bicycle is to be guarded against as jealously as is the production of a surplus of the machines in their entirety. There is no immediate cause for alarm, but particularly is there need for caution on the part of makers of wood rims and the like.

That the more far-seeing appreciate this is apparent; they are fearful that quality will be sacrificed to quantity, price and illegitimate methods, and as one of them expresses it, that "the rim business will be overdone and will suffer as much as has the cycle trade itself this season."

The Fairbanks Wood Rim Co., of Bradford, Pa., is among those who share this feeling.

"Recognizing the fact that in the East THE WHEEL reaches the thinking public and manufacturers more completely than any other paper in the vicinity," as the Fairbanks people write, they believe THE WHEEL should endeavor to checkmate impending disturbances.

"The entire cycle trade understands quite well that to make a superior rim, superior wood is a principal requisite," they say, "but just what constitutes superiority in this material is in some instances a mooted question even among lumber manufacturers themselves."

The Fairbanks company incloses an extract from an European lumber journal taking to task the American exporters for their "reckless consignments," and from an American paper catechising the shippers as a whole for the anything-is-good-enough policy which apparently prevails. This American paper, "The Tradesman," declares that such a policy is "a disgrace to the business sense and reputation of such an up to date people as we are."

The Fairbanks people say that this inattention to the selection of woods for finer uses is just as prevalent in the manufacture of American wood rims. Many established rim builders, they state, will, of course, be able to obtain ample stocks of selected lumber, but because of an existing inferior lumber supply, a considerable output of undesirable wood rims must result. In their new location at Bradford, the Fairbanks company is admirably situated. The works have been greatly enlarged and improved, and the concern has control of an immense quantity of thoroughly seasoned rim stock from their own forests. Their outputs they say will consist, "solely of the finest wood rims possible to construct, and in quantities only limited by the inclination of the cycle trade in the placing of contracts."

An artistic catalogue, plentifully embellished with photographs of their works, processes and environments, is almost ready for circulation.

THEY SAY IT'S "THAT FERRULE."

Fort Wayne, Ind., Sept. 12.—Louis Rastetter & Son, of this city, are in high feather over their prospects for 1897 business, which, in Mr. Rastetter's words, "are so good that we should almost feel justified in doubling our facilities."

They are particularly elated over their foreign trade, which but recently has meant a good many handle bars, rather laying low the old claim that the foreign market has no use for American goods made strictly in the American way. The Rastetters attribute the showing, as far as wood bars are concerned, to "that ferrule," a phrase with which readers of the cycling papers are familiar.

A GUTTER-SNIPE GOLD MINE.

Two street gamins, dirty, ragged and ferret-eyed, sat on the retaining wall of the Riverside Drive and lazily watched the cycle procession as it passed them by. Finally the one with a freckled face turned to his companion with the ventilated trousers, and said: "Saay, Willie, ol' pal, I've got the biggest graf yer ever struck yer tribbles inter, an' I tink 'll let yer in fer haf de money."

"'Wot is it, yer bloomin' napolyun uv fine ants?"

"We won't do a ting dis fall but lay 'round de Clarymount an' clean de mud of bisickles at 25c de clean, see?"

"'Wot yer talkin' 'bout. S'pose dem guys wit wheels want 'em clean w'en der on'y haf round de drive? Nixie, dey won't have 'em made purty till dey gets home, an' den dey'll make der little brudder do it fer notin'. Yer gittin' nuttier every day yer live, Dubsy. Yer graf' makes me tired."

"'Rubber? I tot yer had w'eels all de time. Jes' listen ter yer fren speel de game. Yer see dem johnny boys dat goes out wit der fairies, when dey gits ter de end of der drive are goin' ter be tired, jes de same as der bikes, on'y in a diffrent way, an' dey stops at Clarymont fer er leminade, don't dey? Well, wot'll, ders de place where we comes in. As soon as dey git of der w'eels, we's right der an' makes de speel, 'Clean yer wheel, mister?' an' one uv us takes de goil's w'eele an' jerks out de rags an' tings an' starts ter woik. We'll tell 'em dat we'll clean 'em up an' watch 'em while der inside, an' d'yer s'pose de johnny boys is goin' ter say nit wit de goll dare ter pipe his stingsies? Not on yer face he ain't. We sez notin' 'bout de coin till he comes out, see? An' den w'en we gives him de w'eels we jest tax him er'quarter 'piece, an' wot kin he do? Nothin' but shake himself fer de coin. See?"

And the two Napoleonic financiers of the gutter crawled down from the wall and strolled lazily Claremontward.

MARRIED IN HASTE.

It has come to pass that really enthusiastic cyclists cannot leave their wheels even to get married. Two of them rode into St. Joseph, Mich., and were married on the run. At any rate, they did not get off their wheels for the ceremony.

Thus the fashionable clergyman of the future will have to be an expert cyclist if he would secure any wedding fees. He must be more of an expert than either the bride or the groom, too. All that they have to do is to transfer the ring and clasp hands while in motion, but he must be able to back-pedal in front of them, holding a prayer-book in one hand while he blesses them with the other. And this is no easy thing to do when the wind is playing tag with the surplice. However, the clergyman must face the bridal couple if the knot is to be properly tied, and how can he do that unless he can back-pedal as fast as they can "scorch"?

KNEW A LOT ABOUT IT.

She was of the novice most novice. Pride had induced her to become an atom in the cycle parade. She was near the head of the procession just as it reached the point where it began to retrace its route.

"Look around," said her escort, "and see what a beautiful sight the riders make."

"When Lot's wife looked back," she said, "she turned into a pillar of salt, and if I were to look back I would turn a somersault."

The latest is a suggestion that every wheel should be stamped with the maximum weight it is intended to carry.

DIFFERENCE BETWEEN "POWER" AND "WORK."

One has to be exceedingly careful these days regarding what statements he makes concerning cycle propulsion and construction. Everybody rides a wheel to-day, and among the everybodies thus riding are any number of scientific and mechanical men who, while they will rarely condescend to write for the trade press themselves, are always ready to find fault with the ideas and words of those who do write.

Not long since in discussing the question of the varying length of crank advisable for high and low gearing, an exceedingly clever writer declared, "It requires the same amount of power to propel a machine a certain distance in a certain time with a high as well as a low gear."

No sooner had this appeared in print than the man-who-kicks comes to the front, and proceeds to discuss the statement made in this fashion: "Now that is just what it does not do. No distinction is more vital than that between power and work, and none is more completely unknown to the public. It is therefore unfortunate that your writer should adopt this misleading language. Power is force, or strain, or stress, or pull, or weight. If the gearing is lowered by half, then the power necessary to maintain the same speed will be also halved; if it were not so there would be no reason for the existence of two-speed gears, and no criterion for any gear whatever, except perhaps one of infinity, which I should in that case adopt. What the writer meant by power was work, which is power multiplied by the distance through which the point of application moves. By halving the gear this movement is doubled, the power halved, and the work done remains constant; or if the speed of the machine is also halved, the work done in a given time will be halved, the power halved, and the movement (of feet) constant.

"I also want to protest strongly against mixing up 'gearing' with length of crank. I thought I knew what 'gearing' meant—i. e., the virtual diameter of the driving wheel. But now I learn that to express gearing properly it is necessary to state the length of crank. I might as well say that to express the distance of the saddle behind the crank, it was also necessary to state the rake of the handlebar. In either case the meaning would be clear; the confusion of thought and language would be regrettable."

IN THE NAPOLEONIC ERA.

"Ma chere," observed M. Recamier, to his talented wife, as he encountered her casually in the crowded salon amid a throng of diplomats and beaux esprits, "who is that tall young man so distraught in manner, who has just passed?"

"Ah, mon ami! that is the Comte de Pedesvert; he js a strange, eccentric character—an original—vraiment."

"Ah—you pique my curiosity! Is he then so exceedingly outré?"

"Yes, indeed! Why, would you believe it? I have met him half a dozen times and he has never once asked me if I rode a bicycle."

"Oh, how absurd!" ejaculated the husband. "but, I suppose it takes all sorts of people to make a world."

COMING TO THIS.

Oh, the speed at which Americans live now and for which they are sometimes criticised is nothing compared to what it will be when the clerk "scorches" up alongside the shopper as she hums by his store and takes her order and measure for a pair of gloves and shows her samples of hats!

The clever rider who is up in towing can do wonderful things with a rope—that is if it's properly taut.

WAY ABOVE SEA LEVEL.

It seems absurd to speak of a hill in Holland, for if the best guessers are right, the name of the country is from our word hollow, meaning a depression in the land; but a Continental tourist, who included Holland in his foreign rambblings, found at Groningen a hill that was the show-place of the town. It was artificial.

"There is a fine hill in the Plantaage," said my companion, "and from the summit of it you will be able to see the country for a great distance around."

It interested me greatly to hear that there was such a thing as a hill in Holland.

"But where is it?" I asked, looking around the interminable plain on which we were riding. "I can see no hill."

"It is just over there; but you cannot see it, for it is hidden by that bush."

I ascended this fine hill, which proved to be an artificial mound not twenty feet in height; but the natives are very proud of it, and speak of it as if it were some huge mountain. As an instance of how successfully a Groningen is deceived by his admiration for it, I may mention that my companion heaved a deep sigh, placed his wheel beside him, mopped his face, and dropped exhausted into a chair—thoughtfully placed there by the corporation for this object—when he reached the summit. But to do this eminence justice, it must be allowed that the hill is, beyond dispute, above the level of the sea.

SCHEMING FOR CYCLING.

An uptown policeman, who rejoices in the name of Big Steve, has for some time been envious of those members of the force whose duty it was to ride around on bicycles. Recently he got a straight tip that the Commissioners intended shortly to largely increase the cycle squad. As soon as he learned this he purchased a machine and began the task of mastering it with the object in view of furthering his chances of promotion to the cycle squad. To all questions put to him by brother officers as to his sudden fancy Steve would shake his head and smile knowingly to himself.

The officers would whisper among themselves and many a sad sigh would tell plainer than words that they thought the wheel Steve purchased was not the only one he had about his person.

Steve allowed the feline to escape from the receptacle when he called the statesman, who is his backer, aside and said:

"Phwispur, Oi hov a secret t' tell yez. Oi hov bawt a bicycle, an' phwin Oi can roid it O'ym t' be mad a roundsmin, d'yez moind? All th' byes are wondherin' phwat th' divil has taken possession av me, but wait till Roosy axes phwat min are available for bicycle sarvice. Oi will shtep out an' say:

"'Here is wan, and an Irishman, thank hivin.'"

DISTANCES OLD AGE.

Anything which tends to keep old people young is a blessing. Who would not like to drink from the fountains of perpetual youth? Cycling may be fun for the young man, but it is in a peculiar sense both pleasure and medicine for the man past the fifties. It is an anti-rheumatic specific; will keep joints from growing stiff, wrinkles from forming in the cheeks, and compel that spectre, "Old Age," to stand off in the distance. In fact, many there are who really doubt whether old age can catch a man who learns to ride and keeps steadily at it.

The lady who, following the ideas of the Smithites, declares she will never ride a bicycle, should be named Ida Kline.

STRONG ON SHEET STEEL CONNECTIONS.

Buffalo, N. Y., Sept. 12.—The Crosby & Mayer Company, of this city, organized some months ago, has been spending its time getting ready for next year, and if advanced signs are to be relied upon, its '97 campaign will be of a sort worthy the political year.

One of the main lines which they will handle—it might almost be called the leading feather, since the goods are of their own manufacture—are sheet steel connections.

Crosby pedals are an item, also the wood rims, guards and bars of Louis Rastetter & Son, also the Springfield Drop Forge Company's forgings, Duckworth's chains, Cleveland Brazed Fork and Tube Company's fork sides, P. & F. saddles, Bay State Manufacturing Company's tool bags, United States Projectile Company's tubing, Hamilton Tube Company's brazed tubing, I. A. Weston & Co. hubs, Fay & Bowen spokes, nipples and cups, Fibre-Buckskin grips, Morse roller chains, etc., etc.

The company is well officered. W. H. Crosby, an old-timer in the parts line, is president and manager, and can be relied upon to make a good showing, while his chief lieutenants are A. G. Crosby, Charles Mayer and William H. Hill.

Their office and factory are at Nos. 506 and 508 Genesee street.

TRUSS AND FOWLER STILL FRIENDS.

Chicago, Sept. 12.—Rumors that the Fowler Cycle Manufacturing Company would abandon the truss frame in 1897 have brought out a vigorous denial from the concern. To a WHEEL representative they said that the truss frame was strictly a Fowler institution and would remain so as long as they existed, or until they discovered a better way of constructing a bicycle frame. The Fowler man further said that the report that they would be compelled to pay a royalty for the use of the truss frame was likewise untrue and without foundation. They own the patent on this as applied to a lady's wheel, and also enjoy all the rights to the truss as applied to a diamond frame wheel, without being obliged to pay for its use or running any chance of its being denied them. The Fowler people say that '97 will see the truss frame on all their high-grade wheels, as usual.

FOR CYCLE ADMITHS.

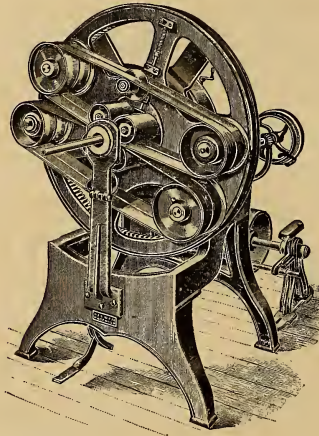
In order to advertise Monarch bicycles more effectively during 1897 than ever before, the Monarch Cycle Mfg. Co. has inaugurated a prize competition for the best original designs for Monarch advertisements. The competition is open to the world, and will close November 30. As soon thereafter as possible the Committee on Awards will render their decision. The first prize will be a \$100 Monarch bicycle, the second an \$80 Monarch bicycle, and third a \$60 Defiance bicycle. Particulars governing competition may be obtained of the Monarch Cycle Mfg. Co., Lake, Halsted and Fulton sts., Chicago, Ill.

AN ENGLISH CUSHION FRAME.

A pneumatic-framed safety is to be put on the English market. Those who have ridden the new machine declare that as an interceptor of vibration it is a great success, as practically no weight is added by the addition of the pneumatic cushions, owing to the fact that a lighter gauge of tubing may be used. These cushions are fitted between the back and front fork ends of the axles, and are contained in horizontal metal cases about six inches long. They may be inflated to suit riders of any weight, and even when deflated there is no side play in the wheels.

WILL CURE POLISHERS' STRIKES.

Whether or no the sometimes stinging air in their workrooms is responsible for it, certain it is that no class of labor has given more trouble to the cycle manufacturer than the men who do the polishing. They seem easiest aggrieved, and, during the last season have been "on strike" in some one factory or other almost constantly. It may be that

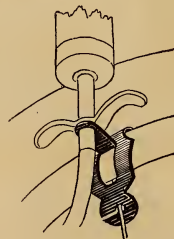


their day of reckoning is not far off. Some of the automatic polishing machines made by the Drapery Fixture Company, of Worcester, Mass., create this impression. One of them is illustrated in this column, and another is pictured in the concern's advertising space. Although these machines have been considerably used in other than cycle factories, it is comparatively recently that the Worcester firm has endeavored to interest the cycle-makers, which, in view of their labor troubles in that particular department, should be a matter of comparative ease.

Among the big concerns that use the revolving polisher shown here is the Washburn & Moen Manufacturing Company, of Worcester, who employ it on tool steel finished to micrometer gauge, and think so well of it that they permit their name to be used as a reference.

A CHICAGO KINK.

The Boston Manufacturing Company, of No. 197 South Canal street, Chicago, are the inventors and marketers of the Star pump bracket, illustrated above, which fulfils a novel purpose.



Its object is to ease the difficulties attending pumping up your tire on the road.

It will fasten to any ordinary hand pump. After this is done, you hook the brackets around a spoke and over the edge of the rim, and then simply proceed to pump. Its attachment is a matter of a few seconds.

HIGHEST OF HIGH GRADE.

Pennsylvania's most recent addition to the cycle trade, the Duquesne Mfg. Co., of Pittsburgh, last week elected these officers: President, William L. Abbott; vice-president, Henry Crowther; treasurer, Otis H. Childs; secretary, N. L. Tener; directors, William L. Abbott, D. N. Seely, Otis H. Childs, Henry Crowther and Charles Timm.

It is the intention of the Duquesne Mfg. Co. to confine itself, during the coming season, to high grade bicycles only, building one grade—the highest. They will embody in this wheel all the value that capital, skill and experience can suggest, the name of Mr. Charles Timm—who was formerly superintendent of the Sterling Cycle Works, and who has accepted the superintendency of the Duquesne Mfg. Co.—being a guarantee of the excellence and reliability with which their machines will be constructed. Mr. Crowther writes that "the new 'Duquesne Special' is intended to be essentially a gentleman's mount, and as such will appeal not only to that class of riders who are looking for the best, but also to the agents who are desirous of handling a machine that will prove thoroughly creditable as well as profitable to them."

PRICE LOW, QUALITY HIGH.

Buffalo, N. Y., Sept. 12.—A metal-working concern of this city, which made its debut into cycle parts last year, has found the business sufficiently to its liking to make a stronger effort than ever for trade of a cycle nature.

The Niagara Screw Company is the firm in question. Its specialties in the bicycle line have been, and will continue to be, hubs, cups, cones, axles, cases, etc. The Niagara people are especially adapted to taking care of the trade in hubs. Their specialty is a newly patented article, with a tool steel bearing, which, it is not inapplicable to state, can be supplied at prices which have hitherto been considered inconsistent with high-grade workmanship.

STILL ALARM CYCLE MAKER.

When it has been said that everybody is riding a bicycle these days, it might be supplemented with the statement that almost everybody was building them, too. Chicago's paid firemen are to be cruelly debarred from this cycle building craze. During the time he was not engaged in attending to putting out fires, one of the members of the Chicago Fire Department has been putting out bicycles, which he manufactured in the engine house and sold at cut rates to cash customers. Upon complaint against this new form of wheel making, it has been decided that in future Chicago's Fire Department will not be a competitor in the cycle manufacturing world.

THE EARLY BIRD.

J. W. Becker, of the Elmore Manufacturing Company, of Clyde, Ohio, fitted into New York last week for a few days, and left apparently pleased with the outlook for the disposition of his firm's product for '97. The custom of the Elmore Company has ever been that of the early bird. It is to dispose of their wheels to half a dozen good houses early in the season, and immediately commence the manufacturing of their product, which was the purpose of Mr. Becker's recent visit.

"The Frontenac Two-Step" is the style and title of a piece of music which has been gotten out by the Syracuse Specialty Manufacturing Company. The composer is Fred W. Edgecomb.

The Truth about the

Truss Frame Fowler

A Plain Statement of Facts.

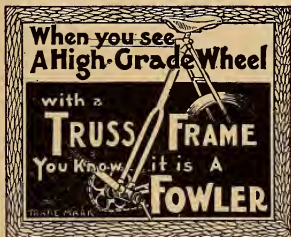
We wish to deny most emphatically the statement now being industriously circulated that we shall not use the Fowler Truss Frame in 1897.

The 'truss frame,' as applied to a bicycle, and will remain so as long as the Fowler Cycle Manufacturing Company is in existence, until some better method of constructing a bicycle frame shall have been invented.

The truss frame was first used on a Fowler Bicycle, and is the necessary feature of a strictly high-grade wheel. The statement that we are, or will be, compelled to pay a royalty for its use is absolutely false and without foundation. We own the patent on the truss frame as applied to a lady's wheel and as applied to a diamond frame wheel without being compelled to pay for its use or with any chance of it being denied us.

If the facts, as we set them forth above, are not sufficiently plain to convince our agents, we should be pleased to put them to them in another light and to their entire satisfaction. We trust it is sufficient, however, to say that '97 will see the Truss Frame Fowler, as of old, the strictly high-grade product of mechanical skill.

Very truly,
FOWLER CYCLE MFG. CO.



Fowler Cycle Mfg. Co.,
CHICAGO.

NEW YORK, BOSTON, WASHINGTON, PROVIDENCE,
LONDON, ENGLAND.

SOFT SPROCKETS.

Strange as it May Seem, They Are Claimed Superior to the Hardened Articles—The Advantages Pointed Out.

Among the visitors to Gotham last week was E. F. Morse, one of the gentlemen responsible for the Morse roller joint chain.

Mr. Morse is a quiet, earnest-appearing man, full of mechanical and scientific data. He is plainly a thinker who knows what's what, and the evident sincerity of his every word impresses the stranger. He is deeply interested in the present discussion of the respective merits of chains and bevel gears.

"It's a good thing for us. It's a good thing for the riders," he remarked. "It is drawing attention to a most important part of a bicycle that is too generally overlooked, and which has but comparatively recently been given that share of improving notice by the trade which it deserved."

Mr. Morse takes issue with Julius Wilcox's contentions concerning the roller chain in last week's WHEEL. That rolling friction should prove more efficient than sliding friction, Mr. Morse readily agrees is paradoxical, but in proof that it is an actuality he refers to the tests of the Morse chains made at Cornell University, where they developed an average efficiency of 99.1-3 per cent. The small loss of power was a surprise to the experts who made the tests. Even Professor Thurston was mystified. Mr. Morse does not believe that any other chain or any bevel gearing that may be produced can approach the record.

"If there is," he added in his earnest way, "we want to know it. It is our aim to make only the best, and if there is anything better we may as well go out of business."

Mr. Morse has also been convinced on another point that is apt to amaze the average rider and, not unlikely, not a few of those engaged in the cycle trade. He believes that soft and not hardened steel should be used for sprockets.

"During the last six months," he said, "we have been making some interesting experiments on soft sprockets when used in connection with our chain, and have been surprised to find the advantages that followed their use. We found that when the sprocket was hardened the graphite would not readily adhere to its surface, but the surface rather presents a clean, metallic nature. On the other hand, if the sprocket is soft, the graphite seems to imbed into the metal and firmly adhere to it, forming a thin coating of graphite over the whole tooth, and in this efficient manner lubricating the surface of the sprocket that is exposed to the action of the chain. This coating so protects the soft metal of the sprocket that it does not wear to any perceptible extent. We had one sprocket that was particularly soft, so soft that it could be whittled with a knife, yet we found on careful examination that this sprocket after having been used on a wheel, that is, having been ridden 1,500 miles over the rough roads that surround our factory, had not worn sufficiently to remove the very fine marks resulting from the irregularities of the sprocket-cutter. One-tenth thousandth part of an inch would have removed these marks; in fact, the metallic surface of this sprocket, we believe, had never been exposed to the chain, as it required some little whittling to remove the graphite from the sprocket to reach the metallic surface. In the case-hardened sprockets in general use the objectionable feature is that where the thin hardened surface has been worn through so as to expose the softer metal beneath, the latter wears more rapidly than

that portion which still retains its case-hardening, and thus the tooth becomes irregular in shape. Of course this will not follow if it has been thoroughly coated with graphite, but in the chains which are generally used on these hard sprockets oil is used freely on the chain, and this of itself cuts the graphite off the sprocket and exposes the metal even though it is soft. Understand, however, that we do not believe it possible to use a soft sprocket in connection with a chain which requires oil, because the soft metal would probably not stand, except with the graphite coating referred to, and graphite is, by long odds, the best lubricant that can be found."

MUCH DUE TO HIM.

The Acme Manufacturing Company is one of the successes of the cycle trade. From a small beginning it has grown and flourished like the proverbial green bay tree. It is now moving into its new and enlarged plant in Reading, Pa., and at present calculations will turn out some 40,000 Stormer bicycles during the year 1897. Four juvenile models, two for adults, a combination tandem and two models equipped with cushioned frames will be included in the line. Much of the prosperity of the concern is



James C. Reber.

easily traceable to the gentleman whose features are here pictured, James C. Reber, who fills the responsible positions of treasurer and manager with credit to himself and to his company. During the present year the Acme factory was wholly unable to cope with the demand for its product, but with its extensive additions and improvements, and with the establishment of territorial depots in Chicago, Cleveland and New York, it is expected that vexatious delays will be avoided. The New York depot will be in charge of G. A. Boyer, a personification of energy and one of the splendid business developments of the last twelve months.

VARNISHING WOOD RIMS.

R. B. Abbott, who so capably looks after the interests of Vim tires in Chicago, has an idea—a good one, on the face of it. He thinks that the practice of varnishing the bed of a wood rim should be decreed. "Not only our own experience, but that of a number of manufacturers of wheels with whom we have talked," says Mr. Abbott, "demonstrates the fact that cement will not take the proper hold on top of varnish, and there are very few concerns in the country who take the trouble to sandpaper the bed of the rim and then wash off this varnish with naphtha. It seems to be in the line of improvement."

THEY MUST HAVE THEM.

People Want Bicycles and Are Prepared to Risk Their Lives to Get Them, at Least These Were.

Is cycling on the wane? Are the people looking around for a new diversion? Will the coming year see as great a demand for cycles as the present one? Does it pay to advertise bicycles in the "off season?" Here are the answers to all these and a thousand other doubting-Thomas sort of questions in relation to cycling, its present and its future.

A gigantic drygoods store was about to open its doors. Some one, name unknown, started a rumor that the concern in honor of the opening intended for the first hour of its business on Monday to sell high grade bicycles at \$10 each. Mind you, the firm had no intention of doing this, and had authorized no one to make such a statement for them, but the public did not know this.

The store was to open at 9 a. m. Monday. As early as midnight on Sunday the eager would-be purchasers of the mythical \$10 bicycle began to arrive in front of the store, determined that none should rob them of so good a bargain. Before 9 o'clock the early birds had been reinforced by 35,000 other people, all anxious to buy bicycles. Traffic for blocks was stopped by the multitude. Men, women and children fought to get to the doors, women fainted and became hysterical, a big policeman had three ribs crushed in the rush for wheels, a plate glass in one of the front doors was burst in, counters were torn down by the bicycle-hungry mob and a call for the police reserves was sent out before the authorities could regain control of the crowd.

When finally the doors of the store were thrown, or rather forced, open, there took place a wild, reckless race to the centre of the store, up the great stairway and back to the bicycle department. What happened then it would be hard to picture in words.

Those in front seized bicycles that were within reach and frantically clamored for salesmen to take their money. Those coming later rushed in to struggle for a chance at the spoils. It was a repetition of the scene outside, except that some broken wheels were soon mixed up with the crowd.

One of those in charge of the cycle counter said: "We sold about fifty, just the exact number I can't say, and then we had to quit. They tore down our counters and shelving, and began to fight for the bicycles, and several were broken to pieces. Several bicycles, too, I guess, were stolen. We proposed to deliver the wheels, but a number of them were carried off bodily, and whether they were paid for I don't know."

In consequence of the crush the sale of bicycles was stopped in about fifteen minutes, and cries were posted all over the building to announce "No more bicycles sold to-day." Notices to the same effect were posted on the windows and in the aisles as soon as possible. But still the bicycle counter was the Mecca toward which the crowd pushed, and it had to be well guarded to prevent more spoliation.

Breathless, bruised and bicycleless the crowd was finally brought into subjection, and the danger of a panic and loss of life averted. But in view of this willingness of 35,000 people to risk their very lives to purchase bicycles, can anyone for an instant believe that cycling has not such a hold upon the public as to make all question of its future popularity no longer a question? True, these people took these risks because the price for which they thought they were to be allowed to purchase a bicycle was an extremely low one, but if a man does not first want an object the price, whether low or high, does not interest him. Each and every one of that 35,000 wanted a bicycle, wanted it at \$10, if it could be gotten, but failing to get it at that price, does it not seem probable that the majority still want bicycles, and will in the end pay for them what they have to? This is not a straw showing the way the wind of cycle favor is blowing; it is a strawstick in a cyclone.

LI HUNG CHANG

Owens a Syracuse Bicycle. The Great Ambassador mightily pleased with his "Crimson Rim."

CHINA AWHEEL.

As his Excellency - the Viceroy of China - sets the fashion for the Empire, the probabilities are that "Crimson Rims" will demonstrate their popularity there, as in America.

THREE SILVER MEDALS

were presented to the Syracuse Cycle Co.—the makers—in appreciation of the high esteem in which the wheel is held.

There is but ONE "Crimson Rim"—It is the Syracuse.

Manufacturers

SYRACUSE CYCLE CO., Syracuse, N. Y.

Metropolitan Representative:

CHAS. J. STEBBINS,

No. 103 Reade St., New York.



Southeastern Representatives:

SUPPLEE HARDWARE CO.,

Philadelphia, Pa.

NATIONAL BOARD OF TRADE OF CYCLE MANUFACTURERS.

271 BROADWAY, NEW YORK.
Phone No. 4117 Cortlandt.

R. L. COLEMAN, President.
R. P. GORMULLY, First Vice-President.
GEORGE H. DAY, Second Vice-President.
W. A. REDDING, Treasurer.
JOSEPH MCKEE, Secretary.
ERNEST R. FRANKS, Ass't Sec'y.

Mercantile Agency, Collection Department and
Information Bureau.

NATIONAL CYCLE SHOWS.

Under the auspices of the National Board of
Trade of Cycle Manufacturers, National Shoe
and Leather Bank Building, 271
Broadway, New York.

January 23-30—Chicago, Coliseum.
February 6-13—New York, Grand Central Palace.

FOREIGN CYCLE SHOWS.

Nov. 20-28—Stanley.
Dec. 4-12—London, National Show, Crystal Palace.

TRADE CHANGES.

CALIFORNIA.

Oakland.—B. C. Lund. Attached \$900. Bill
of sale.
Stockton.—J. E. Clifford. Gives mortgage
\$800.

CANADA.

Ottawa.—The Moto-Cycle Company. Incorpor-
ation applied for by Raymond Trefontaine,
advocate, M. P., Captain Charles Joseph Que-
soel, counsel, and others, to manufacture and
deal in all kinds of horseless vehicles, includ-
ing bicycles, and whether propelled by petro-
leum, gas, steam, electricity, compressed air,
or any other motive power. Capital stock,
\$150,000.

CONNECTICUT.

Middletown.—Middletown Cycle Co. Title
transferred to Worcester Mfg. Co., Worcester,
Mass., who will continue.

COLORADO.

Denver.—Colorado Bicycle Livery and Re-
pair Co., incorporated.

ILLINOIS.

Champaign.—J. G. Nicolet & Co., bicycles,
Assigned.

Chicago.—Hales, Ansel & Son. Assigned. As-
sets, \$4,000; liabilities, \$6,000.

Chicago.—J. Duncan. Chattel mortgage to
J. H. Perkinson, \$800.

Monmouth.—Pinkerton & Evans. Closed on
chattel mortgage. Liabilities, \$8,000.

INDIANA.

Elnora.—J. J. Smiley, hardware dealers, will
add bicycles.

Middletown.—Charles C. Donley, hardware,
etc., will add bicycles.

Mitchell.—W. M. Sames, hardware, etc., will
add bicycles.

IOWA.

Des Moines.—George L. Seager. Attached.
Transfers stock to Arnold, Schwinn & Co.,
Chicago, Ill. Liabilities, \$4,000.

KANSAS.

Topeka.—Central Cycle Co. (I. P. Golms),
sued by John Deere Plow Co., of Kansas City,
for \$379.18.

MARYLAND.

Cumberland.—C. A. Pagenhart & Son, new
store.

MICHIGAN.

Detroit.—M. W. Roller. Bill of sale to
George W. Strelinger, \$450.

Detroit.—The Detroit Sprocket Chain Co.,
incorporated. L. B. Ball, for three years sec-
retary Chain Belt Co., of Milwaukee, is super-
intendent. Capital stock, \$25,000.

Saginaw.—The W. S. Marr Cycle Co. filed
two chattel mortgages, one of \$2,000 to the
Saginaw Hardware Co., and one of \$1,800 to
William Seyffardt, as trustee for several
creditors.

MISSOURI.

Springfield.—Burns & Magnien. T. J. De-
lany appointed trustee. Burns retires. Mag-
nien continues.

NEBRASKA.

Omaha.—Omaha Bicycle Co. Closed on chat-
tel mortgage.

NEW JERSEY.

Paterson.—A. L. Withers Cycle Co. Claims
returned uncollectable, covered by chattel
mortgage.

NEW YORK.

Brooklyn.—Behrmann Cycle Co. Closed by
sheriff.

Brooklyn.—A. M. Franklin. Chattel mor-
tgage, \$1,200.

Buffalo.—A. & F. Meyer Co. Judgment for
\$139.

Mt. Vernon.—Charles P. Phillips & Co. Dis-
continued.

New York.—John McClave & Sons, 371
Fifth avenue, New York. Assigned. Liabili-
ties, \$100,000. Nominal assets, same.

New York.—Porter & Gilmour. Receiver ob-
tains permission to complete and market 120
bicycles.

Syracuse.—Elbridge Cycle Co. Geo. E. Hig-
gins, Pres., transferred all his real estate.

Utica.—Unique Bicycle Store (Richard
Mortimer) foreclosed chattel mortgage.

OHIO.

Belle Centre.—L. T. Emery & Co., hardware,
will add bicycles.

Cleveland.—Likly & McNair. Claims re-
turned uncollectable. Covered by chattel
mortgage.

Sandusky.—Henry Mulleisen, new store on
Water street.

Toledo.—Colton Mfg. Co., petition to change
name to the Summit Cycle Co.

Toledo.—Dildine & Bayle. Sold out.

Toledo.—Chas. Truman & Co. reported
given lien for \$462.

Toledo.—Toledo Novelty Co., cycle sundries,
assignee's sale Sept. 19.

ONTARIO.

Toronto.—Bauckhen & Davis, bailiff in pos-
session.

Toronto.—Hyslop, Son & McBurney, stock
advertised for sale at auction.

OREGON.

Salem.—Jos. H. Albert gives deed, \$1,500.
E. Portland.—Owen & Robinson, bill of
sale \$385.

PENNSYLVANIA.

Wilkesbarre.—S. Blau & Co. Sold out.

Erie.—The Bacon Bicycle Co., organized
last spring, has made an assignment—two
judgments by H. Bacon, amounting to over
\$6,000; two in favor of Marine National
Bank, amounting to \$15,750, and four foreign
judgments. Sheriff in possession. Saml. E.
Bacon, Pres., dead.

RHODE ISLAND.

Narragansett Pier.—Caswell & Co. Fire.
Loss, \$2,000. Partially insured.

TENNESSEE.

Nashville.—Sims Bros. & Green assigned.

WASHINGTON.

Davenport.—J. D. Ricks will open repair
shop.

Seattle.—Fleenor & Gifford. E. O. Gifford
gives deed \$1.00.

WISCONSIN.

Milwaukee.—John P. Wechselberg. As-
signed to J. P. Wechselberg, jr.

TWO FROM CLEVELAND.

Cleveland, Sept. 13.—The Mechanical Rub-
ber Company, of this city, are to go into the
tire-manufacturing business upon their own
hook next season. They are not new in the
business, but their tires made in the past
have been made under contract for inventors,
promoters and other tire companies not hav-
ing factories of their own. The new tire
will be called the "High Grade," and the
name will be strictly upheld in the manu-
facture.

The Parish & Bingham Company, also of this
place, who have long been manufacturers of
steel stampings in other lines, are now mak-
ing them for bicycles. The new line, while
not large, contains some novelties worthy of
mention. One is a crank bracket without a
single seam, stamped from one piece of metal,
while another is a stamped sprocket cut in
any design to suit purchaser, and finished
for nickelling. Finished hubs, cones, etc., are
also included in the line. The entire output
will be marketed through W. A. Neff, gen-
eral sales agent, in the New England Build-
ing.

SIX DOLLARS IN COMMISSIONS.

G. G. Wickson, of San Francisco, has sued
the Monarch Cycle Manufacturing Company
for an accounting of business profits. In De-
cember, 1895, the defendant rented from
Wickson a store at 3 and 5 Front street, San
Francisco. The company, it is claimed,
agreed to pay \$200 a month rent, and, in ad-
dition, 10 per cent of all retail sales. It now
appears that on August 28, the cycle concern
vacated the store. Up to that time Wickson
had been paid \$1,600 as rent and a commis-
sion \$6. He now desires an accounting to de-
termine the amount of commissions still due.
He also demands \$5,000 damages because of
the failure of the company to occupy the store
for at least one year, as provided in the lease.

SAFES AND CYCLES.

Matthew S. Wilson, a small manufacturer
of machines, bicycles and safes, at No. 88
Fleet Place, near DeKalb avenue, Brooklyn,
N. Y., on Monday made a general assignment
for the benefit of creditors to Thomas B.
Gates. The liabilities are unknown. The
preferred creditors are: Anna M. Bunn,
\$2,000; Elizabeth Wilson, \$3,200; John W.
Bunn, \$500, and Agnes Stone, \$800, all money
loaned.

ROOM FOR THE CYCLE SHOWS.

People who have not visited the Grand Cen-
tral Palace can best form an idea of its
capacity from the following figures: The
Garden last year, including all floor space,
aisles, boxes and every other particle of
space which was used for exhibition purposes
totalled 52,000 square feet. The actual, prac-
tical, usable space at the Grand Central Pal-
ace is 91,000 square feet. These figures, how-
ever, are dwarfed entirely by the Chicago Ex-
position Building, which will furnish a space
of 210,000 square feet. In this building there
will be a main aisle sixty feet wide.

TO SELL OUT HUSEBY PLANT.

Hugo H. Casper, receiver of the Huseby
Cycle Company, Milwaukee, has been au-
thorized by the Court to sell the stock, tools
and equipment of the company at such prices
as he may obtain in the regular course of
business, and is empowered to complete the
manufacture of such bicycles as come into
his hands in an unfinished state.

An Austrian court has decided that a cycle
agent cannot have his sample wheels seized
for debt.

NATIONAL CIRCUIT DATA.

PLACE.	DATE.	NAME OF TRACK.	SIZE.	SURFACE.	FASTEST MILE RIDDEN ON IT.	ADDRESS COMMUNICATIONS TO
New York, N. Y.	Sept. 19	Manhattan Beach	1/2 Mile.	Cement. . . . .	.....	M. B. Macfarlane, 150 Nassau St.
Plainfield, N. J.	" 26	Crescent	1/2 "	Pulverized stone. . . . .	.....	C. E. Teel.
Trenton, "	" 28	Fair Grounds	1/2 "	Dirt . . . . .	.....	J. G. Muirheid, Box 105, Trenton.
Newark, "	Oct. 3	Waverly Park	1/2 "	Loam . . . . .	.....
Washington, D. C.	" 5	.....	.....	.....	.....	W. J. McKean.

FIXTURES.

SEPTEMBER.

- 17-18 10—Stox City, Ia., Inter-Ocean Wheel Club.
- 18-19—Hamline, Minn., Driving Club.
- 18—Kankakee, Ill., Fair Association.
- 19—Wausau, Wis., Wheelmen's Club.
- 19—Haverhill, Mass., Cycle Association.
- 19—Apollo, Pa., B. C.
- 21—Bay City, Mich., Wheelmen.
- 21-22—Oconto, Wis., Wheelmen.
- 21—Alton, N. Y., Driving Park Association.
- 23—Montrose, Col., Wheelmen.
- 23-24—Allentown, Pa., Mercury Wheelmen.
- 23-24-25—Allentown, Pa., Allen Wheelmen.
- 23-26—Jerico, L. I., Queens Co. Fair.
- 24—Leavenworth, Kan., County Wheelmen.
- 24—Wayne, Neb., C. C.
- 24—McKeesport, Pa., Cyclers.
- 24-25—Cuba, N. Y., Fair and Racing Association.
- 24-25-26—Chicago, National Cycle Exposition Co.
- 25—Poughkeepsie, N. Y., County Fair.
- 25—Bloomington, Ill., B. C.
- 26—Elizabeth, Pa., A. A.
- 26—Omaha, Neb., Wheel Club.
- 26—Reading, Pa., Electric Wheelmen.
- 26—Southbridge, Mass., El. Club.
- 28—Jackson, Tenn., Jackson C. C.
- 30—Brockton, Mass., Agricultural Society.

OCTOBER.

- 1 2-3—Brockton, Mass., Agricultural Society.
- 2—Perry, N. Y., Silver Lake Agr. Association.

NOVEMBER.

- 21-22—Chicago, Ills., National Cycle Exposition Co.
- 26—Pine Bluff, Ark., Cycle Racing Association.

NATIONAL CIRCUIT MEET

— OF THE —

VIM BICYCLE CLUB,

— AT —

Waverly Park, Newark, N. J.,

SATURDAY, OCTOBER 3, 1896.

AMATEUR EVENTS—One-Mile Novice, One-Mile Scratch, Half-Mile Scratch, One-Mile Handicap, One-Mile Triplet. Prizes—Medals in novice race; diamonds in all other events.

PROFESSIONAL EVENTS—One-Mile Scratch. First, \$50; second, \$30; third, \$20; fourth, \$10; fifth, \$5; leader at 1st quarter, \$5; leader at second quarter, \$5; leader at third quarter, \$5. Mile Handicap—First, \$50; second, \$30; third, \$20; fourth, \$10; fifth, \$5.

For entry blanks or information, address

E. T. CARRINGTON, Secretary, P. O. Box 166, Newark, N. J.

HAVE YOU OCCASION TO GO WEST?

The solid through train run daily via the West Shore Railroad through the State of New York, stopping at principal stations, to Erie, Cleveland and Chicago over the West Shore and New York, Chicago and St. Louis Railroad (Nickel Plate), is proving itself a great attraction to the traveling public. Passengers leaving New York on this train—station foot of West Party-second street, at 6.00 p. m.—arrive in Chicago the next evening. No annoyance of changing cars or baggage, as the entire train runs through to Chicago without any change. Buffet and dining cars are attached, and it is no wonder that with the excellent time, easy roaded, picturesque scenery of the route, this line is so profitable to its promoters. In going West you should try the West Shore and Nickel Plate Route.

THE ATLANTIC CITY AND PLEASANTVILLE

BICYCLE TRACK.

The fastest five-mile track in the world. Send for prospectus. T. W. WHITE, Secretary, 1230 Atlantic Avenue, Atlantic City, N. J.

PRIZE MEDALS

JOHN HARRIOTT.

3 Winter Street, Boston, Mass.

Always reliable. Send for designs

...CLUB PINS...

YOUR PRINTING

would have
OUR
Espécial Care.

WE PRINT THE WHEEL AND
CYCLING TRADE REVIEW.

**THE WHEEL PRESS,
72 WARREN STREET.**

PHONE No. 4335 CORTLANDT.

FIRST ANNUAL

L. A. W. National Circuit Race Meet

OF THE

Great Interstate Fair,

TRENTON, N. J.,

ON WHEELMEN'S DAY,
Monday, September 23, 1896.

The Most Liberal Prizes of any Race Meet in the East.

For entry blanks and further information, address
JNO. GUILD MUIRHEID, Sec'y,
P. O. Box 105, Trenton, N. J.

HAMILTON AMONG THE GAULS.

J. C. Bowe, now on the other side, has taken the foreign pressmen into his confidence, and declares that he intends sending Hamilton over to France next season. When he has been made thoroughly fit Hamilton will introduce to Parisians that, to them, novel game of "watch the sunlight glisten," etc.

CHANCE FOR A THOUSAND.

Some newspaper man has been comparing Cooper and Johnson. He says there are lots of enthusiasts who would like to know which is the better man. And, perhaps, there are. Be that as it may, however, Assistant Manager L. M. Richardson, of the Monarch Cycle Manufacturing Company, Chicago—Cooper's employer—is anxious to remove any doubts that may exist if any one can be found to take the Johnson end of the argument. Mr. Richardson authorizes a wager of \$1,000 that Cooper will beat Johnson in three out of five races at the following distances: Quarter mile, third-mile, half-mile, one mile and two miles. The races to take place within thirty days from September 12 on a track mutually agreed upon.

PICKING COAL AND PICKING WINNERS.

Linton, the Welsh racer, who recently died, was a collier before he took to racing. That riding races was more profitable than digging coal is conclusively proven by the ex-collier leaving \$20,000 when he died, all of which was accumulated within a few years.

THE FALL.

Summer breezes now have fled,
Autumn now is here;
Bathing costumes all are shed,
And the beach is clear.

Now the leaves begin to fall,
Chilly feelings queer
Creep athwart our slender spines,
Making us feel drear.

Worse we feel if heartburn's bane
Checks our appetite—
When we chew White's YUCATAN,
Then we're out of sight.

SOME REASONS

Why Travelers Patronize the Nickel Plate Road.

- 1st—Because its rates are always the lowest.
 - 2d—Because it gives unexcelled service, including through Wagner Palace Sleeping Cars between Boston and Chicago via the Fitchburg and West Shore Railroads, and Solid Through Trains between New York and Chicago via the West Shore and Nickel Plate Roads. Its day coaches are lighted by gas, heated by steam in winter, and are in charge of uniformed colored attendants whose services are free to all passengers. Its dining car and buffet service is unsurpassed, and its meal stations serve the best of meals at the lowest rates.
 - 3d—Because it will give you stop-over privileges without extra charge at Chautauque Lake and Niagara Falls on all tourist and excursion tickets.
 - 4th—Because it runs along the shores of beautiful Lake Erie, with its cooling breezes, and delightful scenery; passing through the famous "Grape Belt" of New York, Pennsylvania and Ohio, and the "Gas Belt" of Indiana; the beautiful cities of Erie, Cleveland, Fostoria and Fort Wayne; the Summer Resort of Green Springs, and many other noted places.
 - 5th—Because the Nickel Plate Road is ever at the front in adopting every improvement tending to the Safety, Comfort, Convenience and Pleasure of its patrons, and its smoothly running rack, powerful locomotives, elegant and luxurious cars and lowest rates designate it as the POPULAR ROUTE.
- For all information, call on the nearest agent, or address F. J. MOORE, General Agent, 23 Exchange Street, Buffalo, N. Y. No. 23

"HIGH GRADE" DEFINED.

W. W. Staff Undertakes the Task and Performs it Splendidly in a Book Replete With Interest.

If one were told that around such a subject as a wood rim a forty-eight-page catalogue had been built, he could scarce be blamed if he emitted a mixture of exclamation and interrogation points, for, truth to tell, it is not a particularly promising subject. Off-hand, the average person would say that such a volume could not but be most uninteresting. But in the wood rim business is one W. W. Staff, big, broad, blunt, bustling, brimming with almost boyish good nature and as experienced and brainy as he is big and broad. He is president and manager of the Boston Wood Rim Company, and he it is that has constructed a forty-eight-page book about the rim which he manufactures, the Boston Laminated Wood Rim.

Stall himself is refreshing. The catalogue reflects the man. It is printed on extra heavy tinted super-calendered paper. It is full of pictures portraying processes. It is full of words, but they are full of meat. The whole catalogue is surprisingly interesting. The language is pleasingly unconventional; it is thoroughly readable, and may be digested with interest and profit by any one interested in the subject, whether maker, middleman or purchaser.

This chapter, "What Constitutes High Grade," will afford a clew to the character of the book:

The distinguishing mark of high grade is something apparent, yet intangible. To endeavor to explain the matter wholly and clearly would be commensurate with delineating the absolute nature of many understood laws of nature and science.

What is gravitation? What is the exact and positive base of life? What is fire? What is electricity? All these things are explained on the basis of acknowledgment of their practical existence, and we merely assume to start with the main existing facts, getting no nearer than did the old negro preacher who made the statement that the foundation of the world was rocks, and being pressed, he allowed that these rested on more rocks, and being driven into a corner he exclaimed: "Why, you fool nigger, deys rocks all the way down."

The public knows that high grade is a recognized feature, but will never allow its existence on anything new which may be brought to its attention. There is always the day when we buy a cheap hat, cheap clothes, cheap food and cheap bicycles, and we always go in with the idea that the fellow who pays a fancy price is an ass, but we always discover that he isn't, and we find that the boot is on the other leg.

Thus the neophyte buys a cheap article as a starter; he sees no reason to doubt that the low-price seller is a philanthropist and the high-price man a robber.

Old Si Price was buncoed three times before he was eighty, so it will be seen that we are all never too old to learn.

On the same principle the bicycle maker who studies "economy" is able to put cheap stuff into his wheel and "has no complaint." He has no complaint simply from the fact that his economy having been practised throughout the whole machine, the customer frequently decides that he has been buncoed, and rather than acknowledge it, keeps quiet, but you can wager that when he does unload he is careful to buy of some other fellow thereafter, and he takes pains to post himself as to the requirements of a truly high-grade article.

The beginning and growth of the concern is told in these words:

In 1893 we opened our first modest little wood rim factory, with two little rooms supplied with a main shaft about as big as a pipestem, operated by a four-inch main belt. Here we commenced with two men and an output of twelve rims a day. Orders came in with a rush, the good qualities of the Boston Laminated being at once appreciated, and we soon had thirty men

at work with orders well ahead. The succeeding season found us in new quarters, where we boomed the business to the extent of employing as many as 125 men. Removing to our third and present location (Bedford, Mass.), we completely filled our new plant, and in spite of the radical introduction of labor-saving machinery, we pushed our working force up to as high as 160 men.

There is much more in the catalogue worthy of reprint—too much for these columns. But it is to be had for the asking, and all who wish to add to their wisdom and who can relish an appetizing presentment of "facts and facts alone," as the book itself says, should ask for it.

CHINA HAD THEM YEARS AGO.

The Western world never produces, invents or uses anything that some pig-tailed Chinese does not slowly rise up and claim it was used 5,000 years ago in China. Hitherto the bicycle has been exempt from this claim, but Li Hung Chang brings his country into line as follows:

He says the wheel dates back to 2300 B. C., in the reign of the Hing dynasty. Instead of having the chain on the rear wheel it was on the front wheel, and the rear wheel was the

REQUIREMENTS OF GERMAN TRADE.

For those seeking trade in the German markets the following recommendations of the German Cycle Dealers' Union will be found useful:

The manufacturers should stamp quality numbers on their machines.

All machines should be built with equal 28-inch wheels; no 26-inch wheels should be used.

All machines should have steering locks, allowing a movement under pressure, although closed, was recommended.

Mr. Braunbeck, of Stuttgart, called attention to the fact that narrow treads did not allow the use of gear cases, and the meeting resolved that, if possible, all machines should be built so that gear cases could be fitted. Too narrow a tread had no practical value.

The brakes should be rubber ones.

The German cycle dealers do not stock cycles with wood rims.

All tires, front and back, should be 28-inch by 1 3/4-inch.

All saddles should be of the hammock pattern.

These resolutions show what native manufacturers are expected to do for the trade in Germany, and Americans must be prepared to follow if they would compete with the home manufacturers.

KEPT PACE WITH TIMES.

Newark, N. J., Sept. 13.—A saddle concern, the business of which has, with its increasing years, kept pace with the hopes of its proprietors, is the Butler & Ward Company, of this city.

The possibilities of the cycle trade seem amazing when one looks at the history of some of its members.

Take the Butler & Ward Company, for instance. It is but three scant years since they entered the trade, and to-day there is hardly a cycle man anywhere who has not at least a speaking acquaintance with B. & W. saddles. A result of this sort tells the story of success more plainly and effectively than could the most flowery words.

The Butler & Ward line of saddles is about completed for '07, and is inclusive of some radical good things. The B. & W. hygienic, for instance, combines the accepted hygienic principle with some new and clever changes of construction.

AN ANTI-STEAL COMPANY.

The Wheelmen's Guaranty Company is the title of a new cycle insurance company, organized in Grand Rapids, Mich., and incorporated for \$50,000 under Illinois laws. The stockholders are nearly all Michigan men who at one time or another have been prominent in the L. A. W. or the cycle trade, or both. They are A. B. Richmond, Leo Caro, J. A. McKelvey, F. W. Hine, Dr. H. P. Snyder and Willis B. Perkins, of Grand Rapids; Jollie Allen, of Kalamazoo, and R. G. Steele, of St. Johns. The officers are: A. B. Richmond, president; Jollie Allen, vice-president; Leo Caro, treasurer, and J. H. McKelvey, secretary.

The headquarters of the company will be located in the Michigan Trust Company Building, Grand Rapids.

After several applications, the Washington (D. C.) courts have finally granted the prayer for the removal of Charles E. Thorn, assignee of the Thorn Manufacturing Company, and a brother of one of the principals. A receiver will be appointed.

one which steered. It was very popular for 150 years, when the women got to riding so much that they neglected their household duties and their families. The population began to decrease at an alarming rate, so the Emperor had to issue a decree abolishing them. The bicycle was known as the Sheng Fo, or Happy Dragon. That was before the Chinese had begun to compress the feet of their women.

Li Hung Chang neglects to say anything about century runs, and bloomers and sweaters, cyclometers and quarrels over the merits of different makes. The world may conclude, therefore, that though the bicycle may have had quite a run in China 4,000 years and more ago, it had to wait until the end of the nineteenth century of the Christian era to do its best work.

The Plymouth wood rim people have been much exercised by printed reports indicating that Gormully & Jeffery, who have long been extensive users of Plymouth rims, had decided to make a change. The reports, they say, are utterly false, and the flattering letter from Gormully & Jeffery which is published in the Plymouth advertising space in this issue should prove a most effectual quietus.

AS SEEN THROUGH A BEER GLASS.

"I see those wheel cranks want the whole Boulevard set apart for themselves," said the man with the big horseshoe scarf-pin to his friend, the livery stable-keeper.

"Yes, I see they do. Say, they're afraid of being run over by beer wagons and coal carts, just as though the men who drive them ain't got as much right on a street as them bysickle people."

"If it keeps on, do you know what those bysicklers will do? They'll go before the Legislature and introduce a lot of bills like these:

"An act to compel all pedestrians to ring bells when crossing any street. A number of wheelmen have been severely injured by being run into and thrown by careless people who were walking.

"An act to keep all vehicles save bicycles off the parks and asphalted and macadamized roads. This act will be urged because the carriages and wagons interfere with the scorching which wheelmen delight in.

"An act to prohibit any one from riding a wheel at a rate of speed less than fifteen miles an hour.

"An act making it a capital offence to steal a bicycle, and a felony to throw on the roads anything that might puncture a tire.

"A poll tax on horses and a yearly appropriation of \$25,000,000 for the repair of State roads.

"When they've got through with this, I expect they'll pass another law hanging every man who owns, breeds or buys a horse, and then they'll be satisfied. Let's go get a drink."

YOU CAN HAVE YOUR ELECTROTYPES

MADE AT
RAISBECK ELECTROTYPE CO.
24-26 VANDEWATER STREET, NEW YORK.
Telephone Call—Cortlandt 244.



The "STAR BICYCLE ENAMEL" is air-drying, and produces a finish equal to Baked Enamel. As it dries dust free in very short time, it enables the rider to thoroughly and easily renovate his wheel without inconvenience or delay. Can be had in all the shades in which bicycles are decorated. Send for color card and prices.



The "CYCLE RIM PRESERVER" renovates and preserves the rims of bicycles by spreading a film over the rim, thus preventing water from entering the pores and keeping the nuts of the spokes from rusting out, and the rim from cracking. No wheelman can afford to be without it, as it prevents costly repairs.

"STAR BAKING ENAMELS" in black and colors; combining greatest elasticity with most intense lustre. Send for sample tins and prices.

Gerstendörfer Brothers,

17 Barclay Street,
NEW YORK.

67 Lake Street,
CHICAGO.

FOR RENT,

In THE WHEEL Building,
38 West Broadway and 72
Warren Street, Model, Well-
Lighted Lofts; Steam Heat,
Electric Light, Electric Power.

**IN THE HEART
OF THE
CYCLING DISTRICT.**

The Best Oiler

**IN THE
WORLD.**

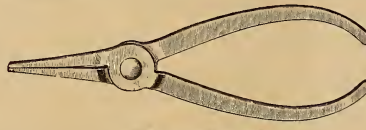
25c.

WHY

"THE BEST?"



1. It does not leak.
2. It regulates supply of oil to a drop.
3. It has won every test in competition with other oilers.
4. It is highest grade and made in the very best manner possible.
5. Although higher in price it has been adopted by the leading makers of high-grade bicycles.



Patented August 25, 1896.

A. N. CLARK & SON, Plainville, Conn.,
MANUFACTURERS OF
PLIERS FOR REPAIR KITS, and other BICYCLE SUPPLIES.

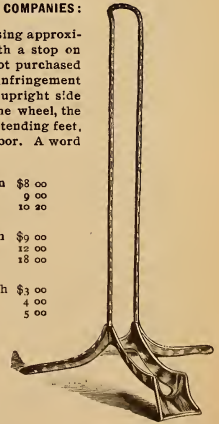
We are the inventors and sole owners of this patent. No others are authorized to make the Pliers. Reasonable quotations and electrotypes on application. Mention The Wheel

NOTICE! CAUTION!! TO JOBBERS AND WHEEL COMPANIES:

Any wheel stand with a loop or side supports, rising approximately perpendicular from a base provided with a stop on either or both sides of the centre of the wheel, not purchased from or manufactured under our license, is an infringement upon our stands. Also, any rigid stand having upright side rods or braces extending beyond the centre of the wheel, the base of the stand being provided with lateral extending feet, by which the stand is self-supporting upon the floor. A word to the wise is sufficient.



No. 3.
Removable
Club Bracket.



No. 2.
Self Supporting.

PRICE LIST.

No. 1 Enameled.....	Per dozen	\$8 00
No. 1 Nickel and Enamel.....	"	9 00
No. 1 All Nickel.....	"	10 20
SELF-SUPPORTING.		
No. 3 Enameled.....	Per dozen	\$9 00
No. 2 Nickel and Enamel.....	"	12 00
No. 2 All Nickel.....	"	18 00
PARLOR STAND.		
No. 5 Nickel.....	List, each	\$3 00
No. 5 Antique Bronze.....	"	4 00
No. 5 Antique Brass.....	"	5 00

Finished in Enamel, Nickel, Bronze and Brass or combination of the same.

Jobbing discounts to wheel companies and supply agents.

We have also the most effective and convenient Wall Brackets.

Send for illustration.

E. R. ESMOND,

227 W. 29th St., New York.

Kindly mention The Wheel,

ARTISTIC WHEEL STANDS.

The Wheel

and CYCLING TRADE REVIEW

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VOL. XVIII, No. 6.

NEW YORK AND CHICAGO, SEPTEMBER 25, 1896.

WHOLE No. 448.

HODGMAN HARASSED.

Pressing Creditors and Unaccommodating Banks Force the Old and Honorable Firm to Assign.

Of the many failures of firms connected with the cycle trade none was so unexpected as that of the Hodgman Rubber Company, which occurred on Monday of this week. The doors of the New York stores were closed about 3 o'clock, and notices posted that they were closed temporarily to take account of stock. This was the first intimation to the trade and to their creditors of any trouble. Judge Dykman, at White Plains, appointed Robert W. Todd, of No. 229 Broadway, receiver of the company on the application of the directors, with a bond of \$20,000.

Mr. Todd said that he was not familiar enough with the company's affairs to give any particulars as to liabilities or assets. He had closed both stores and the factories at Tuckahoe and Mount Vernon (both near this city) for the present. An inventory would be made at once and a meeting of creditors called, when it was hoped the company could get a composition and go along again. As soon as possible he would finish up whatever profitable work there was at the factory by using up the materials on hand. The company's embarrassment, he said, was due to the hard times, depression in business, and the stringency of the money market, which prevented them from getting any funds to meet obligations. At this time of the year the company has been doing a large business making up the fall and winter stock, but it could not borrow money, and was unable to get its notes extended.

The business is a very old one, having been established over fifty-five years. It was founded by Daniel Hodgman, who died in 1874. His widow retained her interest until 1885, when she died, and the sons incorporated the business under New York State laws with a capital stock of \$250,000, which was increased in 1890 to \$350,000. George F. Hodgman was president, Charles A. Hodgman vice-president, and George E. Hodgman secretary.

In April last they stated to Bradstreet's that the business of 1895 showed a net profit of \$60,000, that there were net assets of \$625,000, and that the liabilities were \$250,000. During 1895 the company put in new machinery and added other improvements to the plant. Besides making the general run of rubber goods the company manufactured mackintoshes and bicycle tires. Fifteen thousand dollars, it is stated, were spent in advertising the tires. The company has always done a large business, had a high reputation and met its obligations promptly.

FOUR MONTHS' TIME.

The embarrassed Premier Cycle Co. has passed into the hands of a receiver. Four months have been allowed for the presentation of claims.

A DUNLOP DECREE.

London, Sept. 14.—For some time past a few American makers have been sending across machines fitted with Dunlop tires for sale. The Dunlop people have hitherto levied a tax of 12s 6d per pair on these importations, but now it will be seen from the inclosed circular that the importation is prohibited. The following circular has been sent round the English cycle trade and press:

We regret to inform you that we cannot under any circumstances sanction the use in the United Kingdom of American Dunlop tires, for the following reasons:

1st. They are not manufactured under British patents, and we should, therefore, be compelled to proceed against vendors, purchasers, or users as infringers.

2d. The materials employed, though quite suitable for American roads, are altogether unsuitable for English roads.

We must ask you to have the kindness to send us a declaration setting forth the quantity of American tires sold by you, if any, in order that we may collect the royalty which we have been advised to fix upon such tires.

We regret to occasion you this trouble, but we feel sure that you will recognize that in doing so we are acting entirely in your own interests. We cannot guarantee these tires, and the absence of such guarantee could not fail to produce friction between your good selves and your customers.

ON ITS OWN LEGS AGAIN.

Congratulate the Marion Cycle Co., of Marion Ind.!

Only one week since they were forced into the hands of an assignee; eight days later the assignee is discharged, and the company is once more on its own legs. The factory will start up Monday and the wheels will whirr and the smoke curl as in the prosperous days in the past. This is authentic.

In these days, when money is so tight, the fact is remarkable, and any firm that can recover so quickly is well worthy of all the congratulations that may be bestowed upon them. There was little doubt that the Marion people would come through with flags flying, as THE WHEEL stated in reporting its embarrassment last week, the assignment being one of those unfortunate cases where the sternness of the banks prevented realization on more than ample collateral, which would have been easy at any other time than ante-election time.

The Messrs. Halliday, the owners of the Marion plant, are safe, conservative people. If confidence in them was shaken by their temporary trouble, it will be renewed with interest by their quick recovery.

POWER FROM UNITY.

At the sale of unclaimed property at the Police Headquarters one of the most magnificent collections of old crocks on record was disposed of at prices varying from 10 cents to \$16.

TIRE TRADESMEN TALK PLAINLY.

The Rubber Tire Association Adopts an Unmistakable Guarantee and Makes Little of Anti-Leak Compounds.

Hereafter there will be no reason for doubt or question as to what is meant by a guarantee on tires.

Some months since the tiremakers got together in this city and effected a provisional organization. On Thursday of last week, September 17, they congregated again, and this perfected the organization and reached some really important results, among them a standard and definite form of guarantee.

The permanent organization was titled the Rubber Tire Organization, and that gracious personage, Colonel Theodore A. Dodge, of the Boston Woven Hose and Rubber Co., chosen president. The other officers are: First vice-president, L. K. McClymonds, New York Belting and Packing Co.; second vice-president, E. T. Perkins; secretary, Kirk Brown, American Dunlop Tire Co.; treasurer, George F. Hodgman, Hodgman Rubber Co.; Executive Committee, George H. Day, J. F. Palmer, J. E. Davis, H. C. Corson and H. C. Morse.

The meeting first convened in The Arena at 10 a.m., and was promptly adjourned until 7 o'clock in the evening, when those present broke bread and drank sparkling beverages as the guests of President Dodge.

The "Association guarantee," as it is to be known, will expire on February 1 on all tires sold during the present year. Tires sold after September 1 are included in the business of the following season. The Association also delivered the "tire tonics" and "anti-leak compounds" a blow above the belt. It was announced that any tires treated with such materials, ipse facto, forfeit their guarantee. The declarations are straightforward and admit of no subterfuge.

The question of credits was also discussed, but no final action reached. It was the general opinion that the Credit Board of the Cycle Board of Trade fully covered the field, and in the opinion of those who had tried it, had proven very thorough and efficient.

The concerns represented in the Association are: Boston Woven Hose and Rubber Co., B. F. Goodrich Co., Newton Rubber Works, Gormully & Jeffery Mfg. Co., Hodgman Rubber Co., Hartford Rubber Works Co., Columbia Rubber Works, New York Tire Co., Mechanical Fabric Co., American Dunlop Tire Co., New York Belting and Packing Co., Kokomo Rubber Co., American Wringer Roll Co., Ideal Rubber Co., Spalding-Pepper Co., Peoria Rubber Co., Palmer Tire Co., L. C. Chase Co. and Diamond Rubber Co.

DEAR AT ANY PRICE.

The French Touring Club has now over 42,000 members, and is growing at the rate of 100 new members daily. Practically all the privileges French wheelmen now enjoy are due to the influence of the Touring Club.

SOME FRICTION HERE.

Chainless Gears and Differing Directors Cause a Newark Company to Close Down.

Internal dissension among the directors of the Howard & Nichols Cycle Manufacturing Company, of Newark, N. J., was aired in the courts in that city on Saturday last. The company was incorporated November 29, 1895, to make the Howard chainless bicycle, and started a factory in Sumner avenue, Newark. The officers are C. O. Howard, president; Marion L. Nichols, vice-president; John L. Travis, secretary. These, with Alexander Milne and J. Albert McGowan, form the company. Several weeks ago Nichols demanded \$6,000, which he alleged he had advanced to the company, and also \$3,500 back salary. The claims were disputed. Nichols also said he had paid \$1,600 for machinery. Other directors said he had no right to make this purchase without their consent.

On September 10 a committee of directors was appointed to look over Nichols's claims, and it is alleged that on September 14 Nichols executed a chattel mortgage for \$9,950 to himself from the company. There was another chattel mortgage given to James J. McCabe for \$1,334 65 for machinery. It is alleged that the corporate seal was used on these papers without the consent of the other directors and stockholders. Tuesday of last week notice was given that all the chattels and goods of the company would be sold at public auction on September 21. A notice was received at the factory by the man in charge that all work must be stopped, and demanding the keys. That night, it is alleged, Nichols and other men overpowered the factory watchman and took him out of the factory, and he was put under \$500 bail by a Justice of the Peace. The factory was then closed and locked. On Wednesday the other directors secured entrance, drove out the caretakers, and the next morning started work again. The case will come up on September 29.

WHERE TRIBUNES DWELL.

Erie, Pa., Sept. 19.—The addition to the plant of the Black Manufacturing Company, of this city, which has been in course of construction for several months, is practically completed, and it is already being put to practical use by the Tribune people. Roughly speaking, it is monopolized by the enameling and tool-making ends of the business.

The addition is located close to, but nevertheless, apart, from the main factory, connecting therewith, and is a two-story brick structure. The extra room is not intended to favor particularly the manufacturing of a greater yearly output than that of '96, but has extended especially to tend toward greater ease and economizing in the handling of the business.

The Black Company are among the few makers who are not permitting the political situation to steal their mastership. They are buying '97 material freely, and their factory presents the unique spectacle of two hundred and twenty men working on '97 tools and material.

DISSATISFIED AGAIN.

Toledo, Sept. 19.—The Shell Cycle Fitting Company and its employes are "out" again, this time on account of wages. The drop forgers have decided to go out rather than submit to a cut of 46 per cent, which was proposed. In nearly every department a big cut was made.

Real estate transfer—a mud-guardless wheel on a sloppy street.

THEY KNOW WHAT PARADES ARE.

New Orleans, Sept. 16.—Away back in the eighties the wheelmen of this city held a lantern parade, and while it was a success in its small way at that time, it is still a recurring memory now. There have been several attempts since, but all have been more or less failures, until the affair of last Monday eclipsed all previous efforts in the line of bicycle decoration and in point of numbers as well, and was evidence of the "pushability" of Chief Consul Harry Hodgson. He was the leader then, as he is now, and to him is due the credit for the brilliant procession.

Monday, September 14 was the day, and the propitious weather conditions and the incentive of a number of handsome prizes brought out some 300 gayly and some lavishly decorated wheels. The route was over the asphalted surface of St. Charles avenue, the principal residence thoroughfare of the city, and everybody's aunts and cousins were there to see the sight. The trade showed a most commendable interest and their "floats" were the central objects of interest throughout the entire parade and rightly. The Jackson Cycle Company represented Li Hung Chang and his suite and perfectly carried out the idea even to the coffin which his Celestial Greatness is said to carry with him. The float of E. C. Fenner & Co. was one of the beauties. It represented an ethereal car drawn by butterflies and driven by an elf of the air. The idea was perfectly carried out and so tastefully executed that it created a continuous buzz of admiration. The car of Testard & Nick counterfeited a mound of silver, on which a cornucopia emptied the wealth of the world. Phil R. Rice showed the trademark of his agency, a fairy lounging in a crescent; while the Columbia branch illustrated one of its posters in a thoroughly ingenious manner.

This city is noted for its pageants, and it is no wonder that the cycle carnival was in keeping with its predecessors in another line. There is scarcely an item of criticism to be made, beyond the delay and frequent breaks in the line of march.

CYCLE MAIL CARRIERS' CHANCE.

Proposals for star routes will be received by the Second Assistant Postmaster-General, Washington, until December 1, and bids will be announced by February 1. Full information regarding the routes, the bonds required with the bids, and the present price of the service will be furnished on application to the Department.

There are thousands of these routes throughout the country. At present nearly all are covered by horse and wagon. A large proportion of these routes can be covered by wheelmen far more expeditiously than by the present plan, and a splendid opportunity is presented for young men with bicycles to secure contracts.

The Department is favorable to any change which will expedite the star route mails and at the same time reduce their cost to the Government.

CONGRATULATIONS ARE IN ORDER.

When Chief Consul Isaac B. Potter, who was one of the Coleman party at the Atlanta Exposition last winter, reached the Georgia city he was not seen often by his fellow-excursionists. At the time nothing was thought of it, but the reason is now quite plain. "I. B.," as he is quite generally known, is soon to become a Benedict, and the future Mrs. Potter was then, as she is at present, an Atlanta lady, although formerly a resident of Brooklyn. The wedding is to take place in the early winter.

STATING HIS POSITION.

Mr. Potter Takes Care that No One Shall Accuse Him of Being a Political Boomer.

Chief Consul Potter is a Republican. So is Timothy L. Woodruff, at present a Brooklyn Park Commissioner, who, as such, did much to promote the construction of the return Coney Island cycle path. The Logan Club, of Brooklyn, is a Republican organization. The Logan Wheelmen occupy a portion of the Logan Club's headquarters. At the last Republican Convention Mr. Woodruff was made his party's nominee for the Lieutenant-Governorship. The Logan Wheelmen have promoted a parade in Mr. Woodruff's honor. Mr. Potter has been asked to grand marshal the procession.

From Cornwall-on-the-Hudson, where he is at present rusticiating, Mr. Potter has accepted. His letter of acceptance has been given to the press. It is clever and interesting. Here is an extract from it:

"I have thought over the matter of the proposed parade in honor of Commissioner Woodruff, and have wired you to-day my acceptance of your kind invitation. I do this as a wheelman of Brooklyn and a member of the same cycling club whose membership roll contains the name of our Park Commissioner, and yours and mine, and because I appreciate the energy and ability with which Mr. Woodruff has performed the duties of his office and the special service he has rendered to cyclists by his prompt and substantial recognition of their needs. I understand that the proposed parade is entirely free from political significance, and has no possible reference to the fact that Mr. Woodruff is a candidate for public office. I think that none of us can afford to take part in any public demonstration as cyclists except with this understanding. If the wheelmen of Brooklyn would do honor to any man who has appeared to earn their gratitude, it should be done with a unity of spirit which forbids the recognition of any political party or political candidate, for, as Republicans and Democrats, we must respect one another's convictions and stand together in every movement which appeals to us as cyclists only. I hope that this spirit may so far prevail as to make the parade a largely attended and most successful one."

Some Democratic wheelmen are wondering whether Mr. Potter would marshal a Democratic turnout.

NEW RAILROAD DODGE.

Railway companies throughout New England will on October 1 begin a new schedule of charges for wheels accompanied by their owners. These charges are based upon the amount of fare paid by the passenger, and vary from a minimum of 10 cents to a maximum of \$1. Before the companies will agree to carry the rider's wheel at the new scale of prices, they insist wheelmen shall sign the following:

"I personally have agreed with the railroad managers that, until the legal status of the New York law is determined, it is wise for us to give this new schedule a trial, since it in no way interferes with any future action on either side, should conditions change, and in making that agreement it is fully understood that I am acting for myself alone."

Frank T. Fowler, who has been lingering in New York for a week or more, has something important on tapis. What it is he will not say, but it is known that he is awaiting the coming of a stranger from abroad, who is due on Saturday's steamer.

ASKING QUESTIONS NOW

Are Those Interested in the Dunlop Deal—
More Tire Suits—G. & J. to
Appeal.

London, Sept. 12.—Another fresh Dunlop development! I am almost prone to think that a Dunlop Development Syndicate is at work to keep up the excitement. In any case the game is kept merrily moving. It seems that some shareholders in the old Dunlop Company have conceived the brilliant idea that Harvey Du Cros senior was a party to the secret negotiations which ended in the sale of the old business to the new for £3,000,000, which the purchasers sold to the public for £5,000,000. The difference between those figures, they allege, is an illegal profit which has gone into the pockets of Messrs. Du Cros Hooley and Rucker. Accordingly they have served writs on those gentlemen for the recovery of the £2,000,000 which they contend is rightfully due to the shareholders of the old concern. The action has commenced in the High Court of Chancery, London, and a syndicate is being formed to institute similar proceedings in the Irish courts.

I don't know who the plaintiffs in these actions are, but in the first case I consider that they will be non-suited at once as regards Messrs. Hooley and Rucker, who were merely ordinary shareholders in the old concern, and as regards Mr. Du Cros I am equally confident they will find him much too clever to be caught in a "booby trap." The action is the talk of the trade and financial circles, but that it will affect the shares of the Dunlop Company is not expected.

Regarding the latter, I am told that the deferred issue has been very largely over-sold in London—something like a million shares—and that about Thursday next they will be at a very high figure compared to their present price—33s 6d.

I believe that Dr. MacCabe, who purchased 2,000 original £ Dunlop shares from the inventor, J. B. Dunlop, at £7 each on the day that the directors agreed to recommend the acceptance of Messrs. Hooley and Rucker's offer of £13 per share, has also been served with a writ by J. B. Dunlop for the recovery of the sum of £12,000 on the ground that the purchase was arrived at from knowledge on Dr. MacCabe's part which was so obtained as to render the recovery of the difference a legal step. There seems to be a plague of writs in Dublin at present. I don't think that the plaintiffs in any of the actions are likely to succeed, but money and energy will be spent in law proceedings which will probably effect some intended end.

The news of the week is the serving of a writ on the Tubeless Pneumatic Tire Company, at the instance of the Dunlop people, who claim that the Fleuss tire is an infringement of the Clincher patent as regards the fastening to the rim. The other legal skirmishes were merely preliminaries which, from the resolute manner an apparently hopeless case was taken from court to court, even to the House of Lords, shows that the fight will be keen and bitter. Should the Tubeless Tire Company win the day, it seems inevitable that the Dunlop Company must buy them out, and should they lose, the principle embodied in the Tubeless tire will probably be worked under one of the licenses granted by the Clincher people.

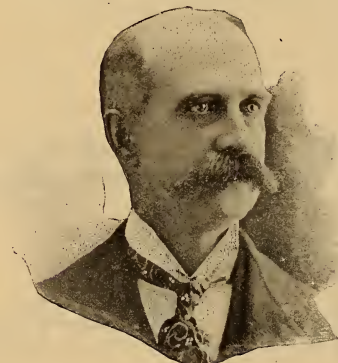
The defendants base their chief defence on the fact that the Clincher patent is by argument one granted for a method of binding an endless tube containing air in compression to a suitable rim by means of a special form of cover. In the Fleuss tire

there is no air tube per se, merely a cover, identical with that of the Clincher, it is true, but still only a cover which, by the method described in THE WHEEL'S London letter some months ago, is rendered capable of containing and holding compressed air, thus dispensing with the necessity of an air tube.

The earliest Clincher patent was for a solid tire, and this was later developed into a cushion, in which a single band of rubber was bent into the rim and held in by the force of its own lateral expansion. This deviation in conjunction with the later Clincher patent, on which the Gormully & Jeffery case was decided, is held by the Dunlop people to entirely invalidate the fixing embodied in the Fleuss tire, and I must admit that this my own opinion.

At the same time I should be sorry to see anything occur which would delay what I honestly consider is to be the tire of the future. Those of the American makers who have seen the tire have been much impressed with its merits, and quite a number are having sample pairs sent across to their factories for experimental tests, with a view to its adoption on their wheels.

Of course, imitations are cropping up. One, I believe, has been purchased, or is to be pur-



V. E. BAILEY,

Of the Crosby & Mayer Co., Buffalo, who will sail for Europe October 7th, to introduce American cycle fittings in foreign lands.

chased, by the astute M. D. Rucker. It is one in which two flaps fall across the bed of the rim inside the cover, one from either side. These flaps meet and turn upward, the points of contact being fined away until a knife-edge joint is effected. It is said to hold air perfectly, but will very probably not be put into use until the result of the Dunlop-Fleuss action is decided. One hundred thousand dollars is said to be the price, and looks a fair one on a gamble pure and simple, as it is of little use without a method of fixing to a rim.

If it is true, as I believe it is, that the Palmer Shipbuilding Co., of Jarrow, near Newcastle, intend branching out into the cycle business, competition will be kept up in the northeast corner of England. Up to the present only two cycle-building firms have been located there—the Elswick Cycle Co. and J. Devery & Co. Strangely enough, the information reaches me simultaneously that the latter, who sold his business in Wolverhampton to Humber & Co. some seven years ago, and migrated to Berwick under terms of sale, has decided to return to his old town and restart his old firm. The Palmer people will be some time in getting to work, but in the hands of John Morley, well known here from his past connection with Rudge and the Manchester

Cycle Mfg. Co., they should be in time for next season's trade, or a portion of it. There can be no lack of money here, so that quite a lot of interest is being taken in the plans of the concern.

Another item of news is that the Messrs. Pugh, who did so much to bring the Whitworth into prominence and now practically manage the Rudge-Whitworth Company, are about to retire from that concern. Misfortune seemed to dog the latter concern until this year, but the trade done during the present season should have gone a good way toward placing the concern on a sound basis. Another firm which has done a large business is the Premier Cycle Co., which, Mr. W. Herbert recently assured me, had built and dispatched to their customers almost 33,000 Premiers this season. Of course, this included the output of the company's factory at Nürnberg, from which the Continental markets are supplied, from which the Continental markets are supplied.

So far from accepting Mr. Justice North's recent decision as final, I understand that Gormully & Jeffery have already lodged notice of appeal. They have opened out their advertisements, and in addition to their tires they have inaugurated a vigorous planting of Rambler agencies over the country. This latter move is, no doubt, caused by the conviction that nothing further was to be gained by confining their energies in this country to the tire trade. It was, no doubt, a judicious policy a couple of years ago, but the fact that the same firm which was endeavoring to sell tires to the English trade was also selling machines in opposition to it would have inevitably caused their tire sales to have been very small. Matters, however, have much altered now, and with a distasteful monopoly closing in on them any relief is regarded as a matter of Hobson's choice.

I believe that the Coventry Machine Company will "float" next week for £375,000, which is a fair amount of money even for such a highly successful concern as this. It is a remarkable fact that the stock of all tin-firms which have been floated for such sums as £200,000 and over now stands at a discount. I am of opinion that one-half of the recent flotations have been scandalously overcapitalized, and time will probably prove this opinion to be correct.

BOARD OF TRADE MEETING.

President Coleman has called a meeting of directorate of the Board of Trade for Monday, October 5, at the New York headquarters, No. 271 Broadway. The final adjustment of matters connected with the National shows, the election of members and other subjects of interest to the trade will be considered and settled.

NO TIME WASTED HERE.

Thirty-two Tinkham wheels were shipped on the steamer Werra to Australia, via Genoa, on Saturday. They are the first of a lot of 200, which are to go as fast as they are turned out. The order was received, wheels crated and shipped on four hours' notice. The Tinkham people are also building several bicycle ambulances for the Mexican Government.

DID SEVENTY-FIVE MINUS BARS.

A New Orleans rider, Clyde Swick, rode seventy-five miles on a machine without handle-bars on the track in that city last week. His riding time for the distance was 3 hours and 57 minutes. He started out to ride 100 miles, but darkness interfered. After finishing fifty miles he rested for an hour.



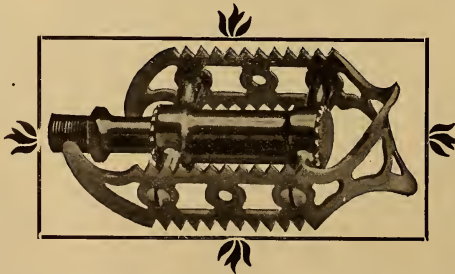
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The JANNEY for '97.

We cannot sell our pedal for as **low** prices as others, but it is **cheaper** in the end. **NO LOOSE CONES** and **NO CHECK NUTS**, hence no trouble, no binding. We have put **money, thought** and **time** in this and can give you the **result**. It is the best pedal you can get for your '97 wheels and will **SELL** them.



SIMPLE,
ARTISTIC,
AND THEREFORE
ATTRACTIVE.

Water and Dust Proof.
Absolutely Rigid Adjustment
Self-Oiling.

HAVE YOU SEEN ANY BETTER?

MADE BY

CYCLE IMPROVEMENT COMPANY,

WESTBORO, MASS.



Kindly mention The Wheel.

The Wheel

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T. I. LEE,	L. GEYLER,	J. W. HOLMAN.
	A. T. MERRICK,	Illustrator.

Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

TO FOREIGN INFORMATION SEEKERS.

Owing to the number of inquiries received from abroad in regard to the status of American firms, THE WHEEL announces that it will give to all such inquiries the most careful attention, and all foreign merchants desiring advice or information regarding American trade are invited to correspond with THE WHEEL.

On and after October 1 THE WHEEL AND CYCLE TRADE REVIEW and the business of THE WHEEL PRESS will be operated by the F. P. Prial Company, incorporated. The officers are: F. P. Prial, president; J. J. Prial, secretary-treasurer. The incorporation is a matter of business convenience.

WHAT WAITING IS DOING.

THE leaden heel of time never slower moved the pedal of trade than it is now doing. In every branch of business the stocks of both dealers and manufacturers are at their lowest possible point. Everything and everybody seems stricken with the palsy of procrastination, and no aid for it seems nearer than post-election time.

Not only is this to be regretted for the trouble it is now causing, but also for the outlook for future disturbances it surely presages. Plans, contracts and orders for materials, parts, sundries and output, which should now be well under way, have in many, in fact, most instances, not even been considered. The trade waits and so, perforce, must its dependencies.

The result must be one of two things, a decreased output for '97 or a crowding into three months the normal business done in six. Of the two possibilities we believe the former to be the most likely to happen. In other words, there is more likelihood at present of a wheel shortage in '97 than there is of an over production. That the demand for bicycles will be as great in '97 as it was in '96, no close student of the trade can deny. This, too, without any reference to who is elected, or what monetary standard prevails then.

If, then, at this time in '95 plans and contracts were complete for '96's product, and the turning out of the wheels themselves was well underway, how can '97's demand be met with the utter absence of a similar state of preparation in '96? Overtime, double force and such like expedients cannot be relied upon to make up, after November 7, the time lost prior to that date, and so the question of next year's supply of wheels being equal to the demand therefor is a pertinent one.

There are risks which good business men must ever be prepared to take, and this question of preparing now for the business of the season to come is one which the shrewd manufacturer should not be slow in meeting. Working overtime means paying more for the machines turned out, while risking a deterioration in their quality; rush work rarely resulting in other than unsatisfactory results.

The man who hesitates is invariably a looser, and he will so continue until the end of the chapter. The manufacturer who has machines ready for prompt delivery early in '97 will be the man who will get the cream of the trade and the cash for his wheels. To be in this position, though, no hesitancy or waiting tactics are admissible. To be ready then means to be ready now. Those who think and act differently will be those who, at the end of '97, will find themselves burdened with a stock of unsold wheels, whose forced sale will leave an unpleasant gap in many a bank account.

Election or no election, Democratic President or Republican President, silver standard or gold standard, the people will want bicycles next year, even as they have this, and the facts regarding the trade's ability to meet this demand are exactly as we have stated them. Procrastination never was a running mate for prosperity, nor will it be so in the present case.

NEEDLESS ORNAMENTS.

IF the Racing Board wishes to perform a public service and one which is justly due the racing man it will forbid the lumbering of the judges' stand with waste material, an evil which is extending and which has already assumed undesirable proportions. It will insist that the number of judges be limited to three, which is quite sufficient.

During the present season it has become the proper caper to honor prominent citizens—city officials, bankers, brokers, lawyers and the like—with appointments as judges.

The fact that the gentlemen, while eminent in their particular callings, have absolutely no qualifications for service on a racetrack is well known, but their acceptance of such offices looks well in print. The publication of their names adds to the importance and significance of a meet. It serves as a magnet to interest and attract their kind, that is, the upper classes. The shrewder race promoters have recognized it, and have "worked it for all it is worth." The result has been boards of judges consisting of two or three men who knew their business and as many more or nearly twice as many more who, while well known and respected in public life, were little more than bebadged ornaments. They serve only to confuse. The remedy is plain and can be easily and gracefully administered by the Racing Board.

The linking of conspicuous names with the sport serves a purpose—a purpose that is not to be wholly decried. Let the custom be continued, but let the Racing Board insist that it shall not be done in a manner detrimental to the racing man. Provide for a Board of Honorary Judges, and let it be as numerous and as luminous as possible, but let the gentlemen who compose it understand that they are ornaments who lend grace and not usefulness to the occasion.

TWEEDLEDEE AND TWEEDLEDUM.

A GENTLE, humane truck driver amused himself by driving amuck on the Boulevard, endangering thereby the lives of hundreds of wheelmen. Chased by the cycle policeman for several blocks he was finally captured and taken to court. With tears in his dove-like eyes he pleaded with the Judge, declaring that he could not restrain the fiery animals he employed for truck hauling purposes. The Judge, touched by the poor, misguided man's pleadings, promptly discharged him, and the gentle truckster left the court with a wink in his eye and his tongue in his cheek.

A refined woman started to ride down a steep hill with her wheel well braked and back pedalling all her strength would permit. The hill, despite her efforts, proved too much for her control of the wheel. Finding the machine was running away with her, she acted wisely in coasting until such time as the lessening grade would admit of her again recovering the mastery of her mount. Like the gentle truck driver she, too, was arrested. Like him she pleaded that her steed had temporarily passed beyond her control. Did the Judge accept her plea? Not much he did not! A fine of \$10 was imposed to teach her the criminality of allowing the machine to pass beyond her control.

Is there a law for cyclists and one for truck drivers? Indeed there is, particularly when election is only six weeks away and women are not voters.

The active production of cycle sport is today a case of 1 per cent. pure sport and 99 per cent. cash. This estimate is warranted not to be more than 1 per cent. out of the way.

TIME TO TALK BUSINESS.

THE sooner the League of American Wheelmen decides to recognize the control of racing as a business proposition, the better it will be for the League and for racing. It is manifestly unjust to ask or expect any man capable of filling the chairmanship of the Racing Board to give the office the attention and ability it requires, while accepting as his payment homoeopathic doses of glory and allopathic doses of abuse.

The constant-changing composition of the Racing Board produces a necessary shifting in the control of racing, which in turn begets lack of confidence and stability in the League's management. Both the League and the interests it controls have grown too great to longer ask for gratuitous service from any one, and this is true in racing matters more than in any other branch of the League's work. It is time to choose a competent man, place him in charge of the League's racing, assure him of a continuance in office so long as he is competent, pay him a liberal salary and give him sufficient authority to enable him to demonstrate that he is competent.

The present method of controlling, or rather of failure to control, racing men is but the futile attempt to handle a complex question on the lines of a simple proposition. When the racers in America were but few in numbers, and the trade and money-getting possibilities of those racing men were less prominent than now, the Racing Board, with its honorary workers, was, perhaps, well enough, but that day has passed, and with it passed the efficacy of the former methods of control.

What is needed now is a carefully drawn set of racing rules, based upon the needs of racing as it exists. Then a fearless, honest and competent man, well paid to enforce the rules selected, the farce of a Board done away with and business done on business principles. In no other way can the League expect to reap other than a crop of failures and discredit from its attempts at racing control.

When you invite yourself to dine with a man you must be prepared to accept such entertainment as your self-chosen host may set before you. You may not find fault with such as he himself is content, nor yet question his providing in comparison with that you are wont to enjoy at your own table. The laws of dining and the laws of trade are close akin in this respect. When you go abroad, on your own invitation, to dine at the foreign trade banquet, be prepared to feast as they feast, or starve. Do not attempt to teach the trade there how to prepare financial dishes as you have them served at your home in America. Learn what the trade does there, imitate it as closely as you can, seeking only to improve on the products when you are sure that what you consider improvements will by the foreign buyer be also at once recognized as such. Do this, observing closely trade usages and customs, and you will find the dishes not unpalatable; violate these ethics

of foreign etiquette, and your experience with trade abroad will be neither to your liking nor yet to your profit.

The man of '96! Who is he? In years gone by it has always been possible at this time to weave the laurel wreath with which to deck the brow of the greatest racer of the year. To-day the determining of who is really the best man is as far from being proven as it was at the opening of the racing season. Cooper, Gardiner, Bald and Butler each have their supporters, each has speed and a string of wins to his credit, but none has such a preponderance of these racing essentials as to stamp him the superior of his companions. Can it be that this is to be a year without a man? It certainly looks so now.

A very small percentage of regular church-goers are Sunday cyclists. They have not been trained that way. The hundreds and thousands of riders you see in streets and parks every Sunday are drawn from less attractive places than the church and Sunday-school. They, for the most part, belong to the great class who formerly spent their Sundays in close rooms, on hard doorsteps or in wandering aimlessly on the street promenade nearest to their homes. For such the Sunday cycle excursion is the most beneficent institution of our civic civilization.

Fortunate, indeed is it that the world has thousands of people who have been nurtured in the warmth of creeds broad enough to believe that the road to salvation is wide enough to accommodate those who arrive on bicycles as well as those who come afoot and on horseback. Straight is the gate and narrow is the way that leads to the higher life, but it is not so straight nor so narrow as to exclude the rider of the bicycle who seeks it in the proper spirit.

Omniscient Shakespeare paid the future popularity of cycling rather a left-handed sort of compliment when he made Menas, in "Antony and Cleopatra," say: "The third part (of the world) then is drunk; would it were all, that it might go on wheels."

Wheelmen number enough to be entitled to consideration, and when they ask for road and other reforms, which will benefit the general public as much as themselves, for a double reason their request should be granted.

Behold the bicycle; it toils not, but verily it spins. And in that spinning is there rest and recreation for him that toils six days a week and must get his rest on the seventh if ever.

The door of the Temple of Fortune opens both ways. The cycle trade had ample proof of this during the last six months.

If makers could get credit for their intentions, wheels with poor reputations would be scarce.

THOMAS WAS ONLY TALKING.

Frank T. Fowler and Tom Eck were among those who were drenched by the storm at Manhattan Beach on Saturday last. They did not mind it as much as the others. They were so warm that neither the rain nor wind could cool them. Their warmth was generated by a discussion of the merits of Starbuck and Michael, Mr. Fowler espousing the cause of the American. Eck finally shook a fat roll of green paper in front of Fowler and offered to back his man for \$500. Fowler did not have \$500 with him, but was anxious to make the match. He drew a check for the amount. He impressed R. G. Betts, of THE WHEEL, into service as stakeholder. Eck's check book had been left at home, and his green roll did not amount to the required sum, but he offered to post a forfeit. Fowler would not have it. He insisted that the cash must be in the stakeholder's hands that night.

"This is to be no talking match," he asserted, vehemently.

"You bet it ain't, Frank Fowler," as vehemently responded Eck. "Your money is as good as any one else's, and I'll teach you a trick you never knew before."

A meeting was finally arranged to occur at the Imperial Hotel that night at 10 o'clock, when the money was to be posted.

Mr. Fowler and his \$500 were there on time, but neither Eck nor his money nor any word from him put in an appearance, although the party waited until midnight.

On Monday, Mr. Fowler again posted \$500 with Mr. Betts, but word came from Eck that he would not be able to get his money together until the end of the week, and also that he would not agree to have the hour race take place within three weeks. Mr. Fowler wanted it to occur at once. Under the circumstances, Mr. Fowler's money was returned to him.

SOLDIERS LAUGH AT RAIN.

Springfield, Mass., Sept. 21.—The first military road race in New England was run Saturday. The start was in Oakland street, near where the Massachusetts Cycle Club's road race was started in June. The course was thirty-seven miles and thirteen of the twenty-one men who started finished inside the time limit of three and one-half hours. Several miles of the route were soft roads and the finish was made in a heavy rain. The contestants were all members of Company B, 2d Regiment Massachusetts Infantry. The men were in light marching order, being equipped with gun, bayonet, scabbard, cartridge and waist belts. Private Ouimette finished first in 2 hours and 45 minutes. Private Ransom and Corporal Smith came in a few minutes later. Captain McDonald, of Company B, was judge of the start and finish, and Lieutenant Young, Lieutenant Vesper and Private Ryan saw to it that every man covered the entire course.

Several merchandise prizes were offered, the men having their pick in the order in which they finished. The first eight will receive pins or medals, which will be bought with an appropriation of \$100 made by the company. Captain McDonald is elated over the success of the affair. He has had military experience on the plains and is positive that the bicycle has an important place in military service. It is probable that next year another military road race will be run from this city on a larger scale, the plan being to make it a State affair.

WANT CATALOGUES.

Jules Kossuth & Co., No. 24 Rue Albouy, Paris, France, desire the catalogues of the principal houses in the cycle trade.

LANGUISHING LADDERITES.

With the coming of winter, when no man worketh at ladder climbing, the pace of summer slackens and the game slows down. The story of the week's changes are soon told. Gardiner, from his top rung position, yet calmly views the struggle of those below him in their efforts to unseat him. Butler's rush lands him on the second rung but two points beneath Gardiner, and the promises of the Boston lad's friends that he will yet land on the top rung for keeps seems well within the bounds of probability.

Cooper, nothing doing, finds himself yoked with Bald on rung No. 3, while Ziegler gazes at the tandem team above him from position No. 4. Sanger and McFarland, acting as fillers in, seem safely anchored as tail enders, being apparently too far down to have any upper rung aspirations.

Points are based upon the racer's wins on the National Circuit only. A win counts three points, a second two points, and a third one point. The present ladder shows the men as they have climbed up to and including the meet at Manhattan Beach on September 19.

ZIM MAY RECONSIDER.

Despite Zimmerman's telegraphic denial that there is any truth in the rumor that he intended returning to the track, there is no manner of doubt that he is seriously affected by a return of the racing fever. He said as much at the Waverly meet, and at Manhattan Beach last Saturday repeated the statement. To his one-time trainer and mentor, Willis B. Troy, he expressed it characteristically.

"Will want to see you in a little while, Willis," he remarked significantly.

"Got it again?" inquired Troy.

"Yep," was Zim's response.

Troy told THE WHEEL man that he will of course acquiesce in Zim's wishes, but unless preliminary practice convinces him that the champion still retains his old form, his return to the track is naturally problematical.

Troy, looking as spick and span as ever, returned from abroad last week. He pronounces the stories that he was stranded as utterly untrue. The Frenchmen, he says, are as enthusiastic as ever, but now having no champions of their own, are not inclined to gush over imported talent as in former days. Troy says the French racing men are a warm lot, whose worth must be considered seriously. On a single occasion he has seen twelve of them timed in 220-yard trials, in which not one did worse than 12 4-5 sec. Jaap Eden, the Dutchman, is, however, the man who caught Troy's fancy. Willis B. says he's a wonder, if ever there was one.

CLIMBING BY THE HOUR.

Corey Hill, Boston, which, in the "good old days," divided the honors with Eagle Rock, is, like that famous pimple on the face of Mother Earth, to have its glory renewed. Three contests are to take place, one for singles, one for tandems and one one-hour, continuous-performance affair.

MICHAEL AND HIS PALS.

Michael will remain on this side of the pond until November. He will ride in several of the large cities, including Philadelphia, Boston and Chicago. He will appear chiefly in record-breaking attempts, although a match race or two may be arranged.

MORE BANKING.

The track at Olympia Park, Harlem, has been improved by being banked eight feet. The turns can now be negotiated at highest speed with safety. Another meet will be held on the track to-morrow night.

RACING AS A TOUGH GAME.

"Dute" Cabanne, on his return from his attempt to get among the winners at Springfield, was interviewed on the game and its changes since he was a shining light in it.

"Has the game changed any since I left the circuit one year ago? Well, I should say it has. When I was riding in Class B your fellow-competitors gave you a show. They were careful not to interfere with or throw you, but nowadays you have got to be a good pugilist as well as a cyclist to win.

"Actually, the men fight with their fists while riding at a 2:10 gait. They shove and elbow one another when they get in a bunch. They will take awful chances to get the best of you, and think nothing of smashing into you head on.

"I saw Tommie Cooper push Bald on a curve and throw him over. The whole bunch went with him. Cooper was soaked \$50 for that trick. Then in one race Pete Berio was leading the sprint, with fourteen of us chasing him close up, when he back-pedaled and threw the whole outfit. Peter was ruled off for his little fun.

"Who did the best riding? Sanger, although he did not win a thing. They are not in it with that Dutchman. They all take sleigh rides with him and jump him at the finish, but there is not a man in America today who can ride so fast.

"Sanger rides a high gear and that hurts his getting off quickly. Hence he is always last away. But when he starts to go he shoots by the bunch as if he was shot out of a cannon.

"My trouble was that I could not get off quickly. I had a small boy to push me off and I invariably found myself with Sanger.

"In the half-mile I got a big fellow to give me a shove. I was away in front and was quite desperate. When we struck the stretch I was in a good place, right between and slightly in the rear of Cooper and Bald. I thought, 'Here's a chance for you, Cabanne,' but Ziegler dropped down off the bank and hit my crank-hanger with his front wheel. I went into the grass, and when I got up Bald and Cooper had crossed the line.

"Tom Butler did some great riding, but he cannot set a yard of pace. Ingraham, the Dixon, Ill., amateur, is a great one. Old Charley Murphy and Kiser were there. My old friend Murphy was not riding fast enough to keep warm, but Kiser did very well.

"I will not join the circuit. I intend to stay at home and do a little work, but if any of the boys around here want my game they can have it."

DIVIDENDS FROM THE FOUNTAIN FLOW.

Louisville, Sept. 9.—Fountain Ferry track has declared a dividend, the first in its history. True, it is not very large, but it is a dividend nevertheless—2½ per cent.

The declaration was made at the annual meeting of the directors on the 15th inst., at which time the annual election occurred. In the new directorate four very well-known faces are missing and of their own volition. W. W. Watts, George E. Johnson, E. A. Newhaus and Howard Jeffries all declined to stand for re-election, leaving the way clear for the following netlemen: R. F. Pelouse, president; J. W. Brigman, vice-president; J. H. Page, secretary (re-elected); C. H. Jenkins, treasurer, and these directors: Tony Landenwich, M. J. Fleck, Prince Wells, T. Watts, M. Doerhoefer, F. Fehr, Jr., N. G. Crawford, P. E. Allison and G. F. Kast. There was some opposition to Allison because of his somewhat antagonistic attitude during the National Meet, but it was not strong enough to prevent his election.

A syndicate of Boston business men are considering the idea of building a covered track for winter racing.



ALSO RANS.

The following are the men on the National Circuit whose wins have been sufficient to score for them ten points and over: Stevens, 25; Clark, 25; Coulter, 22; Kimble, 21; Kennedy, 16; Becker, 16; Parker, 14; Loughhead, 14; Coburn, 13; Mertens, 12; Wells, 12; Allen, 11; Baker, 11; McDonald, 10.

QUEERED THE QUILLS.

The Elements Bring Their Meet to an Abrupt End, but Not Until Michael, Starbuck, Bald and Johnson Had Supplied a Series of Sensations.

PHEW!

Looking back as far as one will for a comparison, and knitting the brow, and scratching the head as earnestly or as vigorously as one will, it would be hard to find its parallel. It was the phewiest meet, the tartest, the gingeriest, the most sensational, that can be recalled.

This, be it understood, applies to the Quill Club Wheelmen's meet, which transpired at Manhattan Beach on Friday and Saturday of last week. The heats were run on the first day, and were as warm as could be desired. The hour race, which was also decided on that day, was sensational in the extreme.

On the morrow sensation was piled on sensation, and the whole thing wound up in such a sensational display of the elements as is seldom seen.

The Quill Club is an aggregation of New York newspaper men. Not all, but nearly all, the "cycle editors" of the great metropolitan dailies are included in its membership. As becomes critical gentlemen, they intended that their first meet should set a mark for the rest of the world; that they did not succeed entirely was no fault of theirs; that they provided the greatest excitement that has characterized any race meeting in recent years is due largely to force of circumstances, but, nevertheless, it should stand to their credit. The elements themselves helped things along, bringing the function to an abrupt end, in the midst of a display of Celestial lightning, of terrific thunder, of drenching rain, of pelting hailstones and a terrific wind which swept the grandstand on every side, thoroughly drenching every occupant and ruining thousands of dollars' worth of good clothes and milliners' confections.

Of the heats on Friday there is not much to say. They were interesting, as heats go, but, truth to tell, they do not go very far. The piece de resistance was the hour race, which marked the metropolitan debut of the wee Welshman, James Michael, who is so generally termed "Jimmy" that to write the name "James" seems forced. He is as wee as the definition and as descriptions have led one to believe. Really, he is of the "hop-o'er-your-thumb" order—a mere mite of a man, and might well be classed with the Benner brothers or other infant prodigies. Boyish of face, slight of body, but powerful of legs, he scarcely looks his nineteen years, and to fancy such a youngster a married man required a wondrous stretch of the imagination; but a more wondrous stretch to conceive where he stores his phenomenal power.

In the heats the monotony had been relieved by a very vigorous hissing of a close decision (which was afterward righted) of the judges in the tandem race and a lovely spill in the two-mile handicap, two men running over the high banking and falling out of sight behind the breastworks.

For the hour race three men lined up: Michael, on a 98-gear World; A. E. Weing, on a 92-gear Sterling, and J. F. Starbuck on an 88-gear Humber.

The French idea, separate pacemaking for each contestant, was tried in this country for the first time. Quads, triplets and one quint were circling the track. On one of the triplets were the two Jallu brothers—the American-born Frenchmen—and Louis Callahan, looking almost as French.

Announcer Burns introduced the midget. "This is little Jimmy Michael, the Welsh Wonder," is the way the introduction was worded. Michael stood first on one foot, then

on the other, smiled two or three sickly smiles, fumbled his fingers and finally, in his embarrassment, and as if half afraid to do it, touched his cap. Then he mounted and the pistol cracked. Michael jumped behind the Jallu triplet. Starbuck, forgetful of his own pacemakers, trailed him. Weing selected his own men, and so they went for the first two laps, after which Starbuck shifted to his own helpers.

For the first three miles Weing led. After that he gave way to Michael, who was never again headed during the race. On the third mile, Starbuck seemed in trouble. His pacemakers got away from him, and he rode around like a lost child, apparently in doubt what to do. The pacing was more or less mystifying to the 1,500 spectators, who vigorously demanded of the unemployed pacemakers, who were riding slowly around the track, that they pace Starbuck. Finally Starbuck tacked on to someone, and, after losing a lap, rode in fair shape until the eighth mile, where again his pacemakers got away from him, and he dropped another part of a lap. Weing's pacing had also gone wrong, and he, too, had fallen away. Until the thirteenth mile the interest was lukewarm. Michael had by far the pick of the

ner that could not but excite admiration. On the twentieth mile he lapped Weing, who then quit, being troubled with bleeding of the nose. Later he went on again, but was called off by the officials. On the twenty-third mile, Starbuck, amid the wildest excitement, made up the lost lap. Michael was only a quarter of a mile ahead of him. The Iowan laid behind the little fellow for a few moments and then shot ahead, paced by a triplet, and a tandem manned by Goodman and Williamson. He was carried along at record speed. The crowd was fairly frenzied with excitement. They stood on chairs, waved hats, and seemed to have become insane for the time.

At twenty-five miles, and with seven minutes to go, Starbuck was scarcely 250 yards behind, and going great guns, while Michael for the first time showed a flag of distress and momentarily lost his pacers. Starbuck gained yards on every lap and on the last round was not fifty yards behind. The Goodman-Williamson tandem had him in tow and the manner in which they carried him around created the wildest excitement. It surely seemed as if he would overtake the wee wonder, but time was too short, and when the pistol was fired he was some ten



Stenson Johnson, Eck Jallu, Michael, Weing, Jallu.

pacemakers, and rode as if glued to their rear wheels, changing from one to another in a manner which showed that the racing man had much to do with the perfectness of the pick-up. He is so small, being but four feet five inches high, and weighing but ninety-eight pounds, that he was perfectly shielded from the wind, and while the other two bent to their work, Michael was able to sit almost upright and pedal in a most unconcerned manner. His action is peculiar in itself, suggesting nothing so much as a piston, his knee joints seemingly being of a telescopic variety. His pedalling does not seem as easy or as finished as that of the average American, but he claws the pedal upward in a fashion that has not been seen on this side, and carries it over the dead centre with his powerful, piston-like movement.

On the thirteenth mile Weing was plainly in trouble; about the same time Starbuck seemed to find his legs again and began making up lost ground, and the crowd to warm up. He gained on every lap and soon had the entire grand stand on its feet. It was really a magnificent exhibition of pluck; one seldom, if ever, equalled. The honest Iowan laid down to his work and followed him, at times, erratic pacemakers in a man-

yards to the bad. In another hundred, at the pace he was going, there can be no question but that he would have won.

Michael's times, which stand as world's competitive records, are as follows:

Miles.	Time.	By miles.
1.....	2:06 3-5	2:06 3-5
2.....	4:10	2:03 2-5
3.....	6:12 1-5	2:02 1-5
4.....	8:22	2:09 4-5
5.....	10:29 4-5	2:07 4-5
6.....	12:33	2:03 1-5
7.....	14:34 2-5	2:01 2-5
8.....	16:35 2-5	2:01 1-5
9.....	18:41 1-5	2:08 4-5
10.....	20:49 2-5	2:06 1-5
11.....	22:58 3-5	2:09 1-5
12.....	25:11	2:12 2-5
13.....	27:23	2:12
14.....	29:36 1-5	2:08 1-5
15.....	31:54 2-5	2:08 1-5
16.....	33:41 1-5	2:06 3-5
17.....	35:48 1-5	2:07
18.....	37:58 3-5	2:10 2-5
19.....	40:05 3-5	2:07
20.....	42:17	2:11 2-5
21.....	44:29	2:12
22.....	46:44 4-5	2:15 4-5
23.....	48:57 2-5	2:12 1-5
24.....	51:06 3-5	2:09 1-5
25.....	53:18	2:11 2-5
26.....	55:35 2-5	2:15 2-5
27.....	57:50 3-5	2:17 1-5

27 miles 1,689 yards 1 foot in the hour.

The world's record against time, 31 miles 5 yards, is held by Tom Linton.

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**THE POPE TUBE CO.,
HARTFORD, CONN.**

While weight for weight in a Bicycle FIFTY CARBON Steel will last so long

and TWENTY-FIVE CARBON Steel will last only so long

Kindly mention The Wheel.

On Saturday Michael was billed for a tennis trial against time, but as he was troubled with dysentery the distance was shortened to two miles. Following the pace-makers without a flicker, he covered the first mile in 1:52 4-5, the two miles in 3:51—eight and one-fifth seconds outside of the record. While awaiting Michael's trial the long wait was filled in by an exhibition which gave the required touch of the ludicrous to the meet—a trial for the two-mile amateur record, 4:07, by A. C. Green, of the Greenwich Wheelmen, who had no license to make the attempt. He was paced by a sextette manned by clubmates, but could not follow them, and took five minutes to cover the distance.

On Saturday a sensation rolled out of the box at the very first shake. It was in the half-mile professional handicap. Bald was on scratch, the limit man on the fifty-five yards mark. Bald caught the field on the last lap, and the big bunch opened out on the last turn, and then closed around him in what seemed like the tightest of traps. He wormed his way through, however, and half way down the straight saw a narrow opening between two of the leaders, took a desperate chance and, jumping through, won by almost a length. He seemed so hopelessly penned up, and the chance he took was so desperate, that the 4,000 onlookers were fairly electrified and were carried off their feet. They gave the Buffalonian an ovation, and one well deserved. His time, 1:00 1-5, is competition record, and speaks for itself. Had he been able to get through earlier there is no doubt that he would easily have placed it below even time.

The mile invitation was a series of sensations. It was to have been run in three heats, best two of the three to win, but as things turned out, four heats were run, and the race is still undecided. Wells and Mertens paced each of the several heats. They were started one behind the other thirty yards in advance of the tape. In the first heat McDonald tacked on with Bald, Cooper, Gardiner, Butler and Johnson trailing. Johnson immediately went up, dropped back, and endeavored to crowd off McDonald. He failed, and falling into fourth place labored so hard that he opened quite a gap between himself and those in front of him. He closed up, however, and when Cooper started the sprint he was in close attendance. Bald was intent on making a killing, however, and came with a vicious rush on the outside. Johnson was just as determined and gave him a rare tussle all the way down the stretch; had he not been so intent on watching Bald, he might have won. The latter won by twelve inches. Cooper slid back at every revolution and finished a length to the bad. Butler fourth, Gardiner fifth, McDonald last. Time—2:04 2-5.

In the second heat Butler caught the pacers with Bald, Johnson, Cooper, Gardiner and McDonald in attendance. The latter quit in the second lap. They rode in this order, entering the backstretch, where Butler attempted a remarkably long sprint. He was overhauled, however, and all bunched in the straight and spread out over the track. Johnson got the pole and finished half a wheel ahead of Butler. Time—2:07 2-5. Johnson was causing the spectators to rub their eyes. His wonderfully improved form amazed every one.

Third heat—Butler again caught on. Johnson attempted to trail him, but laboring in a distressing manner, again opened a gap, which grew wider and wider at every stroke, permitting Butler to run away with the race. Under the rules governing the contest, Gardiner and McDonald, who had fallen to run one, two, three in the previous heats, had dropped. With a certain victory for Butler, all interest was centered on the other three, Johnson, Bald and Cooper. They simply crawled along, jawing at each other,

Johnson plainly being in a temper because of being forced to make pace. He ran wide at every turn, and see-sawed all over the track. The other two dogged him like shadows, refusing resolutely to go in front. The crowd was amused, some of them to the hissing point. At the bell, Johnson, despite his imported tactics, was still in front. Rounding into the backstretch, he ran up to the extreme edge of the banking and almost came to a standstill. This move forced Bald in front. Johnson fell in behind, with Cooper trailing. The latter started the sprint and Johnson followed him in the straight, and in a red hot finish beat him by three inches. Butler had won by more than half a lap in 2:15 3-5. After this heat, there was a great confab of officials. They gathered on the track and the report spread that all three of the loafers were to be disqualified. The report proved untrue, however. Champion Zimmerman, who was one of the judges, could be seen laying down the law most vigorously, while Handicapper Batchelder and Announcer Burns were also conspicuous in the argument. Referee Robinson was as white as a sheet. No penalties were imposed.

Fourth heat—Butler and Bald made a fierce rush for the pace-makers. Butler seemed to have the best of it, but had apparently gone too fast and was forced to slow, to prevent running into the wind-breakers. As a result, Bald came abreast of him, and the two had



Judge A. A. Zimmerman in the gathering storm.

a fight for the favored berth. Butler swung wide around the first turn, and Bald, taking the desperate chances that characterized his ride in the half mile, darted inside. He miscalculated the distance, however, and locked bars with Butler. Both fell, Butler sprawling full length on the track. Johnson, who was directly behind, ran over them. Cooper cleared the wreck, and catching the pace-makers, won by nearly a lap. Bald and Johnson remounted and finished as named. Butler's tire was off his wheel, and he was unable to get up again. Time—2:21 3-5.

Johnson promptly protested Bald, and after hearing the testimony, Referee Robinson disqualified him.

Johnson's determined riding and the warmth and spirit he displayed when talking of Bald's action fairly astonished those who knew him only as a man of monosyllables, who seemed afraid to open his mouth when Eck was not near at hand.

"I never protested a man before in my life," he said, warmly, "but I'm about tired of being a good fellow. Bald has been going around calling me an 'old skate,' and saying that I'm no good, and I've just about got a stomachful, and am not going to put up with it any longer."

The mile invitation for amateurs was interesting, and had a touch of the sensational, in that Ray Dawson, the favorite, after winning one heat in hollow style, succumbed to Joe

Harrison in the deciding heat in a bruising finish, Harrison nipping him two yards from the tape.

McDuffie won the mile 2:10 class in good style, and the amateurs were just lining up for the final of the two-mile handicap when the clouds, which has been slowly obscuring the sun, assumed an angry aspect. The thunder was muttering threateningly, and flood gates had parted. The thunder roared the heavens opened. It seemed as if the flood gates had parted. The thunder roared like a menagerie of maddened lions, the lightning was incessant and spiteful and tore great gleaming gaps in the leaden clouds and lit up the darkness. The wind blew a hurricane and swept every side of the open grandstand. Few of the occupants escaped a drenching, and all were huddled like an immense cagel of half-drowned rats. The racers had been called off, but three of them persisted in riding until blinded by rain and pelted by hail, which suddenly began to fall, they ran for shelter. After ten minutes the rain ceased and the men were called out once more. They were on their marks when the storm came at them again with redoubled fury and put an end to everything. The unfinished events are to be decided to-day (Thursday) on the Waverley track.

ONE MILE INVITATION.

First heat—1, Jos. Harrison; 2, J. T. Beam; 3, C. M. Ertz; time, 2:31 2-5. Second heat—1, Ray Dawson; 2, W. H. Owen; 3, L. R. Jefferson; time, 2:28 1-5. Third heat—1, H. K. Roe; 2, Bert Ripley; 3, W. A. Barbeau; time, 2:19 4-5.

Finals, best two in three heats:
Harrison, Harlem W..... 2 1 1
Dawson, New York A. C..... 1 2 2
Beam, Riverside W..... 3 3 3
Roe, Patchogue W..... 4 0 0
Owen, Knickerbocker W..... 5 5 0
Time, 2:23, 2:12 3-5, 2:13 2-5.

ONE MILE, 2:10 CLASS, PROFESSIONAL.

First heat—1, Otto Mayer; 2, J. B. Bowler; time, 2:29 1-5. Second heat—1, L. A. Callahan; 2, J. A. Newhaus; time, 2:25 4-5. Third heat—1, Howard Mosher; 2, Watson Coleman; time, 2:32 1-5. Fourth heat—1, E. A. McDuffie; 2, A. C. Mertens; time, 2:21 3-5.

Final—1, McDuffie; 2, Callahan; 3, Mosher; time, 2:06 3-5.

FIVE MILE METROPOLITAN DISTRICT CHAMPIONSHIP. (One Mile Trial Heats)

First heat—1, Ray Dawson; 2, L. R. Jefferson; 3, A. C. Green; time, 2:29 4-5. Second heat—1, Walter C. Roome; 2, Charles O'Connor; 3, W. H. Owen; time, 2:24. Third heat—1, Jos. Harrison; 2, W. A. Barbeau; 3, C. M. Ertz; time, 2:26.

Final not run on account of rain.

HALF-MILE HANDICAP, PROFESSIONAL.

First heat—1, E. C. Bald (scratch); 2, E. P. Thompson (65 yards); 3, E. A. McDuffie (20); time, 1:02. Second heat—1, A. C. Mertens (20); 2, L. A. Callahan (5); 3, Watson Coleman (30); time, 1:05 3-5. Third heat—1, Howard Mosher (20); 2, Otto Zeigler, Jr. (00); 3, Otto Mays (53); time, 1:02 1-5. Fourth heat—1, C. W. Davis (45); 2, Jay Eaton (25); 3, A. T. Crooks (35); time, 1:02. Final—1, Bald; 2, McDuffie; 3, Coleman; 4, Eaton; time, 1:00 1-5.

ONE MILE TANDEM, AMATEUR.

First heat—1, Jos. Harrison and L. R. Jefferson; 2, H. K. Roe and Nat Roe; time, 2:22. Second heat—1, Charles O'Connor and C. C. Schwartz; 2, Oscar Hedstrom and C. S. Hedstrom; time, 2:11.

Final—1, Barbeau-Brown; 2, Roe brothers; 3, O'Connor-Schwartz; 4, Henshaw-Hedstrom.

TWO-MILE HANDICAP, AMATEUR.

First heat—1, Charles O'Connor (20); 2, G. B. Smith (30); 3, W. F. Hicks, Jr. (40); 4, F. B. Bechtel (50); 5, N. H. Reed (75); 6, F. W. Wright (100); time, 4:47. Second heat—1, W. L. Losee (20); 2, A. T. Fowler (20); 3, Nat Roe (60); 4, H. K. Roe (scratch); 5, O. Hedstrom (45); 6, C. S. Henshaw (75); time, 4:51 2-5. Third heat—1, C. A. Carlson (30); 2, C. C. Schwartz (10); 3, L. R. Jefferson (5); 4, O. V. Babcock (10); 5, W. A. Barbeau (scratch); 6, J. P. Hutcheon (80); time, 4:48 3-5.

Final interrupted by rain and called off.

ONE-MILE INVITATION, PROFESSIONAL.

E. C. Bald, Buffalo..... 1 5 4 2
T. Cooper, Detroit..... 3 3 1 1
Tom Butler, Boston..... 4 2 1 0
John S. Johnson, Minneapolis..... 2 1 2 3
A. Gardiner, Chicago..... 5 4 5 0
Ray, Macdonald, Staten Island..... 9 out
Time, 2:04 2-5, 2:07 2-5, 2:15 2-5, 2:21 3-5.

The conditions were that one man must win two heats. The deciding heat was postponed on account of rain.



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SUSPENDED PENDING INVESTIGATION.

V. Asher, McLeansboro, Ill.; W. C. Kane, Raleigh, Ill.; George McCune, Metropolis, Ill.; H. A. Koehler, Duquoin, Ill.; L. S. Beem, Duquoin, Ill.; George Van Houten, Elkhart, Ind.; A. R. Ulp, Wellsburg, W. Va.; John B. Corser, Allentown, Penn.; William Glattig, Covington, Ky.; Phil Kitchin, Los Angeles, Cal.; W. Stimson, Los Angeles, Cal.; F. A. Bell, Los Angeles, Cal.; A. D. Tompkins, Los Angeles, Cal.; James W. Cowan, Los Angeles, Cal.; H. Burroughs, Vineland, N. J.

PERMANENT SUSPENSIONS.

For officiating at unsanctioned races—J. Phil Percival, Thomas McAleer, James Ryan, Los Angeles, Cal.

Competing in unsanctioned Sunday races, after warning—George H. Black, Porter Houghton, Frank McWatters, Henry Wippner, A. Nasse, F. Davis, John Gillis, Charles Carll, L. V. Stephens, W. H. Johnson, G. J. Ellwanger, St. Louis, Mo.

SUSPENSIONS.

Thirty days from September 18, unsanctioned races—Louis Marsh, Farmington, Mo.

One year from September 16, for competing while under suspension—W. T. Bonfield, Indianapolis, Ind.

Thirty days from September 7, unsanctioned races—John Bishop, E. J. Smalley, Ed Kelley, Frank Vresland, William Ford, William Dinnen, Sid Clark, Emil Richardson, William Moffat, A. D. Kelley, E. W. Stone, Pitt Covert, Morris Dineen, Frank Lyons, Joseph O'Neal and W. Peters, Cheyenne, Wyo.

Thirty days from September 11, unsanctioned races—M. A. Lewis, M. A. Humphrey, S. Saunders, C. Johnson, D. Siddall, A. Dowling, M. E. Dillon, O. Johnson, D. Wasson, S. Payne, H. F. Smith, L. Washburn W. A. Kemp and L. Simpson, of Gainesville, Tex.

Thirty days from September 18, unsanctioned races—Russell Green, Herbert Gardner, Arthur Paulding and W. S. Litchfield, Marshfield, Mass.; James Stockbridge, Ellsworth, Me.; Allie Higgins and Charles Rankin, Bar Harbor, Me.; S. L. Burns, George Miller, Charles Closson and H. R. Pettingill, Bar Harbor, Me.

Until October 1, unsanctioned races—Charles Shively, J. B. Barnes, William Hopping, William Thompson, Oby Gultner, Howard Dobrowsky, Clarence Williams, Newt Eaton, Nels Olsen, Charles Penner, Ed Reynolds, Al Young, Fred Klemmer, Fred Smith, Redding, Cal.

One year from September 6, for wilfully competing in unsanctioned races—Godfrey Schmidt, W. E. Harmon, Los Angeles, Cal.

One year from September 6, for officiating at unsanctioned races—T. Q. Hall, Los Angeles, Cal.

Thirty days from September 14, false entry—Earl Rowan, Peru, Ind.

Thirty days from September 7, for entering races and failing to appear—Forrest Bigelow, Columbus, Ohio.

Until entry fees are paid and prizes returned—Victor S. Reed, Youngstown, Ohio.

Thirty days from September 15, unsanctioned races—Gus Gulz, Sparta, Wis.; Ole Mole, Melrose, Wis.; L. M. O'Brien, Leo H. Motl, Watertown, Wis.

One year from September 2, unsanctioned ladies' races, after warning—W. B. Beuck, Burlington, Ill.; C. F. Engstrom, Harry Blanford, Harry Sinclair, Chicago, Ill. One year from September 20, unsanctioned ladies' races—A. L. Marks, Chicago, Ill.

Thirty days from September 18, unsanctioned races—Elmer J. Marston, Farmington, Me.; Ed Steinmetz, Indianapolis, Ind.; Norval Baptit and C. W. Johnson, Bathgate, N. D.

Ninety days from September 18, unsanctioned races—John C. Van Male, Kalamazoo, Mich.

Thirty days from September 18, insubordination on race track—L. A. Chance, St. Paul, Minn.

For false entry, Frank Wallerace, Minneapolis, Minn., is suspended for six months from September 18.

For false entry, Walter Humes, Green Bay, Wis., is suspended for six months from September 18.

For competing in unsanctioned races, F. S. Deuel, W. Morse, — Broughton, B. Harrington, D. Gorham, Fred Wooten, — Hornebeck, F. Conway, Ed Cathcart Marshall, Mich., are suspended for thirty days from September 18.

Vin P. Whelan, Youngstown, Ohio, is suspended until entry fees are paid.

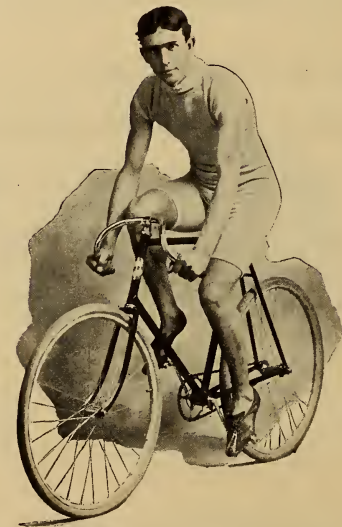
SUSPENSION REMOVED.

Louis Gimm, Cleveland, Ohio.

PROFESSIONALIZED.

Jake Haynes, Parsons, Kan., under Clause A; Eugene Tate, Kokomo, Ind., Clause A; Len Robinson, Waco, Tex., own request; Roy Sims, Nashville, Tenn., own request; J. E. Harmon, Los Angeles, Cal., Clause B; W. E. Willoughby, Watsonville, Cal., Clause B; L. A. Faller, Nashville, Tenn., own request; Jay Newton, Nashville, Tenn., own request; H. I. Benedict, New Orleans, La., Article IV, Section 7, By-Laws; A. N. Utter, Perry, N. Y., own request; George H. Black, St. Louis, Mo., Clause B; Porter Houghton, St. Louis, Mo., Clause B; Frank McWatters, St. Louis, Mo., Clause B; Harry Wippner, St. Louis, Mo., Clause B; A. Nasse, St. Louis, Mo., Clause B; F. Davis, St. Louis, Mo., Clause B.

C. C. INGRAHAM.



"If ever there was a gentleman racer, Ingraham's one," is the glowing tribute paid the young man by one who has seen much of him. None will deny that he looks it. After winning right and left near his own fireside, Dixon, Ill., Ingraham went to the National meet at Louisville, where he earned wider fame, proving himself the best amateur there. He was the only "pure" with sufficient courage to get up against the pro's in the championships. At Springfield he added to his laurels, being easily the best man in his class. He is, however, shortly to doff his white mantle and cast his lot with the gold bugs—the professionals.

John Gillis, St. Louis, Mo., Clause B; Charles Carll, St. Louis, Mo., Clause B; L. V. Stephens, St. Louis, Mo., Clause B; W. H. Johnson, St. Louis, Mo., Clause B; G. J. Ellwanger, St. Louis, Mo., Clause B; James Stockbridge, Ellsworth, Me., Clause A; Allie Higgins, Bar Harbor, Me., Clause A; Charles Rankin, Bar Harbor, Me., Clause A; E. Rees, Lincoln, Neb., Clause G; Arthur A. Jackson, Lynn, Mass., own request; L. S. Hall, Philadelphia, Penn., Clause A; L. J. Knebel, Pueblo, Col., Clause B; E. R. Winters, Pueblo, Col., Clause B; W. F. Leach, Colorado Springs, Col., Clause B; F. W. A. Vesper, Kansas City, Mo., Clause B; F. A. Keller, Frost, Penn., Clause B; S. Hume, Syracuse, N. Y., Clause D; D. A. Jackson, Syracuse, N. Y., Clause D; L. R. Barnes, Syracuse, N. Y., Clause B; F. Lamson, Syracuse, N. Y., Clause B; W. H. Dawson, Syracuse, N. Y., Clause B; Allen Duncan, Evansville, Ind., Clause A; Ralph A. Wheels, Chicago, Ill., own request; Peter Mc-

Naughton Wright, Chicago, Ill., Clause G; Gus Gulz, Sparta, Wis., Clause A; Ole Mole, Melrose, Wis., Clause A; C. C. Ingraham, Dixon, Ill., own request; W. H. Hyde, Rock Island, Ill., Clause B; Louis Marsh, Farmington, Me., Clause A; Elmer J. Marston, Farmington, Me., Clause A; F. Wellington, Presque Isle, Me., Clause A; Edwin Edwards, Chicago, Ill., Clause D; Louis Gimm, Cleveland, Ohio, Clause D; Walter Humes, Green Bay, Wis., Clause D; C. N. Hamlin, Joliet, Ill., Clause F; John A. Lidberg, Minneapolis, Minn., Clause F; Hugh Bigger, Danville, Ill., Clause B; Lovell Gillespie, Danville, Ill., Clause B; James Shoaff, Danville, Ill., Clause B; H. W. Cadwallader, Danville, Ill., Clause B; Ross Phillips, Danville, Ill., Clause B; Walter Roeder, Bloomington, Ill., Clause A; Burton D. Blakeslee, Chicago, Ill., own request; Frank Leslie, Evansville, Ind., Clause A; W. H. Pickets, Birmingham, Ala., own request.

SANCTIONS GRANTED.

- Sept. 26—O. S. Bunnell, Tioga, Philadelphia, Penn.
 Sept. 23—Eastern Shore Wheelmen, Cambridge, Md.
 Sept. 26—Columbia Athletic Club, Washington, D. C.
 Sept. 23—Hygeia Wheelmen, Tioga, Philadelphia, Penn.
 Sept. 26—Erie Wanderers, Erie, Penn.
 Sept. 25—Chestertown Cycle Club, Chestertown, Md.
 Sept. 26—Hudson County Wheelmen, Jersey City, N. J.
 Oct. 8—Milton Driving Park and Fair Association, Milton, Mass.
 Sept. 23—Graphic Publishing Company, Pine Bluff, Ark.
 Oct. 5—Wamego Wheel Club, Wamego, Kan.
 Sept. 26—New York Athletic Club, Travers Island, N. Y.
 Sept. 24—Rensselaer County Agricultural Society, Nassau, N. Y.
 Sept. 26—Steuben County Agricultural Society, Bath, N. Y.
 Oct. 3—Great Neck League, Great Neck, N. Y.
 Sept. 23—Stark County Agricultural Society, Canton, Ohio.
 Sept. 25—Erie County Agricultural Society, Sandusky, Ohio.
 Sept. 26—Cycling Gazette, Cleveland, Ohio.
 Oct. 6—Butler County Agricultural Society, Hamilton, Ohio.
 Oct. 5—Shelbyville Race Association, Shelbyville, Ind.
 Oct. 5, 6, 7—O. K. Wheelmen, Aberdeen, Miss.
 Sept. 23—North Worcester Agricultural Society, Fitchburg, Mass.
 Sept. 23, 30, Oct. 1—Newton Agricultural Society, Newton, Conn.
 Sept. 26—Westerly Baseball Company, Westerly, R. I.
 Sept. 23—B. H. Mattoon, Watertown, Conn.
 Oct. 10—William Krafe, Worcester, Mass.
 Oct. 6—Stafford Springs Agricultural Society, Stafford Springs, Conn.
 Sept. 26—Milford Y. M. C. A., Milford, Mass.
 Sept. 23—Cheshire County Grange Fair, Keene, N. H.
 Sept. 23—Association Wheelmen, North Adams, Mass.
 Oct. 10—F. M. Dampman, Philadelphia.
 Oct. 3—Millville Wheelmen, Millville, N. J.
 Sept. 24—J. H. Beckton, Caro, Mich.
 Sept. 11—Vilissa Wheel Club, Vilissa, Iowa.
 Oct. 1—A. A. Hitchcock, Cass City, Mich.
 Sept. 23, 30—Iowa City Fair Association, Iowa City, Iowa.
 Sept. 21, 22, 23—National Cycle Exhibition Company, Chicago, Ill.
 Sept. 24—F. L. Hesse, Clarksville, Iowa.
 Sept. 18—F. L. French, Sparta, Wis.
 Sept. 30, Oct. 1—Bancroft Union Market Fair, Bancroft, Mich.
 Sept. 23, 24—Mt. Sterling Bicycle Club, Mt. Sterling, Ill.
 Sept. 30, Oct. 1—Walworth County Fair, Elkhorn, Wis.
 Sept. 26—Wisconsin State Fair, Milwaukee, Wis.
 Sept. 22, 24—Powershick County Central Agricultural Society, Grinnell, Iowa.
 Sept. 23, 24—Indianola Cycling Club, Indianola, Iowa.
 Sept. 24, 25—Bay County Agricultural Society, Bay City, Mich.
 Sept. 23—Edwardsville Cycle Club, Edwardsville, Ill.
 Sept. 22, 23—Rockford Driving Park Association, Rockford, Iowa.
 Sept. 23—Mason City Cycling Club, Mason City, Iowa.
 Oct. 3—Apollo Cycle Club, Apollo, Penn.

BALD FINOS HIS SPRINT.

Wilkesbarre, Pa., Sept. 17.—Bald was the star at the National circuit meet yesterday, when he won the mile open in a driving finish, but Krick, the plucky Reading amateur, more than shared the honors with the Buffalo boy by winning three open races and finishing third from scratch in the handicap.

In the half-mile trial heat Bald made a fatal mistake in thinking the distance a mile and failing to sprint with the others; this shut him out of the final, but in the mile he easily qualified and won the race by one of those phenomenal sprints that have made him famous. Fred Loughead was half a wheel behind him. Krick, however, seemed to catch the popular fancy, and showed head and shoulders above the other amateurs. Counting a trial heat, he rode in all five races, winning four and then starting from scratch in the mile handicap, came up strongly at the end and gained third place in 2:11 3-5, certainly a good showing for an afternoon. So far this season Krick has been placed first twenty-nine times, second six times, and third six times. At the A. C. C. meet in Philadelphia he rode from scratch in the handicap mile, and finished first in 2:09, riding almost the entire distance alone.

Sanger went direct home from here, much disappointed that he did not get a place in the mile. He was forced to pace in his heat and was buried on the run home.

On Zeigler's trial against the watch for the half-mile State record, 55 seconds was given out, though many watches among the bystanders caught it 2-5 slower.

The races were well attended, fully 6,000 people journeying across the river to the track, which, while being merely a trotting track, has a beautiful surface, in many respects resembling Springfield. Summaries:

One-mile, novice—1, D. Brown; 2, S. W. Hender-shot; 3, E. P. Gaston. Time, 2:26 2-5.

Half-mile, professional—First heat—1, Ziegler; 2, Aker; 3, Loughead. Time, 1:36. Second heat—1, Cooper; 2, Gardiner; 3, Callahan. Time, 1:36. Third heat—1, Newhouse; 2, Sanger; 3, Eaton. Time, 1:14 3-5. Final—1, Zeigler; 2, Sanger; 3, Gardiner. Time, 1:08 1-5.

One-mile, amateur—First heat—1, J. B. Corser; 2, A. F. Diefenderfer; 3, R. N. White. Time, 2:35 2-5. Second heat—1, C. W. Krick; 2, G. W. Thorne; 3, B. F. Keller. Time, 2:20. Final—1, C. W. Krick; 2, R. N. White; 3, B. F. Keller. Time, 2:19.

One-mile, open, professional—First heat—1, Bald; 2, Gardiner; 3, Callahan. Time, 2:34 3-5. Second heat—1, Butler; 2, Loughead; 3, Aker. Time, 2:30 3-5. Third heat—1, Cooper; 2, Eaton; 3, Zeigler. Time, 2:34 1-5. Final—1, Bald; 2, Loughead; 3, Butler. Time, 2:07.

Two-mile lap race—1, C. W. Krick, 11 points; 2, W. G. Douglass, 5 points; 3, tie between J. B. Corser and G. W. Thorne, 3 points each. Time, 5:11.

Half-mile Pennsylvania State Championship—1, C. W. Krick; 2, R. Sturdevant; 3, H. E. Brong. Time, 1:03 2-5.

Two-mile handicap, professional—1, W. H. Williamson, 15 1/2 yards; 2, C. W. Davis, 12 1/2; 3, H. C. Clark, 100; 4, J. Bowler, 180. Time, 4:36. Sanger, scratch, 4:37 1-5.

One-mile handicap—1, R. Sturdevant, 110 yards; 2, G. W. Thorne, 45; 3, C. W. Krick, scratch. Time, 2:11 3-5.

RED-HOT RACING.

There was plenty of excitement at the Capital City C. C.'s night meet at Indianapolis, Ind., September 18. To begin with, Louis Gimm, paced by a quint, quad and triplet, rode ten miles in 22:13 3-5, breaking the record "for a five-lap track." De Cardy rode a paced mile in 2:05 3-5, establishing a track record, and Tom David, a local rider, made a half in 1:01 4-5, another track record. In the race for the city championship, two of the men, Steinmetz and Hoffman, lost a lap, but continued to ride. They were ordered off the track, but the latter insisted on pacing. De-

puty accepted the offer and finished first. All three men were disqualified, and the race awarded to the second man, Masquelette. Then one of the trainers put in his oar, and it was necessary to rule him off the track for using foul language and interfering with the officials. Another disgruntled trainer then accused one of the contestants, Jap Parrish, with being a professional, stating that he had accepted training expenses. Parrish was allowed to ride pending an investigation. The attendance was small, owing to threatening weather. Summary:

One mile, open—1, W. F. Becker; 2, Robert Wolfe; 3, Jap Parrish. Time—2:17.

One mile, city championship—1, Becker; 2, Alex Craig; 3, Parrish. Time—2:29 2-5.

Three-fifths mile—1, Wolfe; 2, J. Steinmetz. Time—1:32 2-5.

Two miles, handicap—1, Masquelette (250 yards); 2, Becker and David (scratch) tie for second. Time—5:08 1-5.

ELECTRICITY AIDED RACING.

Electricity was used to illuminate the track at Portsmouth, N. H., on the evening of September 18 with such good effect that J. H. Fitzgerald, of Manchester, rode a quarter-mile unpaced in thirty seconds, breaking the State record. J. C. Clark, of Dorchester, won the mile open and mile handicap. The meet was the most successful held at Portsmouth this season. Summary:

One-mile open—1, J. P. Clark; 2, A. B. Winkley; 3, H. A. Marble. Time, 2:32 3-8.

Two-mile handicap—1, Ira Newick; 2, George R. Newick; 3, C. T. Stackpole. Time, 5:05.

Two-mile open, professional—1, J. H. Fitzgerald; 2, J. H. Berwin; 3, L. N. Walleston. Time, 5:19.

One-mile handicap—1, J. P. Clark; 2, A. S. Harvey; 3, L. B. Dudley. Time, 2:32 2-5.

One-mile State championship—1, A. B. Winkley; 2, Ira Newick. Time, 2:55 3-5.

PEOPLE LIKE THIS TRACK.

So great has been the demand for the Waverly, N. J., track by race promoters this season, that the owners are thinking seriously of building a third mile exclusive cycle track within the half-mile trotting course. The last meet of the season on the track will take place on Saturday, October 3, when the Vim B. C., of Newark, will hold a National circuit meet, next to the last one of the season. Entries were secured at Springfield from many of the cracks, and the promoters are assured that about all the circuit chasers will appear. Quads will be used for pacing record-breaking attempts, and the track will be worked to a perfect condition. Entry blanks can be obtained by addressing E. T. Carrington, secretary, Box 156, Newark, N. J.

"SEX" SHOOK BUTLER.

Saunders, Crooks, F. Butler, Pierce, Caldwell and Coleman, the sextuplet team which will pace McDuffee in his ten-mile match race against Michael at Boston on Saturday night, went out on Monday afternoon to pace Tom Butler for a half in a record trial on the Charles River track. The "sex" took a flying start, with Butler hooked on behind. The third was covered in 32 seconds and the half in 48 seconds flat. Butler was on a strange wheel, and was compelled to drop out at the third. The time is the fastest ever ridden on a three-lap track, and established a record for a six-seated machine.

BRIC-A-BRAC AND BICYCLES.

Three bicycles, several silver cups and bric-a-brac amounting to some fifty articles, will constitute the prize list of "The Brooklyn Citizen's" road race on the 30th inst. The

affair has always been a most interesting scramble, and been productive of some red-hot finishes. There is no reason to doubt that it will be less entertaining this year. Entries close to-morrow with W. H. Roberts, No. 395 Fulton street, Brooklyn.

SWENSON, MONTE, AND THE MONEY.

To-morrow Carl Swenson, of Providence, will endeavor to beat Monte Scott in a twenty-five-mile match race at the Crescent track, Providence. The purse is \$250, of which the winner will receive \$200 and the loser \$50. The race is to be unpaced, but the men are to ride in opposite directions, which will insure fast time. Scott holds the record over the Irvington-Millburn course and is the favorite.

MADE MUDD FLY.

His name was Mudd, but by finishing first in the intercity team race between Washington and Baltimore at the former city on September 21, he won the event for Washington. The score was twelve points to nine. Mudd also won the mile open in 3:20. Von Boeckmann and Pitkin took the mile tandem in 2:29 2-5, and H. H. Dodge the two-mile handicap from 150 yards in 4:43 4-5.

HAD TO RIDE FIVE TIMES.

A two-mile handicap race, with eight entries, was strung out into five heats at the York County Fair, Saco, Me., September 18. All the starters were compelled to ride five times. The prizes were awarded to the winners of the greatest number of heats. Frederick Davis, of Biddeford, won two straight heats and was awarded first prize. The fastest time was 4:58 1/4.

BROKE SHARP'S JAW.

At the conclusion of the Hillsboro-Lynchburg (Ohio) road race September 17 J. M. Kilgore, the fourth man to finish, ran into one of the spectators, Daniel Sharp, after crossing the line. Sharp had his jaw and three ribs broken and also sustained fatal internal injuries. The rider escaped with a few bruises.

TANDEMS IN THE RAIN.

Rain and muddy roads interfered with the five-mile tandem race, promoted by the Newton, Mass., C. C. on Saturday last. Of the ten entries but four teams started. McKenzie and Lufton, scratch, won in 13:11 1-5; Pierce and Hart second. The ten-mile race for singles went to B. A. Barnaby, scratch, in 27:38; Urquhart, 1 min., second.

CHURCH IN FAST TIME.

C. A. Church won the mile handicap from scratch in 2:12 4-5, and the five miles handicap in 12:15 at the Wilmington, Del., meet September 19. L. C. Johnson took the five miles handicap, amateur, in 13:29. The mile handicap went to Frank Turner in 2:21.

SOME BRITISH BESTS.

Macgregor and Nelson have lowered the English tandem record, standing start, to 1:51 flat. They also beat the previous best from a quarter-mile on, as follows: one-quarter, 0:31 4-5; one-half, 0:58 4-5; three-quarters, 1:25.

W. A. Barbeau is the latest metropolitan rider to turn professional of his own accord. He intends to ride a tandem with Goodman.

A FRENCH CYCLE KING.

He Comes to America for Good Things—Tells About a Few of His Own.

Two engraved and interesting visiting cards were handed into THE WHEEL office on Friday last.

To the average American they are mystifying. One reads: "Societe des Velocipedes Clement en Commandite par Actions, Capital 4,000,000. Clement & Cie." And the other: "H. Leneveu, Ancien Capitaine d'Artilierie Ingenieur, Expert priests Tribunal de le instance de la Seine."

The first was handed in by M. Clement, the "Colonel Pope of France" as he is frequently dubbed. The other gentleman, Monsieur Leneveu, is M. Clement's chief engineer.

As THE WHEEL announced several weeks since, the two gentlemen were in America on purchasing intent. They left for home on Saturday last, highly satisfied with the result of their mission. It hardly seems necessary to say that the American concerns whom they visited were also satisfied, inasmuch as M. Clement had left orders for not less than \$100,000 worth of cycle-making machinery. Incidentally, as was also reported in last week's WHEEL, he had arranged for the construction of a laminated wood rim plant in France, on the outskirts of Paris, where the Clement factory is located. The French magnate has a great admiration of things American, and during the last three years has placed orders for no less than half a million dollars worth of American machinery. He is a very cordial gentleman, who easily wins his way into the hearts of those with whom he comes in contact. He is short, portly, black-bearded, and, like all his countrymen, gesticulative. Both himself and M. Leneveu wear the red ribbon in their buttonhole—the French decoration of honor.

M. Clement is much interested in things American and made careful question of the estimated output and the estimated sales of American bicycles during the current year. He tucked the figures away carefully in his vest pocket, as if they might prove of future value. He estimates that during 1896 the French factories alone turned out some 150,000 wheels, and that as many more were imported. His own factory produced some 20,000, and could have turned out several thousand more, but M. Clement, with his suggestive gestures and shrugs remarked that he did not believe it wise. During 1897 he expects to manufacture about five thousand more. He believes in conservatism. Price-cutting, he states, is quite general, the Societe des Velocipedes Clement being about the only concern that has maintained its catalogue figures, which this year stand at \$105 for the high grade wheel, \$80 for the second, and \$64 for the third. Last year the high grade wheel listed at \$175, but when Clement & Co. reduced, all the others reduced with them. The average discount allowed agents is 25 per cent in the larger centres, and 20 per cent in the smaller. He believes that there is room for the best American wheels abroad, and that they will prove serious competitors of those of English manufacture which at present have the upper hand. Wise man that he is, he also believes that wood rims are destined to come into general use in his country. It is because of this belief that he has arranged with the Boston Wood Rim Co. to establish the plant near Paris.

Concerning tires M. Clement remarked that he believed single tubes would gain favor, simply because of their cheapness, but that in the main Dunlop tires, which are almost universal, would prevail. "I am a stockholder and have made a large fortune out of Dunlops," he remarked, with a delicious accent

and a speaking shrug. France has no particularly new ideas on wheel construction which will prove of interest to Americans, he states, Clement wheels weigh twenty-two pounds, stripped, and twenty-four, fitted with gear case and brake.

Asked if he still supported a racing team, M. Clement, with a smile and gesture of the hands which was more speaking than words, replied, "Not since four years."

Regarding M. Clement's hospitality, a story is current on this side of the water. It seems that during Colonel Pope's recent visit, he became the guest of the French millionaire, and expressed admiration for a magnificent piece of statuary which ornamented a corner of the Clement drawing-room. "You like that, Colonel?" he asked. Naturally the Colonel responded in the affirmative. He thought nothing more of the matter until aboard the New-York bound steamer, when he was notified that a package was on the pier awaiting his order. He knew nothing of it, but as time was short, he ordered it aboard. When it was opened on this side it was found to be the statue for which he had expressed admiration, a hearty letter from M. Clement tendering the gift being also in waiting.

"BALLATANT FEMINE VULGARITIES."

Marie Corelli, who has become famous as a writer of queer stories, is very much excited over the report that she had grown sane enough to ride a bicycle. Marie gently chides her accusers thusly:

"A few liars less in the world would give us all more breathing room and a sweeter atmosphere. I do not ride a bicycle, have not invented a bicycle costume, and entirely abhor bicycling riding for women. Men look sufficiently hideous and undignified on a bike, and women are worse than hideous, they are immodest. The poet's ideal of exquisite womanhood is utterly destroyed by the sight of these perspiring, red-faced, lank-haired objects, working their legs treadmill fashion in mere ballatant feminine vulgarities."

Marie will be sure of a place in the affections of the Smithite crusaders.

PHIPPS FIRES UP AGAIN.

W. B. Phipps, the young man who once each year creates a vigorous bubbling in the cycling political pot in Albany, N. Y., is once more imparting heat to the caldron. As usual, he would like to be one of the delegates to the State Board of Officers, and, as usual, the nomination has been denied him. W. M. Honig, the present incumbent, being slated for re-election. Phipps has nominated himself, and as there has for years been more or less feeling between his club, the Albany County Wheelmen, and the Albany Bicycle Club, to which Honig vows allegiance, the likelihood is that the breach will be torn open still wider.

NO PACER RACE.

Rochester, Sept. 22.—The race between Joe Patchen, the pacer, and W. W. Hamilton, the bicyclist, which was postponed on account of rain from Saturday until this afternoon, has been declared off, the weather conditions being again unfavorable.

CROSS CONTINENT WITH A TRAILER.

Two Syracuse riders have started on a transcontinental trip to San Francisco on a tandem to which is attached a two-wheeled trailer carrying a tent and necessary supplies.

On the National Circuit the market price of single pacemakers is \$10 for half miles and \$15 for miles.

AT BUNNELL HAVEN.

Michael Made an Effort, but Failed—Johnson Got Left and Church Scooped Things.

Michael essayed to break the two-mile record at Willow Grove Park, Philadelphia, on Tuesday night, but the chilly air and stiff breeze was too much for him. Although paced by the Jallu Brothers and Callahan on a triplet, he was unable to do better than 4:26 2-5.

John S. Johnson was too late in getting out for his heat in the mile open, and was left out of that event. He started from scratch in the mile handicap, and after catching the bunch and taking the lead coming into the stretch, he was beaten out by Newhouse, Barbeau, Callahan and Thompson. He entered a protest against Buzzard, saying that he cut across him, but it was not allowed.

Church carried off the honors of the professional ranks. He won his heat and the final in the open handily, and by a magnificent spurt nipped Starbuck at the tape and won the five-mile by a few inches, although he was not feeling well. Church and Starbuck rode from scratch in this race, covering the first mile in 2:03.

Spills were numerous, there being at least half a dozen, in one of which Frank T. Schimpf broke his collarbone. It was not the fault of the lighting, for in addition to the electric lights many gasoline lamps had been put up at intervals between them, and as a result the track was very bright. About 3,500 half-frozen spectators were present. Summary:

One-mile novice—Final heat—1, William Kennedy; 2, J. Logue. Time—2:38 2-5.

One-mile, scratch, professional—First heat—1, H. E. Bartholomew; 2, B. B. Davis; 3, Carroll B. Jack. Time—2:27 4-5. Second heat—1, C. Church; 2, W. Dickerson; 3, F. T. Goodman. Time—2:38 2-5. Third heat—1, E. S. Aker; 2, E. P. Thompson; 3, J. A. Newhouse. Time—2:34 2-5. Final heat—1, Church; 2, Newhouse; 3, Aker; 4, Thompson. Time—2:22 4-5.

One-mile amateur—Final heat—1, Henzel; 2, Shomo; 3, Trot; 4, Stevens. Time—2:27 2-5.

One-third-mile exhibition tandem by the Bener Brothers, made in 1:31 2-5.

Two miles exhibition by James Michael, ridden in 4:26 2-5.

One-mile handicap, professional—Final heat—1, Meixell, 210 yards; 2, Hall, 150; 3, Cassidy, 150; 4, McCurdy, 40. Time—2:15 4-5.

One-mile handicap, amateur—Final heat—1, Boone, 90 yards; 2, Cressey, 100; 3, Massey, 120; 4, Vernier, 25. Time—2:27.

Five-mile handicap—1, C. A. Church, scratch; 2, J. T. Starbuck, scratch; 3, E. S. Aker, 40 yards; 4, L. Callahan, 40; 5, W. A. Barbeau, 200. Time—4:12 3-7.

WHAT IT COSTS TO RUN A LEAGUE MEET.

Louisville, Sept. 19.—A National League meet is not always the profitable function that outsiders imagine it to be, at least this is the experience of the '96 Meet Club, which is now winding up its affairs. The treasurer's report, which has just become public property, shows \$2,700 on hand and \$500 due from the publishers of the souvenir programme, with whom the club had considerable controversy and may yet have to resort to the courts to collect the balance due. Some \$200 is also due for advertising. In all, the stockholders' outlay represents some \$4,800, leaving a deficit of \$1,400.

There is some talk of continuing the club, not as an incorporated body as it is at present, but as a social organization, the idea of the promoters being to attend future National meets in a body.

The Kentucky Road Club has been organized with C. Daubert, president, and W. A. Rubey, chief centurion. Its objects are similar to those of the Century Road Club, but the dues being materially less, it is thought that the Kentucky organization will amass a considerable membership.

**To All Interested in the Manufacture
or Sale of Bicycles:**

GENTLEMEN:

We have noticed in the cycle papers and also by anonymous postals that have been thrown out promiscuously to the public, that papers have been filed in the United States Courts in a suit instituted by Mesinger Bros. against Humber & Co., America, Ltd., for damage by use of the saddle on Humber wheels. These statements were published as early as the middle of August. The writer has called the Humber Co. over the telephone several times and asked if there was any such suit, or if summons of any suit had been served on them, and in reply to each inquiry the answer has been that no papers have been served and nothing has been heard of any suit, either at the New York office or the office at the factory at Westboro, up to the date of this letter. As is well known, we make the Humber Saddle.

We can readily see that this is done to frighten our customers, and damage us as much as possible. In regard to the threatened suit, I have this to say, that it is our custom before putting out saddles to the trade, to have all patents bearing thereon thoroughly investigated by our patent attorneys, and also experts. We do not impose upon the manufacturers to the extent of placing upon the market an article that we feel will cause damage to our customers. Of course we cannot prevent parties, who think they are injured, from making a great big blow and endeavoring to bluff the trade.

As early as the Cycle Shows at Chicago and New York, threats were made by Mesinger Bros. and efforts were made to frighten our customers. In order to be on the right side and be prepared for anything that might come up, we retained as counsel Mr. Frederick P. Fish, of the firm of Fish, Richardson & Storror, of Boston, in addition to

our regular attorney, Mr. J. C. Dewey, of Worcester. We have such confidence in the reputation of these gentlemen and the patent experts, that we paid Mr. Fish his retainer aside from other charges, and have also paid Mr. Dewey nearly an equal sum for services in regard to these patents.

Together with this article we show you a *fac-simile* of the checks taken from photograph. This is to show the public that we are not bluffing or talking something that we cannot back up. We make these statements simply to show our customers that we employ first-class counsel, and that their interests, as well as ours, will be guarded in the best possible manner.

The above counsel are working in harmony with counsel employed in New York by the Humber Co. We have increased our capital stock to \$100,000 paid in; this, together with the fact that we are strong financially, gives additional assurance to our customers that this suit, if brought into the courts, and any other suit, will be pushed to ultimate success for the Humber Co., as well as for the Hunt Co. As Mr. A. L.

Garford is president of the Hunt Mfg. Co., as well as of the Garford Mfg. Co., being a large owner in both, any suits that may be brought against either company will be pushed through to the end. We mean business every time, and if Mesinger Bros. wish to fight we are ready for the racket, and if suit is started against any of our customers, we desire that they notify us at once. We do not infringe; our designs are different.

We also wish to state that we have eleven patent applications now pending in the Patent Office on improvements in saddles we have been making. Some of these applications have been allowed and will be issued as soon as we think the trade will warrant. We do not wish them issued at present, for we desire our competitors to be in ignorance as to the claims until there is more of a demand by the saddle trade. We shall use the same means for defending our interests, and the same care in investigating infringements on our goods. We have no anonymous postals to send out, or any underhanded means to use.

We shall take to legitimate course, and any statements that we make we shall be glad to verify to anyone calling at our office, and we can show abundant proof of the claims which we make. In the meantime, we shall keep right on manufacturing a high class of goods, spending our money freely in employing the best counsel possible to investigate any and all patents which have bearing upon the improvements which we may from time to time produce, as we believe that our customers are entitled to a most careful investigation and a judicious expenditure of the money which they may pay us for any goods sold them. We always expect to use as large a portion of our profits, above the manufacture of our goods, as is necessary for the protection of our customers.

We do not desire to manufacture cheaper than someone else, but as much better as possible. The reputation and quality of our

goods, together with the generous purchase of the same by the manufacturers and dealers in the past, will verify this statement.

We sincerely thank you for your generous patronage, and we believe that you have confidence in both our financial and business ability to protect your interests.

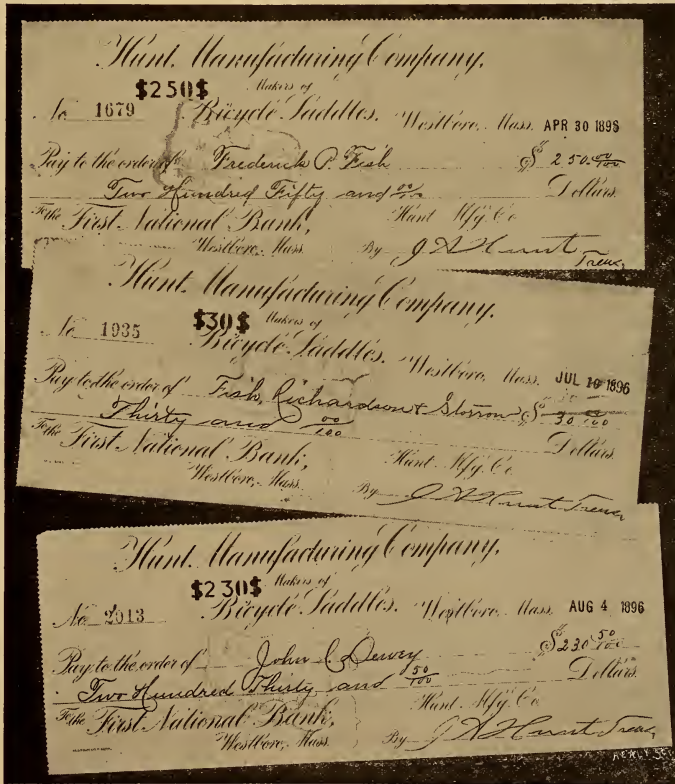
Yours respectfully,

J. A. HUNT,

Treasurer and General Manager,

HUNT MFG. CO.

WESTBORO, MASS., Sept. 14, 1896.



TALKS WITH TRADE PEOPLE.

One of The Wheel staff was recently in Chicago on a flying trip. During spare moments he brushed against several of the Chicago trades people. L. M. Richardson, assistant manager of the Monarch Cycle Company, was one of them.

Mr. Richardson is one of your deliberate, slow-speaking, careful-worded men, whose utterances, because thereof, seem the weightier. He is one of the few who is not troubled by the political disturbances. The Monarch Company, he said, had built 40,000 wheels during 1896. They would not build one wheel less during 1897 under any circumstances, but, on the contrary, were figuring on an increase of about 10,000 wheels. Mr. Richardson did not maintain that of this year's output all had been disposed of through Monarch agents; on the contrary, he stated his emphatic belief that no concern which built more than 20,000 wheels could dispose of them without intercourse with the jobber, through whom at least 50 per cent of the Monarch wheels had been disposed of. Next year he figures that some 15 per cent or 20 per cent of the total American output will be sold abroad. He bases no little hope on this export trade.

Mr. Richardson, too, has sound ideas on the racing question.

"Why," he remarked, "a good many of the firms who are supporting circuit chasing teams are simply throwing away money. The racing game positively doesn't pay unless you have a winner."

The Monarch people, of course, have a winner—Tom Cooper.

Another of Mr. Richardson's beliefs is that ultimately the exclusive cycle dealer will become but a memory. He thinks that the business must become associated with other industries, as it cannot, of itself, in and out of season, be self-supporting; barring, of

course, such branch houses and distributing depots as may be established by the manufacturers themselves.

Frank T. Fowler, of the Fowler Cycle Manufacturing Company, is another optimist. His concern built some 10,000 wheels during '96, and anticipates an increase of 5,000 during '97. Fowler has but recently returned from abroad, and his utterances concerning Fowler prospects abroad fairly glow.

"Do I believe that the trade is permanent?" he remarked. "Well, I should say I do. A turtle can travel as fast as a rabbit, and that is about the situation abroad. Until we went over, the English agent never knew what it was to be taken care of; a concession was unknown to him, and he was amazed when he found that we would replace broken parts or make allowances for other such matters without quibbling or question. You may judge of how the English agent feels when I tell you what I have told no other newspaper man—that within three weeks I received no less than 1,100 applications for Fowler agencies. Yes, I expect to go over again shortly."

Of all the Chicago optimists, however, Harry Cassidy, Parkhurst & Wilkinson's right-hand man, is the most optimistic. He frankly admits that he may be exaggeratedly so. He says that one or two of his friends, whenever they feel "blue," come over and talk with him to have their depression dissipated. According to Mr. Cassidy, of all the failures up to date not three of them have been thoroughly honest. But he does not believe that there is occasion for heart failure over the outlook. Such concerns as the Monarch Cycle Co., the Crawford Mfg. Co. and others of similar importance have, he says, placed with his concern orders that show no decrease from those of last year, which is proof enough of how they feel.

J. A. Jochum, of the Independent Electric Co., one of the men who impresses you with his "sincere sincerity," admitted, however, that orders of importance were really few and far between. Money was hard to get and big buyers few. He cited the case of a Chicago real estate man who was erecting a block of flats, and who, depending upon his possessions and his close friendship with a bank president to tide him over any momentary stringency, found it necessary to ultimately apply to his banker friend. He was flabbergasted at the latter's refusal.

"You don't mean to tell me, Mr. Jones, that you, a life-long friend of mine, will jeopardize my property by refusing to loan me a few hundred dollars, when I have property enough to secure it more than ten times over?"

"I am sorry," remarked the banker, "but, as between the bank and our life-long friendship, you must understand that the bank comes first."

Drifting to other subjects, Mr. Jochum remarked that his firm, which deals largely in parts in cycle fittings, in addition to being one of the largest electrical concerns in that business, had the proud distinction that at no time had it used any part of its stock to manufacture and assemble bicycles on the quiet and dispose of them in competition with their competitors—a practice, he stated, which had been too general among their competitors.

Thomas B. Jeffery, the mechanical head of the G. & J. factory, was among those who sided with Mr. Jochum. He was firmly convinced that the money agitation had, as it really has, played havoc with the business. Looking ahead, he could not see any relief in the event of Bryan's election; on the contrary, he remarked that if the Nebraskan should, by any chance, be chosen, legislation in favor of a free-coinage bill would continue to keep the money market so unsettled that a continuance of the uncertain feeling must result for a year or more. Conservatism, he said, was the watchword of the hour.

NATIONAL BOARD OF TRADE OF CYCLE MANUFACTURERS.

271 BROADWAY, NEW YORK.
Phone No. 4117 Cortlandt.

R. L. COLEMAN, President.

R. P. GORMULLY, First Vice-President.

GEORGE H. DAY, Second Vice-President.

W. A. REDDING, Treasurer.

JOSEPH MCKEE, Secretary.

ERNEST R. FRANKS, Ass't Sec'y.

Mercantile Agency, Collection Department and
Information Bureau.

NATIONAL CYCLE SHOWS.

Under the auspices of the National Board of Trade
of Cycle Manufacturers, National Shoe
and Leather Bank Building, 271
Broadway, New York.

January 23-30—Chicago, Collis-man.

February 6-13—New York, Grand Central Palace.

FOREIGN CYCLE SHOWS.

Nov. 20-28—Stanley; Agricultural Hall, Islington,
London, N.; E. A. Lamb, Secretary, 57 Chancery
Lane, W. C. Telegraphic address: "Insup-
pressible, London."

Dec. 4-12—London, National Show, Crystal Palace,
Frank Peach, Secretary, 48 Holborn Viaduct,
London.

TRADE CHANGES.

ARKANSAS.

Little Rock—American Bicycle Improvement
Company incorporated with J. B. Bate-
man, president, and J. Kellogg, secretary-
treasurer. Capital stock, \$50,000.

DISTRICT OF COLUMBIA.

Washington.—Thomas Sweeney, No. 66 H
street, assigned to Albert Sillers. Assets in-
clude \$475 book accounts, seventeen bicycles
and furniture and tools. Liabilities about
\$3,408.

ENGLAND.

Bridlington—O. Marshall, No. 20 Church
Grove, desires English agency for American
bicycles.

GEORGIA.

Augusta—Gus Beall, new store in the Slus-
ky Building.

ILLINOIS.

Chicago—Climax Cycle Company attach-
ment issued against them for \$4,150 in favor
of E. H. Cohen.

Chicago—Upon the petition of Morgan &
Wright Judge Gibbons this morning appointed
Charles L. Boyd receiver for the Standard
Cycle Works Company. The Standard Com-
pany assigned last June, its assets now being
in the hands of the Chicago Title and Trust
Company.

MASSACHUSETTS.

Worcester—C. B. Whitney reported to have
foreclosed mortgage.

Worcester—Decker Bicycle plant, which
was to have been sold at auction August 18,
sale has been declared off.

MICHIGAN.

Standish—Keller & Server will establish bi-
cycle factory.

MINNESOTA.

Minneapolis—New England Furniture and
Carpet Company, Sixth street and First ave-
nue, South, are selling out their stock of bi-
cycles and sundries.

Minneapolis—Swan Nelson reported record-
ed chattel mortgage for \$550.

NEW JERSEY.

Camden—Carriage Cycle Company incor-
porated by J. Buckman, L. Litchfield and L.
Schwerm. Capital stock, \$250,000.

Trenton—The Berkeley Cycle Company
assigned. Liabilities, \$27,000; assets, \$18,000.

NEW YORK.

Saratoga—Hubert Bicycle Company. Sher-
iff in possession.

Syracuse—A judgment on default was filed
against the Elbridge Cycle Company for \$10,-
565.17 in favor of C. L. Higgins.

Syracuse—The property of the Dodge Cycle
Company sold by Deputy Sheriff upon execu-
tions in favor of the Salt Springs National
Bank and another. W. T. Gridley bid in the
property for \$2,000.

Utica—Unique Bicycle Company (Richard
Mortimer). Stock sold under mortgage fore-
closure. Bid in by the mortgages, the Hunter
Arms Company, of Fulton, for \$1,000. Mr.
Mortimer will for the present conduct the
business in the interests of the new owners.

OHIO.

Newark—The Sheridan Bicycle Company
organized with these officers: President, Dr.
C. S. Morse; treasurer, H. D. Woodbridge;
superintendent, F. J. Harrington.

Toledo—Ojisto Cycle Company reported dis-
solved partnership.

Toledo—National Bicycle Company incor-
porated by E. N. Crook, C. H. Spitzer, C. H.
Masters, D. S. Heipman and M. N. Crery.
Capital stock, \$30,000.

PENNSYLVANIA.

Williamsport—A new company has been
formed with a capital stock of \$500,000 to
manufacture the C. R. Harris bicycle. Site
has been chosen and work on the factory
will shortly commence. It is estimated that
1,200 mechanics will be employed.

SOUTH CAROLINA.

Charleston—Charleston Cycle Company suc-
ceeded by Elliott R. Welch.

TEXAS.

Austin—Petmecky's bicycle store damaged
by fire; duly insured.

Waco—The Woodworth Cycle Company in-
corporated by J. B. Seeger, Tom N. Parker,
A. O. Woodworth, John P. Massey and R. O.
Rounsavall. Capital stock, \$20,000.

VIRGINIA.

Staunton—A. L. Humphreys will open new
store.

WASHINGTON.

Vancouver—W. W. Wintler, bicycles, re-
ported gave bill of sale for \$450.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

HARD KNOCKS.



This has been a wonderful season for the "good" tires. In 116 meets not on the National Circuit, they have won 1,476 out of 2,378 places—more than won on all other tires combined. On the National Circuit, from San Antonio to Wilkes-Barre, Pa., inclusive, they have won 455 out of 945 places, nearly as much as won on all other tires combined. **The great majority on track and road, amateur and professional, use the "good" tires.**

MICHAEL, THE WELSHMAN.

"Jimmy" Michael, the Welsh wonder, whom every rider in England and France knows, rides a World and M. & W. Tires. At Manhattan Beach, N. Y., September 18th, he rode 27 miles 1,690 yards in the hour (American record). Beating Starbuck.

WORLD'S RECORD.—Barney Oldfield, on a Stearns, with M. & W. Tires, won the two-third mile open at Chester Park, Cincinnati, September 16th, in 1.22, breaking Cooper's record of 1.25.

WORLD'S RECORD.—C. R. Coulter, on a Lindsay, with M. & W. Tires, won the half-mile professional, at Denver, September 12th, in 59 3-5 (world's record).

WEEKLY WINNINGS—OFF THE CIRCUIT.

Bradford, Pa., - - - -	6 out of 11	Lockport, N. Y., - - - -	11 out of 16
Wabash, Ind., - - - -	18 out of 24	Manitowoc, Wis., - - - -	13 out of 15
Hillsboro, Ill., - - - -	13 out of 18	Royalton, Minn., - - - -	10 out of 16
Chester Pk., Cin., O., -	8 out of 8	Alton, Ill., - - - -	14 out of 28
" " Sept. 16, - - - -	8 out of 12	Total, - - - -	103 out of 148

WEEKLY WINNINGS—ON THE CIRCUIT.

Philadelphia, Pa., - - -	11 out of 21
Wilkes-Barre, Pa., - - -	16 out of 28
Total, - - - -	27 out of 49

Both on and off the Circuit M. & W. Tires win more places than all other tires combined.

MORGAN & WRIGHT,
CHICAGO.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Kindly mention The Wheel.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THE POWER OF MYSTERY.

How It Affects All Mankind in Their Dealings With The Progressive Manufacturer.

It would seem that mankind fears the mysterious, although they should know from experience that the things we know were once mysteries, and that they were no more dangerous then than they are now. So it is or will be with every ghost. Its danger is largely imaginary, and acquaintance with it will destroy its evil qualities forever.

The writer has had considerable experience with ghosts, even in the minds of liberal-minded, broad-gauged people. An attempt to introduce new things is usually met by all sorts of objections, which seem to the objector to be reasonable and conclusive, but which in time prove to have been but ghosts.

Thus, in connection with motor vehicles, several objections are being constantly raised, viz.: noise, vibration, odor, breakages and a few others of less importance. To the rider of the cycle of to-day, with its almost absolute noiselessness, the noise of the motor might seem quite objectionable, but the writer can remember a few years back, when rattrap pedals were objected to because of their tin-pan effect. The lightweight craze killed this objection, and rattrap pedals are to-day most commonly used.

The noise objection may best be answered by citing such examples as the trolley-car versus the horse-car; the locomotive and its train versus the stage coach; the steamboat versus the sailing boat or the canal-boat, and the click of the typewriter and sewing machine as compared with the noiseless quill pen and the needle. In each case the article of to-day is far more noisy than its predecessor, but the thing is judged by its results, and if the noise cannot be obliterated the article is used anyhow.

The same is true of vibration. The motor cycles that have been shown us thus far have had considerable vibration, and while this is not offered as an argument in their favor, it is insisted that the vibration will not prove fatal to the introduction of the vehicle. The common passenger train keeps up a constant vibration, so much so that many people find it difficult to read, write or sleep on the train, and yet most people travel by rail instead of by water, because of the higher speed.

The odor objection falls to the ground at once when we see the locomotive pouring its cloud of smoke, sulphurous gases, soot and cinders into the open car windows and upon the perspiring passengers during this hot weather. A man who rides a hundred miles or so behind a locomotive these days would stand a chance of being mistaken for a coal miner, but he does not, on this account, refuse to ride on the train.

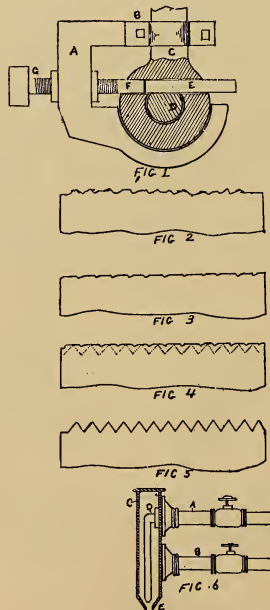
In the matter of breakages, an increased number of parts brings with it increased liability to breakage, but unless the percentage of breakages is greater than the increased results, we can feel certain that the motor complication will not be a bar to the introduction of the motor vehicle. "Vox populi, vox Dei" is a common expression accepted by many people as true, but it is not so. The voice of the public is a roar, but the voice of God is a still, small voice. It is common for the public to say, and probably believe, without thinking, that the simpler any article is the better it is. Such view is far from being the case. The old hand printing-press was a very simple affair, but no one would insist for a minute that it was better than the cylinder press of to-day. The sickle of the Egyptian was a one-piece machine, but as a grain-gatherer it could not be given to compare with the self-binding harvester.

The willow whistle of the schoolboy is a simple instrument, but it does not compare with the magnificent creation of the pipe-organ builder, and so the list could be extended indefinitely. The true test of an article is not its simplicity, but its service. The measure of value is not what a thing is, but what it does.

One need of to-day is the education of the public on practical lines. The tendency of the age is rapidly in that direction, but there yet hangs over us many of the beliefs and traditions of the past which are hampering us. Too many men to-day pride themselves on the fact that they have a splendid physique, with blue blood running through their veins, and that their ancestors can be traced back for ages. The true man is he who asks that he be judged by what he accomplishes, rather than what his ancestors accomplished. So in our mechanical products. Each day the public is becoming more willing to judge things by what they do, yet, as before stated, there is much improvement possible in this line. How often we hear the remark, "Oh, look at that horrid thing!" only to find that within a few months the so-called "horrid thing" has become the accepted article, and is pronounced "perfectly beautiful." CHAS. E. DURYEA.

REPAIRERS' BENCH DEVICES.

Bicycle repairers will find it convenient to have a device on their benches something like that shown in Figure 1, the use of which is to



pull refractory keys from cranks. Some keys are screwed to place, others are bolted, still others driven. Driven keys will stick at times, and it is not safe to trust to a key drive, cold chisel or the like to remove them. Better rig up a contrivance such as we shall describe and offer to any one who cares to make one.

Get a bracket cast like that designated A, and bolt a bearing B at the upper end in which to clasp the bar of the crank C in the manner presented. Drill a hole and cut a thread in it to reach the pressure screw F.

Have a square head G on this screw, so that the wrench may be applied, and upon turning the screw the key E will be forced out as shown. The wheel shaft is marked D.

Some riders are hard on pedals. It does not take them long to wear out the teeth of a cut pedal plate, leaving the edges ragged and worn as exhibited in Fig. 2. Such plates may be repaired for future service by grinding off the teeth to a common level as shown in Fig. 3. Next the outline of the new set of teeth should be marked upon the plate as presented in Fig. 4.

The final operation consists in cutting the teeth over again as shown in Fig. 5. A man need not be a saw filer in order to do this. The filing is all straight across, and no complicated rip and related patterns are required as would be in filing teeth of an ordinary saw. It is not advisable to have exactly a sharp point, as the sharper the point the quicker it will give out. A moderately pointed point is best. Some repairers temper the plates so as to be sure that the points will not bend readily. But this is not a good practice, for unless the rider has unusually tough soles on his shoes, the sole will be cut by the pedals.

For brazing purposes I use a device of the pattern illustrated in Fig. 6, which is homemade, and any machinist can make one like it. The pipe A is the air pipe, and B the gas. C is a sort of a chamber so arranged as to allow the contents of the air pipe to pass through D down to the common outlet at E, where both gas and air combine and pass to the brazing forge in the usual way. A mistake frequently made in brazing repaired fractures of frames is that the workman forgets that the heated tube may bend, and fails to furnish a support. The result is that some very good frames have been allowed to bend out of true while work of this nature has been performed. I use a wooden frame for each type of frame or part of frame, and secure the tubing firmly to bearings in the frame. Thus I make certain that the frame will remain in one position regardless of conditions of heat. Have a helper at your elbow when doing brazing work, for there is no telling when several hands will be required to effect a good job. GEO. D. RICE.

BEAUTY AS A TRADE FACTOR.

Most, if not all, original inventors have to run the gantlet of the public taste in the matter of beauty. The safety was derided wherever it appeared when first brought out, yet to-day people speak of its beauty in the strongest terms. The pneumatic tire, at its advent, suggested nothing beautiful, but to-day a man of the period could hardly be hired to ride the shoestring tires used previous to the advent of the pneumatic. The writer has often asked the question, "What is beauty?" He has heard critics talking about this thing being beautiful and that thing being beautiful, but in most cases when a reason is asked for, it is not forthcoming. Beauty, in the public mind, seems to be one of those things that exist without a reason for its existence, and the writer has found that his grandmother's rule, "Pretty is as pretty does," is a fairly safe one. Merit, like truth, is eternal, and will win recognition in time. We may therefore rest easy, notwithstanding certain objections to motor vehicles. The fact that a vehicle does superior work is evidence sufficient that it will be accepted by the public and become popular in spite of the seemingly apparent defects.

WABBLED, PERHAPS.

Wheeler, Jr.—She's a beautiful rider, father. Wheeler, Sr.—Yes, she is, my son, but doesn't ride beautifully.



PALMER TIRES

Kiser Wins at Philadelphia.

At the National Circuit meet at Philadelphia, Earl Kiser, the "Pocket Hercules," won the mile open and the biggest purse offered on the circuit. He defeated Cooper, Sanger and Ziegler. Kiser rides a Stearns fitted with Palmer Tires.

Fuhrman Lowers the Buffalo-New York Record.

F. C. Fuhrman, mounted on a Bison wheel, fitted with Palmer Tires, filled with nothing but good Buffalo air, rides from Buffalo to New York, 460 miles, in 54 hours and 10 minutes, without a puncture. This lowers Gavin's record almost nine hours.

President Coleman on Single Tubes.

President Coleman, of the Cycle Board of Trade, spent about a month in Europe. He made a close study of the cycle situation on the other side of the Atlantic. In speaking about the conditions there he said: "The American wheels are holding their own, and the wood rim and single-tube tires—American institutions—are gaining friends every day."—*New York Tribune*.

Palmer Tires Are the Only Sure-Enough Single Tubes.

A wheel fitted with Palmer Tires is pretty sure to be a high-grade machine. Palmer Tires are too expensive and too good for department-store bicycles.

The Palmer Pneumatic Tire Co., 133-135 S. Clinton St., Chicago.

For prices address: SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO., 66 Reade St., New York, and 159 Lake St., Chicago.

Kindly mention The Wheel when writing.

HANDLE VIBRATION.

Handles in very few instances fail to transmit the vibration of the front wheel to the hands of the rider. The more vibration the handles transmit to a rider the less riding energy will such rider have. Has the loss of energy arising from the transmission of handle vibration to the rider in hard road riding, where it is greatest, been duly considered? Few believe that it has. In seeking to combat this form of vibration the chief points to be noted are that handles must be "fixed" in position relatively to the pedal crank axle and to the saddle or seat in order to allow full effectiveness when pulling hard at the handles; and that "fixed" pulling position and full vibration absorption cannot both be effected at one time in handles.

Perhaps the best place in which to combat handle vibration is either actually within the hand grasp or as near to the hand as possible. An ideal handle would yield alternately full vibration absorption and fixed pulling position merely by altering the strength of hand grasp from light to firm.

Such a handle might be constructed thus: The end five inches of the handle-bar might consist of quarter-inch diameter steel tube or rod, upon which a two-inch diameter rod of the most resilient rubber composition known could be fitted to form the grip. A handle grip such as this should absorb quite a large percentage of the whole handle vibration when grasped lightly, and when grasped tightly would yield a fairly firm and easy pulling handle.

The handle would be composed of the following parts: A steel rod (or tube) about one foot long, of quarter-inch outside diameter, with a button head and a screw-thread point. Upon this rod would fit in the following order: A one and three-quarter-inch diameter metal washer with quarter-inch central hole. A rubber composition rod four and a half inches long, two inches in mid diameter, tapered to one and three-quarter-inch diameter at the ends, with an axial quarter-inch bore. A second metal washer similar to the first. A metal cap with quarter-inch central hole and with the rim interiorly screw-threaded to fit and screw upon the end of the handle-bar, which is to be exteriorly screw-threaded to match. A wooden rod of the same diameter as the interior of the handle-bar tube, about six inches long and with an axial quarter-inch bore. A screw nut to work upon the end of the steel rod.

These seven parts when duly adjusted together would be inserted into the end of the handle-bar tube and fixed rigidly thereto by the screw cap.

For full pulling power, easy wrist position and safety of grasp the axes of the handle grips should each dip downward, outward and rearward from the forward travelling direction, and should set at an angle about 30 degrees from the horizontal and about 60 degrees from a fore-and-aft direction.

Handle grips should be made of non-conducting and non-water-absorbing materials. They will then neither be cold in winter nor warm in summer, and in wet weather will be less uncomfortable than water absorbent material. Rubber, whalebone and cork and their combinations perhaps best embody these conditions.

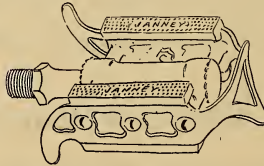
SHE MAKES BOTH FLY.

There was a time when live stock was used as money, and there may come a time when the bicycle will be used as a bi-metallic medium of exchange. Another claim that the bicycle is a kind of circulating medium is that the ladies make it fly.

PEDALS AND THEIR MANUFACTURE.

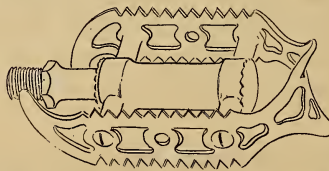
The manufacture of pedals has grown to be one of the most important of the auxiliary bicycle industries, but if one would but stop to think of the numberless little important details, the extreme care and the thorough knowledge of the requirements necessary in the high-grade finished product, there is scant wonder at the hesitancy of bicycle manufacturers to grapple with the problem themselves, and it is not surprising that so comparatively few concerns constitute in themselves almost the entire pedal-producing industry in this country.

Foremost can be named the Cycle Improvement Company, of Westboro, Mass., makers of the Janney Pedal. During the last two years the demand for their product has reached that stage where, although taxing their factory to



its fullest extent, they were simply unable to meet the demand. On the eve of '97 the trade was already so promising that their long-contemplated improvements in the plant were found absolutely necessary, and their facilities are now such that their output for the coming season will be just double what it was last year.

On a recent visit by a WHEEL man many new additions to the plant were shown. The rooms formerly occupied for assembling and the office have been turned into the regular factory, and new quarters opened for the enlarged office, assembling room and stockroom, while something entirely new to most factories in the way of a special model room has been added. This is being equipped with a Rivett Precision Lathe with full outfits of attachments, and all the machines and tools necessary for the finest and most accurate work in any line of manufacture; and with the increased facilities in every department in the way of special machinery indicates the character of the work that the trade may expect of the Cycle Improvement Company for the season of '97.



Mr. Janney, whose name the pedal bears, is to take immediate charge of the factory during the coming season, and his well-known ability as a mathematician and steel expert, coupled with his experience in the manufacture of the finest mathematical instruments, is sufficient guarantee that the finish and workmanship of the Janney pedal shall be as perfect as skill and machinery can make it.

Three styles of pedals will be offered to the trade—the men's rattrap, the men's rattrap with special rubber attachment, and the ladies' rubber.

On large orders the company will be prepared to supply special designs in side plates to suit the taste of the purchaser, although the beauty of the '97 model seems to leave but little to be desired in the way of design.

The construction of the pedal possesses many features entirely unique and worthy of special notice. The barrel hub will be used to correspond with the prevailing styles of barrel hubs and tubes in bicycles, but it is the ball bearings that render the pedal perhaps superior to anything yet offered. The axle is so designed as to provide its own cones, so there is no check nut, D washer nor loose cone. The ball cups screw into the ends of the forging, and are held by setscrews in such a way as to add greatly to the neatness of the pedal, while at the same time their adjustment is perfect and absolutely rigid. The inner cup, through which the axle passes, is so designed in connection with the axle that no dust nor moisture can in any way enter the bearings. This is accomplished by a mechanical device entirely new. The felt washer hitherto used in some styles of bearings in bicycles presents a broad friction surface in such a way as to deaden the motion of the bearing and to continually wear and drag across this surface any grit that might collect upon it. Mr. Janney has introduced into the '97 pedal a peculiar arrangement that furnishes no continuous metal contact with the dust screen, and entirely prevents the dragging of dust across into the bearings. Velvet, instead of felt, is made use of, and the ingenuity shown in this dust-proof design is certainly interesting, and promises to furnish the most perfect dust-proof provision yet invented. The points of contact in the bearings have been designed in a way that both theoretical and practical experience have shown to provide the greatest possible duration and smooth running under the most trying usage of the rider.

An entirely new process of hardening has also been introduced, which certainly renders the steel the most suitable for ball-bearing of any process known to the writer. The grain of the steel treated by this process, as shown under the microscope, is a fine and dense granular structure of the very finest quality of tempered tool steel, and the strength of the axle is so increased as to make them bear breaking tests almost double those borne by steel hardened in the ordinary way.

With Mr. Clement's well-known business ability to handle the finances and business management of the company, and with Mr. Gray's and Mr. Whittaker's successful experience as salesmen, the prospect of the company for '97 are certainly very flattering.

The accompanying illustration shows the design of the ladies' rubber and men's rattrap. To appreciate these fully the pedals should be seen, their running qualities tested, and the finish and the design of the bearings examined.

In the Janney pedal the bicycle trade will find an attachment worthy of the finest wheel offered by any manufacturer, and one that certainly seems to be one of the good things for 1897.

HIS BENT DISCOVERED.

"Josiar," said Mrs. Cornstossel, "ye was a sayin' the other day that Hiram didn't seem ter have no bent for anythin' in pertickler."

"Yes."

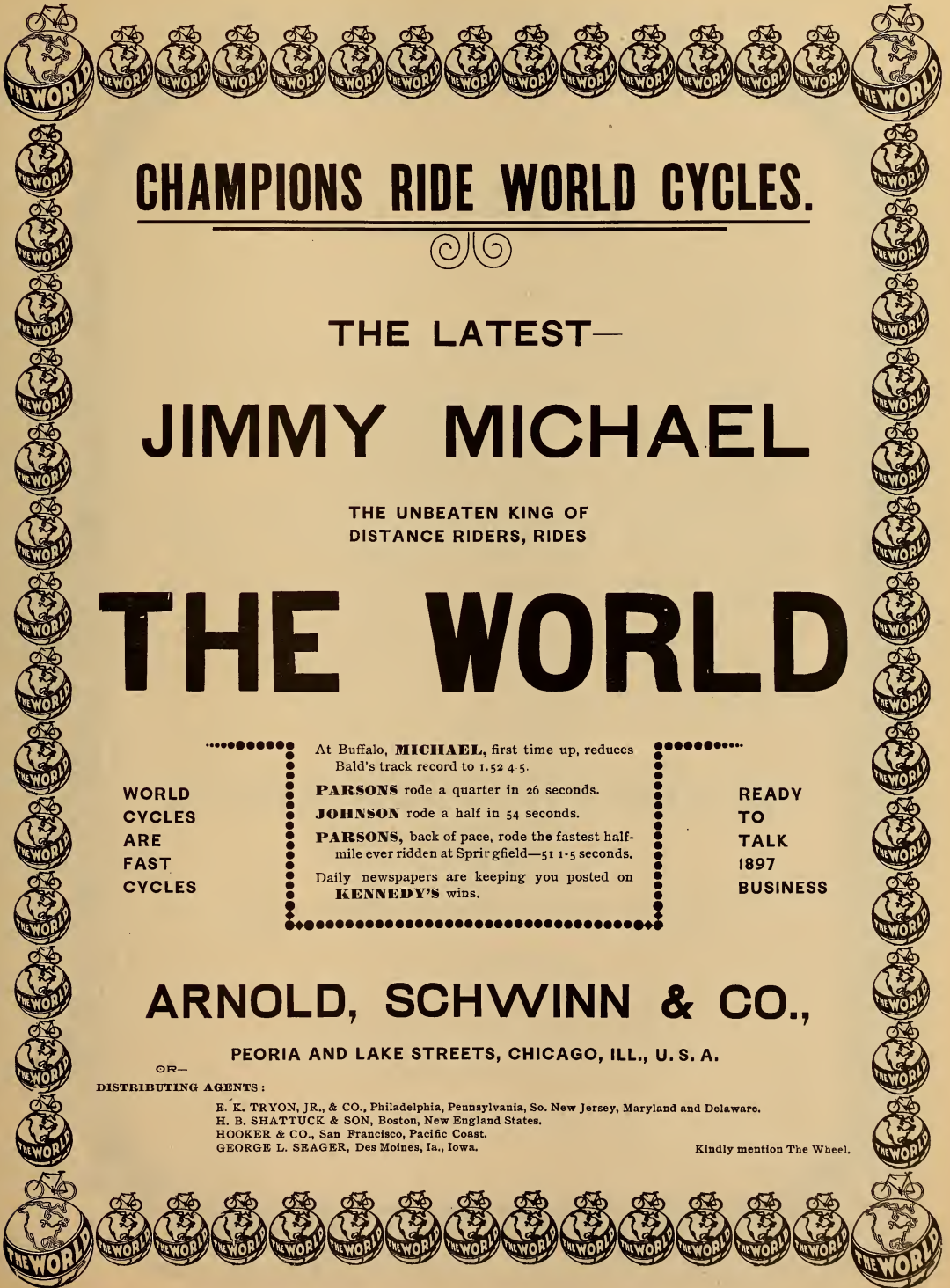
"Well, ye can't say it no more. Jes' go out an' look at 'im some time when he's scorchin' on his bisickle."

SUITABLE RAIMENT.

Oysters are seasonable only in those months whose names have an r in them; crash suits, to the contrary, are only suitable for such months as are minus the r. Eliminate the r from crash, and you have cash—cash suits are always in season, at least the tailors so declare.

TRUE PHILOSOPHY.

"Say, what's a philosopher, anyhow?"
"He's a fellow that don't care a darn what happens to his wheel."



CHAMPIONS RIDE WORLD CYCLES.



THE LATEST—

JIMMY MICHAEL

THE UNBEATEN KING OF
DISTANCE RIDERS, RIDES

THE WORLD

WORLD
CYCLES
ARE
FAST
CYCLES

At Buffalo, **MICHAEL**, first time up, reduces
Bald's track record to 1.52 4-5.

PARSONS rode a quarter in 26 seconds.

JOHNSON rode a half in 54 seconds.

PARSONS, back of pace, rode the fastest half-
mile ever ridden at Springfield—51 1-5 seconds.

Daily newspapers are keeping you posted on
KENNEDY'S wins.

READY
TO
TALK
1897
BUSINESS

ARNOLD, SCHWINN & CO.,

PEORIA AND LAKE STREETS, CHICAGO, ILL., U. S. A.

OR—
DISTRIBUTING AGENTS:

E. K. TRYON, JR., & CO., Philadelphia, Pennsylvania, So. New Jersey, Maryland and Delaware.
H. B. SHATTUCK & SON, Boston, New England States.
HOOKER & CO., San Francisco, Pacific Coast.
GEORGE L. SEAGER, Des Moines, Ia., Iowa.

Kindly mention The Wheel.



BALD

is all right now, having somewhat recovered from his recent indisposition.

Eddie C. Bald, at Wilkes-Barre, Pa., September 16th, won the mile-open event in 2.07, his old competitor, TOM BUTLER, running third.

THE BARNES is all right all the time.

Though Bald is beaten, the winnings go on piling up just the same, and when he wins they don't stop, either.

At Wilkes-Barre, on the same day, Otto Ziegler, on a BARNES, Morgan & Wright Tires, won the half-mile open in 1 03 1-5, defeating Sanger and Gardiner, and rode a half-mile, paced by a tandem, in 55 seconds flat, breaking the State record by one-fifth of a second.

C. W. Krick, of Reading, on a BARNES, won all the amateur events but one, the mile handicap, in which he got third, starting from scratch.

THE BARNES Is the Wheel to Win On.

THE BARNES CYCLE COMPANY,
SYRACUSE, N. Y.

THE ELMWOOD CYCLE CO., No. 57 PARK PLACE, NEW YORK CITY,
Agents for New York, Brooklyn and Long Island.

THE DARRAH CYCLE CO., No. 933 ARCH STREET, PHILADELPHIA, PA.,
Agents for Philadelphia.

Kindly mention The Wheel.

ROCHESTER'S "BIG FOUR."

Who They Are, What They Sell, and What They Are Doing.

"The Big Four" is what the Shone-Hanna Mfg. Co., of Rochester, N. Y., are frequently termed by their friends, and to one acquainted with the personnel of the concern, the term seems no misnomer, for it is unlikely that the trade presents a duplicate of four such energetic men linked together as partners in the parts and sundry business.

The four are J. W. Shone, who is president of the company; R. J. Hanna, vice-president; G. W. McTaggart, secretary, and A. T. Bradley, treasurer. Messrs. Shone and Hanna do the outside work for their company, and are well known to the general trade from a connection with their particular branch of it for four or five years. Mr. Shone was the organizer and manager of the Hall-Shone Co., of the same city, selling out some eighteen months ago to become interested in his present company. At its inception the company intended to restrict itself to the manufacture and jobbing of sundries, but a season of it has made them confident that they can handle a general line of fittings for both wheel manufacturers, jobbers and agents to advantage, and their experience and reputation have enabled them to secure control of some of the best lines in the country.

They start the season well qualified to tickle the fancies of the general trade with both proper goods and interesting prices.

Prominent in their line is the product of the Rochester Pedal Co., a newly organized pedal factory, whose output has been contracted for by the S.-H. Co.

Another excellent account is that of the Reading Nickel Plating and Electrical Co., makers of the P. and F. saddles—ordinary and hygienic—also tool bags.

In hubs, spokes, nipples and machined work of a like description the company represent Weston & Mott, of Jamesville, N. Y., a long established concern.

A rather novel line included are a considerable number of newly constructed jigs and tools for cycle repairers and manufacturers, made by the Reading Standard Mfg. Co. This company constructed the various devices for their own use exclusively, but the various tools proved so practicable that the S.-H. Co. prevailed upon them to seek a market for them outside of their factory walls.

It would need much space to state in detail all of the company's various lines. To put it in a word, there are included wrenches of the make of the Barnes Tool Co., wood handlebars from the Anderson Cycle Mfg. Co., a special nut made by the Electric City Wheel Co., wood rims and guards of the Hercules Wood Rim Co. and of the Wilkinson Mfg. Co., Weldon & Taylor's lacing cord, Cushman & Denison's oilers, Ames Sword Co.'s fork sides and steel handlebars, etc. etc.

The company's office and factory is located at Nos. 112, 114 and 116 Court street, Rochester, where, it can be said from experience, tradesmen are certain of a cordial greeting, whether they be on buying intent or otherwise.

BOOK OF KNOWLEDGE.

Among the makers of machinery and tools who are courting the patronage of the cycle manufacturer are the Wiley & Russell Manufacturing Company, of Greenfield, Mass., whose 208-page pocket catalogue is being extensively circulated. Taps, dies and screw-cutting and other labor-saving machinery and tools in general are described within its pages, each of which is quite comprehensive in itself.

PERSONS' PRODUCTIONS.

"Apollo" and "Venus" are the titles under which the Persons Manufacturing Company, No. 251 William street, New York, will market their saddles, the Venus, of course, being the ladies' saddle. Both embody considerable originality and seem to incorporate some of the ideas prevailing in the more popular English seats. The Apollo is shown herewith. As will be seen, its essential feature is a double truss wire frame, braced to distribute all shocks and strains, and being, its makers claim, the first completely successful attempt to prevent side-rocking. The frame really consists of six springs, passing from front to rear. The clamp used is also decidedly novel. It consists of three steel forgings and one screw, the upper forging being in the form of two disks containing grooves to receive the four lower-wires of the saddle frame, connected by bands which fasten around the seatpost, and the other two forg-



ings serving to hold the wires in position against the grooved disks. The grooves milled in the disks are arranged in two series at right angles to each other, so that the same clamp may be used either on a direct or a T-post, by swinging it around to its proper position. The saddle can be tilted to any desired position by shifting the wires in the grooves, which would appear to afford what its makers claim, a most positive grip. This clamp is also used on the Venus saddle, but the springs are of a somewhat different nature and of the sort that are designed to give elasticity at all points.

LINK IN THE BALDWIN.

A link of new design has been added to the already greatly perfected Baldwin adjustable chain, whereby the ends of the chain can be easily secured without either bolts or nuts. The side plate, too, has been altered, making it easier for the untutored to take the chain apart.

GASSY.

But Some of the Best Men in the Trade Offer Testimony as to the Machine's Worth.

When a man like George H. Day, vice-president of a concern like the Pope Manufacturing Company, permits a piece of machinery to be placed on trial in a place like the Columbia factory, no man need climb a tree to discover that Mr. Day had discerned merits in the article. And when, after due trial, he puts his pen to paper and writes that the article has "fully justified the makers' claims for it, and met the conditions upon which it was to be paid for," there would seem no shadow of doubt whatever of its value. And this praise, emphasized by similar good words from such concerns as the Sterling Cycle Works, Stover Bicycle Manufacturing Company, Ames & Frost and the Garford Manufacturing Company, would seem sufficient to attract the attention of those makers who did not already employ the article in question.

In this instance the article is the American Oil Gas Machine, made by the American Gas Furnace Company, of Elizabeth, N. J. As the title of the concern implies, they are strong on gas. They naturally claim it to be the best and most economical fuel, not only for brazing, but for every other heating operation from drop-forging to enamelling. Their claim is that five gallons of 76 degrees naphtha will do the work of 1,000 feet of the best illuminating gas made by any gas works in the United States. Their machine works automatically and converts every drop of naphtha into practically fixed gas, without residue or waste of any kind. This much they warrant. Not until a standard quality of illuminating gas can be sold for 50 cents can bicycle work be done as cheaply as with the American machine. This, at least, is a supplementary claim of the Elizabeth concern.

They not only equip factories with an entire system of fuel gas, but likewise supply brazing tables, forges and ovens, case hardening furnaces and gas blast radiators for heating japan ovens, some or all of which are in use in several of the leading bicycle plants, and, to all appearances, are giving splendid satisfaction.

E. P. Reichelm & Co., No. 80 Nassau St., this city, are selling agents for the furnace company's products.

WILL BEAR IMPORTING.

That some enterprising foreigner has not sooner invaded America and endeavored to popularize a gear case on this side of the water has been a matter of comment. That one of them would finally awaken to the possibilities of the American market was to be expected. The wonder is that it did not sooner transpire. As to the usefulness and efficiency of the gear-case there can be no doubt, and that sooner or later it must become a feature of at least a very large portion of the American output seems undoubted. For this reason, W. Bramson & Co., No. 332 Goswell Road, London, are wise in their time and will probably reap the benefit of seizing time by the forelock. Their announcement appears elsewhere, and as their chain protector has an established reputation, and has been proven true by three or four years' of use, there is little question but that it will attract the notice of the American public. It is in extensive use abroad; indeed, its makers claim that it has enjoyed the largest sale of any gear case in Great Britain. "Dust proof bearings" is an American "talking point." Dust proof chains might profitably be included in the category of "points."

COLD COMFORT FOR OUTLAWS

The Trade Proven to Be a Unit in the Support of Its Own Cycle Shows.

"Outlaw shows," like outlaws generally, will find their foundations pretty shifty in the season to come.

The cycle trade for the first time presents practically a united front in the matter of exhibiting only at sanctioned shows and the wily promoters must needs, therefore, perform some wonderful evolutions to crawl through other than the small end of the horn. This is made quite plain by the length and character of the "entry lists" of the two National shows—those in Chicago and New York.

The list closed last week and leaves no doubt of the complete success of both functions. In the face of the existing depression it will also do much to speed the dispersion of the overhanging but already scattering clouds.

For the New York show, in Grand Central Palace, February 6 to 13, 185 applications are on hand, against 112 last year, a significant increase of more than 50 per cent. The 185 applications represent 435 spaces, leaving but fourteen unapplied for and bringing the Board of Trade face to face with the fact that more room will have to be provided.

For the Chicago Show in the Coliseum, 314 spaces have been spoken for, leaving 102 still "to let."

Allocments will be made within ten days. The applicants for room at New York who have signed the agreement to exhibit only at sanctioned shows, are as follows:

Aeome Mfg. Co.; Aetna Wax Mfg. Co.; American E. H. O. and Sewing Machine Co.; American Gas Furnace Co.; Ames & Frost Co.; Julius Andrae & Sons Co.; Aurora Automatic Machine Co.; Alladin Lamp Co.; Anglo-American Cycle Fittings Co.; Armstrong Bros. Tool Co.; Arnold, Schwinn & Co.; America Cycle Mfg. Co.; American Dunlop Tire Co.; Ariel Cycle Mfg. Co.; Arnold & Daniel Co.; Eugene Armstern.

Betts Patent Headlight Co.; Bevin Bros. Mfg. Co.; Bicycle Chain Lightning Co.; Bearings Publishing Co.; Biddle Hardware Co.; Black Mfg. Co.; E. W. Bliss & Co.; Bolte Cycle Mfg. Co.; Bridgeport Gun Implement Co.; Brown-Lipe Gear Co.; Buffalo Cycle Co.; Buffalo Wheel Co.; Butler & Ward, Stephen Ballard Rubber Co.; Barnes Cycle Co.; Baldwin Adjustable Cycle Chain Co.; Bean-Chamberlain Mfg. Co.; Boston Woven Hose and Rubber Co.; Buescher Mfg. Co.; Berkeley Cycle Mfg. Co.; Boston Meter Co.; Boston Wood Rim Co.; George Barnard & Co.; Berrang & Zacharias, the Butler Co.; Billings & Spencer Co.; Ball Tire Co.; Bacon Mfg. Co.; Bridgeport Brass Co.; M. M. Brown, Brooklyn Co.; Beck Bicycle Saddle Co.

Champion Mfg. Co.; the Chandler Co., Chicago Stamping Co.; S. D. Childs & Co., Cleveland Machine Screw Co.; G. W. Cole & Co., Columbia Rubber Works Co.; Combination Cycle Co.; P. & F. Corbin, Cushman & Dennison, Cycle Improvement Company, Curtis Mfg. Co., Capitol Mfg. Co., Crosby & Mayer Co., Central Cycle Co., Chicago Tip & Tire Co., William H. Cole Sons; Cycle Trade Publishing Co., John Caldwell & Co., Corsion Cycle Mfg. Co., L. C. Chase & Co., Columbia Watch Co.

W. E. Davis, Davis & Stevens Mfg. Co., Davis Sewing Machine Co., Demorest Mfg. Co., Frank Douglas, Duquesne Mfg. Co., Miles E. Dunbar.

Eagle Bicycle Mfg. Co., Empire Cycle Co., E. R. Esmond, Elastic Tip Co., Elmore Mfg. Co., Elgin Cycle Co., Eastern Cycle Mfg. Co., Everest Cycle Co., Enterprise Novelty Co., Eagle Lock Co.

Fenton Metallic Mfg. Co., Fibre Buckskin Mfg. Co., C. J. Faxon & Co., Fox Machine Co., Fairmount Cycle Co., Fanning Cycle Mfg. Co., Fowler Cycle Mfg. Co., Frisbie Cycle Co., Folding Bicycle Co., W. H. Frost.

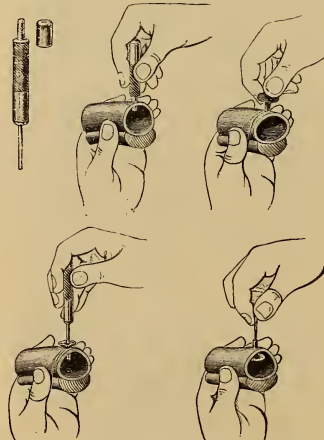
Gormully & Jeffrey Mfg. Co., Garford Mfg. Co., G. M. Garlie, Gendron Wheel Co., E. P. Gleason Mfg. Co., Globe Cycle Works, Charles J. Godfrey, Geneva Cycle Co., Grand Rapids Cycle Seat Mfg. Co., William Grady, Grand Rapids Cycle Co.

Haffelfinger & Vail, William J. Haines Co., A Wilford Hall, Hall & Downing, Hamilton Cycle Co., Hampshire Cycle Mfg. Co., C. H. Hanson, Hardy Cycle Co., Hartford Cycle Co., Hartford Rubber Works Co., Hendee & Nelson Mfg. Co., N. N. Hill Brass Co., Hill, Rosenblatt & Co., Hitchcock Specialty Co., Hodgman Rubber Co., Hoffman Bicycle Co., Frank A. Hollenbeck & Co., E. I. Horsman, E. Howard Watch & Clock Co., Hulbert Bros. & Co., Hall-Moore Mfg. Co., Hay & Willis Mfg. Co., Hunter Arms Co., Hall-Shone Co., Home-Rattan Co., Hatch Bicycle Patch Co., the W. O. Hickok Mfg. Co., Fred Hawley, Hunt, Helm & Ferris, E. Howe.

Iver-Johnson Arms & Cycle Works Independent Electric Co., Indian Orchard Screw Co., Iven-Brandenburg-Burgess Co., Indianapolis Rubber Co., Ideal Rubber Co., Iroquois Cycle Works, Indiana Bicycle Co.,

MAKES REPAIRS A PLEASURE.

"So simple that a child can use it" is the claim made by the Brooklyn Lock Company, No. 56 Ainslie street, Brooklyn, N. Y., for their hose-pipe repair kit. In addition to its simplicity and effectiveness the following points are made. The cutter makes a clean cut, avoiding the ragged edges made by straining with expanding pliers; the fabric or rubber is not injured by burning and the stem of the plug through the centre work on the back of the flange combined with the string permits an easy entrance into the tire and withdrawal of the plug up to the



flange. The mode of making a repair is shown by the cuts. It is described as follows: Moisten cutter with tongue, place over puncture and, while exerting a gentle pressure, turn to the right until it has cut through the tire. Cleanse the stem and inside flange with sand paper, put plenty of cement in hole and on parts of plug into the tire up to the flange. Replace cap on cutter and with pointer force the plug inside the tire. Pull gently on the string until the plug is drawn up against the tire. Cut off the stem of the plug even with the tire and a permanent repair is made.

James Cycle Mfg. Co., G. R. Johnston Co., Keene Wood Rim Co., the Kelly Handle Bar Co., Kenwood Bicycle Mfg. Co., H. H. Kiebel, H. H. Kiffe Co., Knight Cycle Co., Kingman & Co., Keating, Smith & Southard Co., Keating Wheel Co., Keystone Match and Machine Co., Kalamazoo Cycle Co., Kankakee Mfg. Co.

John S. Lengs Sons & Co., Liberty Cycle Co., Light Cycle Co., H. H. Lane Mfg. Co., Lavigne & Scott Mfg. Co., H. N. Leavitt & Co., Loosley Cycle Co., John P. Lovell Arms Co., H. A. Lozier & Co., Luthy & Co., R. G. Lefevre, Lindsay Bicycle Mfg. Co., Lewis Tool Co.

Morgan & Wright, Marlon Cycle Co., Mason & Mason Co., McDaniel & Merrifew Mfg. Co., McKee & Harrington, the A. L. Moore Co., Mossburg Wrench Co., Muller Mfg. Co., Monarch Cycle Co., Miami Cycle & Mfg. Co., W. W. Mooney & Sons, Roger E. McMullin & Co., Moore Cycle Fittings Co., Philip S. Mosher, Maumee Cycle Co., Model Lamp Co., Manhattan Brass Co., New Departure Bell Co., New-York Belling & Packing Co., Ltd.; New-Brunswick Tire Co., New-York Standard Watch Co., New-York Tire Co., William F. Nye, National Cycle Mfg. Co., Niagara Cycle Fittings Co., New-Haven Chair Co., National Wheelmen's Supply Co., McIntosh-Huntington Co.

Edwin Oliver & Co., Olympic Cycle Mfg. Co., Pope Mfg. Co., Punnett Cycle Mfg. Co., Packer Cycle Co., Persons Mfg. Co., Phillips Mfg. Co., George N. Pierce & Co., Porter & Gilmour, incorporated; Palm, Fecteler & Co., Palmer Pneumatic Tire Co., Plymouth Cycle Mfg. Co., Parkhurst & Wilkinson, P. & W. Mfg. Co., Pratt & Whitney Co., Penn Mfg. Co., Peerless Mfg. Co., Plugline Co.

Remington Arms Co., Relay Mfg. Co., Richmond Bicycle Co., Rockford Tool & Sundry Mfg. Co., Louis Rosenfeld & Co., Rosenwald & Weil, Rudolph & Krummel Machine Works, Frederick Roach; Rouse, Hazard & Co., Rubber Paint Co., Reed & Curtis Mach. Screw Co., Reading Standard Mfg. Co.

Rastetter & Son, Reading Rubber Tire Co., the Robbins & Myers Co.

Sager Mfg. Co., A. M. Scheffey & Co., Schlesinger & Yeoman's Mfg. Co., Schoverling, Daly & Gales, Shelby Steel Tube Co., H. G. Shepard & Co., Sherman Cycle Co., Shone-Hanna Cycle Mfg. Co., W. J. Smart, Snyder & Fisher Bicycle Works, Spalding-Bidwell Co., A. G. Spalding & Bros., Spalding & Pepper Co., St. Louis Ref. and W. G. Co., Stanley Cycle Mfg. Co., E. C. Stearns & Co., Sterling Cycle Works, Stover Bicycle Mfg. Co., Strieby & Foote Co., Syracuse Cycle Co., Searls & Starr Co., Standard Tube Co., Starr Cycle Co., Schluster Cycle Mfg. Co., Supple Hardware Co., Shelby Cycle Mfg. Co., Studeley & Jarvis, William W. Shoe, Spencer Brake Co., A. Schraders & Sons, Schaum & Uhinger, Arthur E. Shuman, Thos. H. Stewart, the Shirk Co., Smith, Seib & Co., the Self-Healing Tire Co.

Ralph Temple Cycle Co., Tie Co., Tinkham Cycle Co., Tonk Mfg. Co., Toplift & Ely Co., Trenton Watch Co., Turner Brass Works, the Thomas Mfg. Co., Edward K. Tryon, Jr., & Co., Charles M. Theberath, George L. Thompson Mfg. Co.

Union Cycle Mfg. Co.; United States Projectile Co.; United States Mfg. Co.; United States Cycle Fittings Co.; United Bicycle Support & Lock Co.; Victor Mfg. Co.

Waddell Wooden Ware Works; D. O. Wallace Co.; Walton, Tinkham Mfg. Co.; Waltham Mfg. Co.; Warwick Cycle Mfg. Co.; J. A. Weaver, Jr. & Co.; F. J. Werneth Co.; Western Wheel Works (Western Branch); Western Wheel Works (Eastern Branch); White Sewing Machine Co.; Whitman Saddle Co.; Whitney Mfg. Co.; W. W. Whitton Cycle Mfg. Co.; Winton Bicycle Co.; Warwick Tube Co.; Warwick & Stockton Co.; R. H. Wolf & Co., Ltd.; Waterbury Watch Co.; W. P. Weaver; Worcester Cycle Mfg. Co.; I. A. Weston & Co.; J. H. Williams & Co.; the Whitehead & Hoag Co.; Willard & Conroy Mfg. Co.; Albert Willey; J. J. Warren Co.; Willey & Oakley; the Wesson-Nivison Mfg. Co.; The George Worthington Co.; Westcott-Jewell Co.; Yost Mfg. Co.; Zimmermann Mfg. Co.

H.-K. CAPTURE RUDY.

P. O. Rudy, long with the Overman Wheel Company, has engaged with the Hamilton-Kenwood Cycle Company, of Grand Rapids. He will represent that concern in Ohio, Indiana and Michigan.

MADE PERMANENT.

John R. Hardy, of Newark, N. J., temporary receiver of the Liberty Cycle Co., has been appointed permanent receiver and been authorized to wind up the affairs of the concern.

The cheap wheel builder too often "guesses" the construction of his wheel will do, because he is either too lazy or too ignorant to demonstrate the correctness of his ideas.

THE CYCLE TRADES' FOREIGN LISTS.

Contains the leading bicycle agencies and manufacturers in the following countries:

England,	Sweden,	Finland,	India,	Japan,
Italy,	Turkey,	New S. Wales,	S. Australia,	China,
France,	Holland,	Jamaica,	Barmah,	Transvaal,
Switzerland,	Greece,	Victoria,	W. Australia,	Barbados,
Germany,	Belgium,	Bahama Islands,	Cape Colony,	Egypt,
Austria,	Russia,	New Zealand,	Ceylon,	Trinidad,
Denmark,	Spain,	Cuba,	Straits Settlements,	Algiers,
Hungary,	Servia,	Queensland,	Natal,	Antigua,
Norway,	Portugal,	British Guiana,	Java,	Mexico.
Roumania,	Poland,	Tasmania,	Griguland, West,	

ALSO

A selected number of foreign buyers resident in the principal cities throughout Europe.

ALSO

A selected list of exporters of bicycles resident in New York.

All of the firms whose names are listed in this book are houses of first-class reputation.

BOOK NOW READY.

Published by F. P. PRIAL, 88 West Broadway, New York.

HAS TROUBLES OF HIS OWN.

"Me trouble's beginnin'," said the instructor of an uptown cycle academy, as he cast his eye over the school, where the cool weather had already brought out quite a respectable collection of weary, wobbling novices. "Mebbe you think this job of mine's a snap. Well, you hear me, 'talnt nothing of the kind. I don't mind the feller that comes here and says he don't know a blamed thing about a bicycle; you can kind of put up with him. But God bless the feller who thinks he knows it all, and goes to work to teach you how to teach him. You can't tell 'em anything until after they have taken a few tumbles, and then they kinder find out that mebbe we can tell em something.

"As I was sayin', those Johnny-know-it-alls are pretty bad, but it's the grandmothers and heavy-weights that are the holy terrors. If you put your arm around them, they kick, and if you let go they kick. Then, after a while, when they think they are all right and we let 'em try it and they have a spill, we're the boys who get the blessing. They ain't got any nerve, anyway.

"I near got killed yesterday. Had what we call a 'heavy' on for a lesson. She weighed about 250. I nearly pulled my arms out trying to keep her straight, and she was a-puffing and squealing all the time. After a while I let her go alone for a bit and kept running alongside her. That's where I was wrong. She was going all right until she saw another wheel in front of her. Then she went to pieces.

"Didn't do a thing but take both hands off the handles, scream and wind both arms around my neck. It was too much. I tried to hold her up, but I couldn't. I went down first and she and the machine came along, one, two, three. I couldn't breathe for about two minutes. Then she give me a calling down for letting her fall, when she had a nice easy cushion to light on. We have lots of those things happen, though. You bet, this job's no soft snap."

HAD VOTES TO SELL.

The popular voting contest is responsible for a new business. Here is one of the letters received by a cycle manufacturer whose wheel figured in one of the recent voting contests for the most popular bicycle. "We have 10,000 votes which we would like to dispose of and are collecting more every day. If you want them please make an offer." In this instance the "offer" was not forthcoming.

CHASE IN OLD KAINTUCK.

Chase tires, the new Boston article, scored early and conspicuously in the hundred-mile race from Lexington to Covington, Ky. They were attached to the Ben Hur bicycle ridden by the winner, C. E. Nadant, who broke the former record by more than fifty minutes.

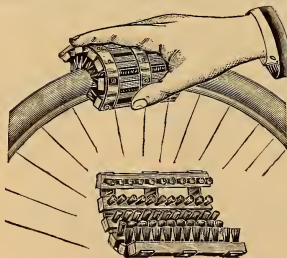
MINORS BUYING BICYCLES.

A suit is pending in Syracuse which will, when decided, have something to do with settling the question of the responsibility of minors purchasing bicycles on instalments. The case is that of Clarence A. Ross, a minor, against Frank B. Smith, an agent for E. C. Stearns & Co. Ross sued to recover \$53.50, the amount he had paid for a Stearns wheel. He purchased the wheel last spring from Smith and agreed to pay \$125 for it. He paid \$30 down and was to have paid \$10 a month until the wheel was paid for. Upon his failure to make the payments the wheel was to be taken from him and the amount paid was to be accepted by Smith as rental for the wheel.

Ross failed to make the regular payments and the bicycle was taken from him. After the loss of the wheel Ross sought to recover the money he had paid, and finally brought the present suit. He claims that, being an infant, the contract is not binding, and the defendant is bound to surrender the money he has received.

AN AID TO CLEANLINESS AND COMFORT.

The cyclist who so often soils and muddies his clothing when bringing his wheel in through narrow doorways and halls will appreciate the value of this little novelty. It is a small, compact brush, which on dismount-



ing is bent around the tire, or frame, and with very little effort removes all dirt from both. It can be carried in a toolbag or in the hip pocket. The "Cycle Brush" is made by Oliver M. Farrand, No. 3 Maiden Lane, New York City.

Whatever is complicated is upon general principles objectionable in cycle mechanics; the simpler a thing is the more desirable and useful. Complicated wheel constructions get out of order easily, and the cost of repair is great.

The proper width for handle-bars is to have same just equal to the width of the shoulders of the rider. Their height should be barely sufficient to enable their rider to assume a natural upright position.

PATENTS GRANTED.

567,652. Bicycle supporting frame. Ebenezer C. Waterman, Hanover, Mass. Filed April 2, 1896. Serial No. 585,869. (No model.)

567,628. Bicycle. Carl Young, Chicago, Ill. Filed October 7, 1895. Serial No. 564,926. (No model.)

567,629. Spring motor for bicycles. Carl Young, Chicago, Ill. Filed October 28, 1895. Serial No. 567,148. (No model.)

567,630. Spring motor for bicycles. Carl Young, Chicago, Ill. Filed October 28, 1895. Serial No. 567,149. (No model.)

567,631. Bicycle. Carl Young, Chicago, Ill. Filed February 10, 1896. Serial No. 578,727. (No model.)

567,634. Bicycle saddle. Richard O. Barler, Chicago, Ill., assignor to the A. C. Barler Manufacturing Co., same place. Filed February 20, 1896. Serial No. 580,641. (No model.)

567,650. Bicycle brake. Sylvester Logan, Emmenton, Penn. Filed September 5, 1895. Serial No. 561,536. (No model.)

567,663. Handlebar for bicycles. Ransom M. Snyder, New York, N. Y. Filed May 17, 1895. Serial No. 549,621. (No model.)

567,732. Ball bearing for cycles, etc. William J. Busse, Chicago, Ill., assignor of one-half to Peter F. Quinn, same place. Filed September 3, 1895. Serial No. 561,327. (No model.)

567,732. Tire tightener. Samuel Forbes and Thomas Forbes, Dodgeville, Wis. Filed December 26, 1895. Serial No. 573,329. (No model.)

567,787. Driving-gear for cycling machines. James J. Marshall, Sydney, New South Wales. Filed June 8, 1896. Serial No. 594,136. (No model.)

567,807. Bicycle-lock. Thomas Carroll, Dayton, Ohio, assignor to Security Lock & Manufacturing Co., same place. Filed August 18, 1895. Serial No. 558,613. (No model.)

567,824. Bicycle. Alpheus Fay, Cincinnati, Ohio, and John McNab, Louisville, Ky. Filed January 4, 1896. Serial No. 574,292. (No model.)

567,835. Bicycle. Alpheus Fay, Cincinnati, Ohio, and John McNab, Louisville, Ky. Filed January 13, 1896. Serial No. 575,348. (No model.)

567,835. Wheel for bicycles. Alfred P. Le Gros, Louisville, Ky. Filed February 3, 1896. Serial No. 577,908. (No model.)

567,839. Pneumatic tire. Joseph G. Moomy, Erie, Penn., assignor of one-half to the Combination Roll and Rubber Co., Bloomfield, N. J. Filed October 26, 1895. Serial No. 566,955. (No model.)

567,849. Ball-bearing. Charles H. Chapman, Groton, Mass. Filed November 16, 1895. Serial No. 569,125. (No model.)

567,851. Bicycle-bearing. Horace E. Dodge and John F. Dodge, Detroit, Mich. Filed June 20, 1895. Serial No. 556,595. (No model.)

567,853. Adjustable handle-bar. John Galt and Archibald P. Rankin, Toronto, Canada, assignor of one-half to Peter Rutherford Wright, same place. Filed February 18, 1896. Serial No. 579,762. (No model.)

567,882. Cycle saddle. John B. Brooks, Birmingham, England. Filed March 1, 1893. Serial No. 464,224. (No model.) Patented in England May 4, 1895. No. 6,594, and July 28, 1892. No. 13,733; in France December 13, 1892. No. 226,361, and in Germany January 10, 1893. No. 74,283.

567,883. Cycle Saddle. John B. Brooks, Birmingham, England. Filed June 4, 1894. Serial No. 573,381. (No model.) Patented in England December 9, 1892. No. 22,606; March 18, 1893. No. 5,829; April 28, 1893. No. 8,553, and December 19, 1895. No. 24,371, and in France December 22, 1896. No. 235,012.

THE IDEAS OF A MAN OF IDEAS.

Chicago, Sept. 19.—F. A. Hastings is a man of ideas. As one of the heads of such a concern as the America Cycle Mfg. Co., it is necessary that he should be. Some two months since Mr. Hastings went abroad to view the "foreign situation" for himself. He has but just returned, and naturally with his fund of ideas added to. Some of them he shared with a WHEEL man in the course of a recent conversation.

"The really creditable American manufacturers that have gone into the foreign market," said Mr. Hastings, "the ones who have employed judicious and constant efforts to advance their goods, who have given the trade a good article and stood by it, and who were on the market before the English manufacturers were fully up with their orders, are having a fair trade. The papers are lending splendid assistance. I was treated very nicely by the representatives of the British press. The majority of them seem to recognize that our American wheels are an advancement over anything that has been generally furnished them by their British manufacturers. A very gratifying spirit of friendship was shown by them, and a desire to place every facility in our hands that would give the people a fair understanding of our goods and their advantages. The better element among the retail dealers welcomed the competition. Naturally we incur the enmity of the manufacturers. The retail dealers have been of great service to the American maker by their stand taken in our favor in reference to the unbusinesslike advertising schemes employed by some of the manufacturers which caused considerable comment. The retailer testified to the merit of our goods, and said that they had given his customers better satisfaction than the home product, that our facilities for quick and prompt satisfaction in case of accident were better than the home manufacturer afforded him, and that as long as that could be guaranteed the purchaser no more was wanted.

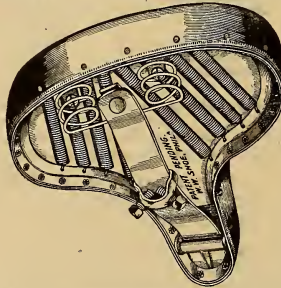
"The American to succeed abroad must build the very best that he knows how, and be as distinctively American as possible. Retrograding, with an idea of furnishing foreign trade something which their own builders furnish, and which we left behind us in 1893-94-95, will not win on that market any more than on our own. True merit will be recognized anywhere. With reference to the small details in the way of equipment, such as saddles, brake, guards and gear cases, it is proper to give them what they want. Naturally they are more conservative in their business methods than we are, and move slower, so that whoever expects to gain a footing in the foreign market must not only build satisfactory goods, but must expect to have time, patience and capital in order to properly establish himself and win the confidence of the foreign trade."

SHINES THEM UP.

Those who are inclined to "polish up their bicycles so careful" will be interested in the "Electric Cloth" being marketed by the Bicycle Appliance Company, No. 1,004 Walnut street, Philadelphia. The article has been on the market for some time, but until recently was never used for imparting a lustre to bicycles. The Philadelphia firm, however, is heading that way and claim that for polishing anything on the wheel, either enamel or nickel, there is nothing better. They offer to send a full-sized sample to any address on receipt of 10 cents. The same firm, which makes the Simplex bicycle repair tool, also state that the price of that article will be very materially reduced, both wholesale and retail.

SHOULD PROVE COMFORTABLE.

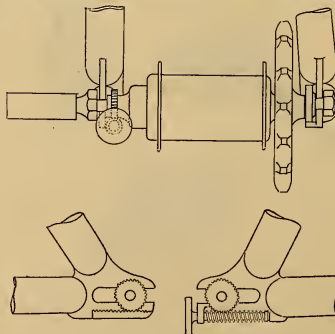
There's another new saddle in the field. W. W. Shoe, No. 428 Walnut street, Philadelphia, is responsible for it. In many respects it is a very radical departure from the conventional seat, and is certain to command a very large bit of attention.



The frame of the saddle, or, as it may be more properly called, the seat, is a rigid steel stamping; this is covered with successive layers of leather and felt, making in itself a comfortable cushion; then beneath this, as can be seen in the illustration, are strong independent coiled steel springs, which, while supporting the rider perfectly, allow of depression in any particular part without the sagging that is so noticeable in many other forms. In addition, coiled springs at the rear end thoroughly take up vibration and add all the more to the rider's comfort. Another good feature is the seat post clip; instead of a single clamping bolt, two are used, so that in case of necessity it is possible to lower the saddle so that it touches the frame, the bolts themselves being on either side of the frame tube. It is constructed on rational broad lines, being 9 inches wide and 8 inches in width, and should prove a fine thing to those cyclists who seek to add to their comfort.

MAKES ALIGNMENT PERFECT.

E. C. Boyce, No. 4 Brevortt Place, Brooklyn, is the author of this invention—a chain adjustment which requires neither wrenches nor screwdrivers to operate it. A thumbscrew



does the work. The adjustment is controlled entirely on one side, both sides adjusting simultaneously, the only movement being backward or forward as required. It is claimed that it is absolutely impossible to throw the wheel out of alignment.

WATCH THE SUN ON THEM.

Out St. Paul way they have a crimson-rimmed bicycle band—twenty players, mounted on crimson-rimmed bicycles and uniformed in white with crimson trimmings. They created something of a furor during the recent G. A. R. encampment.

SOME VERY OPINIONS.

Springfield, Mass., Sept. 18.—A WHEEL representative had an interesting talk a day or two since concerning the trade outlook with A. O. Very, treasurer and manager of the Warwick Cycle Company. Mr. Very is one of the pioneers of the business and is pretty certain to size things up correctly. Speaking of an article in a New York daily, which asserts that not half a dozen makers in the country were maintaining the \$100 price, Mr. Very mentioned offhand nine or ten companies in New England, which, he was positive, held their prices firm.

In the same article the statement was made that there were 372 bicycle factories in the United States six months ago, and that now there are but 241. The paper placed the total liabilities of the 131 embarrassed concerns at \$2,500,000. Mr. Very thought that if a third of the companies doing business six months ago had really passed out of existence, the fact ought to encourage those who were left. If the liabilities of 131 factories amounted to only \$2,500,000, the average liability—about \$19,000—he said, would seem to indicate that most of the companies were small. When a few of the large failures are taken out, the average liability of the others is still smaller.

Mr. Very is of the opinion that the manufacturers of this section have much to be thankful for. Prices have been maintained and no failures have occurred. Only two Springfield agencies have been embarrassed.

Mr. Very thinks that the foreign field is full of possibilities. In the shipping-room he showed the WHEEL representative cases containing twenty-five Warwick bicycles, which were to be shipped that day to fill an order from South Africa. The company also has a good trade in Australia, and is particularly gratified at the favor with which its wheel has been received in England.

The Warwick Company, Mr. Very says, will go slowly until after election. Mr. Very is a gold man and believes that free coinage would not prove the boon that its advocates claim.

THIS IS "DEAD SOFT."

Manufacturers who are looking for something special in the dead soft line will do well to turn to the Elliott-Washington Steel Co., New Castle, Pa. The E-W. people have already interested a portion of the cycle trade, and are desirous of interesting the balance. What they have is a special, dead soft, cold-rolled steel, for which they claim many advantages over the pickled and lime-finished metal of which it is the competitor. E-W. steel has a particularly polished, smooth, cold-rolled surface, which, it is stated, admits of the severest drawing and cupping tests, and prolongs the life of the dies fully 50 per cent. The surface is also free from scale and discoloration, admitting of the finest nickel-plating, slight buffing only being all that is necessary in most instances. It is an exclusive product, the result of twenty years' continuous experiments. The Elliott-Washington Steel Co. produce, in addition, all qualities of cold-rolled steel which are in use by cycle manufacturers. They guarantee every piece of steel that leaves their works to be equal to sample submitted.

ELLIS REPLACES PECK.

Arthur K. Peck, whose departure on an extended tour through Europe was noted in last week's WHEEL, has resigned his position as manager of the Remington Arms Company's Boston branch. The business is now in charge of W. H. Ellis, one of the travelling representatives of the company.



Merit Wins

Its Own Reward.

NEVER in the history of cycle manufacture has the record won by the famous **SYRACUSE Bicycle** been equaled.

And never before in the history of this popular wheel has the demand for it been so great. From Maine to California, from the Gulf to the St. Lawrence, Sycamore riders have led the way over the tape in the majority of races this year.

The great sextette race at Providence, R. I., September 7th, was a Sycamore feast.

On Labor Day almost five hundred prizes were won by those mounted on the Crimson Rim, demonstrating clearly that **Syracuse** Bicycles have attained that perfect state of construction productive of the very best results.

Keep Your Eye on the Crimson Rims.

Metropolitan Agent,
CHAS. J. STEBBINS,
 No. 103 Reade St.,
 New York.



Southeastern Distributers,
SUPPLEE HARDWARE CO.,
 Philadelphia,
 Pa.

Manufacturers: **Syracuse Cycle Company,** Syracuse, N. Y.

Kindly mention The Wheel.

HASSE HAS A WONDERFUL ELECTRIC LAMP.

Indianapolis, Sept. 17.—Robert Hasse, the well-known inventor of this city, believes he is on the high road to fortune. He is now in Washington at work on an electric bicycle lamp which is expected to revolutionize the system of lights now used in the wheeling world. Louis D. Bliss, of the Bliss School of Electricity, was shown the drawings of the electric lamp and was so favorably impressed with them that he has permitted Mr. Hasse to have the use of the school's complete electrical workshop to build the lamp. Mr. Hasse will remain in Washington until the lamp is put into practical use. In speaking of the invention, Mr. Bliss said:

"Mr. Hasse believes it will be a great success. It will cost but little to manufacture the lamp, and but a trifle to keep it lighted. It will only give light when the wheels are in motion. The battery will be a long, thin cylinder on the lower tube of the bicycle frame, so designed that the chemicals are not in contact with the electrodes except when the wheel is in motion. A solution of nitrate of silver will be used.

"The lamp will be so constructed that, if desired for economy, it will burn but one-third of the time. That is, it will throw a light ten feet ahead of the wheel while it is making a third revolution. By the time the remaining two-thirds revolves, the end of the ten feet that had been lighted up is reached, and then the light flashes up again. Many persons would not like the operations of a light not continuous, and this electric lamp will be so constructed that the light may be continuous or periodical, at the pleasure of the rider.

"An index the size of a watch will accompany the lamp, and its needle will register the amount of electricity consumed, so the rider may know just how much light remains. The light will be much brighter than the ones obtained from oils."

A GOOD THING ON THE BOWERY.

They are located on the Bowery, at No. 200.

The Bowery, be it understood, is not, as the average out-of-towners believes, all beer and skittles and buncombe. It has undergone very much of a change during recent years, and is now very much of a business thoroughfare. "They"—Hammacher & Schlemmer & Co.—as stated, are located at No. 200; they are a big firm, an important firm, a progressive firm and one whose business—supplying tools for all trades—is conducted in a manner that inspires admiration. In "all trades" the cycle industry is, of course, included. They supply pretty much everything that a cycle factory would require. To enumerate the articles would require too much space. Their catalogue, one of 400 and odd pages, illustrates and details the tools ad seriatim. It is well worth a place on the official desk-top as a book of reference. It may be had for the asking, and should be asked for.

NEW TUBE WORKS.

The Greenville Tube Company, which concern are erecting a seamless steel tubing plant at Greenville, Pa., have organized and elected a Board of Directors, consisting of F. W. Ensworth, G. B. Chase, Carl Buck, Levi Morrison and H. M. Shrom. A charter of incorporation has been applied for, and the new concern will be known as the Greenville Tube Company.

GARTERS FOR COMFORT.

The firm of Dreyfus & Waterman, makers of the well known Comfort bicycle garter, have removed and are now located at No. 52 Lispenard street, New York.

NEW CHAIN TREATMENT.

A rapid and easy method for the treatment of bicycle chains, whereby most excellent results are obtained with the least possible expenditure of time and labor: Procure a wide-mouthed bottle, holding, say, eight to twelve ounces, with a good cork (I use an empty Vichy salts bottle); put in a piece, say, four ounces long, of paraffine candle and fill up with benzine; in a day or two the benzine will dissolve the paraffine, and at a temperature of 70 degrees or over it will remain liquid; take four ounces castile soap and dissolve it in hot water (the easiest way is to shave the soap into small pieces), put in a vessel and cover with water and soak for a day or two; then heat, adding water if necessary; when dissolved add an equal quantity of the finest graphite (measure the graphite so that it will be about the same bulk as the soap); when cold, the mixture will be solid and can be kept soft enough for use by adding a little water from time to time. Keep in a tin box with a tight cover. Next get a couple of old toothbrushes and one or two ten-cent nail-brushes.

To apply, turn bicycle over, and with one of the nailbrushes clean the chain; then dip one of the toothbrushes into the paraffine mixture and brush on inside of chain and rub well into the joints (it will flow into the joints and pins), and as the benzine evaporates will leave the paraffine inside; wipe off any that runs through with a rag; next rub the other toothbrush on

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE

MORGAN & WRIGHT

QUICK REPAIR TIRE

BECAUSE IT GIVES THE LEAST
TROUBLE AND THE MOST COMFORT
TO THE MOST PEOPLE

MORGAN & WRIGHT

CHICAGO

the graphite and soap mixture and brush on the inside of the chain and both sprockets. In a few moments it is dry and ready for use. It will not gather dust. If the graphite mixture is applied when chain and sprockets are new it will at once give to each a smooth, bright wearing surface. The benzine mixture must not be opened near a flame, and must be kept in a warm place, so that it will remain liquid. The chain should also be warm, so that the mixture will flow into the joints. X. X.

LACK OF KNOWLEDGE.

A large part of the injury to women with which the bicycle is charged arises directly from defective teaching and imperfect knowledge, because propulsion of the wheel, with mounting and dismounting, comprises the sum of the usual training in cycling received by a woman. One needs but to stand at the park entrance on a fair day to appreciate this. Of ten women who pass, one rides rightly—rarely two. Of the ten objections to cycling for women, eight are based on abuse and not on right use of the wheel.

WINDING UP THE WRANGLE.

If the long-drawn-out Stearns-Luminum test had concluded with the signing and publication of the judges' report it would have been surprising, indeed. No such surprise, however, was in store.

The Luminum people—that is, the St. Louis Refrigerator and Wooden Gutter Co.—are the aggrieved parties. They furnish the cycle press with a long, typewritten memoranda, which, they state, prefaced the signature of two of the judges. In short, this memoranda, by implication, charges deception on the part of Stearns & Co. It recites that a representative of the St. Louis concern, suspecting that the frames submitted for test by Stearns & Co. were not such as were regularly in use in Stearns wheels, purchased two frames from Stearns agents, and on these had special tests made. The result was that aluminum frames proved 21 per cent stronger than the Stearns frames thus purchased in the open market, whereas, according to the official test, the Stearns came out victorious by a comfortable margin. The Luminum people further charge that, as Mr. Stearns declined to affirm that he had ever manufactured as many as one hundred frames of the kind of tubing used in the frame submitted for test, and also refused to state what kind of tubing it was or where it was manufactured, the two judges in question, Messrs. Flad and Johnson, were not satisfied that the frames submitted for test were of the "regular standard manufacture, both as to material, workmanship, such as are offered to the trade on orders from the printed catalogue." Because of this belief these judges signed the report with the reservations as stated.

The heat generated in the controversy was so white that, as stated, it is not surprising that such suspicions arose, or that such charges should now result. At this late day it can do neither harm nor good, and it is unfortunate that it should now be aired. The judges all signed the report of the official test, which acquitted all concerned of fraud, and that should end the matter.

WANTS 120 GEAR NOW.

Private F. E. Farnham, Company E, Eighth Regiment, N. G., S. N. Y., has just completed a bicycle trip from New York to San Francisco in thirty-nine days. He rode a 20-pound Lyndhurst wheel geared to 80, fitted with New York single tube tires, and went through without a break of any kind, and with but five punctures, the first occurring in Nevada. He found the general condition of the roads very poor, being compelled to ride the railroad tracks through the Western part of Nebraska, the whole of Wyoming and Utah, and the greater part of Nevada. He says he is positive he is the first to cross the continent without a break of any kind with a 20-pound wheel geared to 80. He has written the Lyndhurst people asking for a 120 gear, with which he believes he can make the return in twenty-five days.

VIOLATED HIS CONTRACT.

Concerning the suit which G. G. Wickson, their San Francisco landlord, has instituted against the Monarch Cycle Manufacturing Company, Assistant Manager Richardson writes that the facts of the matter are that Mr. Wickson violated his contract with them from the very beginning. He had agreed to furnish certain assistance in the conduct of the San Francisco branch, but failed to do so. For this reason the company declined to pay commissions and felt justified in vacating the Wickson premises when they found it advantageous to do so. In future the Monarch interests in 'Frisco will be looked after by the Howe Scale Company.

NATIONAL CIRCUIT DATA.

PLACE.	DATE.	NAME OF TRACK.	SIZE.	SURFACE.	FATEST MILE RIDDEN ON IT.	ADDRESS COMMUNICATIONS TO
Plainfield, N. J.	Sept. 26	Crescent	1/2 Mile	Pulverized stone..	2.09 3/4	J. E. Teel.
Trenton, " "	" 28	Fair Grounds	" "	Dirt	" "	C. G. Muirheid, Box 105, Trenton.
Newark, " "	Oct. 3	Waverly Park	1/2 "	Loam	" "	E. T. Carrington, Box 156.
Washington, D. C.	" 5	"	" "	"	" "	W. J. McKean.

FIXTURES. SEPTEMBER.

- 24-25-Cuba, N. Y., Fair and Racing Association.
- 24-26-Chicago, National Cycle Exhibition Co.
- 25-Poughkeepsie, N. Y., County Fair.
- 25-Bloomington, Ill., B. C.
- 26-Elizabeth, Pa., A. A.
- 26-Omaha, Neb., Wheel Club.
- 26-Reading, Pa., Electric Wheelmen.
- 26-Southbridge, Mass., B. I. Club.
- 26-Toga, Phila., O. S. Bunnell.
- 26-Washington, D. C., Columbia A. C.
- 26-Erie, Pa., Wanderers.
- 28-Jackson, Tenn., Jackson C. C.
- 26-Bath, N. Y., Steuben Co. Agr. Society.
- 29-30-Newton, Conn., Agr. Society.
- 29-30-Iowa City, Ia., Far Association.
- 30-Riverhead, N. Y., Suffolk Co. Agr. Society.
- 30-Mansfield, O., Big Four C. C.
- 30-Elyria, O., Wheel Club.
- 30-Brockton, Mass., Agricultural Society.

OCTOBER.

- 1-2-3-Brockton, Mass., Agricultural Society.
- 3-Perry, N. Y., Silver Lake Agr. Association.
- 3-Millville, N. J., Wheelmen.
- 3-Apollo, Pa., Bicycle Club.
- 3-White Plains, N. Y., Westchester Cycling League.
- 3-Alliance, O. B. C.
- 5-Wamego, Kan., Wheel Club.
- 5-Shelbyville, Ind., Race Association.
- 5-6-7-Shelbyville, Ind., Race Association.
- 6-Stafford Springs, Conn., Agr. Society.
- 6-Wauson, O., Cycling Club.
- 6-7-Paris, Ill., Cycling Club.
- 6-Milton, Mass., Fair Association.
- 13-14-North Platte, Neb., Wild West Wheelmen.

NOVEMBER.

- 21-28-Chicago, Ills., National Cycle Exhibition Co.
- 26-Pine Bluff, Ark., Cycle Racing Association.

DECEMBER.

- 25-26-National Cycle Exhibition Co.

NATIONAL CIRCUIT MEET

-OF THE-

VIM BICYCLE CLUB,

-AT-

Waverly Park, Newark, N. J.,

SATURDAY, OCTOBER 3, 1896.

AMATEUR EVENTS—One-Mile Novice, One-Mile Scratch, Half-Mile Scratch, One-Mile Handicap, One-Mile Triplet. Prizes—Mr. dais in novice race; diamonds in all other events.

PROFESSIONAL EVENTS—One-Mile Scratch. First, \$50; second, \$30; third, \$20; fourth, \$10; fifth, \$5; leader at 1st quarter, \$5; leader at second quarter, \$5; leader at third quarter, \$5. Mile Handicap—First, \$50; second, \$30; third, \$20; fourth, \$10; fifth, \$5.

For entry blanks or information, address

E. T. CARRINGTON, Secretary, P. O. Box 156, Newark, N. J.

HAVE YOU OCCASION TO GO WEST?

The solid through train run daily via the West Shore Railroad through the State of New York, stopping at principal stations, to Erie, Cleveland and Chicago over the West Shore and New York, Chicago and St. Louis Railroad (Nickel Plate), is proving itself a great attraction to the traveling public. Passengers leaving New York on this train—station foot of West Forty-second street, at 6.00 p. m.—arrive in Chicago the next evening. No annoyance of changing cars or baggage, as the entire train runs through to Chicago without any change. Buffet and dining cars are attached, and it is no wonder that with the excellent time, easy roadbed, picturesque scenery of the route, this line is so profitable to its promoters. In going West you should try the West Shore and Nickel Plate Route.

THE ATLANTIC CITY AND PLEASANTVILLE

BICYCLE TRACK.

The fastest five-mile track in the world. Send for prospectus. T. W. WHITE, Secretary, 1210 Atlantic Avenue, Atlantic City, N. J.

YOUR PRINTING

would have
OUR
Espacial Care.

WE PRINT THE WHEEL AND CYCLING TRADE REVIEW.

THE WHEEL PRESS,
72 WARREN STREET.

PHONE NO. 4335 CORTLANDT.

SERVOSS' SECTIONAL

ROAD MAPS

SHOWING THE GOOD ROADS.

- Long Island, - - 25c. | Staten Island, - 25c.
- Northeastern New Jersey, - - - - 50c.
- Kings and Queens Counties, - - - - 50c.
- Westchester County, - - - - - 50c.
- The Jersey Shore, from Perth Amboy to Toms River, - - - - - 50c.
- Northeastern Massachusetts, - - - - 50c.
- The Shores of the Hudson River (Part I), from New York to Poughkeepsie, - - - - 50c.
- The Shores of the Hudson River (Part II), from Poughkeepsie to Troy, - - - - 50c.
- Rockland County, N. Y., - - - - - 25c.

Wall Map of Long Island, mounted on rollers, \$1.50.
For Sale by the Principal Dealers, or by the Publisher,

R. D. SERVOSS, 21 & 23 Centre St., New York.

A WORD TO THE WISE.

You say you want something original.
Don't take any kind or be dumb.
But be firm and demand of the dealer
White's famous original gum.

If you're out with a friend that's convivial,
And with tipping he feels sort of glum,
The cost of a cure is so trivial—
Spend five cents for Yucatan Gum.

So don't be at all lackadaisical;
Give a snap of your finger and thumb
For the fellow that's so over-whimsical
That never chews Yucatan Gum.

MACHINES IN PLENTY.

Parsons, the Australian rider, left for home last week, taking with him three singles and a tandem of American make. He was much pleased with his visit to this country. His comparatively poor showing he attributes to the fact that he was not here long enough to become acclimated.

HOOR RECORD HOLDER.

N. M. B.—Arthur V. Linton, who died of typhoid fever, at Aberle, Wales, on July 23, was not the holder of the hour record. Tom Linton, a brother of the dead racer, is the rider holding the record, which became his by riding 31 miles 5 yards within the hour, at Catford, on July 7.

WANTS THE CHAIRMANSHIP.

Philadelphia intends to retain the chairmanship of the Racing Board in event of George D. Gideon's declination to again accept the office. Among the Philadelphia candidates already "in the hands of their friends" are O. S. Bunnell, C. A. Dimon and George M. Schell, the last-named being a candidate of the extreme dark horse variety.

HOT AND COLD WATER SUPPLIED.

The National Circuit meet, which is to be the feature of the Interstate Fair at Trenton, N. J., on Monday next, promises well. For the seven events prizes aggregating \$1,000 are offered. To quicken the professional purses are offered to the leaders at each quarter in the two events for the "gold bugs." The track lacks dressing-room accommodations, and to make good this failing a circus tent is to be erected, which is to be equipped with 400 cots, each curtained off and supplied with hot and cold water, lavatories and the like. It will be erected in the infield directly opposite the tape.

SOME REASONS

Why Travelers Patronize the Nickel Plate Road.

- 1st—Because its rates are always the Lowest.
- 2d—Because it gives unexcelled service, including through Wagner Palace Sleeping Cars between Boston and Chicago via the Fitchburg and West Shore Railroads, and Solid Through Trains between New York and Chicago via the West Shore and Nickel Plate Roads. Its day coaches are lighted by gas, heated by steam in winter, and are in charge of uniformed colored attendants whose services are free to all passengers. Its dining car and buffet service is unsurpassed, and its meal stations serve the best of meals at the lowest rates.
- 3d—Because it will give you stop-over privileges without extra charge at Chautauque Lake and Niagara Falls on all tourist and excursion tickets.
- 4th—Because it runs along the shores of beautiful Lake Erie, with its cooling breezes, and delightful scenery; passing through the famous "Grape Belt" of New York, Pennsylvania and Ohio, and the "Gas Belt" of Indiana; the beautiful cities of Erie, Cleveland, Potosia and Port Wayne; the Summer Resort of Green Springs, and many other noted places.
- 5th—Because the Nickel Plate Road is ever at the front in adopting every improvement tending to the Safety, Comfort, Convenience and Pleasure of its patrons, and its smoothly running track, powerful locomotives, elegant and luxurious cars and lowest rates, designate it as the POPULAR ROUTE.

For all information, call on the nearest agent, or address F. J. MOORE, General Agent, 23 Exchange Street, Buffalo, N. Y. No. 23.

PATENTS GRANTED.

567,125. Ball Bearing.—William Devoll, Erdington, England. Filed December 19, 1895. Serial No. 572,693. No model.

567,243. Adjustable Handle for Bicycles.—Phillip S. Kingsland, Chicago, Ill. Filed July 8, 1895. Serial No. 555,224. No model.

567,402. Apparatus for Repairing Pneumatic Tires.—Joseph G. Moomy, Erie, Penn. Filed March 25, 1896. Serial No. 534,805. No model.

567,430. Bicycle Frame.—Sylvester M. Williams, San Francisco, Cal. Filed November 8, 1895. Serial No. 568,267. No model.

567,433. Adjustable Handle-Bar for Bicycles.—Ben Wood, Angola, Ind., assignor of one-half to Sol A. Wood and Orville Carver, same place. Filed March 25, 1896. Serial No. 534,774. No model.

567,486. Bicycle Railway.—William F. Mangels, Brooklyn, N. Y. Filed March 31, 1896. Serial No. 555,593. No model.

567,494. Bicycle.—Thomas W. McKenzie, Indianapolis, Ind., assignor of two-thirds to A.

G. Kreitlein, same place. Filed January 17, 1896. Serial No. 575,855. No model.

567,512. Pneumatic Tire for Bicycles.—Joseph A. Rousseau Falls, Mass. Filed June 13, 1896. Serial No. 595,383. No model.

567,526. Ice Velocipede.—Eugene Ward, St. Paul, Minn. Filed November 15, 1895. Serial No. 569,107. No model.

567,565. Means for Preventing Puncture of Pneumatic Tires.—Edward E. Ellis, Washington, D. C., assignor of one-half to John C. Pennington, same place. Filed December 23, 1895. Serial No. 573,070. No model.

25,988. Foot Cycle Frame.—Robert Anderson and George Anderson, Edinburgh, Scotland. Filed June 12, 1896. Serial No. 595,302. Term of patent fourteen years.

25,999. Bicycle Frame.—Lee Sturges, Elmhurst, Ill. Filed May 16, 1896. Serial No. 591,886. Term of patent seven years.

26,000. Bicycle Support.—Logan Willard Mulford, Philadelphia, Penn., assignor of one-half to Frank L. Donley, same place. Filed July 18, 1896. Serial No. 599,744. Term of patent seven years.

TRADE-MARKS.

28,856. Bicycles, Firearms and Gymnasium Apparatus.—Hubert Bros & Co., New York, N. Y. Filed February 23, 1896. Essential Feature.—Four disconnected heavy-faced lines arranged diagonally to lines of printing there between and forming the alternate sides of a substantially octagonal figure, the opposite lines being parallel with each other and substantially at right angles to the other ones. Used since January 1, 1893.

DUNLOP CONQUERS CANADA.

Dunlop victories have been so frequent as to scarcely excite comment; therefore the suit of the American Dunlop Tire Co. against the Anderson Tire Co., of Canada, which has just been decided in favor of the former, will scarcely cause wonder. The counter suit of the Anderson against the Dunlop was dismissed without costs. Manager Kirk Brown states that this decision confirms the validity of the Dunlop patents in Canada.

RECENT PATENTS.

567,494A. BICYCLE. THOMAS W. MCKENZIE, Indianapolis, Ind., assignor of two-thirds to A. G. Kreitlein, same place. Filed Jan. 17, 1896. Serial No. 575,855. (No model.)

567,500. SPEED-MEASURER FOR VEHICLES. EDWARD E. ELLIS, Washington, D. C. Filed Aug. 27, 1895. Serial No. 569,107. (No model.)

567,512. PNEUMATIC TIRE FOR BICYCLES. JOSEPH A. ROUSSEAU FALLS, Mass. Filed June 13, 1896. Serial No. 595,383. (No model.)

567,526. ICE VELOCIPED. EUGENE WARD, St. Paul, Minn. Filed Nov. 15, 1895. Serial No. 569,107. (No model.)

567,565. MEANS FOR PREVENTING PUNCTURE OF PNEUMATIC TIRES. EDWARD E. ELLIS, Washington, D. C., assignor of one-half to JOHN C. PENNINGTON, same place. Filed Dec. 23, 1895. Serial No. 573,070. (No model.)

567,430. BICYCLE FRAME. SYLVESTER M. WILLIAMS, San Francisco, Cal. Filed Nov. 8, 1895. Serial No. 568,267. (No model.)

567,433. ADJUSTABLE HANDLE-BAR FOR BICYCLES. BEN WOOD, Angola, Ind., assignor of one-half to SOL A. WOOD and ORVILLE CARVER, same place. Filed Mar. 25, 1896. Serial No. 534,774. (No model.)

567,486. BICYCLE RAILWAY. WILLIAM F. MANGELS, Brooklyn, N. Y. Filed Mar. 31, 1896. Serial No. 555,593. (No model.)

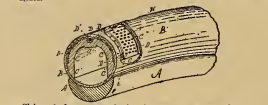
567,494. BICYCLE. THOMAS W. MCKENZIE, Indianapolis, Ind., assignor of two-thirds to A. G. Kreitlein, same place. Filed Jan. 17, 1896. Serial No. 575,855. (No model.)



Claim-1. In a bicycle, a device including comprising a pair of separate rings forming an external bearing, a sprocket-wheel mounted in the inner periphery of such bearing, a sprocket-wheel mounted within such bearing so as to rotate upon the friction-wheel and have its spurs extend between the rings, a crank connected with such sprocket wheel, and a chain extending from the sprocket-wheel for transmitting the power.



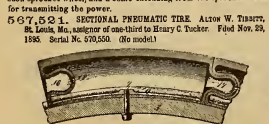
Claim-1. The combination with the bicycle, of the speed-indicator pivotally supported on the bicycle-frame, an operative driving connection between the bicycle-frame and the speed-indicator, and a lever mechanism for tipping the indicator bodily and also throwing it out of gear, substantially as described.



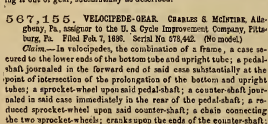
Claim-1. In a pneumatic tire, the outer tire or tube E, of an inner tire or inflatable portion C, and a series of pairs of alternate plates D, the plates of each pair being hinged together, and said pairs of plates being set side by side between the inner and outer tires with their hinges in contact with the inner and outer tires, and said outer tire, inner tire and plates being molded together, substantially as described.



Claim-1. A bicycle-lamp bracket, comprising a shank adapted to be secured to the frame of the bicycle and a tongue adapted to be inserted into a socket formed on the lamp, said tongue consisting of a spring rigidly secured at one end to the tank of said bracket and



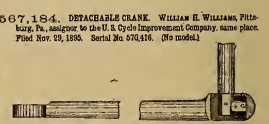
Claim-1. In a sectional tire for bicycles, circular in cross-section, and provided with an interior nipple at the opposite end of each section, and adapted to engage the nipple of the next succeeding section; openings in the said nipples registering with each other, whereby air may pass from one section to another, throughout the length of the tire, and means provided on one section whereby air may be admitted to the interior thereof.



Claim-1. In a velocipede, the combination of a frame, a case adapted to the lower ends of the bottom tube and upright tube, a pedal-shaft journaled in the forward end of said case substantially at the point of intersection of the prolongation of the bottom and upright tubes, a sprocket-wheel upon said pedal-shaft, a counter-shaft journaled in said case immediately in the rear of the pedal-shaft, a reduced sprocket-wheel on said counter-shaft, a chain connecting the two sprocket-wheels, cranks upon the ends of the counter-shaft.



Claim-1. A bicycle frame composed of spring or elastic bars bent or curved upon themselves, having connections at their extremities with the stem of the front-wheel fork, connections at their rear lower portions with the axle of the rear wheel, an saddle-peg bar extending from the upper member of the front frame to the lower member thereof, and transverse journals on the upper and lower members of the frame to which said bar is connected whereby the frame is permitted to flex freely.



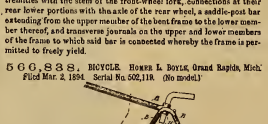
Claim-1. In detachable crank, the combination of a crank-shaft, a crank mounted longitudinally from one end inwardly to receive said shaft, a key adapted to fit in said crank outside of said shaft and, a threaded flange upon the end of said crank, and a key adapted to engage said flange and lock the parts in position.



Claim-1. In a bicycle the combination with the tabular steering-bar, the socket secured thereto, formed with aligned slots, exterior screw-threads and a head with intersecting cylindrical openings of the curved handle-bars, the latter of which are provided with intersecting teeth, the both having its upper end beveled and provided with teeth, the pin, the ends of which project through said slots, and the screw-collar having an inwardly-turned flange at its lower end; substantially as described.



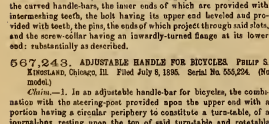
Claim-1. In a velocipede for army use, the combination of the top tube of the frame being made as a member of the frame and fashioned as a gun-barrel.



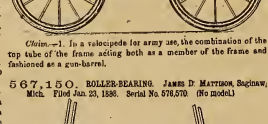
Claim-1. In roller-bearing, the combination of a shaft on axle, a shell or casing receiving the shaft or axle and having flanges surrounding the same, main bearing-rollers bearing against the shaft or axle and having the reduced portions adjacent to their ends and the boxes at their ends, rollers arranged intermediate of the main bearing-rollers and having the reduced intermediate portions and the enlarged portions adjacent to their ends, the latter engaging the reduced portions adjacent to the ends of the main bearing-rollers; and also having said portions bearing on the flanges at the ends of the shell or casing, suitable stop-screws extending and engaging the intermediate rollers and also surrounding the boxes of the main bearing-rollers, and a nut and bearing interposed between the main bearing-rollers and the shell or casing, the said bearing being adapted to prevent said rollers from moving in the shell or casing, substantially as and for the purpose set forth.



Claim-1. The combination of a bicycle-frame having a crank-shaft bearing end at its forward part an upper bar curved eccentrically to said bearing, the saddle-support 9 adjustably secured upon said eccentrically-curved bar, and the saddle adjustably secured on said saddle-support, whereby the height of the saddle relatively to the crank-shaft bearing may be adjusted without varying its relative position thereto from front to rear substantially as described.



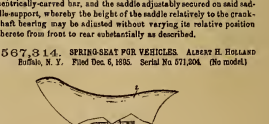
Claim-1. In an adjustable handle-bar for bicycles, the combination with the screw-pin provided upon the upper end with a portion having a circular periphery to constitute a turn-table, of a journal-bar resting upon the top of said turn-table and rotatable



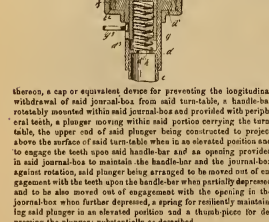
Claim-1. In roller-bearing, the combination of a shaft on axle, a shell or casing receiving the shaft or axle and having flanges surrounding the same, main bearing-rollers bearing against the shaft or axle and having the reduced portions adjacent to their ends and the boxes at their ends, rollers arranged intermediate of the main bearing-rollers and having the reduced intermediate portions and the enlarged portions adjacent to their ends, the latter engaging the reduced portions adjacent to the ends of the main bearing-rollers; and also having said portions bearing on the flanges at the ends of the shell or casing, suitable stop-screws extending and engaging the intermediate rollers and also surrounding the boxes of the main bearing-rollers, and a nut and bearing interposed between the main bearing-rollers and the shell or casing, the said bearing being adapted to prevent said rollers from moving in the shell or casing, substantially as and for the purpose set forth.



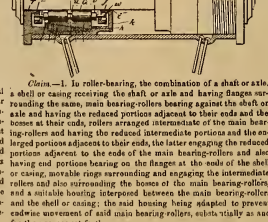
Claim-1. In combination with the detachable tabular frame-bar having the tapered or conical end, the screw-threaded stud or projection concentric in two diameters, the internally-screw-threaded tapered sleeve adapted to be screwed upon the larger screw-threaded portion of said stud, and the cylindrical internally-screw-threaded tapered plug fitting a thin said tabular frame-bar and screws for causing said plug and frame-bar to rotate together, for the purpose of tilting the spring, substantially as described.



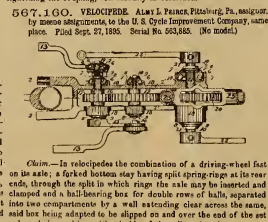
Claim-1. In a spring-steel for a vehicle, the combination with a tubular frame, a tubular casing adjustably secured, in a shoulder on the inside of said casing near its lower end, and a spiral spring arranged through the casing, a cross-pin therein, and a spiral spring around said pin and one end resting on the shoulder and the other end against said pin, of a bearing member being at the opposite end of the casing, and a toggle lever pivotally connected to the upper end of the rear bar and so being arranged substantially as described.



Claim-1. In an adjustable handle-bar for bicycles, the combination with the screw-pin provided upon the upper end with a portion having a circular periphery to constitute a turn-table, of a journal-bar resting upon the top of said turn-table and rotatable



Claim-1. In roller-bearing, the combination of a shaft on axle, a shell or casing receiving the shaft or axle and having flanges surrounding the same, main bearing-rollers bearing against the shaft or axle and having the reduced portions adjacent to their ends and the boxes at their ends, rollers arranged intermediate of the main bearing-rollers and having the reduced intermediate portions and the enlarged portions adjacent to their ends, the latter engaging the reduced portions adjacent to the ends of the main bearing-rollers; and also having said portions bearing on the flanges at the ends of the shell or casing, suitable stop-screws extending and engaging the intermediate rollers and also surrounding the boxes of the main bearing-rollers, and a nut and bearing interposed between the main bearing-rollers and the shell or casing, the said bearing being adapted to prevent said rollers from moving in the shell or casing, substantially as and for the purpose set forth.



Claim-1. In combination with the detachable tabular frame-bar having the tapered or conical end, the screw-threaded stud or projection concentric in two diameters, the internally-screw-threaded tapered sleeve adapted to be screwed upon the larger screw-threaded portion of said stud, and the cylindrical internally-screw-threaded tapered plug fitting a thin said tabular frame-bar and screws for causing said plug and frame-bar to rotate together, for the purpose of tilting the spring, substantially as described.



Claim-1. In a spring-steel for a vehicle, the combination with a tubular frame, a tubular casing adjustably secured, in a shoulder on the inside of said casing near its lower end, and a spiral spring arranged through the casing, a cross-pin therein, and a spiral spring around said pin and one end resting on the shoulder and the other end against said pin, of a bearing member being at the opposite end of the casing, and a toggle lever pivotally connected to the upper end of the rear bar and so being arranged substantially as described.

SPRINGFIELD MEET.

TOM COOPER wins One-Mile Record, Third Day.

TOM COOPER wins Half-Mile Open, Third Day.

TOM BUTLER wins Half-Mile Open, First Day.

TOM BUTLER wins One-Mile Championship, First Day.

THE BALDWIN

Is the Crackajack's Chain, because they appreciate its smooth-running qualities.

It is the Roadster's Chain, because it is interchangeable and adjustable by the rider.

NO BOLT AND NUT. HARDENED RIVETS. CORRECT CONSTRUCTION.

BEST MATERIAL EVER OFFERED TO THE TRADE.

Send for Circulars and Sample.

BALDWIN ADJUSTABLE CYCLE CHAIN CO.,

Kindly mention The Wheel.

WORCESTER, MASS., U. S. A.

DROP FORGINGS FOR THE CYCLE TRADE.

We are ready to quote estimates for 1897.

Correspondence Solicited.

THE M. SEWARD & SON CO.
NEW HAVEN, CONN.

Kindly mention The Wheel.

The Luthy Wheel

\$150.

WE GUARANTEE THE LUTHY WHEEL TO BE:

THE HANDSOMEST IN DESIGN AND FINISH.
THE BEST IN MATERIAL AND WORKMANSHIP.
THE MOST PERFECT IN ITS LINES AND BEARINGS.
THE EASIEST AND SMOOTHEST RUNNING WHEEL
IN THE WORLD.

LUTHY & CO.
MAKERS.
PEORIA, ILLS.

A FEW SELECT AGENCIES SOLICITED.

FOR RENT,

In THE WHEEL Building,
88 West Broadway and 72
Warren Street, Model, Well-
Lighted Lofts; Steam Heat,
Electric Light, Electric Power.

**IN THE HEART
OF THE
CYCLING DISTRICT.**

OUR NEW CATALOGUE

(400 PAGES)

— OF —

**Tools for All Trades
Is Now Ready.**

HAMMACHER, SCHLEMMER & CO.,
209 BOWERY, NEW YORK.

Kindly mention The Wheel.

"THE STEM THAT SUITS."

With the prospect of a large number of wood handle-bars being used the coming season, several different styles of stems are being offered, which are of interest not only



to makers of wood bars, but also to those bicycle manufacturers and dealers who prefer to buy the separate parts of the several manufacturers and assemble the complete bars themselves. To this portion of the trade the new stem which is being introduced by the Turner Brass Works, Chicago, will prove of interest.

The illustration quite clearly shows its construction. The cap is detachable, which is a very important feature, as it permits the bar to be inserted or reversed without removing the grips. The cap is held in position by a single bolt, which is at the back and not objectionable, the front edge being secured by V-shaped interlocking slots or grooves, which fit snugly into each other, making a perfectly smooth and unbreakable joint.

The appearance of the Turner Stem is in its favor, as the single bolt permits of a smooth finish at the front, besides which the bar can be adjusted easily, having only the single bolt to loosen. A perfectly tight grip on the bar is assured by the series of grooves on the inside of the clamp, and extended tests have proven that the Turner stem holds the bar absolutely rigid. These stems, the makers say, will undoubtedly warrant their assertion that "The Turner is the Stem that suits."

FOR VENEZUELA TRADE.

As a part of its plans for practical work in the extension of the foreign trade of the United States, the National Association of Manufacturers is now preparing to establish an exhibition warehouse in Caracas, Venezuela, for the display and sale of American products of various kinds. Circular of Information No. 10, which has just been issued by the association, gives the details of this enterprise and presents a large amount of interesting information about the trade of Venezuela.

Copies of the circulars can be obtained from the Bureau of Publicity, No. 1,751 North Fourth-st., Philadelphia, Pa.

SORT OF A SLIDING TUBE.

At first glance it looks very like a telescope itself. As a matter of fact, it is simply a telescopic pump which is being imported by M. Altstaedter, 245 Broadway, this city. It is of German manufacture, and is unlike other telescopic pumps in that it has no piston, each cylinder serving as a piston for the other. When the pump is drawn out it is filled with air throughout its whole length. It is attached to the valve by means of a rubber nozzle, as usual. When the tube is not in use, it is stowed away in an orifice in the bottom of the pump itself, the whole thing being very compact and of pocket size.

A few minutes devoted to looking over your wheel before starting for a ride will save much trouble and money, and lengthen the life of a machine considerably.

Do not continue riding a machine which is in need of adjustment, as serious damage is sure to follow.

"PERFECTION" PENETRATES DARKNESS.

"Prices to the trade are interesting" is an alluring expression. He's a flinty dispositioned dealer who can withstand it.

Elsewhere in this issue, Phil S. Mosher, 621 Broadway, New York, who is marketing the Perfection lamp, throws out the allurements and uses an "index fist" to draw special attention to it. It must signify something.

THE WHEEL has seen Mr. Mosher's lamp. It is light in weight. It is a good looker. It is beautifully lacking in complication. The lens is instantly detachable by the mere pressure of a "button," which releases a spring lock, and is as quickly replaced. The oil reservoir is readily removed, but simply cannot fall off of its own accord, being held in place



by a surprisingly simple and effective, but patented, band or collar, which turns from right to left over a small projection on the body of the lamp; and the lens is claimed to be of the sort that will throw the light yards ahead, where it is most needed, and not on the tire or directly in front of the wheel, where it is not so serviceable.

CANARY-COLORED CAT.

At the London office of E. C. Stearns they have secured the advertising services of a huge yellow cat, whose noble chest is adorned with "Yellow Fellow" souvenirs. He sits on the door mat and stares at the admiring crowd with the dignity of a commissioner. He never budes from his position, unless he wants to stretch his legs, and then he takes a little stroll down Oxford Street.

DOUBLED IN VALUE.

"When I first took hold of this place," said the new proprietor of the cycle agency on the corner, "it was doing absolutely nothing, and now the business has doubled."

FOR BUTTERFLY RIDERS.

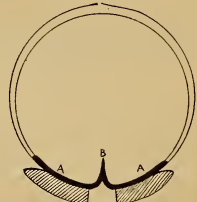
France is responsible for some queer kinks. Few are queerer than this creation in cycle



seats—a saddle top stained to represent a butterfly.

"TIRE OF THE FUTURE."

"Tubeless tires," that is, detachable tires of the Clincher—G. & J. type, but which require no inner tube, are fairly forcing their way into prominence abroad. THE WHEEL'S



London correspondent, an unusually well informed man, speaks of them as "the tire of the future," and the fact that the Dunlop company has considered the original tubeless tire as worthy of legal attention speaks for itself. The newest tire of that type which has made its appearance in London is illustrated herewith. It is identical with the Fleuss—the original tire—but two flaps, A A, are introduced as shown in the sketch appended, and fall across the bed of the rim to meet at B. The flaps at this point are bevelled away until at the apex of the joint, B, they present a knife edge. Between the two flaps at this point a thin layer of soft soap is inserted, and the action of the compressed air forms the force requisite to a perfect air seal.

SOAKS UP TWICE ITS WEIGHT.

Do you want a sponge grip?

If so, drop a line to the Sponge Grip Company, Franklin Building, Boston.

The grip is not made of sponge, as its name might indicate, but of an asbestos composition—a non-conducting material—which is "cool in summer and warm in winter." It has great absorptive qualities and will absorb twice its weight in water, hence the name of the grip. The asbestos is fiberized to the fineness of elderdown, its cellular construction insures a rapid absorption of the moisture from the hands when riding, which speedily evaporates on exposure to heat or air.

The grips are claimed to be "always clean and pretty," and can be made in any special color to match the machine, and "give to the bicycle, even after long use, a bright, clean, well-groomed appearance." They can be had of any desired pattern or style and color of tips.

PROVING BEVEL GEARS.

The machine—the Acatene chainless—which carried Riviere upward of 530 miles in a single day, cannot be very slow or hard to propel. The driving gear of the "Acatene" is on the bevelled gear principle, and as the power is transmitted from the bracket to the rear hub by means of a revolving tube, which incloses within it the lower backstay, the appearance presented is very neat.

BICYCLES WANTED.

WANTED--5,000 BICYCLES IN LOTS OF 50 TO 500 EACH.

SPOT CASH—PRICE RIGHT.

L. G. JANDORF & CO.,

321 Broadway, N. Y.

Mention The Wheel.

The Wheel

and

Young Trade Review

Copyright 1896, by F. P. PRIAL Co.



VOL. XVIII, No. 7.

NEW YORK AND CHICAGO, OCTOBER 2, 1896.

WHOLE No. 449.

TO GO OUT OF BUSINESS.

**Hulbert Bros. & Co. in the Hands of a Receiver
But the Majestic Bicycles Will Be Marked
by their Makers.**

Hulbert Bros. & Co. are in the hands of a receiver and it is quite likely will go out of business.

The announcement, made on Tuesday, was wholly unlooked for, and will prove something of a sensation.

The decision and subsequent action was reached after long deliberation, and was purely voluntary, although somewhat hastened by the pressure of creditors and inability to realize on outstanding accounts in time to meet maturing obligations. Frederick P. Forster has been named as receiver.

The estimated liabilities are \$494,932; assets, \$378,322, but the inventory has not been fully completed and these figures may undergo some change. Of the liabilities there are for merchandise, \$178.32; due Mesinger Brothers, \$57,487; W. A. Hulbert, loan, \$26,015; M. H. Hulbert, loan, \$17,574; E. S. Hulbert, loan, \$1,046; rent, \$4,219; contingent rent, \$9,823; notes and acceptances, \$292,476; contingent liabilities on notes and acceptances, \$62,265. The assets consist of open accounts, \$86,343; merchandise and consigned merchandise on which advances have been made, \$167,483; furniture and fixtures, \$22,376; stock of the Hopkins & Allen Manufacturing Company, Norwich, Conn., \$90,000; stock of the Mesinger Bicycle Saddle Company, \$10,000; bills receivable, \$2,006; cash, \$113.

The institution was old and honored. It was carried on by Merwin & Hulbert from 1872 to 1892, when they were succeeded by the firm of Hulbert Brothers & Co., who turned the business into a stock company on January 1 last, with a capital stock of \$175,000, the shareholders being Helen Hulbert, 1,110 shares; Olive E. Hulbert, 590 shares; William A. Hulbert, 30 shares, and Milan H. Hulbert, 20 shares.

Fine arms and sporting goods was the original stock in trade, the agency for Rambler bicycles being added some six years since. Later the concern manufactured the Majestic bicycle on its own account, and still later the Mesinger bicycle saddle, the business growing to such an extent that it almost obscured the sporting goods department. When the slump came this summer the Hulberts felt its effect keenly; their main store, No. 26 West Twenty-third street, this city, being in the centre of the bargain-counter district contributed to their discomfort.

Whether or not they resume, it is reasonably certain that they will not again market the Majestic bicycle. The Hopkins & Allen Manufacturing Company, who made the wheel for them, will, however, take up the broken strand and continue to market Majestics on their own account.

The Hulbert failure does not, they say, in any way affect the Mesinger Bicycle Saddle Company, in which they are interested.

HAD PICTURES IN THEIR ADVERTISEMENTS.

It isn't often that a photograph of an actress has been responsible for entangling a business concern in the meshes of the law, and, so far as known, the Miami Cycle Co., Middletown, Ohio, who make the Racycle, is the first cycling institution to enjoy the unpleasant distinction. It came about innocently enough. Knowing the attractive powers of pretty faces and pleasing forms, the Miami advertising man set off his concern's advertisements with pictorial reproductions of such stage celebrities as Pauline Hall, Marie Burroughs and others, never dreaming of the trouble they would cause.

As luck would have it, the photographs from which the reproductions were made were copyrighted by a Chicago picture-taker, a fact which the advertising man overlooked entirely. The ads were duly inserted in "Munsey's," "Scribner's," "Forum" and other periodicals. There they met the eye of the man who had snapped the camera on the more or less beautiful women. He was not given due credit for them, and promptly placed the matter in the hands of his lawyers. They decided that balm to the extent of \$5,000 from each of the offending magazines was the only recourse, and suits were instituted. The publishers felt that they must have some one to fall back on, and as promptly called on the Miami people to shield them from loss. The Middletown firm also had its feelings in the matter, and expressed them. The result was the filing of counter suits by the publishing houses.

Congressman Paul J. Sorg, the millionaire tobaccoist, who owns the Miami company, has a few dimes to spare, and will fight. He has engaged Attorney Gordon T. Hughes, of New York, to look after his interests.

WILLARD & CONROY IN TROUBLE.

The Willard & Conroy Manufacturing Company, marketers of the Conroy bicycle, with offices at No. 310 Broadway, this city, assigned on Saturday last to Henry H. Collard, giving a preference to the Central National Bank for \$1,700. The liabilities are \$4,200; assets, \$3,700.

Mr. Conroy conducted a sporting goods establishment at the same address, and the failure of the cycle concern was due to his embarrassment in that branch of his business, his liabilities being \$24,000 and assets \$13,000. Messrs. Willard and Conroy also made personal assignments.

PROVIDENCE DEALERS IN TROUBLE.

Providence, R. I., Sept. 25.—Monroe & Williams, of Pawtucket, dealers in bicycles, etc., was adjudged insolvent in the Appellate Court yesterday. Adjustment of the firm's affairs is left to Register Cook, of this county. Liabilities will amount to between \$12,000 and \$13,000. Assets not yet determined.

STEP UP TO THE CAPTAIN'S OFFICE.

John R. Hardin, receiver of the Liberty Cycle Company, has served notice to all creditors of the Liberty Company that all claims and demands against the company must be filed with him on or before December 1.

SENSATION SPOILED.

**No Tube Combine, Say Those Whose Names
Were Linked With the
Story.**

In newspaper circles, that is certain newspaper circles, the story is that whenever a fake is to be floated or an unconfirmed sensation given to the public, the blame is always laid on Pittsburg—Pittsburg, Pa. That is to say, the yarn is written in Chicago or Philadelphia or possibly New York, but it is dated and made to appear as a message from the City of Smoke. The great green public is, of course, none the wiser.

When, late last week, a scarecrow narrative apparently wired from Pittsburg and retailing a meeting of steel tube and bicycle manufacturers at the Waldorf Hotel, this city, made its appearance in the public prints, those in the know simply winked one eye and took an extra sniff of fresh air. "Fake" was clearly readable between the lines. The utter improbability of a tube combine when every indication points to overproduction was too apparent.

The Pope Manufacturing Company and Gormully & Jeffery Company were reported as being parties to "the compact" which would "put up the price of tubing and thus drive the low-priced wheel out of the market," and but for the mention of those firms the matter would be unworthy of notice. Those names gave a faint, a very faint, shadow of fact to the story and rendered denial necessary. The denials were prompt and to the point.

"Is there any truth in the story of your connection with the alleged tube combine?" THE WHEEL asked both firms.

"No," wired Gormully & Jeffery.

"Are not in the combine and know nothing concerning it," wired the Pope Company.

No tube man has been found who knows anything of the meeting or of the combine. Manager Warwick, of the American Steel Tube Company, whose new mill in Toledo is said to be the second largest in the United States, characterized the matter as "utter nonsense," which defines it very nicely.

About this time last year the fake mongers had a sensational bicycle trust going the rounds.

GONE TO COPENHAGEN.

Samuel Snell, of the Snell Cycle Fittings Company, Toledo, Ohio, sailed for Europe last week on the Majestic. In company with him was F. W. Dewey, who has been appointed by the Toledo Local Board of Trade as representative to the Industrial Exposition at Copenhagen.

SOUTHERN CIRCUIT DOUBTFUL.

It is probable that the proposed Southern circuit will not come to pass. The Morgan & Wright team, which was expected to be the backbone of the affair, had already engaged to go to California on record-smashing intent.

MORTGAGED FOR HALF-MILLION.

Worcester, Mass., Sept. 26.—A mortgage for \$500,000, covering real estate, machinery, tools, etc., of the Worcester Cycle Manufacturing Co., executed in favor of the Central Trust Co., of New-York, is reported. The mortgage is to secure the trust company in the issuing of bonds, from the proceeds of which the business is likely to be enlarged and developed.

The mortgage covers property in Worcester, and in Middletown, Conn., where the company is carrying on the manufacture of bicycles. The land in this city is estimated at over 300,000 feet, and that at Middletown is over five acres. At Middletown the company has offices fitted with every conceivable convenience, and its manufacturing plant is one of the best in the country.

Pending the placing of the bonds, plans for the coming season are in a somewhat uncertain state, but it is quite certain that the successful sale of the securities will mean more employment for skilled workmen of Worcester and Middletown.

The Worcester Cycle Manufacturing Co. is already capitalized for \$1,000,000, and it was intended at one time to increase this to \$5,000,000. The stringency in the money market caused a change in the plans of the promoters of the company, wealthy capitalists of New-York. These men are constantly looking for ways and means by which the value of their property may be increased.

It is said members of the company are gradually absorbing the stock of the Austrian-Mannesman Tubing Co., which is now getting ready for business in North Adams, with the idea of at some time transferring the plant and its business to Worcester and thus utilizing the idle steel works on the company's hands. There is a 1,000 horsepower engine connected with boilers and the big blast furnaces, which could easily be made available in the manufacture of tubing. This tubing, in turn, could be used in the manufacture of bicycles to advantage to the Worcester Cycle Company.

SHOWING HIS '97 MODEL.

Mr. Schlueter, of the Schlueter Manufacturing Company, is at the Astor House, New York, showing the '97 Norwood, a particularly likely looking wheel. Every detail of its construction shows the result of careful study and experimentation. Mr. Schlueter's idea has been to turn out a machine that is as high-grade as it is possible to make one. The specifications of the wheels are as follows: One and one-quarter-inch tubing, two-piece crank axle made of best English spring steel, drop-forged (the two parts are put together in such a manner that it is impossible for them to work loose, yet the attachment is very simple); bearings made of the best English tool steel, three-eighths of an inch in diameter; unusually large crank-hanger; barrel hubs; Perry-Humber chain; Record pedals; fork crown of new design and of great strength; a handle-bar clamp which is a novel and clever device; option on handle-bars and saddles.

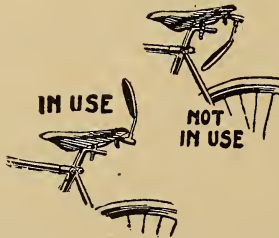
DECLARED A DIVIDEND.

At the annual meeting of the Peoria Rubber and Manufacturing Company at Marion, Ind., last week, a dividend of 25 per cent was declared on the stock and another of 6 per cent cash. It was resolved to add a department to the Peoria plant for the manufacture of pedals, and which will give employment to about thirty-five additional hands.

John C. Bowe is home again, and "tickled to death" over the manner in which the Syracuse bicycle was received abroad. He sees a big future ahead.

GOOD THING WITH A GOOD NAME.

Few would guess its object from its name—the Forciped. But it is not the intention to induce surmise. The article is designed as an aid to hill-climbing, as a conservator of energy and a consumer of otherwise lost motion. When in use it looks nothing more than a backrest, as the illustration shows, but it is intended entirely to act as a fulcrum to give power to the legs in forcing the pedals, thereby taking the strain off of the spine and breast of the rider, and relieving the weariness consequent to such strain. It is constructed to lean forward and impinge upon the lower region of the back, in a manner to prevent the rising or sliding of the body from the seat, which is unavoidable in heavy work like hill-climbing, or in pushing a large gear on up grades. It has been found by careful experiments, the makers say, that comparatively few pounds propelling force can be obtained before the body begins to yield backward and upward in a line from the pressure on the pedals. Experiments have also proven that, by the use of the Forciped, from two to three times the



pressure can be exerted without any appreciable additional effort. The contrivance is pivoted on an axis extending backwardly from the rear of the seat, and is held in a yielding manner, by means of a notched friction clutch, whereby it is adapted to be moved sidewise out of the way, by the leg of the dismounting rider, but is held sufficiently rigid by the bevelled notch to maintain its position either in or out of use. The Forciped, when not in use, is swung in a curve under the saddle. When needed, it is easily placed in position by the hand. In case of danger requiring instant dismounting, it forms no obstacle whatever, as it yields to the slightest touch of the leg.

For some months the article has been in extensive use by a number of expert riders to The Wheel's knowledge, and has been well spoken of. Recently the Forciped Company has been organized, with offices at 487 Broadway, this city, and an effort will be made to push the sale of the invention. It lists at \$3, and the concern has such faith in its merits that they offer to refund the money if, after one week's trial, it proves unsatisfactory.

AMERICANS AHEAD IN AUSTRALIA.

A. B. McDonnell, the Rochester road rider, who performed unpaced marvels on short notice and in the presence of selected crowds, and who went to Australia to show what he could do, really has done something, and in competition, too. On August 22, in a ten-mile open race at Sydney, he finished an eyelash second to William Martin, the other American who is sojourning among the Kangaroos. Time, 25:02 2-5. Twenty-two men started, the pick of the Antipodes among them.

Clothes do not make the man, but it is somewhat different with the new woman cycling is more or less responsible for.

FROM LONDON TOWN.

London, Sept. 15.—The Beeston Tire and Rim Company is one of those concerns which do not repay study, because the more you study it the more incomprehensible it seems. During the past week or so its shares have been appreciating at the rate of about 25 per cent per diem. There may be every reason for this, but it surely does not rest in the fact that three of its directors have resigned and those four such well-known men as F. W. Shorland, J. W. Barton, P. L. Gorton, H. London, leaving Mr. Harry Lawson to find substitutes who will take their places, besides the Rev. T. J. Jarrott and H. H. Griffin. The world has not been told why these resignations have taken place, but it has a shrewd suspicion that men do not throw up posts worth \$5,000 a year for nothing. When Shorland left Humber's to join the Beeston Company it was freely stated that he had made a mistake and the sequel seems to prove this. But why such sound men as the others are regarded as being have followed Shorland in his resignation would be interesting to know.

I believe that all available space for both Stanley and National shows has been applied for. Indeed, I am told that it has been considerably over-applied for, and that the sufferers in both instances, should there be any rejections, will be American firms. Under these circumstances it is urged that American makers should hold a show of their own during both the English exhibitions. I do not think that this would be a financial success, even if there was time to make adequate arrangements. Where the American machines ought to be is cheek by jowl with those manufactured on this side and against whom they must be sold.

SHOES FOR PEDAL PRESSING.

The bicycle shoes for next season show some interesting improvements over last year. Wheelmen have been reporting to the shoemakers the shortcomings of the old shoes, and not a few have had special shoes made to order carrying out original ideas of their own.

It has been found, for instance, that the heel of a cycle shoe should never exceed seven-eighths of an inch in height. The corners of these heels ought to be cut off, so as not to offer any obstruction that might catch in the spokes of the machine.

A new cycle shoe has a thin strip of steel concealed in the sole near the toe. This has a double object. It prevents the rider, when he dismounts and jumps upon the toe of one foot, from injuring any of the delicate toe joints, as is liable to happen when soft or pliable shoes are worn. Another object of this steel is to give firmness to the sole of the shoe at the point where the greatest pressure is exerted upon the pedal.

The cycle shoe should be cut high enough to come well above the ankle-joint. It should be secured by lace-strings alone, or in combination with elastic gorings. The ends of the shoestrings should be secured on the outside to prevent catching with the wheels. The materials of the new shoes are canvas, cloth, buckskin and smooth tannage, made in various colors.

GOING TO ENLARGE.

The Keystone Bicycle Co., West Reading, Penn., are making extensive preparations for '97 trade. In addition to their old plant, they are erecting a four-story building, 28x52 feet, and are preparing to cater largely to the jobbing trade. The officers are Eben L. Shomo, president; M. L. Ritter, treasurer; D. W. Deitrich, secretary.

A PIONEER IN IMPROVED PEDALS.

When some four years since the Record pedal was first produced as a part of the equipment of the Union bicycle, it created a diversity of comment. It was not only the first radical departure from forms hitherto considered standard, but was the first of the now universal screw-in-the-crank type. Like pioneers generally, it had much to contend with, much prejudice to overcome. But after the warming-up gallop it won in a walk, as the sports would put it. It proved so fetching that it was soon seen not only on the Union, but on many other wheels as well, so many, in fact, that other wits were soon at work and a general change in the shape of pedals followed. The Record Pedal Manufacturing Company, Boston, did not, however, stand still. They went right on perfecting their article. Each year has seen it improved in some way or other, and commanding a figure that conveys its own meaning. The season of 1896-97 is no exception to the rule. Few pedal purchasers will close contracts until they have seen the Record.

AN AUSTRALIAN WAIL.

Melbourne, Australia, Sept. 28.—The American makers have flooded us with machines, some of them execrable crocks, which will do them harm eventually. They must not think Australia a pit into which their rubbish may be dumped. We have already found the quality of such machines (English) as the Beeston, Humber, Singer, New Rapid, Swift, Premier, Quadrant, etc., and will not be put off with anything of less merit.

The price asked is something extortionate. The American machine is listed at \$105, several at \$150, and others at \$135.

I think the public here requires detachable tires and not those of the single tube variety. The very light weights are not standing up too well; roadsters at twenty-two pounds do not seem to have enough "body" in them, but, of course, this may be because we are not getting the best grade out here, more's the pity.

GOT IN, THEN GOT OUT.

Thos. J. Sweeney, the Washington (D. C.) dealer who assigned some two weeks since, has mysteriously disappeared. Although he had had a checkered and shaly business career, and served a term in prison, he found little trouble in establishing himself in the cycle business, securing the agency for the Telegram bicycle. The Telegram people scented something wrong and removed him. He then applied to the Zimmerman Cycle Co. and on the strength of a bond issued by a security company, they shipped him a stock of wheels. Some of these he sold before assigning and disappearing, but it is believed that his bondsmen can be held for their value.

THIS IS THE END.

Stearns & Co. do not relish the imputations of the Luminum people that for the competitive tests special tubing was submitted, and offer to wager \$500 that marketable American-made steel tubing is stronger, weight for weight, than the Luminum composition. It is to be hoped that the St. Louis people will not accept the offer. The controversy long since became tiresome. Some one must have the last word, and both parties should realize it. The Stearns wager, too, is unnecessary, the judges having dismissed the charges of deception. That should end the matter, and does forever end it so far as THE WHEEL is concerned.

Lots of riders on the road think they are showing their independence, when they are only exhibiting their ill nature.

RACING BOARD'S BULLETIN.

PROFESSIONALIZED.

T. M. Mercer, Little Rock, Ark., Clause (b).
A. H. Hughson, Sioux City, Ia., Clause (f).
V. A. Rodrigue, Jr., Donaldsonville, La., Clause (a).
W. F. Crothers, San Antonio, Tex., Clause (a).
W. H. Guyol, New Orleans, La., Clause (f).
R. J. Godberry, New Orleans, La., Clause (f).
M. D. Bringler, Donaldsonville, La., Clause (f).
B. T. Pringler, Donaldsonville, La., Clause (f).
J. T. Nolan, Jr., Donaldsonville, La., Clause (f).
R. H. Hofheinz, San Antonio, Tex., Clause (f).
W. A. Barbeau, New York City, N. Y., own request.

Steve Farrell, Rockville, Conn., Clause (a).
Joe Clark, East Hampton, Conn., Clause (a).
C. A. Christensen, East Hampton, Conn., Clause (a).
Fred. H. Palmer, Foxcroft, Me., Clause (f).
Jack Mercer, Topeka, Kan., Clause (a).
Charles Gregory, Minneapolis, Minn., Clause (f).

H. B. Leachman, Newell, Ia., Clause (a).
W. H. Hyde, Rock Island, Ill., Clause (b).
Al Appel, Ed. Heil, Louis T. Lott, P. D. Fitzpatrick, Walter Simkin, O. G. Frick, John Fisher, C. H. Miller, F. S. Reeves, R. H. Damer, C. Damer, Vincent Loos, G. Fournier, S. Buckett, J. H. Routsom, J. H. Schroeder, H. H. Knepfer, T. J. Ryan, C. E. Waterman, J. H. Leopold, F. L. Judge, W. W. Fern and T. H. Dickinson, all of Chicago, Ill., professionalized at their own request.

Virgil Ashler, McLeansboro, Ill., Clause (a).
E. W. Barbeem, Great Falls, Mont., Clause (b).
E. W. Davis, Everett, Wash., Clause (b).
E. P. Gaffney, Seattle, Wash., Clause (b).
W. H. Palmer, San Diego, Cal., Clause (b).
R. T. Walsh, San Diego, Cal., Clause (b).
W. H. Norman, Los Angeles, Cal., Clause (b).
J. D. Loudermilk, Los Angeles, Cal., Clause (b).
J. Henry Lillie, Lodi, Cal., own request.

Joseph S. Rice, Wilkesbarre, Penn., Clause (b).
Fred Muxfeldt, Bloomington, Ill., Clause (a).
W. Roeder, Bloomington, Ill., Clause (a).
James Dixon, Bloomington, Ill., Clause (a).
S. C. Baker, Brownwood, Texas, Clause (b).
L. D. Cabanne, St. Louis, Mo., Clause (a).
F. W. Stevenson, Omaha, Neb., Clause (a).
Roy Sims, Preston Barry, Marshall Metz, P. J. McIntyre and Paul Morrissey, all of Nashville, Tenn., transferred by vote of Racing Board.

Joshua Lindley, Trenton, N. J., vote of L. A. W. Racing Board, Clause (f).
P. S. Davis, Bryn Mawr, Penn., vote of L. A. W. Racing Board.

C. S. Taylor, Des Moines, Ia., Clause (a).
Charles Smith, Garner, Ia., Clause (a).
Charles Stangl, La Crosse, Wis., Clause (a).
Fred A. Weage, Chicago, Ill., own request.
F. W. Holmes, Kalamazoo, Mich., own request.

SUSPENDED PENDING INVESTIGATION.
L. L. Miner, Elmira, N. Y.
F. P. Bernett, Pottsville, Pa.

SUSPENDED.

Thirty days from September 16, unsanctioned races, George Dorman, George S. Walker, J. A. Craig, Ed. Jordan and William Willseck, Cheyenne, Wyo.

Six months, from September 22, for false entry, John Gregory and James J. Gregory, Newark, N. J.

Thirty days, from September 18, unsanctioned races, W. W. Weissel, Bluffton, Ind.; E. M. Wallick, Peru, Ind.

Thirty days, from September 16, unsanctioned races, George Dorman, George S. Walker, J. A. Craig, Ed. Jordan and William Willseck, Cheyenne, Wyo.

Thirty days, from September 21, unsanctioned races, Frank Ball, Freeman Luce, Ed. Thompson, Rice Lake, Wis.; Herman Taylor, Barron, Wis.

Ninety days, from September 17, unsanctioned races, H. A. Clark, F. E. Paige, Batavia, N. Y.; Lee Nichols, Brockport, N. Y.; H. Willis, Rochester, N. Y.

Ninety days, from September 23, Harlow Talmadge, John Hubbell, Ed. Shea, Trumansburg, N. Y.; H. W. Strong, Ithaca, N. Y.

Ninety days, from September 24, unsanctioned races, after warning, Albert Gauvin, E. F. Bolger, Peter Holmes, Edward Beauchamp, Ed Smith, Ed Nelson, Louis Johnson, Joe Gouley, Walter Hessel, Martin Anderson, N. O. Green,

John Johnson, V. Aronson, M. McRae, Louis Terrien, August Aronson, Edward Swanson, of Escanaba, Mich.

Thirty days, from September 24, unsanctioned races, George P. Brooks, Guy W. Butler, Charles C. Thomas, Frank Luce, Ben Hayes, Bert Smith, Dwight Marwick, Farmington, Me.; E. E. Sawyer, Guy Everett, J. Toothaker, Phillips, Me.; Fred Muxfeldt, W. Roeder, James Dixon, Bloomington, Ill.

Thirty days, for false entry, B. C. Fuller, New-York City, N. Y.

Ninety days, for false entry, H. C. Geoghegan, Lockport, N. Y.

Thirty days from September 26, unsanctioned races, Charles Stangl, La Crosse, Wis.; C. S. Taylor, Des Moines, Iowa; Charles Smith, Garner, Iowa.

Six months, for unfair dealing in connection with cycle racing, Robert McIntyre, H. A. Seavey, Waltham, Mass.

An additional year has been added to the term of suspension of M. C. Lawrence, New-Orleans, La., making his suspension terminate August 10, 1898.

PERMANENT SUSPENSIONS.

For competing in Sunday races, unsanctioned, W. H. Norman and J. D. Loudermilk, Los Angeles, Cal.

SUSPENSIONS REMOVED.

B. T. Pringler, New-Orleans, La.
M. D. Bringler, New-Orleans, La.
J. T. Nolan, Jr., Donaldsonville, La.
Fred H. Palmer, Foxcroft, Me.
Virgil Asher, McLeansboro, Ill.
Harry Burroughs, Vineand, N. J.
E. M. Humphrey, Columbus, O.

RECORDS ACCEPTED.

Paced, flying start, against time, May 23, 1896, Amos B. Hughes, Denver, Col.—2 1/2 miles, 1:14 1/4; 3/4 mile, 1:22 4/5; 1 mile, 1:50 2/5; 2 miles, 3:56 3/5.
Paced, standing start, competition, 1 mile, 2:00 2/5, Frank F. Desmond, Jr., August 8, 1896.

SANCTIONS GRANTED.

October 5—Excelsior Ath. Club, Island Park, New York.
October 1—2-Du Quoin Driving Ass'n, Du Quoin, Ill.
October 3—Illinois State Board of Agr., Springfield, Ill.
October 3—Morgan & Wright Cycling Club, Chicago, Ill.
October 8—Meade Cycle Ass'n, Meade, Neb.
October 8—A. C. C., St. Louis, Mo.
October 5—St. Joe Fair, St. Joe, Mo.
October 1—Jackson Co. Fair, Lee's Summit, Mo.

October 2—Solid City Wheelmen, Ft. Scott, Kan.

October 12—Territorial Fair Ass'n, Albuquerque, N. Mex.

October 3—West Chester Driving Ass'n, West Chester, Penn.

October 9—Baldwin Dist. Fair Ass'n, Staunton, Va.

November 17—West Side Ath. Club and Co., New York City, N. Y.

October 1—Dallas Fair, Dallas, Pa.

October 17—Hudson Co. Wheelmen, Jersey City, N. J.

October 2—Young People's Ag. Soc., Wilbraham, Mass.

October 3—Colby Ath. Ass'n, Waterville, Me.

October 3—Ira A. Shattuck, Hardwick, Vt.

October 5—J. E. Rider, Portsmouth, N. H.

October 17—Penna. R. R. Dep't. Y. M. C. A., Phila, Penn.

October 3—R. I. Wheelmen, Riverside, R. I.

October 10—Kenoya C. Ass'n, Haverhill, Mass.

October 10—National Finance Committee, Denver, Col.

October 8—Milton Driving Park and Fair Ass'n, Milton, Penn.

STRONG CANADIAN COMBINATION.

W. W. Stall, president of the Boston Wood Rim Company; A. C. Fairbanks, vice-president of the concern; George Bischoff, Canadian manager, and R. Garland, manager of the Dunlop Tire Company, "got together" in Toronto last week, and as a result the Dunlop people will use Boston wood rims exclusively during the coming year. The Canadian plant of the Boston Wood Rim Co. will be established in Toronto at once.



Bicycles
will for
business



Have You Made Money

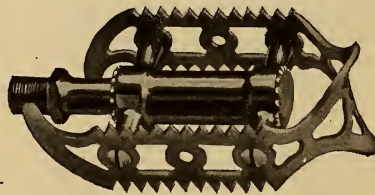
on the wheels you have been selling this year? Did you contract for more wheels than you could sell **at a profit**? Did your maker cut his prices before the season was over? New Clipper dealers say they have made more money on Clippers than any other wheel they sold, besides being able to sell a better bicycle for less money than their competitors. New Clipper prices were right at the beginning of the season, and remained the same until September 1st. If you are

SELLING BICYCLES

it will pay you to learn all you can about Clippers, and the people who make them. A part of our '97 line will be ready early. We are selling wheels every day. Clipper dealers are always in a position to do business. **We** make it possible and profitable for them to do business.

MADE
BY
THE **GRAND RAPIDS** CYCLE CO.
GRAND RAPIDS, MICH.

A Perfect Pedal . . .



The Janney For '97 . . .

HAVE YOU SEEN ANY BETTER?

Almost everyone has seen a boy trying to fly a kite and have "lots of trouble" because the tail wasn't right. You can't have any **fun** on a bicycle when the pedals are wrong. You ride for the pleasure there is in it. By using . . .

JANNEY PEDALS

you will have no trouble. The pedals are right. They have **no loose cones** and **no check-nuts**

—will not bind nor tighten.

Because of the peculiar construction of the bearings and the velvet dust shield, they are

DUSTPROOF,
WATERPROOF and
SELF-OILING.



Simple, Artistic, and
therefore Attractive.

Barrel
Hub.



Rigid
Adjustment.

Made by
CYCLE IMPROVEMENT COMPANY,
WESTBORO, MASS.,
U. S. A. . . .

Mention The Wheel.



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Editing and Managing Staff.

F. P. PRIAL, F. A. EGAN, R. G. BETTS,
J. J. PRIAL, W. D. CALLENDER, W. V. BELKNAP,
T. I. LEE, L. GEYLER, J. W. HOLMAN.
A. T. MERRICK, Illustrator.

Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

TO FOREIGN INFORMATION SEEKERS.

Owing to the number of inquiries received from abroad in regard to the status of American firms, THE WHEEL announces that it will give to all such inquiries the most careful attention, and all foreign merchants desiring advice or information regarding American trade are invited to correspond with THE WHEEL.

VALIDITY OF CONTRACTS.

MUCH harm has been worked in the bicycle trade—as in many other trades—but particularly in the bicycle trade and in all new trades, through a light-hearted consideration of the meaning and value of a contract.

Now that much of the fuss-and-feathers element has been swept away by the hard times, now that we are freshening up house for another season, why should not the trade take up the question of contract—agreement between man and man, between firm and firm?

The spirit of the contract is well represented by Shylock and his pound of flesh. It will be healthy if the merchant will occasionally recall to his mind the story of the insistent Jew and his hot impersonation of Justice. Before signing a contract men should remember that a man's word still ought to be as good as his bond. True, in these days of rapid business transaction, of swift deals, of big things, the homely old phrase is often forgotten; but when it is forgotten, harm is worked on both sides.

A contract carries with it a burden of promise and of hope. For instance, suppose A wants a thousand pedals, or tires, or any other thing which is part of a bicycle. He goes to B,

who makes the pedal, or the tire, or the other thing, and signs a contract for ten thousand. He knows he only wants a thousand, yet he obtains a ten thousand price, and then by hook or by crook, usually by crook, he throws up the contract—after he has received the thousand which he needs. Meanwhile, B receiving his ten thousand contract out of hand is overjoyed. The factory is worked overtime, gas and muscle are burned up, money is burned up, all to produce the ten thousand. But after the thousand are produced, or perhaps at the nine hundred mark, there comes the kick, the groan, the objection, the claim for rebate, the goods returned and all the rest of it. A has commenced to "wriggle." It is as plain as the words written on the wall. After much vexation, and wriggling, and correspondence the contract is thrown up.

This is not a rare case. Firms mislead and firms are misled every day. It should be borne in mind that the old motto, copied a million times in schoolbooks, that "Honesty is the best policy" still holds true. The man who will order ten thousand of a thing when he only needs one thousand of it never has succeeded in business and he never will. It takes an honest man to succeed in business. A whole lot of men start out not believing it, but they eventually come back to the sound policy. The most honest man is he who has once been dishonest, the man who has found dishonesty unprofitable and who knows that the only way he can make money is to be specifically and literally honest.

So now that we are refurbishing, repainting and revarnishing our commercial edifice, let one of our choicest pieces of furniture be that which stands for contract. Go into a contract honestly, ask for no more than you want, and once your word is signed live up to it.

It should also be borne in mind that the ideal state could be produced if B, party of the second part, should hold A sharply up to his agreement. There is no reason why B should bend, or wobble or break. In the face of A's wriggling and misrepresentation he should stand firm and compel A to take the medicine which he had agreed to take. We well know that many broad firms refuse to hold a man to a contract, once he signifies his desire to break it. If the contract is with a house which one has sold for years and if one knows the house to be above reproach in all its dealings, this may be done with profit and with credit; but with any other than such a house, contracts should be strictly adhered to and lived out.

A man who makes anything should fix a price on a certain amount of that thing, and he should sell it for that price and hold to it. For instance, he should have his price for a thousand, his price for ten thousand, and his contract should contain a clause that, in case the contract should be in any way rearranged, there should be a pro rata price for the one, two and three thousand, as the case may be, so that wriggling and the breaking of contracts would then be less profitable and less frequent.

MULTIPLES AND THE LAWMAKERS.

SIGNS are not wanting that the deeper-thinking Solomons and Dogberrys whose duty it is to define and lay down the law have found in tandems, triplets and other multi-cycles causes for at least a momentary knitting of brows. From time to time reports of court cases have made this plain.

The American magistrate who not long since imposed a fine of \$5 on the riders of an unlighted tandem, holding that the man on the front seat was mainly responsible, and, accordingly, assessing him \$3.50, while his companion was mulcted but \$1.50, was wiser than most of his kind. A German court had previously rendered a somewhat similar decision, holding the steersman of a multicycle entirely responsible for a collision in which himself and fellow-riders were concerned. Only last month judgment was passed on a London cyclist and his wife, who were summoned for riding a tandem in Hyde Park during prohibited hours. The charge against the wife was dismissed, but the husband was fined 5s. and costs, the judge remarking that for once, at least, the latter was the controlling factor of the family.

That there is real justice in such decisions, and that they will multiply as the years increase, there is no reason to doubt. The same laws that apply to single bicycles cannot in every instance in strict equity be applied to those cycles carrying two or more persons. Where scorching is proven, the guilt must perforce be mutual, but in the matters of unlighted lamps, of failures to ring the bell or to apply the brake, or in the cases where the steering and guidance of the machine devolves on but one of the riders and the other or others are nominally passengers, it is manifestly unjust to maintain that all are equally culpable. It would be almost as reasonable to arrest and contend that a cabman's "fares" or a railroad's passengers are in part responsible for legal lapses of the driver or trainmen.

The subject is new. It suggests a fertile field for thought, that must attract the thinking and the judicial mind. Its discussion is certain to result in a fairer exposition and application of the statutes and to save many wholly innocent wheelmen and wheelwomen from embarrassment and unpleasant notoriety.

OVERLOOKING A GOOD THING.

THE trade in general seem not to have as keen an idea as they ought of the effective work which is now being done by their representative body, the National Board of Trade of Cycle Manufacturers. This organization now has in full working order a credit and collection bureau, both of which are of more advantage to any one engaged in the bicycle trade than are the ordinary commercial agencies. THE WHEEL has tested these bureaus and other cycling concerns have utilized them, and with flattering results. The bureaus have correspondents throughout the entire country, through which they obtain the best

and latest information. They also have competent attorneys and collection bureaus, and returns are quickly and equitably made, the charge for the service being but a minimum.

One of the chief charms of this work is that it is undertaken with willingness and dispatch. A telephone to the Board at any time secures almost immediate information of a desirable nature. Every member of the Board should join both the credit and collection bureaus. For instance, suppose a man is sent to New York to sell the local trade; if he is in doubt about a concern he can connect with the Board of Trade office and immediately become posted. THE WHEEL draws the special attention of the trade to the efficiency of these bureaus.

The haranguing of the voter, the banging of political cymbals and bass drums has produced a perfectly natural restriction in the public's purchase of bicycles, and this, in turn, has restricted the manufacturers' production and distribution. The consequence has been a decline in the volume of the cycle trade, which is bringing down with it all the manufacturers and dealers who have not sufficient capital of their own to meet their liabilities and wait for better times. Logically, those who think a transition to the silver standard to be impending should, whether they be manufacturer, dealer or rider, as largely as they can, convert into merchandise what money they possess, in order to protect themselves against its eventual depreciation, but human nature does not always obey the rules of reason. Hence, instead of buying goods people have been hoarding their means against the evil day when they think they may need them, and the natural result is a complete standstill of the cycle wheels of trade, or, if you prefer it, the wheels of the cycle trade.

Why it should enter the mind of a fool that it is necessary for him to connect his foolishness with a six-inch gong is beyond the understanding of men more fortunate. Certain it is, that the former rarely needs the latter to make itself obvious at all times and to all men. Despite this fact, however, certain riders of the bicycle have thought it smart to equip the machines they ride with gongs fit for fire engines, and to avail themselves of every possible occasion to ring the same with a nerve-destroying, ear-splitting clang which is unnecessary as it is foolish. All men have the right to be fools if they will, but no man has a right through being a fool to make his lack of brains a public nuisance. In our opinion, the gong-clang-er is of the nuisance brand of fool, and as such should be promptly and effectually squelched by the proper authorities. Cycling has enough to put up with without adding to the burden this nuisance.

In almost every instance where well-established concerns in the trade have been forced to suspend either payment or manufacture, it will be noticed that the great majority of such suspensions are not ascribed directly

to restricted sales, but are said to be owing to inability to extend old loans or procure new ones. The bankrupts seem to have been dependent upon borrowing for the means of carrying on their business, and as soon as this resource failed they had to fail, too. The margin of their assets above their liabilities was so narrow that a small depreciation of their stock, coupled with a few losses by bad debts, wiped it out, and a forced realization upon their goods would have been useless, even if it had not been impossible.

These are the times when suspensions by the Racing Board become farcical and are laughed at by those affected. In inflicting punishment the Board should not overlook the fact that there is practically no racing during the winter, and should impose penalties of such lengths as will cause the offenders to really pay the fiddler.

Do the square thing, and don't try to please everybody. The noblest men must needs have enemies as well as friends. A cast iron creed is well enough in its way, but it is better to be credulous and honest than believe all the creeds that were ever written and cheat your neighbor in the sale of your last year's mount.

Don't growl because as a racer you are brought face to face with tricks not quite as reputable as they might be, but follow the advice of grouchy old Carlyle, who said: "Make yourself an honest man, and you will be sure there is one less rascal on the footstool."

Successful men in trade seldom make much noise. The man who yells "Shine!" all day long is by no means a glittering example to follow.

There seems to be a good many defects in some of the moulds that are shaping cycling opinion nowadays in the daily papers.

It is often when the high-flyer in the trade is flying highest that his wings are clipped by the scissors of circumstance.

After all, next to absence of body, there is nothing so desirable in moments of danger as the presence of mind.

The bicycle trade is suffering from the free coinage of "high-grade" wheels on a 53-cent basis of actual value.

Figures once had a high reputation for veracity; but unscrupulous cycle statisticians led them astray.

The difference between courage and foolhardiness in trade is determined by the matter of success.

The novice's dreams of fame are not half so pathetic as are the champion's nightmares of obscurity.

When business is done in a loose manner business is apt to get into a tight place.

Everything in cycling becomes new as soon as it becomes old enough.

CASE OF GEARS AND GRADIENTS.

To the Editor of THE WHEEL.

In your issue of September 18 you make some remarks on the Pennsylvania Division L. A. W. hill-climb, that are hardly justified by the facts. Your original source of error lies in the statement that the grade is 1,200 feet long and rises ten feet in the hundred. The city survey shows length 925 feet, with a rise of one foot in each 673-100 feet. The tabulated list of gears used is erroneous. The gentleman credited with surmounting the hill on a wheel geared to 77 actually rode a 56. If he had used a 77 he wouldn't be up yet. We Pittsburghers think you "downeasters" have yet to see what we call a hill. The steepest pinch on Eagle Rock hill rises 1 in 7, parts rise 1 in 17, we call that a grade, but not a hill. Corey Hill is 1 in 14.4. Son-of-a-Gun is 1 in 10.50. Ford's Hill is 1 in 12.40. Ross Hill is 1 in 10.04. Murder Lane is 1 in 9.70. South Negley is 1 in 6.73.

From this table you will see that South Negley is a hill; it is graded, but ungraded. The winner, Mr. Bonnell, did not use a "ridiculously low gear"—in fact, he rode the writer's own wheel, which is a 62 geared 1895 Rambler, with 15 tires, and fitted with a hi-gear reducing to 59 4/10; it is a regular road wheel, and there are duplicates of it in use here as regular road wheels, same gear, and not considered "ridiculously low" by any one who is acquainted with the character of hills we encounter on an ordinary run. In your Eagle Rock contest you permitted 56 gears to compete, and if 56 is a permissible gear on that grade, then a 42 would be the proper thing on South Negley.

This annual climb for the C. W. Houston medal is an open event, and next year some of your "pushers" should come out and tackle it. Pot-hunters beware, as our hills are steep.

L. A. W. NO. 1,535, PITTSBURG, PENN.

BEHIND BARS NOW.

John E. Barr, alias Dave Lippmann, alias Lipertiz, alias Stein, an alleged notorious cycle thief, who was arrested in Brooklyn on Friday, has been held for examination by Police Justice Tighe. He is accused of having swindled twenty or more bicycle manufacturers and dealers in Brooklyn and other cities. His plan was to hire a wheel, leaving a small amount on deposit, and sell it to a fence in this city. Already six complaints have been entered against him.

THOUGHT THE MILLENNIUM WAS HERE.

Several hundred Savannah (Ga.) residents have been hoaxed in the most cold-blooded manner. A rumor was circulated in the city that Liberty cycles were being sold in lots of fifty for \$15 each, owing to the failure of the manufacturers. The managers of a music house opened a list and took orders for several hundred machines, and the would-be riders have been anxiously awaiting their arrival ever since.

ALFRED WAS AMBITIOUS.

A young man named Alfred H. Stewart, of East Boston, was arrested last week, charged with stealing bicycles. He admitted the theft of sixteen machines in Boston and vicinity to the police. The wheels were sold to various persons, at prices ranging from \$10 to \$25. Many of them have been recovered and turned over to their owners.

WHAT'S WHAT.

"We're goin' to learn percentage next year."

"What's percentage?"

"What's percentage? Don't you know what some people uses when they tries to show which is the best racin' man?"

ONE MORE LAP.

In a ding-dong finish in '95 Bald managed to defeat Cooper out for top-rung honors, and the Monarch man sat on the second rung when the game of ladder climbing ceased. The fight for the coveted position in '96 seems to have again come to a contest between the same two men. With only two meets to score, Cooper leads Bald but two points, and the final placing of the men is yet an open question.

Gardiner slides gracefully down from top to third rung, holding Butler safe in fourth place, while plucky little Ziegler, repeating his last year's mishap, hangs broken limbed on rung number five. A better bunching of the five leading racers of the season was never shown than in their positions on this week's ladder.

Points are based upon the racer's wins on the National Circuit only. A win counts three points, a second two points, and a third one point. The present ladder shows the men as they have climbed up to and including the meet at Trenton on September 28.

BUNNY DID BUSINESS.

Probably no man in the country has done more for the professional riders than O. S. Bunnell, of Philadelphia, yet through a fancied grievance the pros "struck" last week and refused to ride at the last night race meet of the season under his management, held at Tioga, Saturday evening. When made acquainted with the state of affairs, Mr. Bunnell mailed to each one of the "kickers" a bill for a long list of unpaid entrance fees for meets held during the season, and handed to Chairman Gideon a list of the same, asking that until various sums were paid, the men be suspended from the track, as is provided in the racing rules. This will doubtless be done, and Mr. Bunnell will probably end the season about \$75 richer than he would had it not been for the "strike."

HACH HAS HIS HANDS FULL.

O. B. Hachenberger, the Denver "phenom," was married on Wednesday of last week. On Thursday he rode an exhibition mile at a country fair; on Friday he began training for a twenty-five-mile match race, reported as made with Monte Scott, and on Saturday he was busy arranging to establish a cycle emporium. Hachenberger was formerly a milkman, but since he became a cycle racer a few months since it is stated that he has "developed a talent for mechanics which has already made him an expert in bicycle building."

KILLING A CRAZE.

The cycle police of Philadelphia have received orders to instruct all cyclists using rubber bands on their machines for the sake of making a noise like an aeolian harp to remove them. Those who have become addicted to this childish form of amusement have been the cause of frightening many horses.

A NEW INTERNATIONAL.

France, disgusted at being twice refused the international championship, intends to form a rival International Cyclists' Association. So far the following federations have joined: Union Cycliste Francaise, Verband (Germany), League Velocipedique Belge, and Austrian Union.

KNOCKING OFF A MINUTE.

A San Francisco dispatch states that on September 27, F. C. Krafts and George Dixon rode five miles on a tandem in 10:22 4-5, cutting the road record for that distance by over a minute.

STEALING ALONG NEW LINES.

Louisville, Sept. 25.—Two more bicycle thieves were lodged in jail in this city during the past week. The evidence in each case is very strong.

One Pollock, former residence unknown, opened a repair shop on Chestnut-st., below Fifteenth-st., and hung out a large cloth sign with the words "Free Storage" thereon. Business was very brisk, as might be expected, the place being situated on a street leading to Fountain Ferry, used daily by a large number of wheelmen going to and from work. Pollock made no effort to repair wheels left with him, but shipped numbers of them out of the city, presumably to Chicago, although no trace of them has been found. Pollock left town rather suddenly last Saturday, and on Sunday complaint was made to the local police authorities regarding his transactions, and with the assistance of the Chicago police the man was captured and returned to this city. The other, J. B. Grayson, who claims Georgia as his home, went to Harbison & Gathright's retail store, rented a wheel and did not return it. The next morning the authorities of Covington, Ky., found a man trying to dispose of a wheel, which was afterward proved to be the one in question. The man and wheel were returned to Louisville. Judge Thompson, the wheelmen's friend, will try both cases.

R. F. Pelouze, president of the Fountain Ferry Cycling and Athletic Association, has been appointed chairman of the McKinley and Hobart National Bicycle Clubs of Kentucky. He has opened headquarters at 557 Fourth avenue, and in a few days will commence the organization of clubs throughout the State.

HE IS A CONDENSER FOR FAIR.

The Detroit Wheelmen have a secretary who should be prized by any club desiring to keep down its stationery account. Charles S. Monier is the Detroit's name, and he frequently amuses himself by writing 763 words on the back of a postage stamp. Not content with this, Mr. Monier has knocked the postal card word record galleys west, having just succeeded in writing over 16,000 words on a postal card, where no one else had ever been able to put more than 7,068 before.

HIS CLAIM NOT ALLOWED.

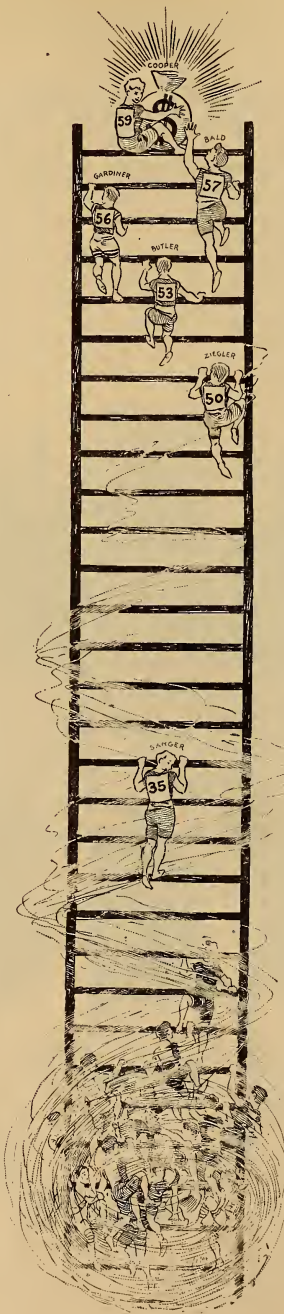
A wheelman arrested for scorching by a New-York policeman gave his name as J. Murray Aaron, and declared he was formerly the secretary-editor of the L. A. W., though at present an actor. In lieu of \$5 which he was fined, Mr. Aaron slept in the station house. The league never had any official with the name of J. Murray Aaron; it did however, have a secretary, Eugene M. Aaron, and J. Murray may be his son.

SHOULD SUE THE ROOSTER.

Near Lima, Pa., a big rooster ran out at Professor Frank E. Wessels, who was passing on a bicycle. The professor was thrown against a fence, his wheel was bent, his eyeglasses were broken and one of his ribs was fractured. The rooster escaped injury. The professor will try for damages against the owner of the rooster.

WHAT POOR RODS COST HIM.

Arthur Munson, the veteran rider, of Stamford, Conn., who was thrown from his wheel and had a hip broken August 19, due solely to bad streets, is not yet able to sit up. An effort will be made to see if the town maintaining such execrable streets can be made to pay for some of the damages it causes.



ALSO RANS.

The following are the men on the National Circuit whose wins have been sufficient to score for these ten points and over: Clark, 27; Stevens, 25; Coulter, 22; Kimble, 21; Loughead, 18; Kennedy, 16; Becker, 16; Parker, 14; Coburn, 13; Mertens, 12; Wells, 12; Allen, 11; Baker, 11; McDonald, 10.

SOME GREAT DUST-UPS.

Chasing Father Time Around an Indoor Track
Great Sport for the Chasers—
Records Fall.

Chicago, Sept. 28.—“Give 'em records to get a gate” is a maxim that race-meet promoters have long endeavored to live up to, and one that proved its worth at the series of races held at the Coliseum all last week. Barring the opening night, Monday, records went by the board in a manner that tickled even the most callous Chicagoan. To be sure, they are all indoor figures, but that is evidently so much the better.

The Coliseum track is of wood, well banked and the week's work proved it to be fast. The tournament was managed by the National Cycle Exhibition Co., but the company scarcely experienced a profitable week, the expenses running extremely high, although the attendance was good. The races were of all kinds and lengths, a sort of please-all-tastes medley, ranging from a quarter-mile sprint to a twenty-four-hour plug, with invitation events and speed trials thrown in.

ing speed to the finish, and then kept on until the end of the hour, coming within 914 yards of tying the record made by Michael at Manhattan Beach. His times were:

5 miles.....10:48 2-5	15 miles.....32:40 1-5
10 miles.....21:47 4-5	20 miles.....43:37
25 miles.....54:35	1 hour..27 miles, 775 yds.

De Cardy won the mile handicap from scratch in 2:14 3-5; Peabody the half-mile open in 1:13 3-5; Jay Eaton the mile open in 2:07 1-5, defeating Ingraham and Kenyon.

On Wednesday night the professionals had a twenty-five-mile warm-up. Numerous tandems were used for pacing, and the crowd repeatedly hissed Holmes, the leader, because of supposed favoritism by the pace-makers. Holmes won in 57:10 3-5; Becker, second; De Cordy, third. It required five heats to weed out the half-mile novice race, which was finally won by A. Vallancourt in 1:15 2-5. The same number of heats were run in the mile professional, the final going to John Fisher in 2:09 2-5; Ingraham, second; Van Nest, third.

the last lap had been recorded, in the twentieth mile, Miller's time was 44:15, and he was one and a half lap in advance. He made it a half better when the twenty-seventh mile had been bulletined. His time then was 59:05 4-5.

At fifty miles Miller got under the record, covering that distance in 1:54:25. The fast pace was continued and the hundred-mile record next went by the board, the time being 4:07:01. While Miller and Waller were having it nip and tuck behind the tandems. Shock and Gimm plugged along at a 2:40 gait, while the rest took it easier. After finishing 100 miles, Miller dropped out for a rest and Waller took the lead. When Miller remounted the other contestants were far ahead. Then the race settled down to one of the six-day order. Gimm got in the lead at the sixth hour and maintained it to the end.

At 7 o'clock in the morning Gimm had made over 224 miles, and had been riding steadily, with the exception of a minute.

In the fourteenth hour he had ridden 309 miles, and in the sixty minutes rode twenty-one miles. In the fifteenth hour he rode twen-



The only unsatisfactory night was on the occasion of the opening, Monday. No records were broken, and 4,000 spectators went away disappointed. On the following night there was one improvement. F. H. Wilson started the ball rolling in the twenty-five-mile race, and then the scythe-bearer was kept in a continual state of worriment, until Louis Gimm finished in the twenty-four-hour race, after knocking all American records into splinters, and succeeding in getting himself into prime condition for an ambulance ride.

The feature of the opening night was a ten-mile race, paced by tandems. Tracy Holmes looked like a sure winner at five miles, when his machine broke, and before he was again seated the other contestants had gained a lap. Jay Eaton dropped out at six miles, and at the finish De Cardy and Becker were the only ones left to fight it out, the former winning by a small margin.

Tandems set such a lively pace in the twenty-five-mile amateur race on Tuesday night that but few of the fourteen starters were left after five miles. F. H. Wilson rode strong from the start, and at five miles was inside of the amateur record. He maintained his record-break-

The big card of the week, the twenty-four-hour race, started on Thursday night at 9 o'clock. Fifteen men lined up at the tape, the order at the pole being: Ned Reading, Louis Gimm, C. W. Miller, A. A. Hansen, F. Schinner, G. I. Greamer, G. W. Wolf, B. D. Blakeslee, A. Schock, G. H. Van Emburgh, Bert Harding, H. Kohl, W. H. Hyde, Frank Waller and Lyman Myers.

The band struck up “Grandfather's Clock,” and the hottest pace possible was labored for. When the tandems came on, Miller caught one and clung to it. That was the signal for the 8,000 persons present to show each other how they regarded race meets. At every lap Miller was called to from box and gallery. The band changed to a medley whenever Waller attempted to pass him, and harmony was apparent in everything.

At the close of the first hour Miller had traversed twenty-seven miles. He rode well, but never touched the record. He rode the first ten miles in 21:57 3-5, and was half a lap ahead of Waller, who acted as though he was bidding adieu to his associates. When

ty-one miles 504 yards. In the seventeenth twenty-two miles, and in the nineteenth twenty miles and three laps, doing his best work in the interval between the fourteenth and nineteenth hours after the start.

Next to the work accomplished by Gimm and Miller, that done by Waller was especially notable. He made a noble fight for the 100-mile record, and apparently in as strong form at the end of his century as at the start, with head high and the American flag sash fluttering at his waist, he pedaled on.

In the fifteenth hour, while riding the most promising race of the field, he was seized with a desire for oysters. He dismounted and refused to return to the track. Fully an hour was spent in useless arguments to no avail, and Waller donned his street clothes and was about to depart from the building when word came that oysters had been found at an all-night stand.

Mollified, he donned his racing suit and rode on. There is little doubt in the minds of those who watched the event throughout that had Waller not lost his temper and yielded to the strangest of whims he would have given Gimm a very close fight for first honors.

"Made by the Hartford Rubber Works Co."

IS A GOOD GUARANTEE.

WHAT TIRE OFFERS YOU BETTER?

THESE BRANCH HOUSES:

100 CHAMBERS STREET, NEW YORK.
136 LAKE STREET, CHICAGO.
910 FILBERT STREET, PHILADELPHIA.
8 QUEEN STREET, E., TORONTO, ONT.
251 FIRST AVE. SOUTH, MINNEAPOLIS, MINN.

THESE DISTRIBUTING DEPOTS:

370 ATLANTIC AVENUE, BOSTON.
17-19 BEALE STREET, SAN FRANCISCO.
1757-1759 ST. CHARLES AVENUE, NEW ORLEANS.

With more coming, are placed there to save riders time and trouble. Incidentally the manufacturer also.

To learn about our tires ask any rider of them. He will tell you

"IF IT'S A HARTFORD TIRE IT'S RIGHT."

HARTFORD RUBBER WORKS CO.,

Kindly mention The Wheel.

HARTFORD, CONN.

To Bicycle Riders: We Make Our Tube —
OF FIFTY CARBON STEEL

Because a Tube like this of



Is just as strong as

a Tube like this of



This diagram does not show how much stronger and more durable our tube is than the usual quality in the market because it does not include the always bad and more or less uncertain effects of "pickling." By ordinary methods tube is annealed in the open fire and pickled from eight to twenty times, according to finished size. By the use of a patented annealing process, controlled by us for tube making, our tube never comes in contact with the fire and is never pickled. There is no "theory" about this. Our thorough tests show that even with the greatest precautions in pickling (not usually taken), pickled tube is weaker and more brittle than tube made of the same material without pickling. No bicycle can be first grade unless it is made of first-grade materials. The best tubing makes the best bicycles. Send for a Catalogue.

**THE POPE TUBE CO.,
HARTFORD, CONN.**

Weight for weight in a Bicycle FIFTY CARBON Steel will last so long

while TWENTY-FIVE CARBON Steel will last only so long

Kindly mention The Wheel.

And so the men continued the grind throughout the day. At 7 o'clock Friday night the crowd began to arrive to witness the finish. Miller in his red suit was the first figure to attract attention, as bending low over his wheel he slowly moved around the track alone. Gimm was in an even more deplorable condition, his wheel wobbling unsteadily as he took the turns. During the night a large rubber bag, full of beef tea, had been placed within his racing shirt and a tube placed between his lips by means of which he sucked his food during the night. He was bent over his wheel, but with his head up and barely able to move the pedals.

At 8:36 his trainers and the officials decided to remove him from the track lest he fall and injure himself. He had the race won. In his final lap an American flag was handed him, and waving it feebly he rode unsteadily around once and dismounted near his tent. He was carried in and laid upon a couch, and, after a rubbing, given a light lunch.

Waller, on the contrary, with his head up, was following his pace up in a manner, that betokened the start rather than the finish.

Gimm rested about thirty-five minutes out of the twenty-four hours, taking one rest of six and another of fifteen minutes, and the remainder in short stops of two or three minutes each.

As the riders neared the end of the long race the excitement became more intense, the spectators standing up in their seats and yelling like Indians. The cheering and yelling continued until the timers announced the twenty-four hours up.

Miller sprinted in the last lap and made it in the remarkable time of 0:29, after having ridden for twenty-four hours with but a few minutes' rest.

The final score follows:

	Miles.	Yards.
Gimm	486	1,151
Waller	482	968
Schinnee	462	567
Miller	459	233

Gimm, Waller, Schinneer and Miller each broke all American records from twenty-eight miles up. The race was a wonderful exhibition of speed and endurance, and Gimm's new record will stay, in the opinion of racing men, for several years to come.

Gimm received \$250 as the winner of the race. In addition he will be allowed \$100 for breaking the twenty-four-hour and \$50 for breaking the twelve-hour American records. Had he been strong enough to have covered the fifty-seven miles additional necessary to break the world's record, he would have received \$250 more.

Miller received \$50 as fourth man and \$100 for lowering both the fifty and 100-mile American records.

Waller received \$150 as second-place man and \$37.50 for being ahead of the fifty and 100-mile American records, making a total of \$187.50.

Schinnee was entitled to \$100 as a third prize, and \$15 for breaking the fifty and 100-mile time.

The others who succeeded in covering over 400 miles and won no prize received \$25.

Jay Eaton concluded the week's sport very satisfactorily to himself by winning both professional events on Saturday night. Two amateur races attracted big fields, the tennis stirring up unbounded enthusiasm. Summary:

- One-mile handicap, seven heats, final—1, L. H. Conklin (25 yards); 2, W. B. Norton (55 yards); 3, E. Lindquist (65 yards). Time, 2:25 4-5.
- One-mile professional—Four heats—Final; 1, Eaton; 2, Sanburg; 3, Fisher. Time, 2:07 2-5.
- Ten-mile open—1, E. W. Peabody; 2, G. H. Lovell; 3, F. H. Wilson. Time, 2:23 2-5.
- Half-mile professional handicap—1, Eaton (scratch); 2, Samberg (scratch); 3, Ingraham (20 yards). Time, 1:02 1-5.

AMONG PUMPKINS AND PRIZE PIGS.

New Jersey Fair Goers Treated to Some Bang-Up Bone and Record Breaking Races.

The biggest thing that happens at Trenton, N. J., outside of the manipulations of the politicians, is the interstate fair, which attracts all the grangers for miles around to the capital of the mosquito State, each October. Monday was wheelmen's day at the fair. It proved a popular innovation. Ten thousand people passed through the gates, but instead of inspecting the prize cattle, the agricultural implements and the industries of the State, they crowded into the grandstand and lined the rail of the track until there was scarcely breathing room.

The meet was on the National circuit, over \$1,000 in prizes was offered, and all the cracks, barring Sanger, were present. Michael and Johnson contributed to the sensational features of the day by poring records, while a number of distasteful spills added to the excitement and brought broken bones and bruised bodies to a number of the riders. The most unfortunate spill occurred in a heat of the two-mile handicap, resulting in Ziegler again being laid up with a broken arm, the same arm that was broken in the West last year. "Teddy" Goodman is blamed for the accident. On the backstretch he rushed to the head of the field and then slowed up, a collision resulted, bringing down Ziegler, Mosher, Jack, Ackner and Hadfield as well as himself. Ziegler was pitched against the fence. All the other riders escaped with bruises. In another race MacDonald and Louhead fell while sprinting, caused by the former's tire bursting, and both men were badly scraped.

Michael received a royal ovation at the conclusion of his five miles exhibition. He was paced by numerous multicycles, and rode gamely from the start, frequently calling for more pace. With a flying start he rode the first mile in 1:53, two miles in 3:50, and three miles in 5:51, breaking the record of 5:55 3-5. At four miles, finished in 7:52, he cut 6 2-5 seconds from the record, and his five miles were ridden in 9:51 4-5, breaking 9:58 1-5.

Johnson, paced by two quads and a triplet, rode a mile in 1:47.

The heats of the mile open developed few surprises other than the defeat of John S. Johnson by Arthur Gardiner. For the final Cooper held the pole, Kiser, Butler, Gardiner, Ziegler, Bald, Jack, John S. Johnson, Callahan, Maddox, Mertens and Clark, the last four having qualified for pacemaking, also starting. No pacemaker was employed, special prizes being offered at the quarter posts. Callahan won the first quarter by good riding; Clark led at the half-mile, and Mertens at the three-quarters. Cooper was well to the front throughout, Bald about the centre, Gardiner also back, none of the big men fighting for the quarters. Bald was to the front swinging into the turn, but was sifted back by the bunch. Down the stretch Gardiner worked out to the front, with Butler in hot pursuit, Cooper, Kiser, Bald, Ziegler, Johnson and Callahan following. A pretty fight resulted to the tape. Gardiner won from Butler, with Cooper and Kiser very close for third, Cooper winning, with Bald, Ziegler and Johnson in the order named. The time was 2:14 3-5.

Four men were on scratch in the two-mile handicap, which Cooper won from the back mark. Gardiner finished on the outside in a winning position, but was overlooked by the judges. In the amateur events Dawson twice defeated his old-time rival, Harrison. Summary:

One-mile (novice)—1, P. P. Wilson; 2, James Woolley, Allenwood; 3, George W. Silver. Time, 2m. 37 3-5s.

Mile open (professional)—1, Gardiner; 2, Tom Butler; 3, Cooper; 4, Kiser. Time, 2m. 14 3-5s.

Mile open—1, Ray Dawson; 2, Joe Harrison; 3, Walter M. Trott. Time, 2m. 17s.

Half-mile handicap—1, Ray Dawson; 2, W. M. Trott (20 yards); 3, H. G. Gardiner (50 yards). Time, 1m. 13 1-5s.

Two-mile handicap (professional)—1, Tom Cooper (scratch); 2, Starbuck (40 yards); 3, Bowler (140 yards); 4, Bald (scratch). Time, 4m. 43 4-5s.

Two-mile handicap—1, Harry-J. Gormley (240 yards); 2, B. C. Humphrey (170 yards); 3, H. Reed (170 yards). Time, 2m. 43 3-5s.

One-and-one-half-mile tandem—1, Harrison and Leferson; 2, Williams and Vernier; 3, Shannon and Ghes. Time, 3m. 39s.

ONCE MORE THE ROSE TROPHY.

Buffalo, Sept. 26.—For another year the Rose trophy will be without a permanent home. It was ruthlessly grasped from the Rambler and Press clubs in the annual contest to-day by the Parkside Wheeling Club. The trophy has to be won three times to become the permanent property of the winner, which thus far no club has succeeded in doing. It represents the city championship, and each year causes a long, hard fight.

The weather and road conditions were but fair for the race, the riders being greatly troubled by the fine dust, which shifted its location at every puff of wind. In former years the city championship race has been started and finished at the Parade Meadow, making, with a turn at Corfu, a full course of fifty miles. This year, owing to the obstructions encountered inside the city limits, the experiment was tried of having the tape at Pine Hill, just outside of the city line. The turning point was not advanced, and consequently the riders traveled a distance estimated to be between forty and forty-five miles. The course was roped off at the finish, but the marshal and his aides were unable to keep the impatient crowd in check. However, the trouble with the mob of spectators, who gathered to the number of several hundred, was not near so great as it would have been had the race been held from the Parade.

The teams consisted of six men each. Early in the race O. J. Miller, the city champion, whom the Rambler contingent were backing for first place, fell and sustained a broken collar bone. The men finished well in a bunch, causing excitement to run high among the enthusiastic clubmen. The result follows:

	Riding Points.	Time.
1—W. Peckham, P. C. C.	23	2:06:20
2—E. Stevens, B. R. C.	22	2:06:57 2-5
3—J. T. Finn, P. W. C.	21	2:07:31 3-5
4—W. R. Blake, B. R. C.	20	2:07:03
5—F. Nehrbas, P. W. C.	19	2:07:10
6—E. E. Dennison, P. C. C.	18	2:07:12 3-5
7—Ray Duer, P. W. C.	17	2:13:30
8—Garrett Miller, P. W. C.	16	2:13:31
9—J. Pensyres, B. R. C.	15	2:13:34 2-5
10—E. Fox, B. R. C.	14	2:13:37 3-5
11—Cal Paxson, P. W. C.	13	2:13:40
12—W. S. Bertling, P. C. C.	12	2:14:06 2-5
13—E. Weller, B. R. C.	11	2:14:07 2-5
14—E. C. Haynes, P. C. C.	10	2:14:13 2-5
15—George Box, P. W. C.	9	2:18:43 4-5
16—W. D. Cleland, P. W. C.	8	2:24:08
17—J. P. Higgins, P. C. C.	7	2:24:37 2-5
18—W. Spang, C. C. C.	6	2:24:16 2-5
19—Fisher, C. C. C.	5	2:44:16
20—H. L. Frey, C. C. C.	4	2:45:00

Points—Parkides, 95; Ramblers, 82; Press, 78; Comrades, 15.

Fred Titus, barred from the path himself, has turned race promoter. His first meet will occur to-morrow night on Olympic track. Bald is billed for an exhibition ride and Teddy Goodman and W. A. Barbeau for a match race. Harrison, Leferson and Roome are among the entries.



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BRANCHES IN ALL PARTS OF THE CIVILIZED WORLD.

DID NOT ENTHUSE.

With a Good Track, Better Racing and Some Amusing Incidents, Plainfielders Give Racing a Chill.

Unresponsive is the word that most politely describes the Plainfield people.

As a whole, they are a well-to-do lot. They have made their town an attractive, park-like place—a place of handsome houses, well kept lawns and tree-embowered and fairly well-kept streets. The cycling population is large, extremely large. The younger element to a child is seemingly a cycling element. There seem not half a hundred houses in Plainfield that have not at least one bicycle in the family. But for all of that the Plainfielders resolutely refuse to enthuse over cycling matters.

On the edge of the town, the comparatively few enthusiasts—Teel, Rodgers, Lister and others—banded as the Crescent Wheelmen, some three years ago, constructed a three-lap track. Each year they have given three or four meets. On but two occasions have the townspeople interested themselves sufficiently to attend in any great numbers. But the club, with a persistence deserving of better reward, has gone right on, pocketed its losses and tried again. Its last trial was on Saturday last. The affair was a National circuit meet. Cooper, Bald, Gardiner, Kiser and a lot of the other bright, shining stars were there. But once more did the Plainfield people fail to respond. Not more than 1,200 spectators were in evidence, and of these quite a few were from New-York—which is but one hour distant—and neighboring towns. They were well rewarded.

Half a dozen hurricane finishes and two roaringly funny incidents marked the afternoon. One of the latter occurred in the first heat of the novice race. Three white men and three negroes started. On the last lap two of them fell; fifty yards further and two more—one white and one black—went down. Picking themselves up, they seized their wheels only to find them interlocked. They tugged away for a moment, then dropped their wheels and sprinted to the tape. Informed that they must bring their wheels across the line, they ran back, picked up the wheels and had another tug-of-war. The negro was nearest the tape and tried to drag his white rival across. The latter resisted with all his might. While the crowd was roaring with laughter one of the negroes who had been first to fall came along, head down, and dashed into the struggling pair. He almost slid over the tape on his forehead. The scene was side-splitting and fairly convulsed the crowd. One of the negroes, Peter Simmons, finally won the race after two runovers.

The other incident was supplied by a slightly built youth with a small mustache. V. N. Hubbard, of New York, he was titled, as programmed, but Voorhis is said to be his baptismal name. He was billed to attack the two-thirds mile unpaced record. No one had heard of him before, and when he made his appearance in a black racing costume and a wealth of fringed red sash, he was promptly given the laugh. He rode a road wheel and took himself real seriously, despite the "guying" of the crowd. He covered the distance in 2:07 and finished groggy. It afterward transpired that, like a conceited amateur Thespian, he had paid for the privilege of making the trial. The Race Committee, scenting amusement, and to fill a gap in the programme, humored him.

The three professional events were as warm as could be wished for. In the half-mile, Cooper started the sprint rounding into the backstretch. Bald collared him at the head

of the straight, and, with Kiser and Murphy at his heels, penned in Cooper. They crossed the line that way. Ziegler, on the extreme outside, came like a cyclone in the last twenty yards, and seemed to have the best of Cooper by three or four inches, although the judges decided otherwise.

In the mile, Cooper again attempted a long sprint, and Bald again headed him in the straight. A bad spill in the backstretch had cleared the track, and the two had a free field. Bald was a length to the good fifty yards from home, and strove hard to hold it, but Cooper stuck to his work as gamely and poked his nose in front three yards from the line. Jack and Macdonald, the only contestants to clear the wreck on the far turn, rode in in that order. Both had qualified by pacing their heats, a practice upon which, it is understood, Chairman Gideon is inclined to frown. The final was paced by Mertens and Maddox. Those who fell were Kimble, Ziegler, Loughead, Mosher and Neville. Gardiner had qualified in his heat but did not start in the final.

In the final of the two-mile handicap the men bunched inside the first lap and finished in such a close jumble that it took the judges to place them. Church, 40 yards, got the decision.

Both amateur events resulted in blanket finishes. Dawson might have won the two-thirds mile had he not gone to sleep at the extreme end of the Indian file and not awakened until the sprint was well under way. He then came like a streak of black lightning, but too late. Harrison and Lefferson won the tandem race in a ding-dong finish with Rooome and Ripley on the last lap. Hand and Cumming, a local crew, roused the crowd to a frenzy of excitement by darting up the high banking and then coming down like an avalanche, getting a lead of six yards. The sprint was too long, however, and they died in the stretch. Summary:

One-mile novice—1, Peter Simmons, Plainfield; 2, H. L. Lester, Plainfield; 3, W. L. Abbey, Brooklyn. Time—2:46.

Two-thirds mile, final—1, Joe Harrison; 2, W. C. Rooome; 3, Ray Dawson; 4, F. W. Right; 5, E. T. Allen; 6, J. T. Beam; 7, L. R. Jefferson. Time—1:40 4-5.

Half-mile scratch, professional—First heat—1, Bald; 2, Gardiner; 3, Kiser; 4, C. A. Church; 5, R. L. Wherle; 6, Chris Hadfield. Time—1:10 3-5. Second heat—1, Ziegler; 2, Cooper; 3, Murphy; 4, Mosher; 5, C. B. Jack; 6, J. C. Bowler. Time—1:11 1-5.

Third heat—1, Kimball; 2, A. C. Mertens; 3, Loughead; 4, H. C. Clark; 5, Maddox; 6, R. P. McCurdy. Time—1:10 3-5.

Final heat—1, Bald; 2, Kiser; 3, Murphy; 4, Cooper; 5, Ziegler; 6, Kimble. Time—1:10 3-5.

One-mile handicap, final—1, B. T. Allen, Bath Beach (50); 2, C. H. Tomlinson, Riverside W. (90); 3, Charles O'Connor, Knickerbocker A. C. (60); 4, Thomas Firth (100); 5, Louis Hunter (50). Time—2:14 3-5.

One-mile scratch, professional—First heat—1, Bald; 2, Mosher; 3, McCurdy; 4, E. P. Thompson; 5, Hadfield; 6, Wehrle. Neville qualified by pacing. Time—2:20.

Second heat—1, Cooper; 2, Gardiner; 3, Loughead; 4, Maddox; 5, Bowler. C. B. Jack qualified by pacing. Time—2:17 3-5.

Third heat—1, Kimball; 2, Ziegler; 3, Kiser; 4, Maya. Time—2:17.

Final—1, Tom Cooper; 2, E. C. Bald; 3, Carroll B. Jack; 4, Ray McDonald. Time—2:13.

Two-mile professional handicap. First heat—1, H. C. Clark (80); 2, McCurdy (60); 3, Mertens (40); third; 4, C. S. Wells (120); 5, Maddox, Asbury Park (60), fifth. Time—4:45.

Second heat—1, C. A. Church (40); 2, Maya, Erie (140), second; Loughead (20), third; 3, Jack (60); 4, Hadfield (90), fifth; 6, Thompson, Newark (120), sixth. Time—4:49 4-5.

Final heat—1, C. Church, (40); 2, F. Loughead (20); 3, E. Thompson (120); 4, Wells (120). Time—4:57 3-5.

Two-mile scratch, tandem—1, Joe Harrison and L. R. Lefferson; 2, Bert Ripley and W. C. Rooome; 3, T. A. Cumming and E. T. Hand; 4, J. Giles and M. Shannon. Time—4:29.

"SKEETER" PACING TRIED.

It Was a Success as an Anti-Loafing Tonic At the Quill's Postponement.

As though ashamed for his most ungracious conduct on the occasion of the Quill Club's meet, at Manhattan Beach, two weeks ago Saturday, the clerk of the weather smiled his sweetest smile on Thursday of last week, when the postponed events were run off at the Waverly (N. J.) track. He gave to the club one of those bright September days, such as you read about. But Thursday is a work day, a day on which most people toil, and despite the allurements of the crack-jacks, Michael, the Welshman, and a race between Cooper and Johnson, scarcely a thousand spectators were present. Still the presence of the bare-legged riders was deeply appreciated by the denizens of the nearby meadows, known as Jersey 'skeeters. They turned out by the thousands, nay, by the millions, and were not at all backward in introducing themselves. They flew in swarms that almost darkened the sky outside the grounds and over the infield, and caused the riders to pedal in a manner that necessitated no time limits, to keep their skins whole. The track was in perfect condition, and the events hanging fire were run off in two hours' time.

As a result of the sudden termination of the Manhattan Beach meet, the final of the mile invitation was practically a match between Johnson and Cooper, the only contestants. Single pacing was given by Cooper and Macdonald. Cooper caught the pace and Johnson glued on behind. This position was maintained until coming into the stretch, when Johnson broke loose and strove for the tape on the outside. He worked with his head and his shoulders as well as with his legs, and fifteen yards from the tape seemingly had the best of it, when Cooper, who maintained the pole, shot forward and crossed the tape, with Johnson at his rear wheel.

A couple of quads, manned by local riders, and triplet, ridden by the Jallu brothers and Callahan, paced Michael in his five-mile record-breaking attempt. But whether it was the poor pacing of the quads or Michael's fear of the mosquitoes, he failed to cut the figures, finishing in 10:01 1-5 which is said to be the best time ever made on a trotting track.

Bald rode from scratch in the mile handicap, and easily caught the bunch. He wormed his way to the front, and looked a winner in the sprint, but Mertens had a bit more up his sleeve, and nipped the Bison at the tape. Rooome, Dawson and Harrison came together again in the five-mile metropolitan championship, and, as in the recent New Jersey Division championship race for that distance, they finished in the above-named order, inches apart. In the mile trials against the watch Harrison made the best time, doing his trial in 1:50. Summary:

Two miles (handicap)—1, C. A. Carlson, Greenwich Wheelmen (115 yards); 2, G. B. Smith, Freeport B. C. (115 yards); 3, W. L. Hicke, South Brooklyn W. (205 yards); 4, W. H. Looes, Jr., Orient W. (125 yards). Time—4:36 4-5.

One-mile handicap (professional)—1, A. C. Mertens, Chicago (40 yards); 2, E. C. Bald, Buffalo (scratch); 3, W. A. Barbeau, New York (70 yards); 4, Earl Kiser, Dayton, Ohio (40 yards). Time—2:10 1-5.

One-mile invitation (professional)—1, Tom Cooper; 2, John S. Johnson. Time—3:13 4-5.

Five miles (championship Metropolitan District)—1, Walter C. Rooome; 2, Ray Dawson; 3, Joe Harrison. Time—12:38.

One mile (trials, paced)—Joe Harrison, 1:59; Ray Dawson, 2:00; W. H. Owen, 2:01 1-5.

MAC DEFEATS MICH.

Boston's Pride Does Wales' Best-Corcoran Benefits Not Largely by His Benefit Meeting.

Boston, Sept. 26.—There was a benefit race meet at the Charles River track to-day—a benefit for Manager Corcoran—but, despite an attractive card, the attendance was light. The comparatively few spectators who occupied the grandstand were cold and unenthusiastic, and even the appearance of little Michael failed to bring out a welcoming handclap.

The star attraction was the ten-mile match race between Michael and E. A. McDuffee, but, owing to the unequal distribution of the pacing machines, Michael quit at two miles, McDuffee continuing alone. He finished in 20:18 2-5, putting up a new standing-start competitive paced record. Sextuplets, quints, quads and triplets were used to pull the men along. A pretty start was made. The six-seated pacing machines crossed the tape as the pistol was fired. McDuffee got the best of the sprint, and caught his pace the first. The first mile was ridden in 2:15, with Michael's pacers trailing McDuffee. At the mile and three-quarters the Welshman changed his pace and went up in the lead, gaining fully three lengths on the Boston rider. Michael was then riding in gallant shape, and the friends of McDuffee were not feeling as jubilant as at the start. Michael finished the second mile in the lead in 2:01 3-5.

Here a change of pace came, and McDuffee, getting the rear of the sextuplet, fairly pulled in the distance between himself and his famous adversary, so much so that as they turned from the homestretch he had gained the lead and was being rapidly pulled away, when Michael dismounted on the backstretch. He complained that his pacing was inferior to McDuffee's. From this out McDuffee rode a pretty race, and the work of his pacers was something wonderful to behold. They picked him up without the slightest hitch and brought him the last five miles under record time.

Another match race of more than ordinary interest was that between Johnson and Tom Butler, a mile. Each man had a triplet as pacemaker, for Johnson being manned by the Jallu brothers and Steenson, while Callahan, Hoyt and Walsh were up for Butler.

Butler caught his pace the first, and held the lead until the last lap, when Johnson went up and won out. The mile was in 1:56 1-5, which is a track record. The fractional times were 33 1-5, 42 3-5, 1:01 2-5, 1:21 2-5 and 2:30 1-5. Johnson came home several yards to the good, the local pacers being no match for the Frenchmen, while the spectators remained dumb.

The sextuplet, with Saunders, Crooks, Pierce, Frank Butler, Caldwell and Coleman, rode the mile in 2:04, a world's record for that machine. The amateur and professional events brought out large fields, but were devoid of particular interest. Summary:

One-third mile—1, F. A. Gately, Boston; 2, Robert Urquhart, Boston; 3, C. M. Donahoe, Lynn. Time, 42 2-5 seconds.

One Mile, Professional, Handicap—1, Frank Butler, Cambridge (60 yards); 2, Burns, W. Pierce, Boston (100 yards); 3, A. W. Crooks, Buffalo (60 yards); 4, Watson Coleman, Boston (scratch). Time, 2m. 9s.

Mile Handicap—1, H. W. Frye, Boston (110 yards); 2, James Urquhart, Boston (30 yards); 3, James Clark, Boston (30 yards); 4, F. F. Harris, Lowell (30 yards). Time, 2m. 16 1-5s.

Mile—Berto sextuplet, 1m. 41 1-5s.; intermediate times, 24 4-5s., 32 4-5s., 49 3-5s.

Mile, Professional, Tandem, Handicap—1, Hoyt and Newton (scratch); 2, Callahan and Coleman (40 yards). Time, 1m. 56 1-5s.

Mile, match between John S. Johnson and Tom Butler, triplet, paced—Won by John S. Johnson. Time, 1m. 56 1-5s.

One Mile, Invitation—1, C. H. Drury, Winchendon, Mass.; 2, E. M. Blake Keene, N. H.; 3, J. P. Clark, Boston. Time, 2m. 7s.

Mile tandem match between Urquhart brothers and Plantiff and Fowler. Won by Urquhart brothers. Time, 2m. 4s.

Ten-mile match—Won by E. A. McDuffee. Time, 20:18 2-5. Intermediate times:

Miles.	Leader.	m. s.	Time for mile.
1.....	McDuffee.....	2:15	2:15
2.....	Michael.....	4:16 3-5	2:01 3-5
3.....	McDuffee.....	6:05 4-5	1:49 3-5
4.....	McDuffee.....	8:00	1:54 1-5
*5.....	McDuffee.....	10:07 3-5	2:07 3-5
*6.....	McDuffee.....	12:08 2-5	2:00 4-5
*7.....	McDuffee.....	14:05 2-5	1:56 1-5
*8.....	McDuffee.....	16:08 4-5	2:03 1-5
*9.....	McDuffee.....	18:13 4-5	2:05
*10.....	McDuffee.....	20:18 2-5	2:04 3-5

*Records.

AN INNOVATION THAT FAILED.

Bunnell's series of night races came to a conclusion on Saturday night at the Tioga track. The intended drawing card, a handicap hour race, fell flat. Kluge, the limit man, started three minutes before Starbuck, figuratively scratch, and made five laps in that time. The handicaps proved confusing to the contestants and spectators alike, and no one except the scorers knew at any time the relative positions of the various men. There was, as a consequence, no interest in the race until the thirty-second minute, when Starbuck, who had been trailing the limit man, spurred and gained about a quarter of a mile and lapped the bunch of lesser handicap men. Dampman dropped out after riding about fifty minutes. At this juncture Starbuck made another spurt and made up sufficient distance to place him near the men who had the handicaps. With five minutes to go, Starbuck made another one of his celebrated spurts and gained some distance, but the pace seemed to be killing and he was unable to hold his advantage. After the race was over it was some time before the officials were able to determine the winners, as it required quite an exhaustive mathematical analysis. It was the general opinion among the regulars that hour races are not destined to prove a success. About 1,500 spectators were present. Summary:

Mile handicap, amateur—Final, 1, S. Moore; 2, I. Vernier; 3, W. H. Cressy. Time, 2:15 4-5.

Mile handicap, professional—First heat, 1, W. E. Dickerson, 60 yards; 2, H. Eckhardt, 300 yards; 3, L. S. Hall, 105 yards; J. F. Starbuck, scratch. Time, 2:19 2-5. Second heat, 1, W. A. Rulon, 60 yards; 2, B. C. Betner, 65 yards; 3, A. Boone, 135 yards; 4, Charles Turville, 85 yards; 5, C. E. Kluge, 95 yards. Time, 2:12 4-5. Final heat, 1, W. E. Dickerson; 2, H. E. Eckhardt; 3, W. A. Rulon; 4, C. Turville. Time, 2:10 3-5.

Mile tandem, handicap—1, Cummings and Diddleback, scratch; 2, Neal and Burkholder. Time, 2:15 2-5.

Five-mile handicap, amateur—1, M. Massey, 300 yards; 2, James Logue, 300 yards; 3, A. Reinert, 300 yards; 4, W. A. Bell, 300 yards. Time, 12:10.

Professional, one-hour race, handicapped by seconds—1, W. A. Rulon, 45 seconds; 2, H. W. Eckhardt, 1 minute 30 seconds; 3, W. E. Dickerson, 1 minute 15 seconds; 4, C. E. Kluge, 3 minutes. Fifth place in dispute between L. S. Hall, 2 minutes; S. L. Cassidy, 2 minutes 15 seconds, and H. N. Swank, 2 minutes 30 seconds. Distance, 22 2-3 miles.

SIMILAR IN NAME ONLY.

At the Westboro (Mass.) fair, September 24, W. J. Tanzler won the mile open in 2:25 1-5; John S. Johnson, Worcester, second; F. W. Stockbridge, third. Johnson finished third in the two-thirds-mile handicap from scratch. James Rutherford, sixty-five yards, won the event in 1:31.

NOT A SINGLE NOVICE.

All Cracks in Cleveland, So It Seems—Wanted a Knockout at One Stage.

Cleveland, Ohio, Sept. 28.—Another State amateur competition record went to smash at Saturday's races at C. A. C. Park, H. E. Wood bringing the two-mile mark down to 4:34 2-5. Former record, 4:38, held by A. E. Ellis. The meet was a benefit to Cleveland's "pros," the brothers Johnson and Dr. A. J. Brown, and was a success all around, the attendance being good for this city in spite of the inclement weather of the morning, and the last professional ball game of the season as a counter attraction.

In the five-mile amateur, open, occurred the only trouble of the afternoon, but what threatened to develop into a small-sized riot was nipped in the bud by one of the principals declining to further the matter. There was a large field of starters, and as most of them objected to tandem pace it was agreed to take turns in quarter-mile pacing. The plan worked all right for about three miles, and then some whose turn it was to get to the front demurred, and in order to get inside the limit of 13:30 placed upon the race others had to go around them. The race finally narrowed down to Wood, Emerick, Glen Wiley and Blackmore. On the backstretch, in the last lap, with Emerick slightly in the lead, Wood and Wiley came together with a crash and down they went. Wood was up in an instant and put up his fists for a fight, but Wiley declined. By this time three-fourths of the people in the grounds were across the field to see the contest not on the programme, but they were doomed to disappointment. Wiley was cheered by the good-order people, who remained in their seats. Blackmore, who had been pegging away half a lap behind the bunch, took advantage of the disturbance and came in second. Our racing men have so good an opinion of themselves that we have run out of novices, the race of that character not being run for want of entries. Summaries:

Quarter-mile open, professional—1, E. C. Johnson; 2, L. C. Johnson; 3, Barney Oldfield. Time—0:34 3-5.

One-mile open—1, H. B. Wood; 2, F. R. Blackmore; 3, P. J. McIntyre. Time—2:24 1-5.

Half-mile open, professional—1, O. P. Bernhart; 2, E. C. Johnson; 3, A. J. Brown. Time—1:16 2-5. Time limit of 1:15. No race.

Two-mile open—1, Wood; 2, W. S. Emerick; 3, Glen Wiley. Time—4:34 2-5.

One-mile open, professional—1, A. J. Brown; 2, Bernhart; 3, E. C. Johnson. Time—2:22 2-5.

Five-mile open—1, Emerick; 2, Blackmore. Time—13:25.

Two-mile open, professional—1, Brown; 2, E. C. Johnson; 3, Bernhart. Time—4:44 4-5.

WILL CONGREGATE AT CANTON.

Cleveland, Sept. 28.—Saturday next is to be Wheelman's Day at Canton, Candidate McKinley's home. Cleveland will be the gathering point for the clans. The local McKinley and Hobart Cycling Club, which already numbers over a thousand members, although organized less than a week, will have the affair in charge. Not less than 2,000 wheelmen from Chicago alone are expected to arrive on Saturday morning, and this number will be swollen by delegations from Indiana, Michigan, Kentucky, Pennsylvania, Western New-York and all parts of Ohio.

CLOSE CORPORATION.

What events W. M. Pettigrew did not win at the Weymouth (Mass.) Fair met, September 24, were captured by the Clarke brothers, Pettigrew's wins were the mile handicap (70 yards), in 2:20, and half-mile open in 1:14. J. P. Clarke took the mile open in 2:54 and the five-mile handicap (100 yards), in 14:46. W. F. Clarke's win was the two-mile handicap (80 yards), in 5:12. They shut out the other riders completely.

RECORD IN TANDEM SPILLS.

Baltimore, Sept. 29.—Although tandem races have been numerous this season, accidents to the riders of two-seated machines on the track have been almost unheard of. At the meet at the Cycle Park to-day, however, two tandem teams figured in one of the most sensational spills of the year. It was at the first turn on the last lap, when all began to spurt, that the collision occurred. Two tandems came together, and the four riders shot into the air, striking the ground with great force. Three of the riders were knocked senseless, and one, LeCompte, broke his collar bone. Robert L. French, though severely shocked, never lost his nerve. Jumping from the ground, he grabbed the tandem and rode in alone, taking second prize.

In the professional two-mile race, Chairman Gideon, who was the referee, disqualified E. G. Aker, the Minneapolis flyer, for team racing with Carter. Aker had apparently been hopelessly handicapped and trailed behind, while Carter cut out a terrific pace. He gradually slowed, and while the other riders were manoeuvring for the finish, Aker came along like a shot and crossed an easy winner. Hadfield was entered in several events but did not appear. As a consequence, he will probably again figure in Gideon's bulletin. Summary:

One-mile, novice—1, W. J. Wilkinson; 2, L. Eckstein; 3, James Worth. Time—2:32.

One-mile, scratch, professional—1, E. G. Aker, Philadelphia; 2, W. W. Phelps. Time—2:16 2-5.

One-mile, scratch—1, Clarence Knight; 2, W. G. LeCompte; 3, Claude Leatherbury. Time—2:21 2-5.

Two-mile handicap, professional—1, W. W. Phelps, 80 yards; 2, J. M. White, 80 yards; 3, C. H. Shaffer, 120 yards. Time—3:14.

One-mile lap—1, W. G. LeCompte, 10 points; 2, E. G. Smith, 9 points; 3, S. Shallcross, 3 points. Time—2:37 1-5.

One-mile, tandem—1, A. C. White and A. M. Krager; 2, R. L. French and mate. Time—2:35 3-5.

Two-mile handicap—1, T. L. Leyers, 80 yards; 2, R. L. French, 100 yards. Time—5:02 1-5.

KRICK KEEPS RIGHT ON WINNING.

Reading, Pa., Sept. 26.—But few amateurs in the country have won more prizes this season than C. W. Krick, of Sinking Springs. It is seldom that he appears on the track without getting a position. At the Electric Wheelmen's meet to-day he rode in his usual winning form and captured the half and mile open, the lap race, and took second in the three-mile handicap. The meet was the most successful of the season held in this city, over 4,000 spectators being in attendance. Summary:

One mile (novice)—1, Harry D. Nein, Reading; 2, A. J. Shartle, Reading; 3, James Savage, Hyde Park. Time—2:33.

Half-mile (open)—1, C. W. Krick, Reading; 2, Charles H. Henzel, Philadelphia; 3, B. B. Stevens, Philadelphia; 4, J. A. Shomo, Philadelphia. Time—1:13.

One mile (open)—1, C. W. Krick; 2, Charles H. Henzel; 3, B. B. Stevens; 4, P. L. Davis, Bryn Mawr. Time—2:27.

Two-mile lap race—1, C. W. Krick, 16 points; 2, E. S. Youz, Reading, 8 points; 3, W. M. Trott, Germantown, 7 points; 4, Craig Stewart, Harrisburg, 4 points. Time—2:14 2-5.

Three miles (handicap)—1, A. J. Shartle, Reading (275 yards); 2, C. W. Krick (scratch); 3, W. B. Cleaver, Reading (275 yards); 4, C. H. Henzel (40 yards). Time—7:00 1/2.

LAUGHED AT IN THEIR OLD AGE.

A memory of the past in the shape of an ordinary race was gazed by the spectators at the meet held on the old Glenmere track, Lynn, Mass., September 24. There were but two contestants in the race, and their efforts to sprint was what amused the onlookers. Tom Butler had no trouble in winning the

mile open, fairly running away from Newton, Berlo, Steenson and Weing in the final. He afterwards rode against the track record of 2:08. Although poorly paced, he finished in 2:07 2-5. Summary:

One-mile, 3-minute class—Final—1, G. L. Howland; 2, J. F. Ingraham; 3, M. W. Gray. Time, 2:25 1-5.

One-mile, open, professional—Final, 1, Tom Butler; 2, C. R. Newton; 3, P. J. Berlo. Time, 2:30 2-5. J. Fitzgerald, H. H. Steenson, A. L. Weing also qualified.

One-mile, handicap, professional—1, C. R. Newton (40 yards); 2, Tom Butler (scratch); 3, H. H. Steenson (80 yards); 4, P. J. Berlo (40 yards). Time, 2:12 4-5.

One-mile, ordinary, professional—1, A. A. Jackson; 2, A. J. Hammond. Time, 4:03 2-5.

Two-mile handicap—1, G. L. Howland (60 yards); 2, J. F. Ingraham (40 yards); 3, B. Halliday (100 yards). Time, 4:58 3-5.

HE WASN'T "TERRIBLE" TO MONTE.

A twenty-five mile match race attracted over a thousand spectators to the Crescent Park track, Providence, on Saturday last. The contestants were Monte Scott, the holder of the Irvington-Millburn course record, and Carl Swenson, who is known in Providence as the "Terrible Swede." What constitutes his ferocious qualities to gain him the sobri-

Jersey A. C.; 3, William Schneider, Riverside Wheelmen. Time—2:27.

One mile (handicap, professional)—Final—1, F. Goodman, R. W. (scratch); 2, William A. Barbeau, R. W. (30 yards); 3, H. K. Smith, Brooklyn (40 yards). Time—2:27.

Two miles (handicap, professional)—Final—1, H. K. Smith (70 yards); 2, W. A. Barbeau (50 yards); 3, George P. Kuhke, South Brooklyn W. (90 yards). Time—5:22 1-5.

Two miles (handicap)—Final—1, W. C. Roome (scratch); 2, W. H. Owen (25 yards); 3, F. W. Richt (50 yards). Time—5:20 1-5.

POSTPONED, BUT PROSPERED.

A good-sized crowd attended the Capital City Cyclers' postponed meet, at Harrisburg, Penn., last week. The principal events resulted as follows:

One-mile handicap—1, W. A. Lantz, Harrisburg; 2, E. P. Youse, Reading; 3, J. A. Kepple. Time—2:31 4-5.

Third-mile, open—1, E. P. Youse; 2, W. A. Lantz; 3, C. W. Krick. Time—0:46 4-5.

Five miles, handicap—1, L. F. Smiley, 350; 2, G. S. Fenstermacher, 375; 3, A. A. Seifert, 350. Time—12:31 3-5.

THREE TIMES AND WON OUT.

Haverhill, Mass., Sept. 26.—After three postponements on account of stormy weather, the meet of the Kenozia Cyclers was successfully run to-day. The attendance was large. Summary:

One-mile handicap—1, F. P. Kent, Rowley, 90 yards; 2, C. A. Bodwell, Haverhill. Time—2:17 2-5.

Half-mile open—1, Wm. Pettigrew, Lynn; 2, F. J. Osgood; 3, C. F. Glover. Time—1:11 2-5.

Two-mile handicap—1, D. Cote, Lowell, 130 yards; 2, F. P. Kent; 3, C. F. Glover. Time—1:11 2-5.

LIKE LOT'S WIFE.

After winning the novice race at the meet of the Ridgeway (Penn.) B. C., September 25, Frank M. Holes took the two-mile handicap, but was disqualified for looking around. The race went to L. L. Miner, who won also the third mile open in 48 seconds. J. C. Murphy captured the mile open in 2:40, with Miner second.

THREE OUT OF FIVE.

Michigan riders turned out in large numbers at the Barry County Fair, Hastings, Mich., September 24, but H. Hart, of Grand Rapids, despite the rough track, captured three of the five events. E. A. Moross, Detroit, ran second to him, and finished first in the two-mile lap race.

TWO OUT OF THREE FOR BERTIE.

A series of match races were run at Omaha last week between Bertie Banks, of Denver, and Floyd McCall, of Omaha. McCall won the first mile race in 2:20 2-5; Banks the second in 2:21 2-5. The deciding race was for two miles, which Banks won in 5:28 2-5.

KRICK, ONE, TWO.

At Lancaster, Pa., September 24, C. W. Krick won the half-mile open in 1:06 3-5, the mile open in 2:28, and finished second in the five-mile handicap from scratch. W. M. Trott, 100 yards, won the latter event in 12:47 3-5.

TOOK EVERYTHING IN SIGHT.

At the county fair at Caro, Mich., September 25, J. A. Moross, of Detroit, carried off the honors of the day by winning every race on the card, barring the novice and an event for farmers. The times were slow.

FORTY AND SIX STARTED.

Forty-six riders started in a road race from Gloucester, Mass., to Manchester and return, seventeen and a half miles, September 24. T. A. Barnaby, Revere, won and also took the time prize in 48:15.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK-REPAIR TIRE
BECAUSE IT GIVES THE LEAST
TROUBLE AND THE MOST COMFORT
TO THE MOST PEOPLE

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CHICAGO

ety is a matter of conjecture. He fell a comparatively easy victim to Scott, and at twenty-three miles dropped out of the race. The men rode in opposite directions on the track. Swenson rode the regular way and had to ride wide for Scott to pass. Swenson set a hot pace and endeavored to gain a lap on his antagonist, reeling off the first mile in 2:28. For the first five miles he gained about ten yards to the mile. He continued to force the race until the seventeenth mile, when he had about 200 yards to the good. Then he renewed his efforts to gain the lap, and came within thirty yards of doing so, when he began to die. Scott then gained on him at each lap, and at twenty-three miles Swenson dismounted, completely used up. Scott finished in 1:10:02.

NIGHT RACING IMPROVED.

Higher banking on the track and improved lighting arrangements caused the meet at Olympia Park, Harlem, on Saturday evening last to be an improvement on some of the past events. The sensational win of the evening was made by Goodman, who took the mile handicap from scratch. Roome lost the mile open to Owen, but made amends by capturing the two-mile handicap from scratch, winning by a length from Owen. Summary:

One mile (open)—Final heat—1, W. Owen, Knickerbocker A. C.; 2, Walter G. Roome, New

CHANGED HIS TUNE.

Perhaps there never was a more unpromising fighter of the professional and upholder of the amateur than P. S. Collins, of Philadelphia. Himself an amateur of the amateurs, an enthusiastic Leagueite and clubman, in his paper, "The Ledger," and in private as well, he has heretofore declined to admit that the professional was worthy of anything save condemnation. Evidently Mr. Collins has had a change of heart, for he speaks by the card when he goes on record in "The Ledger" in this fashion:

"It is a noteworthy fact that the great bulk of the more trying and difficult work done by the Racing Board this year has been in connection with alleged amateurs charged with secretly accepting money for their appearance on the track while masquerading under the cloak of amateurism.

"From the outset there has been practically no trouble whatever with the professional riders, that class having been entirely free from any suspicion of crooked riding or double dealing. Almost without exception they have accepted without question the rulings of the Board and race meet promoters, and some of these rulings, it must be conceded, have been pretty severe when compared with the offences committed.

"If the present constitution of the L. A. W. bars professionals from membership on the assumption that the amateur racing men are a more desirable class of members, the sooner a change is made the better, for so long as the former conduct themselves as they have conducted themselves this year they are, to the mind of the average observer, very much more to be desired than those men who, while claiming to be amateurs riding for sport, are being subsidized."

HERE IS A FIRST-FLIGHTER.

Since Charles W. Krick first showed what was in him by unexpectedly winning one of the time prizes in the Irvington-Millburn road races, he has added greatly to his fame and to his trophies, but he still remains the same quiet, unassuming fellow, totally devoid of the air of importance and the brag and bluster which characterize so many of those who make a few "killings" on the path.



Charles W. Krick.

When he works Krick tends the toll-gate on the Lebanon Turnpike at Sinking Springs, a suburb of Reading, Penn. On play day he takes his wheel to the track, and this season has won thirty-seven firsts, seven seconds and seven thirds, and the fact that he recently won a mile handicap from scratch in 2.09 demonstrates that his victories have not been flukes.

They tell an interesting story regarding his toll-gate custodianship. It seems that on a certain day two smart but misguided youths gayly pedaled by the Sinking Springs mulcting station. On being asked for the usual fee demanded for using the road, they, as a Bowery boy would put it, gave him "the merry ha-ha." Not content with this, one of them turned in his saddle, put his thumb to his nose and wobbled the remaining four fingers in a decidedly undignified fashion. This was too much. It took but a minute for Pennsylvania's State champion to grab his wheel. Never in his experience as scratch man in a handicap did he get away quicker from his mark. That he was unspaced mattered little, and that stretch of Lebanon pike witnessed a sprint such as the paying audience of a grand-stand has never seen. He caught his field, and what happened then will never be told, but Krick is big and strong, and he was mad. He got his toll, and after all, that was what he wanted.

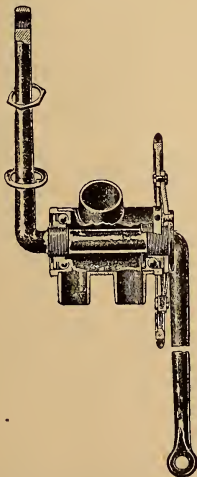
On the track he is a regular "horse," never seeming to tire. As an unspaced rider, it is the opinion of good judges that his equal in the amateur ranks does not exist, and while speaking of men fit to try for the hour record against Father Time, the prediction is not far wrong that Krick could make an effort would prove one of the most creditable yet made on this side of the water.

MIXING THEM UP.

The Yellow Fellow Club has offered a handsome prize for a multicycle race between a sextuplet, a quad, a triplet, a tandem and single wheels, to be held at the race meet of the Westchester County Wheelmen at White Plains to-morrow. The race will be a two-mile handicap, and as it is the first of this kind in the United States, it is attracting a deal of attention.

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See Our 1897

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NATIONAL CYCLE SHOWS.

Under the auspices of the National Board of Trade
of Cycle Manufacturers, National Shoe
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Broadway, New York.
January 23-30—Chicago, Colis-um.
February 6-13—New York, Grand Central Palace.

FOREIGN CYCLE SHOWS.

Nov. 20-28—Stanley; Agricultural Hall, Islington,
London, N. E. A. Lamb, Secretary, 57 Chancery
Lane, W. C. Telegraphic address: "Insup-
pressible, London."
Dec. 4-12—London, National Show, Crystal Palace;
Frank Pasch, Secretary, 48 Holborn Viaduct,
London.
Dec. 12-27—Paris, Palais de l'Industrie, Champs Ely-
sees; M. Rivort, Manager.
Jan. 2-9—Manchester, Eng.

TRADE CHANGES.

ALABAMA.

Cullman.—Henry Schrvn, general store,
desires bicycle agency.

COLORADO.

Colorado Springs.—L. J. Parker, sold out.

CONNECTICUT.

New-Canaan.—Merritt Cycle Co. Dissolved.
Norwich.—Thames Chain and Stamping Co.
Shareholders: T. D. Robertson, F. W. Carey,
H. B. Carey and William E. Hiscock. Capital
stock, \$10,000.

FLORIDA.

St. Augustine.—Walter Henry will open
store in Cordova block.

ILLINOIS.

Chicago.—Dodson & Kerr. Stock seized
under mortgage for \$456.

Chicago.—Empress Cycle Co. reported dis-
continued.

Chicago.—Robert Preston, arrested for con-
veying property to defeat execution for \$1,895.

Chicago.—Sieg & Walpole Manufacturing
Co., Kenosha, Wis.; sued here, with others,
for \$10,000, as indorsers.

Chicago.—Oscar St. Clair, bicycle dealer,
who was arrested on a charge of obtaining
money under false pretences, did not appear
in court when his case was called. He was
arrested on a warrant sworn out by Wil-
liam H. Saunders, who declared in his com-
plaint that the defendant had taken \$200
from him, promising to give him a situation
and keeping the money as security. Some
time later St. Clair failed, and also failed
to give Saunders back his money. Charles
E. Pratt is his bondsman to the extent of
\$500. When St. Clair failed to show up,
Justice Everett continued the case for three
days, giving the bondsman leave to reinsta-
te.

Galesburg.—F. T. Peterson's bicycle estab-
lishment at 219 South Chambers street
destroyed by fire.

INDIANA.

Huntington.—William John & Son, bicycles;
reported assigned.

Logansport.—Kries Brothers Manufacturing
Co.; receiver appointed. Liabilities, \$17,000;
nominal assets, \$60,000.

Millersburg.—S. L. Thomas, general hard-
ware; will add bicycles and desires agency.

KENTUCKY.

Pilot Oak.—George C. Roach, bicycles; as-
signed.

MAINE.

Portland.—The Brown Bicycle Pump Co.;
organized with Elijah H. Austin, New-York,
president; Joseph J. Dimock, New-York,
treasurer. Capital stock, \$100,000.

MARYLAND.

Baltimore.—The Alfred Ely Co., dealers in
hardware and bicycles; assigned. It claimed
a paid-in capital of \$30,000. Estimated li-
abilities, \$35,000; assets, \$50,000.

MASSACHUSETTS.

Boston.—Columbus Cycle Co. (D. M. Keig-
win and William W. Proctor); Frank W. Brig-
ham appointed assignee.

Franklin.—Oscar J. Daniels; assigned to
William M. Comey. Liabilities, \$1,200; as-
sets, \$200.

Worcester.—Worcester Cycle Manufac-
turing Co.; mortgage for \$500,000 to secure
bonds.

MICHIGAN.

Coldwater.—Shurgers Bros.' hardware stock
purchased by D. C. Allen & Co. Messrs.
Shurgers will hereafter devote their entire at-
tention to the manufacture of bicycles.

Detroit.—Alex. E. Sprung, bicycles, report-
ed recorded chattel mortgage for \$1,200.

Ishpeming.—William Pennglase. Sold out to
Kilstrom & Lindquist.

Kalamazoo.—Celery City Cycle Company
reported succeeded by Marion E. Holmes.

MINNESOTA.

Winona.—Henry Svengsaard, of Chicago,
sued for \$40,000 by N. M. Littlejohn, a
banker of Whitewater, Wis., alleged to be
due in connection with a former partnership
in the bicycle business at St. Cloud.

NEW-JERSEY.

New Jersey Bicycle Concern. Corra N.
Williams appointed receiver. Liabilities
estimated, \$5,000; assets, estimated, \$1,500.

Newark.—Howard & Nichols Cycle Manu-
facturing Company reported recorded chattel
mortgage for \$11,284.

Newark.—Howard A. Smith Co., reported
given judgment for \$453.

Trenton.—Overton & Hawkins, bicycles, re-
ported recorded chattel mortgage for \$800.

NEW-YORK.

Brooklyn.—Arcanum Bicycle Manufac-
turing Company reported recorded chattel mor-
tgage for \$500.

Buffalo.—Globe Cycle Works. Court ordered
assignee to reconvey assets to Penseyres &
Haberer, creditors having granted extension.

Buffalo.—Buffalo Drop Forging Company
reported judgment for \$239.

Buffalo.—George N. Pierce & Co. George N.
Pierce, realty mortgage, \$10,000.

Canarsie Grove.—Allwood Cycle Company.
W. Lippman appointed receiver.

Hudson.—Edwin Groat, suspended payment.
New York.—Olympic Cycle Manufacturing
Company reported given judgment for \$439.

Saratoga Springs.—Hulbert Bicycle Com-
pany. Stock sold by Sheriff, \$1,275.

Syracuse.—Elbridge Cycle Company. Addi-
tional judgments, aggregating \$406.64.

OHIO.

Akron.—F. E. Ruede's repair shop at No.
405½ Exchange street, destroyed by fire.

Beaver.—Jacob Leist, hardware, etc., will
add bicycles.

Toledo.—M. J. Cooney & Co. Assigned after
giving thirteen chattel mortgages, aggregat-
ing \$4,974.34. Also transfers real estate.

Cincinnati.—F. B. Hewitt, bicycles. Sheriff
seized six bicycles, worth \$364, from the as-
signee, at the suit of the Chicago Stamping
Company.

Defiance.—Defiance Cycle Co. Chattel
mortgage, \$2,523.

Huntsville.—T. F. Carroll, hardware, will
add bicycles and desires agency.

Portsmouth.—J. C. Williams, of Gallipolis,
will open repair shop here.

PENNSYLVANIA.

Meadville.—The L. L. Richmond Mfg. Co.
Executions issued against it for \$3,000.

Philadelphia.—Jas. Whiteside, reported sold
out.

Lebanon.—Cilley & Krause. Krause sells
interest to Cilley, who continues.

RHODE ISLAND.

Pawtucket.—Monroe & Williams, cycles,
etc., reported recorded chattel mortgage for
\$5,000. Adjudged insolvent. Should not be
confounded with Williams & Monroe, Provi-
dence, R. I.

TEXAS.

Fort Worth.—Miller, Cherry Co., assigned to
I. S. Hampton.

Fort Worth.—Young & Baker Cycle Co., re-
ported sued for \$147.

Galveston.—Rush H. Barnes, reported sold
out.

NO PRICE LOWERING HERE.

If the early announcement of '97 prices by
a prominent concern will stiffen any back-
bone, the figures made public this week by
Humber & Co.'s American factory should do
valuable service in that direction, as, far
from being reduced, the price of Humbers
has been raised a notch. Hereafter the road-
ster will list at \$115; the tourist, \$117.50; the
ladies' wheel, \$122.50; the racer, \$150; road
tandem, \$180; combination tandem, \$190. Be-
fore he went abroad, Manager Burris had
intimated that such a move would be made,
so that it is not wholly surprising. It is due
the American Humber people to say that
despite the general paring of prices during
the current year, they held their heads high
and heaved to the marks they had set for
themselves. THE WHEEL knows men who
offered them \$100 spot (cash for their \$110
wheel, and who were refused.

BAVARIA AS A FOREIGN MARKET.

According to a consular report reaching the
State Department from Bavaria, the demand
for bicycles cannot be even partially supplied
by European makers, and Bavaria therefore
offers an excellent market for American
wheels. The strong prejudice against women
appearing on bicycles has altogether disap-
peared in Munich and other cities, and now
married women, single women, old and young,
are enthusiastic devotees of the sport. Consul
Carpenter, at Furth, thinks many thousand
American wheels can be sold next spring in
his vicinity. The roads of Bavaria are mag-
nificent, hard, smooth and clean.

SIX HUNDRED HONORED.

Brooklyn cyclists turned out in parade to
the number of about 600 on Saturday night
last in honor of Park Commissioner Timothy
L. Woodruff, who is running on the Republi-
can ticket for Lieutenant-Governor. Mr.
Woodruff reviewed the parade from his resi-
dence. Lanterns were attached to the
handlebars of all the machines, and many
riders wore fancy costumes. The parade
was marshalled by Chief Consul Potter.

AFTER THE ELECTION IS OVER.

The plant of the Bacon Cycle Mfg. Co., the
Erie, Pa., concern which got into financial
straits before it had marketed a single wheel,
was bid in by S. A. Davenport for \$2,342. It
is thought that it will be operated again after
election.

CORRECTING A PEN SLIP.

Harry J. Cassidy is not "the right-hand
man of Parkhurst & Wilkinson," as a slip of
the pen made him in last week's Wheel. He
is Roger B. McMullen & Co.'s right bow, as
nearly every one in the trade is aware.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THE BEST ADVERTISEMENT

for a tire is what experienced repairmen say about it. Ask them how Morgan & Wright Tires compare with others as to quality, price and guarantee, separately or combined.

Ask whether we are right in claiming that 65 out of every 100 wheels built in 1896 have

MORGAN & WRIGHT QUICK-REPAIR TIRES.

Every week we get letters like

this one from J. E. Vaughn, Hot Springs, Ark.:

I have had my little lesson, and will now go back to a decent tire and deal with M. & W., who can be depended on as living up to their guarantee. While at Cycle Show last year was induced to buy 20 pairs of _____ Co.'s tires. In these the valves were not properly seated—rubber seemed to be rotten. Sent 10 pairs back and was laughed at. No adjustment was made and tires were returned with about \$5 express charges. I have now ordered M. & W. inner tubes to put inside of them, and hope to get some service from them in this way.

ADVICE.

Don't stick tool into tire before you pump up.
Don't stick tool into the same hole after injecting cement.
Don't use any but M. & W. quick-repair cement.

REMEMBER OUR GUARANTEE.

SEND DEFECTIVE TIRES TO US, NOT TO THE MAKER OF YOUR WHEEL.

MORGAN & WRIGHT,
CHICAGO.

The practical points in our monthly magazine, "Wheel Talk," will put dollars into the pockets of every dealer or repairman.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Kindly mention The Wheel.



W. W. Hamilton.



O. Ziegler.

**MORGAN & WRIGHT TIRES
ARE GOOD TIRES**



A. Gardiner.



T. Cooper.



E. C. Bald.

Around the Clock.



L. A. Callahan.



Edghill.



G. W. Aultman.



E. Bovee.



E. F. Jackson.



Bailey.

LOUIS GIMM, on a Duquesne Wheel and Morgan & Wright Tires, won the Twenty-four Hour Race on the Coliseum Track, Chicago, Sept. 25.



W. E. Kenyon.



Gustavson.

486 miles 1,151 yards in 24 hours.



W. A. Wenzel.

American record. Previous record, 453 miles.



McCall.

Name.	Wheel.	Tires.	Distance.
1. LOUIS GIMM,	Duquesne,	M. & W.	486 miles 1,151 yards.
2. FRANK WALLER,	Dayton,	M. & W.	482 " 908 "
3. FRED SCHINBER,	Fowler,	M. & W.	462 " 567 "
4. C. W. MILLER,	Dayton,	M. & W.	459 " 237 "



J. A. Woodlief.

**MORGAN & WRIGHT,
CHICAGO.**



B. Morrow.



O. L. Stevens.



W. Bainbridge.



L. P. Swett.

**MORGAN & WRIGHT TIRES
ARE GOOD TIRES .**



R. P. Rice.



J. B. Bowler.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

HARD KNOCKS.



The Great Majority.

Another week of proof that, on track and road, Morgan & Wright Tires are the favorites, as they have been for years.

At the National Circuit meet at Waverly, N. J., Sept. 22, right in the "enemy's country," as W. J. B. would say, 16 out of 32 places went to the M. & W. Tires. As many as won on all other tires combined.

Of the circuit, in 15 meets so far, M. & W. Tires have won 168 out of 227 places—far more than on all other tires combined. Since last week's ad, this grist has come to our mill:

Weekly Winnings—Off the Circuit.

Roodhouse, Ill.....	22	out of 24
Hamline, Minn.....	32	" 40
Kenosha, Ill.....	9	" 13
Milwaukee (Sept. 21).....	14	" 18
Milwaukee (Sept. 22).....	9	" 10
Wausau, Wis.....	6	" 8
Mechanicsville, Ia.....	6	" 9
Bellville, Ill.....	4	" 8
Jefferson, Wis.....	5	" 11

Elgin, Ill.....	7	out of 15
Morris, Ill.....	12	" 18
Indiana, Pa.....	14	" 18
Independence, Mo.....	8	" 11
Pensacola, Fla.....	6	" 6
Wilmington, Del.....	14	" 18

Total..... 168 out of 227
far more than won on all other tires combined.

American Records.

C. W. Miller, on a Dayton wheel and the "good" tires, rode 50 miles in 1.54.25 3-5 on the Coliseum track, Chicago, Sept. 24; also 100 miles in 4.07.01 (previous American record 4.22).

Milwaukee-Chicago Record.

E. H. Schenkenberger, of the Fowler Cycling Club, on a Fowler and M. & W. Tires, on Sept. 20, reduced the Milwaukee-Chicago record from 6.23.00 to 5.12.00. Distance, 102 miles.

MORGAN & WRIGHT,

CHICAGO.

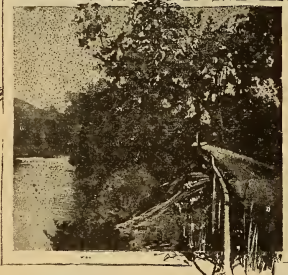
MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Kindly mention The Wheel.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

A SEPTEMBER OUTING

WILSON R. YARD



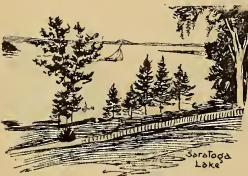
PART I.

NEW YORK—BALLSTON SPA.

By thirty hills I hurry down,
Or slip between the ridges,
By twenty towns, a little town,
And half a hundred bridges.

—Tennyson.

Glad September! With her bonnie bright days, and cool, refreshing nights. The ideal month of the tourist a-wheel. That mellow season of the year when the golden sun's softening rays tint with rare, inimitable iridescent hues, and the balmy autumnal breezes, blended with all the health-giving richness of



nature's ripeness, fill one's lungs with invigorating ozone, till we feel that we could wheel forever and a day.

'Tis the year time to enjoy the mountains; for now are they arrayed in royal purple and cloth of gold, their slopes affording rare, ever-changing combinations of color that still defy the deft touch of imitation. The days are warm enough to produce a healthy glow and promote free blood circulation, without the fear of overheating or flesh reduction, while the cool nights induce sound and refreshing slumbers.

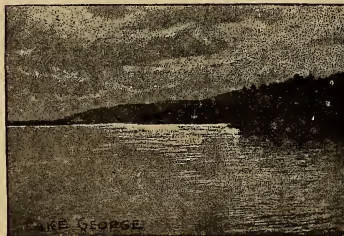
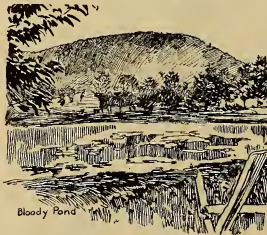
Then let us oil up our bearings, strap on our camera and travelling case and away to the lakes and hills. But where shall it be—we've but a fortnight. Some one suggests Lake George and the Berkshires. Question. And a unanimous vote. So be it. Now, for route, plans, etc. The Centurion says: "Why, wheel from New-York high along the banks of the glorious American Rhine—two days will cover it." The Scorchier acquiesces, with a responsive "Aye!" comes from the Bloomer Girl, but the Chaperon, in her precise, decided way, steps into the breach, and comes to the rescue of the Fair Novice and the Fat Man. "No! we'll take the Albany day boat, and from its upper deck enjoy a broader and far more interesting view of all the scenic beauties of the Hudson."

Signs of rebellion on the part of the long-distant contingent bid fair to cause a sectional split, but at last a compromise is effected, and the moon finds all en route on the boat.

Let the hero who has never enjoyed this river trip repent at once, or hide his unappreci-

ative soul forever more. The rare panorama of trees and bush, hill and dale, humble cot and country seat, town and city, mount and plane, coupled with an ever-changing marinorama, can nowhere find a reproduction.

We stroll the upper deck, where ever and anon are wafted on the breeze the melodious strains of the band below, while we enjoy the grand scenic treats spread so plenteous before us. The shaggy, sombre, frowning Palisades, the rolling heights of Rockland, the villa-dotted hills of Peekskill, with scar-faced Breakneck rising abruptly on the opposite shore; now the gates of the Highlands, as we round bluff Anthony's Nose; now the frowning, tier-clad heights of West Point; now under the graceful, lacelike span of the Poughkeepsie Bridge; now with the majestic, cool blue tops of the Catskills sloping from



the horizon down and across the valley, upward with the slopes of Dutchess County to the crown of the Berkshires in the dim distance beyond, till at last the imposing gabled-top of the massive Capitol building looms up before us, and we swing up to the wharf at Albany, to seek the L. A. W. headquarters, Hotel Kenmore (\$3), in Pearl street.

As only the Chaperon and the Fat Man have before visited the capital city, an early tour is suggested, and three of the morning hours are spent in viewing the State Buildings and the handsome armory, followed by a spin through the pretty park and out Madison avenue just to get our shore-legs. Then a line-up and a start for the "Queen of American Spas," now, alas! somewhat shorn of her former splendor, and our trip is well begun.

From the Kenmore we turn our faces northward and wheel out Pearl street over the paving blocks—not bad, but rather jolting on the Fat Man—with a turn to the right at the square, a short block, and left, into Broadway,

traversed by a trolley line, directly to Troy.

The pavement continues for a mile and a half, when we strike the open country and a fair bit of macadam. Off to the left the valley stretches, intersected by the river and canal, with the irregular sky-line of the Berkshires beyond. Green fields, shady groves and thickets of low brush fill up the foreground, while here and there a well-appointed residence lends color to the scene.

Now the road skirts the sluggish canal; there trudge three patient mules, stretching taut the long towline that extends to two timber-laden barges some distance behind, while, trotting merrily by their side, snapping his whip, is the conventional barefoot boy—that "may some day be President," remarks the fair novice.

We now encounter more block pavement, but, as two small boys take the smooth dirt walk, we boldly follow suit, not, however, without visions of constables and county lock-ups, and, passing the rapidly decaying Fair grounds, bear to the right, over the canal; skirt the grounds of the United States Arsenal and run into West Troy (6 m.), where we continue to Sixteenth street and turn to the left over bridge onto the towpath, to Kearny's lock. Here we cross again and wheel directly into the manufacturing town of Cohoes.

This lock is the first on the Erie Canal, and we are just in time to see a boat come through. The scenery is not over-interesting, so we follow the brisk pace of the scorchier over the cobbles to the Miller House, Cohoes (3¼—9¼). Here we turn to the left down the hill to the Waterford Bridge, over the Mohawk River. The huge slate ledges look gray and bare, while the rugged cliffs are covered with smoking, noisy factories. The waters, once forming a beautiful falls, now, save at high-water seasons, roll sluggishly down in separate channels, causing the Fair Novice to make rather pointed remarks anent rough hands and grimy factories marring the face of nature. Alas, her poetry and romance are to receive the same rude shock more than once!

The view eastward as the river sweeps toward its conflux with the Hudson is charming; it broadens and fills as it flows over the dams with a low, rhythmic rumble, then spreads before mossy, tree-dotted banks and disappears in a bit of rich green woodland, whose tree-crests blend with the lighter shades of the far-off hills.



The road is good 'now, and we follow the tracks up an easy grade, succeeded by a stretch of level, skirting the canal; then over another slight rise, where we pass on our left an old burying ground, whose mossy, time-scarred vaults overlook a winding meadow brook. We cross the bridge and enter Broad street, Waterford, tree-bowered and lined with neat residences, which we follow to Third street, and there turn to the left (2m.—1¼m.)

The road now swings eastward and follows the course of the upper Hudson, of which we catch pleasing glimpses ever and anon through the vista of waving branches.

Now we run close to the river's bank, beneath us the water's ripple and sparkle in the noonday sun, while the opposite shore rises

in a rocky, miniature, tree-crowned bluff. Southward it stretches like a silvery ribbon through the meadows, and before us it expands through lakelike in its setting of emerald hills.

Now through a stretch of grassy slopes, pasture lands and groves, taking the side-path where the road is poor, swinging back from the river, to meet it again a mile or so beyond. Several neat farms border the roadside, and then on our left we pass a little farm cottage, whose clapboards and mouldings reflect its owner's patriotism in an eye-dazzling mingling of the National colors, flecked with just a dash of Erin's emerald hue to relieve the kaleidoscopic tints. Back again from the river, and now by a tree-bowered lane, over whose entrance swings a sign bearing the inscription, "Camp McDonnell," while afar down its narrow way on the river bank we discern the shining white tents, with "Old Glory" flying over all, denoting the quiet retreat of some canoe party.

Over a tiny brook, past the quiet precincts of an ancient burying plot; again the river close beside us, rushing and seething over its rock-strewn bed, and we shortly enter Main street, Mechanicsville (8-8 m.—20-1-8 m.), where at "The Talmadge" we procure a lunch.

The road through the town is very good; we cross the bridge and at the second street (North street) turn to the left up over another



bridge. Now for a long, gradual climb up an easy grade over a bed of shale—good, smooth riding. Down in the valley on the left flows a pretty stream, through a double border of handsome trees whose dense foliage occasionally breaks enough to afford us charming little water views. On the right rise a series of low ridges—not unlike massive earthworks in their contour.

On through fields of goldenrod, bits of woodland, groves of low, scrubby trees, with here and there a wild bit of scenery, the road fair and poor, but always a bit of rideable side path. Now the country takes on a more pastoral garb, and broad, cultivated fields border the way, with occasionally a neat farmhouse. Again, the hills rise abruptly on the right, rocky, bluff and densely wooded, while the valley sweeps down on the left, a dense mass of tangled leaf and branch, causing the Fair Novice to grow rapturous as we spin through a grove of spruce and pines whose petals laden the air with a heavy, sweet scent, while from afar come the musical ripples of the brook in the vale below. There in a cut on the hillside and to the left stands an odd pulpit-like formation of sandstone, and out come the cameras; but alas, the light and the sombre background preclude success. Now through a series of low hillocks and we reach a hilltop, to see the sparkling waters of Round Lake, a noted camp-meeting resort, before us on the left, imbedded in the hills. A down run, skirting a small pond, and a dash into the little settlement of Maltaville (6¼ m.—26%).

Here, after a passing glance at an old stone house built of cobbles, on the right, we take the centre road, which makes a sharp dip down over a millstream and up a barely rideable hill, where the Fat Man comes to grief and also the Fair Novice, who dismounts to fix her bell, of course. We are in for a long, steady climb, but the grade is so good and the scorcher sets such an easy pace that all manage it admirably. From the top we all

pause to enjoy the fine view to the southward. There, eastward, their ragged tops mingling with the low-lying clouds, are the majestic Berkshires, while hill upon hill roll, like billows of the sea, with just a bit of Round Lake and a little hamlet in the foreground to give a finishing touch to the impressive landscape.

Onward and upward, with an everchanging hill-o-rama, until we reach Downing-st. cross roads (2m.—28%). Here the straight road will take us direct to Saratoga (9m.), but, as we wish also to visit Ballston Spa, we turn to the left, and have a down-hill run, keeping to the right as the road forks, then straight on at the cross-road, over the tracks twice, and keep to the right into Church Lane, cross

in close proximity. The Fat Man, who has contracted a beautiful thirst, and the Scorcher show an utter disregard for all hygienic laws and mix with indiscriminate freedom all the waters in succession, while the Fair Novice, whose first experience has been the Carlsbad, which is even more richly flavored than its Teutonic Limburger-laden sponsor, fights rather shy; prudence and experience regulate the chaperon and the centurion, while the Bloomer Girl saves her thirst for stronger waters.

From the springs right into the town we roll over a fine gravel cycle path, skirting the driveway of Saratoga avenue, where the Scorcher and the Centurion give vent to their pent-up energies in a rattling finish.

We enter lower Broadway and turn to the right on that broad, handsome, elm-shaded boulevard, down through a double row of large hotels; pass the Convention Hall, the House of Pansa, Congress Spring Park, traverse the square, and roll by those magnificent, huge caravansaries, the Grand Union, Congress Hall and the United States, to the Worden House (L. A. W., \$2.50, 6¼ m.—38¼ m.). Saratoga! Nestling in the foothills of the Adirondacks, which gives it a climate that is delightful; with its grand hotels, the largest and handsomest of any summer resort in the world; its fine bowered driveways, its pretty lake and its springs, of more variety and quantity, well accord it all the praise of its most earnest devotee and its title of "Queen of the World's Watering Places."

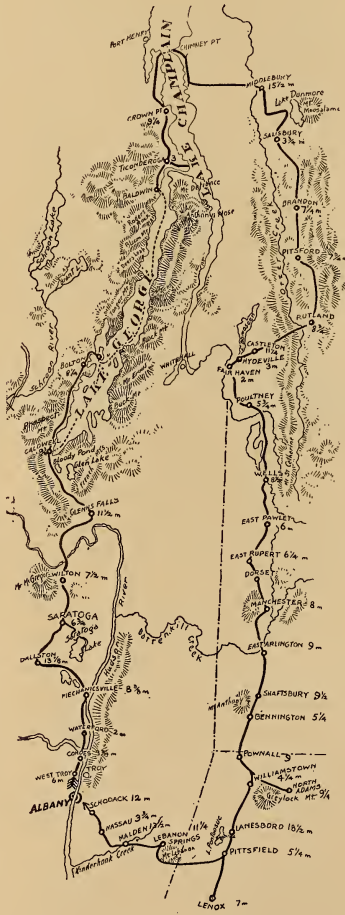
After a rest and supper a caucus is held in the parlors, when, everybody voting "not tired," a run is made up Broadway and through Woodlawn Park, the handsome estate of Judge Henry Hilton, with its twenty miles of beautiful drives.



The morn dawning brightly, every one is astriv with the lark, and a spin on the cycle path to the geysers is taken by wheeling down Broadway to the Aldine Hotel, where we turn to the right on the geyser road directly on to the path by which we entered the town, and have a two-mile spin to the springs. After a refreshing glass or two we take the homeward path. We retrace our way and take the fork to the right at the top of the hill just beyond the Kissengen spring, cross the railroad tracks and enter the return path. We pass the Victoria spring, a mild table water, and swing through broad fields resplendent with ox-eyed daisies and goldenrod, that, of course, bear irresistible attractions to the ladies. Then, passing one or two tiny farms, we have a fine view of the hills southward, as the road winds. We bear to the left as the road forks, and on to the next cross-road—lower Broadway—which we take—still on the path—directly into the town, with a keen appetite for breakfast after our spin of five miles.

Saratoga has so many attractions and pretty rides, notably to Glen Mitchell, a mile beyond Woodlawn Park; Bemis Heights and Schuylerville, where the battle took place, a round trip of twenty-five miles via Lake avenue; and also the ride around the lake, that one can spend several days very agreeably. But we conclude to be satisfied with a spin along the lake to the White Sulphur spring.

[To be Continued.]



High-st. and take Milton avenue to the Lincoln Hotel (5 m.—31¼m.)

Leaving, we continue up Milton-ave., cross the second bridge by the paper mill and turn to the right on to Saratoga-ave., which swings around to the leftly the Lithia Spring. A cycle path skirts the road here directly into Saratoga—in fact, we find that Saratoga is admirably supplied in this respect, as several miles of cycle paths extend in every direction in and about the town.

We pass, shortly, on the left the Carlsbad Spring, and as we reach the cross-road we see the Vichy, Kissengen and Geyser springs, all

KANSAS TO CORELLI.

After a Close and Dispassionate Study of the Wheelwoman an Editor Defends Her.

A Kansas editor, who has evidently made a close study of the wheelwoman in his vicinity, thus pays his respects to Marie Corelli anent her recent attack upon the bicycle and the riding thereof by women, in this fashion:

"Marie Corelli does not take kindly to the wheel. She says she does not ride one, and entirely abhors cycle riding for women. Furthermore, she declares that while 'men look sufficiently hideous and undignified on a wheel, women are worse than hideous; they are immodest.' Moreover, Marie says, the 'poet's ideal of exquisite womanhood is utterly destroyed by the sight of these perspiring, red-faced, lank objects, working their legs treadmill fashion in mere blatant feminine vulgarity.'

"It is clearly evident that Miss Corelli never rode a bicycle or she wouldn't talk in that fervid manner. She has never experienced the poetry of motion or the fine freedom of coasting down an incline of forty-five degrees with a pleasing uncertainty as to the road ending in an open ditch or a corduroy bridge. She has never known what it is to take a header over the handlebars or felt the chagrin of having her back tire come down in company. Hence her vigorous talk is the talk of inexperience and will have little weight.

"Another thing: Had Marie ever been in Kansas City and seen our own cyclodonnas on their wheels she would never have conversed through her fall millinery in that in-temperate fashion. However it may be elsewhere, certain it is that Kansas City girls are neither 'red-faced' nor 'lank.' On the contrary, they have that elegant peaches and cream complexion so ardently and vainly wished for by titled ladies of Europe, obtained by spinning up and down our majestic hills on the bicycle.

"As to lankness, the very word has become obsolete with the girls of this town. They are plumper than the proverbial plump partridge. Not an angle in the whole lot. Every corner neatly rounded out and trim bodies filled to bursting. And as to their—ahem—limbs working in treadmill fashion, that never happens—never. And even if it did one wouldn't know it from observation.

"Our girls, most of them, scorn the bloomer, and when they scorch along the streets a neat boot and a dainty ankle flash upon the beholder's eye for one brief moment and that is all. There is nothing resembling a treadmill when Kansas City girls ride. The motion is simply ethereal, the graceful swan gliding upon the surface of silvery water being as clumsy as a cow or a hippopotamus in comparison.

"Marie is sour; her system is jangled, out of tune, harsh, and she ought to learn to ride the wheel as soon as possible. It will be roses in her cheeks and sunshine in her heart. We are sorry for Marie."

FOR PESSIMISTS.

Its advocates acknowledge that cycling is not a complete means of attaining all-round development, and do not deny that to those who believe that the Creator never intended the hampered sex to enjoy this freedom, this freedom is objectionable. But that it is more alluring, more beneficial and more general in its action than any single outdoor exercise for women the specialists testify, with few dissenting voices.

NUMBERS TELL.

"What is the cause of so many cycle accidents?"

"So many cycles, of course."

COMING OF A CHANGE.

While it was evident he himself was not a rider, yet the pleasure he found in watching those who were was evident. He had found a seat, sheltered from the wind by a neighboring billboard, which gave him an unobstructed view of the passing host of Sunday boulevardiers. Not a rider passed but received from him attention, and sometimes caustic criticism. At last he slowly got up from the seat of stone he had occupied, straightened the kinks out of his none too young legs, removed the powerful pair of glasses he had used when watching the riders, replaced them with a pair more ornamented, but of less strength, and said:

"If I may be allowed to let my imagination do a little ground and lofty tumbling, I think I see a change for the better in woman's dress—and man's, too. The knickerbocker is no longer conspicuous. Thank heaven for that.

"Pretty soon we shall slide into knee breeches. Men will not wear suspenders, which are the invention of the evil one, and render life barely worth living, and, consequently, a better flow of spirits.

"As for women, things are drifting in the right direction. The present bicycle costume is, as a general thing, hideous beyond expression. Freedom in the use of the limbs is attained, and that is a great matter, but within two years a dress will be invented which will be comely as well as useful, and then we shall all be emancipated and sing 'Glory, hallelujah!'

"Men with knee breeches and women in short dresses! What more is there to hope for, except the millennium?"

He was an enthusiast; he believed in what he said, but the day when costumes will be such as he foretold is not yet even in sight. More's the pity.

WHAT THEY WANT TO KNOW.

The Wheelmen's Municipal League of San Francisco proposes to be strictly in it politically. Before the League will indorse any candidate's nomination, the candidate must have satisfactorily answered the following questions:

1. Are you a wheelman?
2. How long have you been a wheelman?
3. To what, if any, organization do you belong?
4. If elected to the Legislature will you vote in favor of a bill declaring the bicycle baggage?
5. If elected to the Legislature will you vote in favor of the passage of a bill extending the power, scope and facilities of the Bureau of Highways of this State?
6. If elected, will you vote in favor of the passage of a bill amending the county government act in such a manner as to provide for uniformity in bicycle ordinances passed by county Boards of Supervisors?
7. If elected, will you vote for a bill amending the county government act in such a manner as to provide for the passage by Boards of Supervisors or ordinances embodying provisions for the erection of guideboards and milestones?

Whenever a candidate dodges, shuffles, evades or ignores the questions above he is promptly blacklisted, and the full strength of the cycle vote is down to be cast against him.

SHE DREW THE CLOTHES LINE.

Her eyes were downcast as she spoke. "No, Mr. Yaption," she said, "the dream is over. I can never be your wife."

"Spare me this cruel blow," he said, in a choking voice. "I thought you loved me." "I did love you," she went on, without raising her eyes. "Perhaps I love you yet. But I can never, never wed a man who rides a wheel while wearing a sweater a la Chinese."

HER FIRST EXPERIENCE.

How She Frightened the Fat Man, Bruised Herself, and Annoyed the Teacher as a Novice.

Learning to ride a bicycle is not quite as easy for a nervous woman as falling off a log, for example, would be. It does not matter how many improvements the teacher brings to his aid to reduce the wabbling tendency of the fair novice, still does she suffer untold misery in her early attempts at acquiring cycle culture and control. A woman whose cleverness seems to have settled in the pen rather than in the pedal tells her story of her riding school trials this way:

"I took my first lesson one day this week. Directly afterward I took cold. Is it a coincidence? The lesson was awful, or rather the experience was. I went to a riding school, and was for a time deliberating whether I would mount a wheel or not. A fat man was wheeling around by himself, bumping into things occasionally, but evidently proud of his record. A slim young woman was being led around by an engaging young man, who was holding on to her by a leather strap.

"This young woman was the cause of all my temerity. She ambled around so easily and gracefully, though it was her first (?) effort, that I, though a woman who had smashed most of her bones across country in Ireland, ought to be able to manage a contemptible little bicycle. So I was belted and mounted, and, oh, what a devilish thing a bicycle is!

"I had mounted with a sort of smiling contempt, but when the thing began to go, and I forgot to pedal and lost my feet, so to speak, and had them crushed by the wheel, I shrieked dismally to the agreeable young man not to let go of me on any account. How hard the floor looked! And when the silk underforce of my skirt went rip, the cold perspiration broke out upon my face and crept down my shoulders—what a dreadful ordeal it was!

"What a wriggling, fiendish, desperate thing a bicycle is! With a mind of its own that beats an ass for obstinacy or a mule for temper it ran into the wall and barked my shins; it raced madly after the fat gentleman, who shied into the railing in a frantic effort to escape; it dashed round curves, and shot me forward and shot me backward, and nearly shot me into the insane asylum.

"The bit of a saddle flew from under me; not for two seconds was I really sitting on it. It was useless to ask the nice young man who was racing along with me where were my feet. Those wretched extremities were simply ground to abrasions beneath and between wheels or tires, or some such diabolical mechanism.

"'Press the pedal,' cried the young man. 'Where is it?' shrieked I; and when I did get it for a moment I pressed on it hard, and one foot went down and one knee sprung up; how quickly I lost them again. And then I was told how to use the handles—as if I had not concentrated all the powers of my mind on the pedals. Oh, that I were a man and could call them d—able pedals!

"I am going again when my back straightens out, though my forehead grows damp at the mere thought. I know in my bones that I shall never, never be able to circulate around this beautiful world on a wheel."

HE HAD BEEN A RACER.

Incredulous Friend—You'll never accomplish anything by trying to reach the pole.

Artic Explorer—Just wait till you see me coming down the homestretch.

HE HAD A REAL GOOD THING.

Two young men sat listlessly on one of the benches in Madison Square. One had on a pair of patent leather shoes, evidently of good make, but now much "run over" at the heels and badly cracked. His trousers wrinkled in accordion pleats horizontally across the legs. The other wore a well cut coat, from which, however, two buttons were missing, and which was frayed at the wrists. His waistcoat matched neither his coat nor his trousers. His hat, of a good block, had a large dent in it. There was no sign of a watch chain on either of the young men, nor any jewelry. They were evidently "out of it."

Suddenly there came in sight a resplendent vision—a third young man; but neither Solomon in all his glory nor yet the lilies of the field were ever so arrayed. From his gleaming tile the rays of the setting sun spattered in a fine spray of light. His linen was a snow-drift. From the centre of his shirt front a Kohinor battered the fading daylight into fragments and hurled the fragments into the eyes of those whom he met. On the hand which gracefully swung his light Penang stick a Great Mogul shone with 32-candle power. His long, bell-shaped frock coat was open, disclosing several links of a gold watch chain that would have held the frigate Constitution in a Samoan hurricane. Down the front of his light trousers two beautifully accurate creases led the admiring eye toward white "spats" and shining patent leathers. He was surely "way in it."

The two men on the bench looked with eyes that stuck out like china door knobs. "Hully gee-e-e!" said one, "If it ain't Jim!"

were first introduced in England it was considered undignified for noblemen or very wealthy men to ride on them, and when a noble lord had the temerity to ride third-class one day society was horrified.

When the novelty of a thing passes away, then it is not asked whether it is dignified or undignified; it has become a custom. Some day it will be considered undignified for a bishop to walk, and the fact that he rides a bicycle, and rides it well, may be a recommendation to his appointment as Archbishop of Canterbury.

WIND-SUPPLYING CYCLES.

In a spectacular play now running here in New York the plot calls for an unlimited display of Arctic scenery, wrecked ships, ice-floes and the like. A big circular fan was employed to cause the sails of the ships to fill and to shake the canvas employed to represent the turbulent waves. This fan has now been displaced by a half-dozen super-numeraries on bicycles. Three bicycles are mounted on stationary stands like home trainers on each side of the stage during the scenes involving the wind effects. Leather belts running over the untired rims of the rear wheels connect with the gearing, revolving large rotary fans. The fans are geared half a foot from the stage flooring for the waves, and holsted by a simple mechanism to a height of about fifteen feet for the gale effect. The names of these wind-producing will ornament Chairman Gideon's bulletin as soon as they can be ascertained.

TIME CHANGETH ALL THINGS.

It is decidedly startling to see messenger boys spinning along the streets on bicycles. It is so customary to consider messenger boys the only exponents of restfulness and complete repose that to see one astride a machine which will not admit of leisurely movement is a positive shock. There are traditions of messenger boys starting out in their early infancy to deliver a note and arriving at their destination when they were old and gray-haired, and it is even asserted that absent-minded men have from time to time tied their horses to some of them, mistaking them for stationary hitching posts. But all this is about to be changed, if the boys don't go on strike.

The innovation will rob them of many of their cherished pleasures, for how can a boy read a thrilling story of Western life while going along the street on a wheel? Exploits of "The Gory Gouger of the Gulch," and other stories dear to youthful fancy, must be studied outside of business hours.

Still, the case of the boys is not altogether hopeless. The opportune puncture of a tire would give them an excuse for delay and make it possible to sit for several hours on a curbstone or doorstep to read their favorite class of fiction.

ENDEAVORING TO MEET INSTALMENTS.

Now the bicycle is causing trouble in the ranks of the Christian Endeavorites. This, one of the officers of the Christian Endeavor organization said, was noticed particularly



Partly Pictured, But Wholly Told.

The vision saw them at the same time, and came over to the bench, smiling.

"For heaven's sake," said one of the has-beens, "where did you get it? Have you found a gold mine?"

"Better than that," said the vision. "I'm promoting bicycle parades, wheel voting contests and cycle carnivals for the boom department of The Morning Gurgle. Come have a ball."

And wondering they went.

QUICK OR DEAD.

Wheelmen have been barred out from many places, among others cemeteries. The bar, of course, being against wheelmen riding on bicycles, not in hearses. This discrimination will no longer exist. Much of the time of the annual meeting of the American Cemetery Superintendents at St. Louis was taken up with a lively discussion as to whether bicycle riders should be admitted to the cemeteries, that is, before they come to stay. It was finally decided by a vote that they should be admitted under proper restrictions.

QUESTION OF DIGNITY.

A discussion has been started in England as to whether it is dignified and proper for a bishop to ride a bicycle. It appears that the Bishop of Colchester has taken to the wheel, and the people of his diocese are much exercised over the thought of the reverend gentleman using this means to travel.

The whole matter resolves itself into what is the meaning of dignity. When railways

SAFE AS A ROCKING CHAIR.

William F. Mangels, of Brooklyn, has patented what he is pleased to term a "bicycle railway," but what is really an arrangement to permit a novice to safely learn to ride a wheel. Within a suitable building is arranged a track, preferably but little wider than the tire, and having low side guards, and adjacent to the track, at about the height of the handlebar, a continuous rail is supported by fixed standards, the top and bottom edges of the rail being adapted for engagement by grooved wheels carried by hangers on an auxiliary frame attached to the bicycle. The frame is light and readily attached to the bicycle, the latter being held securely held in vertical position on a good track, where it may be propelled with but little friction by an inexperienced rider.

STRIPPED OR NOT SHIPPED.

The Great Northern Railroad has issued orders that no wheels with cyclometers or lanterns can be accepted for carriage. The company defends its action on the ground that it is forced to pay for so many breakages where there have been lanterns or cyclometers on wheels that it is justified in refusing machines unless they are in condition for shipment.

MAY PROVE PARETIC.

The society riders' innovation of bestowing fancy names upon the wheels they ride may prove all right when the memory of the average person gets used to carrying the extra burden, but meantime a few society men are likely to succumb to paresis.

at the recent National Convention held at Washington. Very few young people, he said, attended. Upon inquiry as to the cause, he was informed that the majority had saved the cost of the trip toward purchasing wheels.

PIGEON FLYING AND PEDAL PLYING.

Experiments with wheelmen and carrier pigeons for transmitting messages are being made by the Gymnastic Society of Rome, in the interest of the Italian Army. The rider carries a small cage attached to his machine, in which are several well-trained pigeons. When important observations have been taken and jotted down they are affixed to the birds, which are liberated.

UNITED THEY STAND, DIVIDED FALL.

Toronto comes forward with the Pedestrians' Protective Association, membership in which is limited to non-cyclers. A small initiation fee is charged, and when a member is injured by a wheelman an assessment of 10 cents is levied upon each P. P. A. member, to be used in prosecuting the case in court. The enthusiastic originators of the association declare they will have 5,000 members within thirty days.

ANY ROUTE, ANY METHOD.

The following from a Mexican paper is respectfully referred to the Smithite crusaders: If a young woman is bound to ride to the devil, she can probably make as good time on a chair with casters as on a bicycle.

WHEN ABROAD YOU GO

You Must Seek Business Along the Lines that Trade Is Done in Foreign Markets.

In seeking foreign trade, the manufacturer too often is inclined to supply his customers with inferior goods. This is brought about largely by reason of the extra discounts demanded by foreign buyers, as well as the low prices obtained for his product as compared with the ruling figures of his home trade, and also from a mistaken knowledge of the ability of the foreign buyer to discriminate between the different classes of goods.

The line of policy to be pursued by every manufacturer desiring a continuous trade for his products in any foreign country must be to furnish goods at all times such as would satisfy the most intelligent and exacting purchaser, along with such other goods as will please those whose tastes are not fastidious. The manufacturer must never lose sight of the fact that an intelligent and discriminating public can be found everywhere. Their merit alone can create a reputation for goods, but it can not be unaided sell them.

Better results can be obtained in foreign markets by dealing direct with responsible houses, located in the most central points of the countries, than by any of the other methods often adopted by manufacturers.

While the manufacturer may consider the sending of a competent representative with samples direct to foreign countries as somewhat expensive, there are many reasons why this should be done. The necessity of carefully selecting responsible houses in the large commercial centres possessing facilities for showing goods to advantage, and the instructions and explanations which should be given to such houses by a representative to enable them to maintain the reputation of goods, cannot be overestimated.

As a matter of fact, the principal houses in the important cities have their branches throughout the interior, at which points goods placed under their control will be distributed, and as goods are required to be packed differently for the different ports, in accordance with the mode of transportation to the interior markets, as well as the duties paid at such ports, and as all this information is absolutely necessary to the manufacturer, so he may be thoroughly in touch with the purchaser, it again becomes obvious that a competent representative should cover the ground and obtain this information in detail.

The question of giving careful attention to the execution of orders, and the rendering of invoices is a point rarely appreciated by the manufacturer. While a shortage of some minor part or a slight defect in construction may be easily remedied by a home dealer, it would occasion untold annoyance and paralyzation of sales to a foreign dealer.

This applies particularly to those countries wherein the dealers conduct their business in a language different from ours, and while it is not absolutely necessary that invoices be rendered in the language of the country to which goods are shipped, all invoices must be in duplicate, and explicit in detail, with no abbreviations.

A description of the contents of each package must be given, corresponding to its shipping number, as well as the gross and net weights in American pounds, and the net weight of each class of articles therein. Gross weight and measurement should be plainly marked on each package, as well as on the invoice. To assist the dealer in the opening up and assembling of the goods after they reach his hands, a note or transcript of contents should be placed in each case or package, and signed by some one in authority at

the place where goods are packed. This will be found a great value in adjusting questions of shortage.

A contract should be executed between the manufacturer and his foreign buyer, wherein conditions should be explicitly embodied regarding the terms of payment as well as privileges conceded to buyer, in case of breakage, territory to be controlled by buyer, etc., etc. This will often obviate long and much correspondence.

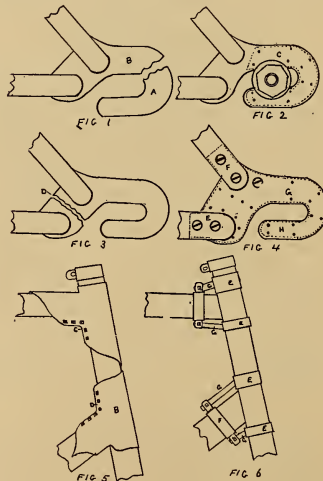
With responsible houses you should not be too exacting as to terms of payment. But where credit is given the better method would be to always draw against shipment at such time as may be agreed upon, attaching drafts to the necessary shipping documents and placing them with some bank at home having correspondents in the countries drawn upon, with instructions to forward for acceptance and collection upon maturity, with the delivery of documents only upon acceptance of drafts.

In many foreign markets merchants are compelled by established custom to give extended credits to their trade, and it is not well to seek these markets with the idea of at once revolutionizing their customs.

England, Germany and France enjoy the benefits of a well and long established trade in foreign countries, which certainly has not been obtained by merit alone over American products. While the better banking and shipping facilities have contributed somewhat to their success, it is more largely due to a careful study of the conditions and requirements demanded by those to whom they sell.

PATCHING AND BRACING.

When a piece of the slot which supports the bearing of the rear wheel is broken off, as indicated in figure 1, in which A is the part which has separated from B, the procedure



to effect a repair is simple. A piece of sheet iron about an eighth of an inch thick need only be riveted on one or both sides of the fracture as marked C in figure 2, and a substantial job results. If, however, the fracture occurs between the tubes, as illustrated at D in figure 3, the remedy is not so easily accomplished.

The break can be fixed, however, according to the plan designated in figure 4. It will be necessary to use a little skill in shaping the piece of wrought iron to correspond to the positions of the tubes. It can be done by a series of hammerings and adjustments, but a simple process consists in making a solid pat-

tern from iron the exact shape of the slot and tubes. Then the heated piece of wrought iron which is to be used as a patch can be moulded to fit the shoulders of the tubes neatly and without much labor.

After the patch is fitted to the pattern it can be drilled for as many screws and in the order shown, there being two for the upper tube F and two for the lower tube E. One screw suffices in the flat or slot portion G, as rivets are used here also. In order that a firm union may result it is best to bring the patch way round to H, thus covering the slot completely. Such a patch will be very strong. If a like one is set to the opposite side the durability is further increased. All rivets and screw-heads should be countersunk.

Few riders desire to increase the weight of their wheels by having additional braces adjusted for strengthening purposes, yet at times we have calls from wheelmen who are chary about trusting themselves on a wheel unless the same is strengthened. Not long since a man well up in engineering called with his wheel, saying that he had figured that according to mechanical laws a bicycle ought to weigh sixty pounds to support a man of average weight. And his wheel weighed but twenty-four pounds. He wished it strengthened and the work was done, as shown in figure 5, in which an overlapping sleeve or clasp was made from sheet steel and bent around each connection of the tubing in the manner shown by A and B.

The inner side of each was made to lap and drilled for a series of small bolts, as presented at C and D respectively. These plates were afterward nickel-plated. They served to strengthen the frame of the wheel, to the satisfaction of the owner. Another type of bracing which we have had occasion to apply is shown in figure 6, consisting of clasps E, E, E, E, each being supplied with extensions, G, and the latter are bolted to the clasps F, F, on the cross tubes, as signified. The same style of braces are employed on the other connections of the frame. This form of bracing serves its purpose well and can be taken off at any time.

G. D. RICE.

CRANK LENGTH AND LEG LENGTH.

The rider's leg consists of a series of three cranks—the thigh, the leg and the foot. The motions at the joints of this series—hip, knee and ankle—actuating a pedal describing, say, a circle of forty and a half inches, will be greater if the series of cranks be short than if long. This will be shown by the height which the middle joint—the knee—rises and falls.

The greatest modification of this motion dependent on the size of the active cranks will be effected by the length of the foot, that is, the crank next the circle to be described. The longer the foot—given proper "ankle action"—the less the rise and fall of the knee. On the other hand, the greater the circle described by the pedal, that is, the longer the passive crank, the greater the rise and fall of the knee. Therefore, to equalize the motions at the knees of long legs and short legs is purely a question of the difference in the length of cranks.

A PROPOSAL IN KANSAS.

"I cannot get down on my knees," she said, "because I might bag my bloomers; but if you will swear to me that you are in favor of free silver and that you will let me carry the night-kye, I will consent to marry you."

PESSIMISTIC.

"A mortal can never tell where he's going to be next in this life," said the moralist.

"No," replied the man with a bandage over his eye, "especially if he's learning to ride a bicycle."



PALMER TIRES

Quarter-Mile $15\frac{2}{5}$ Seconds.

Stanley M. Barrows, of Denver, last Thursday rode an unpaced, straightaway quarter in .15 2-5—a mile-a-minute clip. Barrows rides a — wheel fitted with Palmer Tires.

MINNESOTA CHAMPIONSHIPS ON PALMERS.

D. F. Carmichael, of St. Paul, mounted on a Syracuse Bicycle, fitted with Palmer Tires, on September 18-19, won the following State Championships: One-fourth, one-third, one-half, one, two and five miles—a clean sweep. Carmichael rode the five miles in 12.05, lowering State record 12 seconds.

PALMERS WIN COASTING CONTEST.

The "True American Coasting Contest," at Trenton, N J., September 12, was won on a Stearns wheel fitted with Palmer Tires. There are no tires so good for up-hill, down-hill, and on-the-level riding as Palmers.

HEART-TO-HEART TALKS.

Recently we have been telling our friends a few things about tire construction—especially about Palmer Tire construction. These little heart-to-heart talks have been interrupted by a series of magnificent winnings on the track, and we couldn't resist the temptation to give the good news to our readers. We hope soon to renew these talks. But, in the meantime, don't ever forget that all Palmer Tires are made alike—with identical fabric in all styles—just more rubber on the roadster than on the racer.

The Palmer Pneumatic Tire Co., 133-135 S. Clinton St., Chicago.

For prices address: SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO., 66 Reade St., New York, and 159 Lake St., Chicago.

Kindly mention The Wheel when writing.

THE RACER AS AN ADVERTISEMENT.

It has often been debated whether the manufacturer received an adequate return in advertising from the money he expended on racing. An interesting and able argument in favor of the proposition crops up in a recent interview on the part of a Trade Press reporter with T. W. Crosby, the gentleman who has shown such versatile talent in impressing upon the public the merits and superiority of the Monarch:

"I see you believe in racing men as advertising mediums. Do they pay well?"

"Yes; our rider, Cooper, is the 'crack' of the country, and he spreads the name 'Monarch' wherever he goes. Through him we supplement our regular advertising. He is like the missing link that others have lost and we have found. He clinches results from all our advertising."

"In what way do you mean?"

"Why, bicycling is a popular sport, and daily papers and others must give the people all the news about it. A winning rider soon becomes a favorite with the public, and they all wonder instinctively what wheel he rides. The advertiser must see to it that they find out. The name he has created for his wheel must be inseparably linked with that of the rider. In this way he can get his wheel talked about and advertised broadcast in the most friendly way."

"Do you follow up this kind of advertising systematically?"

"Yes; we send around with Cooper a man whom we call his press agent. When Cooper wins, which is nearly every time, this man's duty is to try to get the name of the Monarch wheel into all the newspaper dispatches toiling about Cooper's victory. He works in a story about Cooper and the Monarch not only in the Associated Press dispatches, but into the country publications all over the section in which the race took place. We are advertisers in nearly all of these publications and we are careful to be strictly up to date with our advertisements. If the dispatch says Cooper won, but says nothing about the Monarch, the readers who do not know what wheel he rides, cannot miss finding out, for our advertisement in the same paper tells in big type the story of Cooper and the Monarch very briefly, but well."

"How do you know that the people pay any attention to such an advertisement?"

"That is very clearly proved to us. When business drops down pretty low in any section of the country, we send Cooper into the races there. He cleans out everybody in the races, and our business picks up at once, for the people all talk about him and his wheel. This means that people like to ride a wheel that is popular as well as being a good one."

"Ah, I see. You have made the name 'Cooper' synonymous with 'Monarch.'"

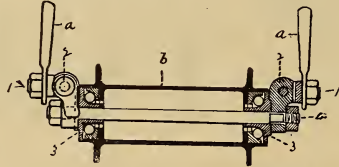
"Yes; that's just the point. And we have done it, too. We receive hundreds of letters asking about the wheel that Cooper rides. They have come in great numbers from Europe, and even from Australia, Asia and South America. You have no doubt noticed that we call him frequently in our advertisements, 'Tom Monarch Cooper.'"

NO FURNITURE MAKING.

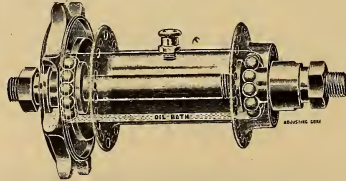
The rumor that the Boston Wood Rim Company were to manufacture furniture in a small way in order to use up the stock that cannot be used for wood rims is wholly untrue. While it is true that a number of furniture manufacturers are reversing this order and making rims out of stock they cannot use in furniture, the Boston Wood Rim Company are quite content to stick to their original intention of making the best laminated rim in the world, for which so many years of experience and their extensive plant at Bedford, Mass., gives them ample means.

SOME NEW BRITISH HUBS.

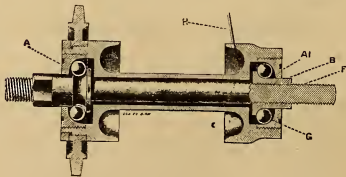
London, Sept. 15.—Bearing out what I wrote after last year's shows, I have a few fresh patterns on hubs to place before American makers. A glance will suffice to show that they are well on the disc-adjusting plan or imitations thereof, save one. This I will take first, as it is the greatest novelty. I cannot say that I regard it as an improvement, but since a company has been formed to manufacture and push it, some people evidently have faith in it.



It is called the side pressure ball bearing hub, because the adjustment of the ball bearing is secured automatically by the weight of the rider. The block shown illustrates the front wheel hub (b), the forks (a) being bolted to the levers (2, 2). The action of the rider's weight causes the lower ends of the levers to press against the cones (3, 3), which slide on the arch (4), and so gives a side pressure which automatically adjusts the bearing. I have not yet heard any competent critic offer a favorable opinion on the device.



This is a new hub, just marketed by R. F. Hall, who was the moving spirit in the Cycle Components Manufacturing Company last year. The cut is almost self-explanatory. In this hub it is sought to obtain the advantages of a disc-adjusting hub, with the simplicity of the cone adjusting variety. For that reason the discs or cups are screwed positively into the hub-barrel and are not intended to be moved. On the end of the axle under the chain wheel the bearing cone is part of the axle and turned on it. On the other end the cone is screwed on to the axle before the disc on that side is fixed. To slacken the bearing this cone is screwed in; to tighten it is screwed out. It is a development of an American hub which Mr. Harry James, of Birmingham

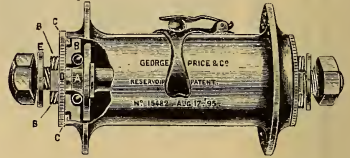


bought in 1893. This is Mr. James's hub, and, as will be seen, is very similar to the Hall. A, A1 being the discs jambed into the hub barrel, with left and right hand threads, B being the adjusting cone working on the axle F. In the original hub purchased by James the axle was split, screwed and telescoped, the adjustment being arrived at by lengthening or shortening the axle.

This is a hub, to market which a very wealthy syndicate has been formed and

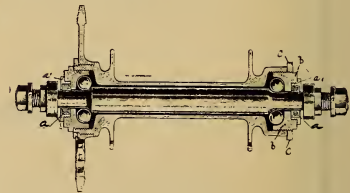
whose connection with Humber & Co. causes me to prophesy that it will probably be found on Humber machines next year. The inventor is Mr. George Price, of Chester.

A—Is a cone screwed by right hand thread to collar on spindle. B—Cup screwed into hub mouth by right hand thread to reach balls. C—Primary locking ring screwed into same thread of hub mouth, as cup B, locking cup B from backward movement, and for adjustment. D—Secondary locking ring, screwed by left hand thread on extended shoulder of cup B, passing through aperture of primary locking ring C, effectually locking cup B (and chain wheel in case of back hub) into set position.



It is a very simple hub to adjust, as by unlocking D and turning the adjusting disc B all play is taken up. While locking the nut C, B must be held in place by an open jaw spanner.

This is a German invention of the famous Elswick hub. B is the adjusting disc screwing into the barrel and locked in position by the ring nut C jamming against the end face of the hub. The improvement on the Elswick is the fitting of a felt washer (a), which is held in position to the adjusting disc by the ring nut A1.



The chief merit of this description of hub is its oil containing qualities, added to which is the fact that the bearings can be made more mechanically true to each other than has been the case in the ordinary hub. In the latter any "sag" between the male and female threads of the adjusting cones permits the fork ends to pull them out of adjustment with the bearing caps.

LARGEST IN BALTIMORE.

In these days of business depression, it is refreshing to meet with a concern who are not only seeking to enlarge their business, but making preparations for a much larger trade next year. E. D. Loane, Jr., & Co., of Baltimore, Md., have removed to 14 East Lexington street, and have now at their command a building four stories high, twenty-five feet wide, and allowing a salesroom 130 feet deep, which gives them by far the largest store in the "Monumental City." The fourth floor will be devoted entirely to a nickel-plating and enamelling plant; the third floor to the manufacture of baseball and football suits; the rear part of the second floor the wheel repair department, and the front portion to a salesroom, while the main floor has been fitted up in splendid style as a show-room for wheels and sporting goods. The basement will be utilized this winter as a riding school. The Loane Company is one of the most successful concerns in Baltimore, and no doubt next year will increase their already large business.

DON'T
CLOSE
YOUR
1897 CONTRACTS
UNTIL
YOU
SEE

The Fowler

Straws

show which way the wind blows.
From the manner in which applica-
tions for the

1897 FOWLER

agency are pouring in, it is very
evident that everything is coming
our way. Our great success this
season is causing all the desire to be
in with us for '97. If this looks
well, if it sounds well, if you would
see and hear more, send your ad-
dress for further information.

FOWLER CYCLE MANUFACTURING CO.

CHICAGO.

NEW YORK. BOSTON.
WASHINGTON. LONDON.



THE COMING OF THE TIGER.

A bicycle which should, from its name, meet with a prompt welcome from New Yorkers, especially those of Tammany persuasion, is the Tiger, built at Dayton, Ohio, by the Stoddard Manufacturing Company. Possessed of a splendid plant, long experience and a high reputation, gained through years of successful competition in the line of agricultural machinery, Stoddard & Co. do not start in the building of bicycles without that particular sort of experience which alone makes success certain in any line of manufacturing.

That the company has thoroughly grasped the situation in the wheel trade is best shown by this announcement: "There are already a great many bicycles on the market—a very few of them first class, really good machines, built on correct scientific principles; most of them of fair, medium grade, tolerably well built, and the rest but wretched affairs, selling for what they will bring, on any kind of terms.

"There is no room for us among the 'cheap' fellows; the ranks of the 'fairly good' are crowded to suffocation already—but in the highest and best class there is no crowd. In this line, as in all other lines, 'There is always room at the top.'

"Among the first-class machines there is always one best—and only one. There is room for but one at the apex of the pyramid. That place is full when it has a single occupant. That's where we are going. It is our determination to put the Tiger Wheel in that position. And it isn't such a difficult job as it might seem.

"Egotism? We think not. It is true that we are new in the bicycle business. Our practical experience in that particular line is yet to be obtained. But we have behind us a quarter century of manufacturing experience. That means something always. The dullest are forced to learn in that school. In our case it means much."

There is a boldness, confident, business-like ring about the foregoing which must command instant attention to these newcomers in the trade.

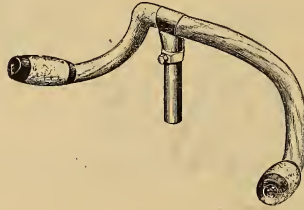
That they are not using mere empty words in their announcement above is proven by the Stoddard people declaring their position regarding manufacture to be this: "When we say that we shall build our own bicycles, we mean that we shall make all parts of them—complete—frames, wheels, cranks, bearings, sprockets, chains, forgings of all kinds, all parts except steel tubing and rubber tires. We are interested, vitally interested, in every part of the Tiger wheels. We know that we must fully and unreservedly guarantee every part. In order that we may do this in full knowledge of every part, and of just what strain each part can be expected to sustain, we must build our wheels, from the ground up, complete in every detail. Please bear in mind that our Tiger and Tigress wheels are to be built entirely regardless of first cost. That consideration shall not be allowed to enter into the matter at all. We are going to the top if merit can put us there."

From all this it seems a safe prediction that the word Tiger will occupy a very prominent place in cycle history when it comes to be written for the year 1897. There is always room and welcome for such concerns in the cycle trade as the Stoddard Company. They command respect, deserve success, and will not fail in the present case to secure both.

Two English cycle manufacturers have been drawn into a lawsuit over the word "Tribby" as a trademark. What trifling things men will quarrel over!

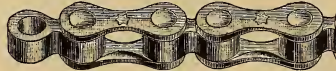
WHY PROSPERITY PERCHES HERE.

A prominent Chicagoan recently stated to a WHEEL man that it was his belief that ultimately the exclusive cycle dealer and exclusive dealer in sundries would become but a memory. He thinks that the business must become associated with other industries, as it cannot of itself, in and out of season, be self-supporting, barring, of course, such branch houses and distributing depots as may be established by the manufacturers themselves. Perhaps this is the real reason of the success that has followed John H. Graham & Co., No. 113 Chambers street, New York, in their dealings with the cycle trade.



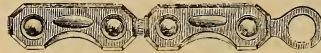
Downey Wood Handle-Bar.

As is well known, they are among the largest, if not the very largest, commission hardware houses in New York city. Several years ago they undertook the entire sales agency for New Departure bells, and their success in this direction is too well known to need comment. A line of Slaymaker, Barry & Co.'s locks was next added, with the same degree of success as with the bells. Bicycle chains then came in for their share, and the entire output of the Chantrell Tool Company, of Reading, was taken and sold. Bicycle wrenches also played a prominent part in their business, and in each of these lines the trade has been conducted in the same thorough manner that has brought their hardware business to where it is to-day.



Chantrell Chain, Pattern 50.

For the coming year Graham & Co. are enlarging their line. Their latest addition is the Downey wood handle-bar, made in Lancaster, Pa., the product of Downey Bros., who for a couple of generations, have been known to the carriage trade as manufacturers of the finest grade of bent wood carriage work. The bars that they are turning out at present are beautiful examples of their work. Downey's experience of over thirty



Chantrell Chain, Pattern 150.

years in the bending of hard woods should enable them to judge both the quality and durability. Pennsylvania hard woods, hickory, oak, and ash, have always borne the very highest reputation, and it is this grade of wood that is used exclusively by them in the manufacture of these bars. They are making many shapes of bars, a perfect ram's horn that was shown the WHEEL man being particularly clever. It seems almost impossible that it could be formed without breaking the wood. In the matter of finish, their experience in the carriage trade stands them in good stead, their samples showing a finish which is seldom equalled by bar makers. The clip which they use is entirely novel. Instead of being unsightly, it is

rather ornamental, and consists of merely a thin steel strip, which is drawn down into the stem of the bar. They guarantee the bar against imperfection and breakages for a year, and this in itself would be enough to commend it to the careful buyer.

The Chantrell chain for next year has also been vastly improved. Twelve patterns are shown, which, in point of finish and excellence of workmanship, are really beautiful. The new design, with a hexagon-shaped side plate, is one of the neatest things on the market, and the blued side plates and straw-colored centres makes a chain which will prove ornamental to any wheel. Of course the prices vary, and all grades are made, but in every instance the chain is covered by a full guarantee, and their position in the trade is such that prompt deliveries can easily be promised. The chain, for many years, has been looked upon as one of the best in the market, and their output for '97 has certainly been made to keep up the standard of the past.

REAPING THE REWARD OF MERIT.

Some years ago a conscientious, industrious man of the name of Grubb, who had conducted a cycle store and repair shop, became ambitious, and began the manufacture of bicycles in a small way in Pottstown, Penn. The wheels he made were honest, were constructed in a workmanlike manner, and embodied mechanical features that quickly commended themselves to the thinking buyer. As the years rolled on the business grew steadily and healthily, until it became the Light Cycle Co., which, at the beginning of 1896, removed into a large and complete plant which had been erected especially for their use. Their growth, however, never affected the quality of their wares; it merely broadened them, and where formerly the "Light" was known only in a limited radius during the season just passed nearly every part of the world has become acquainted with the product of the little Schuylkill Valley town. A WHEEL man was shown orders from England, China, Japan, South Africa, New Zealand and Australia, delicate and lucrative compliments to the machine. In the past C. A. Warner & Co., 69 West Twenty-third street, have acted as agents for the Light, but they have abandoned the retail bicycle business, leaving an opportunity for some good house to establish an easy selling and profitable line of wheels in the metropolis.

DIFFERENT FROM ADAM AND EVE.

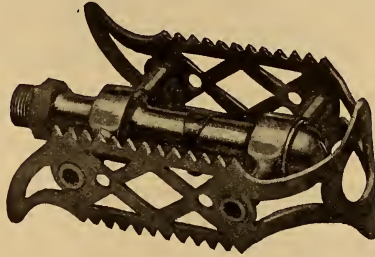
In the days of the Garden of Eden garters were scarcely classed as necessities, simply because Adam and Eve never wore stockings, but in these days of civilization it is of as much importance as any other portion of man's dress. Jacob Gump, No. 529 West Baltimore street, Baltimore, Md., is well known to the bicycle trade through the Antler garter, which consists of a simple band of rubber webbing. In this respect it differs but little from others, but the buckle is so constructed that any tension is allowable in an instant, has no exposed prongs to tear and is absolutely without springs. The workmanship on the garter is of the best and any color can be had. In silk-thread webbing the price is 10 cents and in silk 25 cents.

TWENTY-FOUR YARDS IN A BUNDLE.

If experience in the manufacture of woven braid cords of all descriptions goes for aught, the dress-guard cord which is being marketed by the Royal Braid Company, Williamsport, Penn., should be in brisk demand. The Royal cord is furnished either in silk or cotton stock of any pattern or weave, and manufacturers desiring a particular shade can easily be accommodated. Jobbers, too, will find this a salable article, as it is made up in twenty-four yard length bundles, enough for stringing a wheel and some to spare in case of accidents.

Highest Grade.

Highest Price.



In 1897 critical riders will look for a pedal as durable as the balance of the bicycle. This means "nuts" for us. In the origination of the

RECORD PEDAL

we had durability in view all the time. No tortured and crystalized sheet steel for us, but solid forgings, and solid forgings mean lasting results.

Higher cost, Mr. Manufacturer, but then—(your experience will enable you to finish the sentence).

RECORD PEDAL MANUFACTURING CO.,

239 COLUMBUS AVENUE,

BOSTON, MASS.

Kindly mention The Wheel.

TWO IN READING.

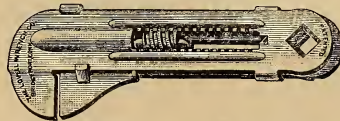
Reading, that good old Pennsylvania Dutch town, is becoming very much of a cycling centre. Conservative methods have made the business profitable for those already engaged, and now two new concerns are about to take a hand. The Reading Cycle Manufacturing Company, Tenth and Exeter streets, incorporated some little time ago, are getting ready for '97 trade. Their plant is well adapted for the purpose, the machinery being new and everything else up to date, and good work can be looked for. C. A. Dundore, well known in that section of the country, is superintendent, and with Henry C. England, president; Daniel J. Driscoll, treasurer, and George A. Heckman, secretary, they have a roster of officers which, no doubt, will force their company to the front. Another new concern is the Reading Standard Manufacturing Company, of which Mr. Remppis is the leading spirit. They intend making a strong bid for trade. Their wheel will be high grade in every particular. No expense is to be spared in its construction, "and while," to use the words of Mr. Remppis, "there is often a great temptation to utilize cheap material, nothing but the highest grade will be embodied in the Standard wheel." They are looking for good agents and those desiring a first-class line for '97 will do well to communicate with the firm.

EVEN THE BIRDS.

A British tire-maker is having a number of parrots taught to say his tires are the best. When the birds have sufficiently learned their parts, they are to be hung up in places where wheelmen congregate to preach the maker's tire gospel. The idea was tried in America and was not highly successful.

HAVE YOU LOST YOUR GRIP?

Is there a sadder sight in all the world than the poor, hopeless, hapless, despairing wretch who has lost his grip? Contrawise, can there be any pleasanter sight than the lucky individual whose grip is fast upon the good things of this world? Believing there is not, man is ever looking for a grip which can not slip. There are not many such grips, but the Lovell Wrench Company, of Bridgeport, Conn., have



been fortunate enough to secure the rarity and incorporate it in their new famous Lovell wrench.

Let nut or bolt be as contrary and refractory as it may, once the Lovell grips it slipping is out of the question. It has got to turn. That so much strength, grip and box wrench principles could be combined in $4\frac{1}{4}$ ounces of weight is of itself a marvel; but when the Lovell people announced that for the coming season they had even improved on last year's wrench, the man who wants more for his money than the Lovell gives him is certainly the man who wants to buy gold dollars for fifty cents.

WENT TO SEE A MAN.

He said, "I would like to see the man who could cheat me." Then, that he might be disappointed, he went to an auction sale where \$100 bicycles were being sold for \$12.

If by some sort of Roentgen-ray process you could see all the weak spots in a "just-as-good" wheel, you would think it stricken with smallpox.

THAT AMERICAN INVASION.

In speaking of the American cycle invasion the London "Ironmonger" says:

"The continued arrival of fresh American firms on this side of the Atlantic, all bent on obtaining a share of the English trade, has brought home to the minds of those who were at first inclined to be skeptical the importance of the American invasion, till the subject has lately become one of the leading topics of conversation in the trade. It is desirable that all who are connected with the trade, whether as makers or dealers, should realize the position of affairs, and remember that the Americans having found their efforts this season to some extent crowned with success are not likely to relax their endeavors to build up a large trade in this country."

MILLIONS OF MONEY.

Some figures regarding England's cycle trade have recently been made public. The annual output is estimated at 750,000, with a valuation of \$60,000,000. Last year Great Britain exported wheels and parts thereof to the value of \$9,969,050, against \$5,004,565 for the preceding year. The stock companies engaged in the cycle trade have a total capitalization of over \$85,000,000, to say nothing of the private concerns in the same business. Last year 1,955 British patents relating to cycles were granted, while pneumatic tires to the tune of 1,500,000 were turned out. These figures give some idea of the magnitude of the British wheel trade.

SPRUNG IT ON HIM.

"I understand, then," concluded the interviewer, "that your success was achieved at a bound?"

The inventor of the world's most resilient tire nodded his head gravely.

THE CYCLE TRADES' FOREIGN LISTS.

Containing the leading bicycle agencies and manufacturers in the following countries:

England, Italy, France, Switzerland, Germany, Austria, Denmark, Hungary, Norway, Romania,

Sweden, Turkey, Holland, Greece, Belgium, Russia, Spain, Servia, Portugal, Poland,

Finland, New S. Wales, Jamaica, Victoria, Bahama Islands, New Zealand, Cuba, Queensland, British Guiana, Tasmania,

India, S. Australia, Burma, W. Australia, Cape Colony, Ceylon, Straits Settlements, Natal, Java, Griguland, West,

Japan, China, Transvaal, Barbados, Egypt, Trinidad, Algiers, Antigua, Mexico.

A selected number of foreign buyers resident in the principal cities throughout Europe.

A selected list of exporters of bicycles resident in New York.

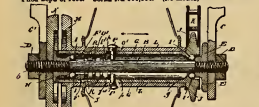
All of the firms whose names are listed in this book are houses of first-class reputation.

BOOK NOW READY.

Published by F. P. PRIAL, 88 West Broadway, New York.

RECENT PATENTS.

567,650. BICYCLE-SEAT. STEPHEN LEON, Brighton, Pa. Filed Sept. 4, 1895. Serial No. 541,555. (No model.)



Claim.—In a bicycle-seat, the combination with a fixed rod, the laterally-movable disk, the hub upon which it is mounted, the inner hub carrying the fire supports, means arranged between the inner and outer tube for shifting the latter laterally for the former use to be retained, said means including a spring mechanism for returning the outer tube to its normal position substantially as shown and described.

567,635. BICYCLE. GAN YOUNG, Chicago, Ill. Filed Oct. 7, 1895. Serial No. 540,825. (No model.)



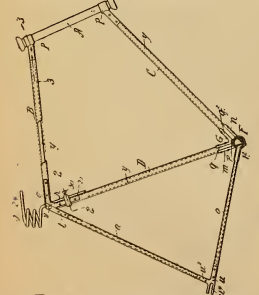
Claim.—In a bicycle, the combination of pedal-levers, a driving-shaft with a surrounding isolated portion, an oscillating spring connected with the pedal-levers and provided with openings containing dogs adapted to engage said toothed portions, and a connection between the other lever and the shaft so as to rotate it when the pedals are moved, a brake-wheel on said pedal-shaft opposed to said ring, a connection between said levers so that a movement of one causes an opposite movement of the other, and a connection between said ring and the pedal connection whereby the brake is operated when pressure is simultaneously applied to both pedal-levers.

567,629. SPRING MOTOR FOR BICYCLES. GAN YOUNG, Chicago, Ill. Filed Oct. 28, 1895. Serial No. 541,164. (No model.)



Claim.—The combination with a bicycle, of a power-storing device connected with the part of the frame of the bicycle that connects the front fork with the crank-bearing, a controllable connection between said power-storing device and the crank-shaft of the bicycle, and a means associated with said power-storing device for supplying power thereto.

567,936. BICYCLE. WILLIAM S. BELLON, Springfield, Mass. Filed May 10, 1894. Serial No. 510,992. (No model.)



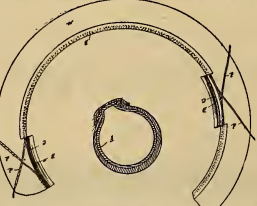
Claim.—In a bicycle, the crank-shaft bracket consisting of a tube with paired flanges or kerfs provided therein from each end and the stay member bent around to form eyes or loops said parallel members, said loop portions being fitted peripherally inside of, and within the ends of, the tube, and having the said members extended rearwardly through said kerfs and affording attachment-hubs for the rear fork members of the frame, substantially as and for the purpose described.

566,954. AIR-VALVE. THOMAS WHEATLEY, Syracuse, N. Y. Filed Apr. 29, 1895. Serial No. 541,261. (No model.)



Claim.—The combination with a steam-chamber, of an air-valve secured to the chamber and provided with an ascending-sloped passage through the wall of the chamber and projecting beyond the inner face, said nipple being formed with an inlet-passage extending from its free extremity and an annular groove in its outer face interspersed between its opposite extremities, substantially as and for the purpose described.

567,839. PNEUMATIC TIRE. JOSEPH O. MOORE, Erie, Pa., assignor of the right to the Combination Roll and Rubber Company, Bloomfield, N. J. Filed Oct. 28, 1895. Serial No. 540,560. (No model.)



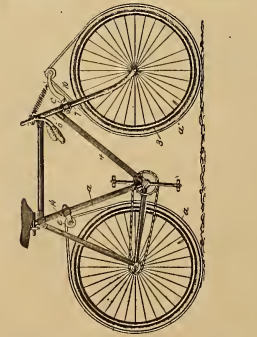
Claim.—In a pneumatic tire, the combination of the outer casing thereof having a closed pocket and an open pocket on its inner periphery, and a binder running through said closed and open pockets, the said open pocket extending under and engaging said binder and said open and closed pockets forming a continuous seal for said binder throughout the periphery of the said casing.

567,860. WIND-SCREENS FOR VEHICLES. THOMAS L. MONTGOMERY, New York, N. Y. Filed May 2, 1895. Serial No. 539,084. (No model.)



Claim.—A wind-screen for a bicycle, comprising a cross-bar adapted for engaging engagement with the steering-head tube of a bicycle-frame, uprights extended therefrom, top brace-rods extended from the upper ends of the uprights and converging forwardly, bottom brace-rods extended from the cross-bar and converging forwardly, the top stay, the Serbellor or cord connection, and a covering of flexible material substantially as specified.

567,555. KEYS FOR PREVENTING FINGERING OF PNEUMATIC TIRES. EDWARD E. ELIOT, Washington, D. C., assignor of one-half to John C. Preston, same place. Filed Dec. 23, 1893. Serial No. 512,020. (No model.)



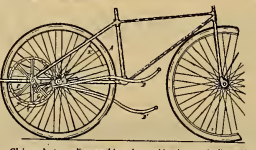
Claim.—The combination with the pneumatic tire of a bicycle or other similar vehicle, of an independent movable protecting-band of greater length than the tire, and a guide for said band supported by the machine, substantially as described.

567,663. HANDLE-BAR FOR BICYCLES. RAYMOND M. SEYMOUR, New York, N. Y. Filed May 17, 1895. Serial No. 541,851. (No model.)



Claim.—The combination of a tubular head adapted to be connected with the spring-bar of the forward fork of a bicycle, a cross-head secured on said tubular head, side arms curved forwardly, downwardly and backwardly, and connected with the sides of the outer end of the cross-head, and provided with handles, and other handles connected with the ends of the cross-head, substantially as shown and described.

567,787. DRIVING-GEAR FOR CYCLING-MACHINES. JAMES J. MARSHALL, Sydney, New South Wales. Filed June 3, 1896. Serial No. 549,126. (No model.)



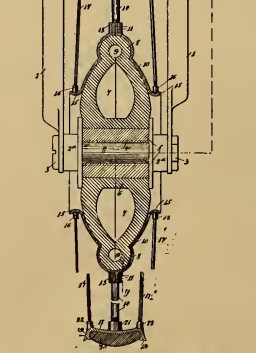
Claim.—In cycling-machines, in combination vertically-oscillating pedal-levers, the rear ends of which are pivoted on or near to the axis of the driving-wheel of the cycle and provided with a longitudinal bearing or socket within which will reciprocate longitudinally a rod or arm that is secured to a crank-arm on the axis of a spur-wheel that gears with a spur-pinion secured to the driving-wheel of the cycle as herein set forth.

567,807. BICYCLE-LOCK. THOMAS CARROLL, Dayton, Ohio, assignor to Security Lock and Manufacturing Co., same place. Filed Aug. 15, 1895. Serial No. 538,843. (No model.)



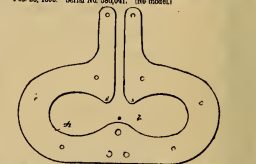
Claim.—In a bicycle, the combination with a tubular saddle-post, and a toothed disk rigidly mounted on the crank-shaft in a line with said tubular post, of a sliding locking-bolt constructed substantially in one part having a vertical slot in the lower terminal of which is enlarged and one side thereof terminates in a cylindrical dot or recess which is adapted to support the key when the bolt is thrown up, a series of angled lugs being provided on each side of said bolt, and means for actuating the said tumblers and bolt, substantially as and for the purpose specified.

567,536. WHEEL FOR BICYCLES. ALFRED P. LE GROS CLUNY, Ky. Filed Feb. 1, 1895. Serial No. 517,008. (No model.)



Claim.—A wheel, comprising a steel-like hub, a chambered portion secured to the hub and provided with an angular hollow enlargement on its periphery, a metallic casing resting upon the outer portion of the cushion, a rim, and spokes connecting therein with the case, substantially as described.

567,634. BICYCLE-SADDLE. RICHARD O. BARLER, Chicago, Ill., assignor to the A. C. Barler Manufacturing Company, same place. Filed Feb. 20, 1895. Serial No. 540,941. (No model.)



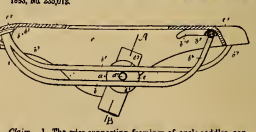
Claim.—A bicycle-saddle comprising a sectional plate supported solely at its rear and center and having a split, divided or double pommel at the forward end, substantially as set forth.

567,900. PERMUTATION LOCK. STEPHEN C. HORTON, San Francisco, Cal. Filed May 28, 1895. Serial No. 540,809. (No model.)



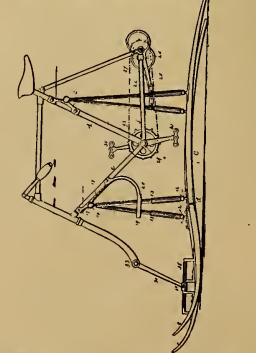
Claim.—In a permutation lock having a casing, a series of rings therein, a bolt having sliding movement in said casing with a catch to engage the rings, said bolt being arranged to turn and operate the rings, said rings being locked within the casing, to be inaccessable except through the rotary bolt, substantially as described.

567,883. CYCLE-SADDLE. JOHN R. BROWN, Birmingham, England. Filed Dec. 4, 1894. Serial No. 512,251. (No model.) Reissued in England Dec. 9, 1895, No. 22,824, Mar. 14, 1896, No. 5,829, Apr. 28, 1896, No. 5,833, and Dec. 10, 1896, No. 54,771, and in France Dec. 22, 1895, No. 253,171.



Claim.—The wire-spring framing of cycle-saddles, consisting of a two-sided and double-membered frame, with the members of each side running one above another, and parallel or nearly so to each other, and with their front parts converging to a common point, or toward each other, and with the back ends of the said members spreading themselves into extended and separated horizontal, substantially as shown and described.

567,536. ICE-VELOCIPÈDE. EUGENE WARR, St. Paul, Minn. Filed Nov. 15, 1895. Serial No. 548,170. (No model.)



Claim.—The combination with supporting and reciprocating axles or runners having laterally-movable forward ends of means for supporting a runner on said axles and means for moving said forward ends of the axles laterally for guiding the machine, substantially as set forth.

The Wheel

and

CYCLING TRADE REVIEW

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VOL. XVIII., No. 8.

NEW YORK AND CHICAGO, OCTOBER 9, 1896.

WHOLE No. 450.

HE WILL BE A FACTOR.

England's Trade Will Feel the Effects of Fowler's Untiring Energy and Ability.

The resignation of Frank Fowler from the presidency of the company that bears his name in Chicago caused but little stir in the inner circles of the trade: it is a well-known fact that since he sold out his interests in the Fowler Cycle Manufacturing Company last winter he has been but nominally president, and to any one who understands his hustling nature it was plain that sooner or later he would get back into active service again. His retirement from the Fowler Company comes as a sequel to his foreign trip. There are rumors in which the names of a large English manufacturer and the man from Chicago are closely connected. What gives credence to the story is the fact that a deal is now under way for the purchase of 5,000 sets of parts with an option of increasing it twofold. So it is pretty safe to hazard that the cycle world is to be treated to a brand-new sensation shortly.

It is rumored that he will start a plant in England, equipped with American machinery, to manufacture about 30,000 wheels of truss frame model. His patents on the ladies' truss frame covers eight countries. The favorable impression made by his aggressive policy during his recent visit to England in the interest of the Fowler Co. lends color to the rumor.

BOTH ABLE AND FAIR.

It is a very strange thing that A. E. Patterson should now be a show manager, but such he is, for last week R. L. Coleman engaged the late manager of the Pope Company to manage the Chicago show. No better man could be chosen, and when that is said all is said. Patterson is shrewd, diplomatic and has the necessary ability to carry out the show in the best possible manner. In his hands all the details, as well as the general matters, will be perfectly managed and give ample satisfaction on all sides.

MCCLAIVE'S MONEY.

The schedules of John McClave & Sons, manufacturers of bicycles at 371 Fifth avenue and 602 West Twenty-second street, which have been filed in court, show liabilities of \$15,221, nominal assets, \$34,765, and actual assets, \$9,430. Stephen Wood McClave, one of the partners, has no direct business liabilities, but is liable on notes to the amount of \$35,500, discounted by the Garfield National Bank for the benefit of his father, John McClave, upon the latter's indorsement.

SANGER WANTS SOME MORE.

A Milwaukee dispatch states that Walter Sanger has forwarded a challenge to E. C. Bald to ride a match race for \$1,000 a side, the race to be run in Milwaukee on October 10.

GOING TO LAW ABOUT IT.

Cleveland, Ohio, Oct. 1.—Proceedings were commenced in the Common Pleas Court yesterday by the Plugine Company, of this city, against the Boston Woven Hose and Rubber Company. The local concern wants \$25,000 damages. The plaintiff is engaged in the manufacture and sale of "plugine," an article for stopping punctures in tires. Much money has been spent, the plaintiffs say, in introducing the article. The defendant is accused of sending out postal cards to firms dealing in rubber tires and others, in which, it is alleged, the defendants say they will not handle tires previously treated with plugine, as they claimed it ruins them so they cannot be replaced.

DIFFERING GENII.

The Havell Manufacturing Company and the Aladdin Lamp Company, of Newark, N. J., are at war. The former company attempted to secure an injunction restraining the lamp concern from using their name on the lamp. The Aladdin Company has filed a crossbill praying the Vice-Chancellor to restrain the Havell Company from selling the lamps or using the name of the defendant company, whose rights, it was stated, were bought from Alfred J. Eno and George E. Huebner. The complainant claims a contract with the defendant, by which it was to be the sole manufacturer of the lamp.

THIS WOULD SETTLE IT.

It is highly probable that the tie in the number of points between Bald and Cooper will be settled by a match race. Cooper states that he will challenge Bald to race for \$500 a side to settle the matter. If the match is arranged it will come off at some place in the South or on the indoor track at the Chicago Coliseum.

BURNING OF THE IDE.

An abbreviated dispatch from Peoria, Ill., received as THE WHEEL goes to press, announces the destruction of the plant of the Ide Manufacturing Company by fire. The extent of the damage is not known at this writing.

ONLY A QUARTER OFFERED.

An offer of payment of 25 cents on the dollar within six months has been made by the Berkeley Cycle Company, of Trenton, N. J. It is believed that the compromise will be accepted by the creditors.

KANSAS' CONTRIBUTION.

Chattel mortgages amounting to \$17,000 have been filed on the stock of H. L. Stevens, a dealer in implements and bicycles at Lawrence, Kan.

BACK TO THE FOLD.

Once More the Overman Wheel Company Will Be Prominent Cycle Show Features.

No need to whisper it gently; the news comes direct from President A. H. Overman himself: The Overman Wheel Company will exhibit at both the New York and Chicago shows—those under the auspices of the National Board of Trade.

The announcement will prove in the nature of a genuine surprise. In trade circles generally it will provoke applause and satisfaction. In the camp of the 'outlaws,' the speculators who figure on conducting cycle shows without the sanction of the Board of Trade, it will bring dismay and consternation. It means that they have lost their biggest game, their stellar attraction.

Mr. Overman has so long refused to come inside the Board of Trade breastworks that outlaws generally have counted the Victor exhibit as a bird of rare plumage that was certain of hatching in their nests the moment they sought to place it there. But THE WHEEL'S interview with Mr. Overman which brought out the fact noted also inspired the conviction that a bit of persuasive pressure from the right direction will result in his carrying the time-honored Victor standard across the trocha, which he himself constructed, and planting it firmly among those which float from the Board of Trade battlements.

THE WHEEL bluntly asked Mr. Overman his objection to the Board of Trade, and asked him to point out wherein it was not a worthy institution.

"Objections in the sense of the word, I have none," he replied. "Under Mr. Coleman it has done something and proved a pretty good thing. I mean to exhibit at both of its shows."

Mr. Overman said much more, said it in his keen, incisive way. It concerned the gentleman who preceded Mr. Coleman as president of the Board of Trade, with whom Mr. Overman had and still has unsettled grievances. Mr. Overman entertains decided opinions concerning him and mimes no words in stating them. From what he said it seemed clear that to this dislike and disbelief in ex-President Spalding is due the absence of the name Overman from the roll of the Board of Trade.

"But is it fair that your dislike for one member of the organization should induce you to remain outside the fold?"

"Under his administration I had no faith in it. I couldn't be neighborly."

COLORADO CATCHES THE COLONEL.

Colonel Albert A. Pope was in New York on Tuesday. To-morrow he will leave Boston in his private car for a three weeks' trip, as far west as Denver, Col. It is a family party, including Mrs. Pope and Mr. and Mrs. A. A. Pope, jr., together with some of the younger members of the Colonel's family.

WHY HE IS A LEADER.

Possessed of Original and Practical Ideas, A. H. Overman Has Yet to Learn What Failure Means.

If Edison or any other genius ever perfects a pocket phonograph, one which may be concealed about the person and which will yet faithfully perform its duties, he should be assured of a million or so from the newspaper fraternity, if not from the public at large. Imagine the boom it would prove to the average reporter, to the people whom he interviews and in the end and in the full truthfulness of the printed conversation to the public that reads them. It would, of course, play hob with the gabblers and imaginative young men who wield pen or pencil in the interests of sensational prints, but that, too, would prove a public and private service impossible to measure.

If such a contrivance comes about the writer should like nothing better than to train it unawares on the president of the Overman Wheel Company, A. H. Overman, when he is in an interview mood. It would assure a wealth of "copy," such as could not fail to charm all who read it, "copy" that would fairly glow. Say what you will, no newspaper man, it matters not how clever, can interview Mr. Overman and leave without regret that the human mind, wondrous though it be, is yet too poor to store the many gems of thought and language which fall so freely from the Overman tongue. Many may be held, but as many more must needs be lost, and those retained when placed in a setting of cold type lose much of their lustre. It is well-nigh impossible to give to the words that fire, that force, that incisiveness, that almost passionate earnestness with which they are uttered at the rate of perhaps 200 in the minute. Get Mr. Overman warmed to his subject, ask him a question and his reply is an essay on the matter in point, an essay studded with epigrams, with picturesque similes, with the tart, crisp sentences of a Macaulay. His every sense seems keenly alert; his whole soul is in what he is talking about.

About this time last year THE WHEEL published an extended interview with Mr. Overman. It was characteristically outspoken. He did not seek to part the lilies, and it brought him no little condemnation, but subsequent events proved him right, too painfully right. He proved such a prophet that did he please he could set himself up as an I-told-you-so such as there seldom was and none could rightfully or befittingly say him nay. His forecast was correct to the letter—yes, to the very comma. He foretold the overproduction, the failures, the slump, the auction sales, the dumping of the surplus on the bargain counters at \$44.33 and other such figures.

On Saturday last THE WHEEL sought him out again. He was in cycling garb, a maroon colored jersey being part of his costume, and was about leaving his office for the day, but he obligingly postponed his departure. THE WHEEL man recalled the Overman prophecy of last season and half-laughingly suggested that he might care to try again. Mr. Overman was more cautious this time.

"To one on the inside there are sometimes apparent situations and conditions which lead to conclusions that it is best not to remark," he replied.

"But in a general way, what is your opinion of the outlook?"

"The tendency is to overproduction."

"After the overproduction and the bitter lessons of the last season?"

"Yes. There is danger in that very fact,

Americans are too rapid. They do not fully realize the meaning of conservatism."

"What of the export trade? Is it permanent?"

"I went abroad to see for myself. There is room for the best goods. We established some valuable connections from which results are already being obtained."

"Isn't there danger that American makers will overdo the business? If it is so promising will not the Europeans establish factories and themselves supply the demand?"

"The business is already overdone by cheap American wheels. The Europeans have already realized the situation and can produce all the cheap wheels that are required. Those who wish American wheels seek something better than the home-made article."

"What do you term cheap American wheels?"

"Wheels the parts of which are not interchangeable, which are bought in twenty different places and are then put together. The Europeans are not looking for that sort of thing. They can get it at home. They can't be fooled. They are better buyers than we

soft solder. It's shameful. The bottom bracket is the keystone to the arch, and when that is wrong all else is wrong." Mr. Overman warned to his subject.

"There should be a law compelling all manufacturers to state specifically in their descriptions what parts of their wheels are castings," he went on. "There are not many of them that would do it. There would soon be a great change in wheel construction. If tool steel is used pains are taken to point it out. If castings are good why are they not mentioned? Why? Because the men who use them are ashamed of it. They risk a human neck to save seven cents on this part or seventeen cents on that part of each wheel. It's wrong. Castings, I tell you, sir, are dangerous. To use them is a crime," this in sober, sombre tone. "The human neck is a high grade neck. We should build high grade bicycles for high grade necks."

The conversation turned to the chainless bicycle, which Mr. Overman described as "a will o' the wisp which is leading people astray." Friction, weight and wear, he believes, will soon prove its undoing. The



are. They understand conservatism better. It takes them longer to save \$100 and they insist on knowing what they get for it when they purchase. They want to know what this is made of, what that is for. I confess that I was amazed at their keen discrimination, their appreciation of values."

"But interchangeability is a feature of all American wheels!"

"It is claimed to be, I know, but how can it be when parts are purchased in twenty different places at twenty different times? My understanding of the word? When the bicycles can be selected at random, taken apart, the parts mixed, and then put together again without hitch or hammer. Those are the sort of wheels the Europeans want. They understand what is high grade and what is not. They insist on knowing what they are to get for their \$100. Why, sir, I could take you to our dissecting-room and show you an American wheel for which \$100 is asked—a wheel that is much advertised and much talked about, and that wheel, sir, has a casting for a bottom bracket and a ball race soft soldered in the bracket—a casting, sir, and

chain has its faults, he admits, of course; but, with all its faults, he loves it still, and knows of nothing better.

"What is wanted," he said, in supporting his contention, "is length of wing, not a cutting off of the tips." The vevel gear he places in the latter category.

The discussion led up to gear cases.

Mr. Overman thought they might prove useful, but advanced an objection which developed an original trend of thought.

"But," he said, "the matter of sail area must be considered. You've been riding when the wind struck you from this side, from that side, from the other side, and know the greater the area the harder the propulsion. A gear case adds to the area. It offers resistance to the wind. It renders the work harder."

THE WHEEL man acknowledged that the thought had not occurred to him, and remarked its refreshing novelty.

"Yes," continued Mr. Overman, "the sail area is an important factor. Large tubing, large bottom brackets, large hubs all add to it. They should be cut away—sail area to the

quarter of an inch should be cut away. Take an ordinary visiting card, fix it endwise on the head of your bicycle and note the atmospheric resistance which it affords even on a still day."

"Another idea," he went on, after an interruption, "an idea just as original, an idea which I have exploited considerably: Wheels—the wheels themselves, tires, rims, hubs—should be light. If the goose could talk—if one could get next the facts of nature—and one should ask the goose to carry two pounds of matter to London, it would throw out its breast—its body—and say, 'Secure it here and here,' and here and I will carry it.' But ask the goose to carry two ounces on the tips of its wings, and it would tell you 'Impossible—impossible. I cannot carry it.' It could not get that sweep of wing, it could not use these muscles, or these, or these (Mr. Overman illustrating his meaning by clutching his forearm, his upper arm, his shoulder). It could not fly. The wheels of a bicycle are its wings. They must not be burdened. They must be light. They must not be pinioned with heavy double-tube tires—tires clamped in the rims. Those are as weights on the goose's wings. They must have light rims, light single-tube tires, with which to fly. Some of us are pretty good mechanics, but the Lord is a better one."

THE WHEEL man asked if he understood aright that the substance of the Overman argument was in favor of small, single-tube tires.

"N-no, not exactly," somewhat dubiously answered Mr. Overman. "But you can convince yourself. Ride a bicycle fitted with big 1 7/8-inch clamped on double tube tires; then ride one fitted with light 1 3/8-inch single tubes, and note the difference. You will bound forward; you will fly like a bird released from captivity."

Mr. Overman then paid his respects to the single tube tire combination. The press man contended that it was a not unworthy institution, if for no other reason than that it prevented the members from cutting each others' throats by selling tires at all manner of prices. Mr. Overman was inclined to admit this, but that they should pay any one a license of 25 cents per pair he thought was a holdup.

"Do you have no more right to compel it than I have to tell you that I'll beat you across the head right now if you do not give me a dollar."

Those who know Mr. Overman know that while he will talk freely concerning things in general, he is disinclined to speak of matters directly concerning his business. It is only by roundabout course that he can be induced to disclose anything of the sort. That the '97 price of Victors will be \$100 he announced some time since, and he has undergone no change of mind.

"I think I would hold to that price if every one else broke away from it," he remarked on Saturday.

Flush joints? They will not be used on Victor bicycles. Drop forgings are considered best, and their use will be continued. Changes for '97? Practically none of importance. Victors are simply undergoing their annual "refining" as Mr. Overman described it. That they cost more to build than any other wheel made, he reasserted. That no one has attempted to dispute the claim or accept the standing defl, he believes is proof of its invulnerability.

"Output? We will simply do as well as we can," Mr. Overman said in response to the "feeler." "You don't see Victors everywhere," he added, "but there are plenty of them. Lots of people will buy wheels because of the prettiness of their paint, but people are not all alike; there are discriminating buyers who look beneath the enamel."

The Presidential election? "We must elect McKinley or there will be trouble," and of the Ohioan's election Mr. Overman has no doubt.

Once during the interview the interviewer chanced to refer to Mr. Overman as "Colonel," a title which has frequently been applied to him. The bubble was pricked then and there.

"Plain 'Mister,' if you please—the plainer the better. I want no varnish which does not belong to me." His only soldiering, he explained in answer to questioning, is membership in the Ancient and Honorable Artillery. "But I'm not colonel," he remarked again.

BOARD OF TRADE DIRECTORS MEET.

The Board of Directors of the National Cycle Board of Trade met in New York on Monday, and the following directors attended: F. Lindsay Coleman, R. Phillip Gormully, George H. Day, W. J. Bruff, C. W. Dickerson, A. L. Garford, Joseph McKee, Wm. A. Redding, C. P. Smith, A. G. Spalding, E. C. Stearns and Joseph L. Yost. Considerable time was devoted to the allotment of spaces at the Eastern and Western cycle shows. Owing to the unprecedented demand for space, additional room had to be provided at the Grand Central Palace of Industry, which secured sixty-four more spaces; but even with this additional number, it will be a difficult job to satisfy all who wish to exhibit. The applications of the larger manufacturers were reduced in order to provide room for all.

Among those in the New York exhibition, on

A WESTON ECLIPSE.

Frank Weston, who has been employed by the Keating Wheel Co. during the past year, has joined forces with the Eclipse Bicycle Co., of Elmira, N. Y. Previous to his engagement



F. C. Weston.

with the Keating Co. he traveled for Hulbert Bros. & Co., selling bicycles and firearms. He is well and favorably known in the trade, and has made a success of every position which he has held.

the main floor, will be the Fowler Cycle Mfg. Co., the Phillips Mfg. Co., the Barnes Cycle Co., McIntosh-Huntington Co., Gendron Wheel Works, Acme Mfg. Co., George M. Pierce & Co., Adams & Westlake, Chicago Wheel Works, Keating Wheel Co., Eagle Bicycle Mfg. Co., Syracuse Cycle Co., Gormully & Jeffery Mfg. Co., Monarch Cycle Mfg. Co., the Yost Mfg. Co., Overman Wheel Co., Sterling Cycle Works, John P. Lovell Arms Co., Remington Arms Co., H. C. Stearns & Co., Pope Mfg. Co., Iver-Johnson Arms and Cycle Works, H. A. Lozier Co., Buffalo Cycle Co., R. H. Wolff & Co., and other representative firms, most of whom will also exhibit at Chicago.

Mr. Arthur B. Pattison, formerly secretary of the Pope Mfg. Co., was appointed manager of the Chicago exhibition, and he will at once go West to take charge of exhibition matters there.

After the disposal of allotment of spaces, the

directors discussed the form of guarantee on bicycles for next year, and after hearing a report from the Rubber Tire Association that they had adopted a guarantee expiring on February 1, following the year of sale, it was unanimously decided by all the directors present that the following form of guarantee should be adopted for 1897, and every director present signed an agreement to insert such form of guarantee in catalogues for 1897:

We agree with the purchaser of each . . . bicycle to make good, by repair or replacement, when delivered at our factory, transportation prepaid, any imperfection of defect in material or manufacture of such bicycle not caused by misuse or neglect; provided that the factory serial number shall be on such bicycle at the time the claim is made, and that all imperfect or defective parts shall be referred to us before any claim for repair or replacement shall be allowed. This guarantee continues for six months from the date of the sale by the agent.

Mr. A. L. Garford was appointed a delegate to represent the Board at the forthcoming conference of the National Association of Agricultural Implement and Vehicle Manufacturers, to be held in Chicago this fall. President Coleman was authorized to appoint two delegates to attend a conference of the Philadelphia Museum Advisory Board, if in his judgment such action was advisable.

Regarding racing, it was the generally expressed sentiment of the meeting that the conduct of racing in all its aspects should be left entirely in the hands of the League of American Wheelmen; and with that end in view, the Racing Committee of the Cycle Board of Trade was discharged.

A meeting of the Executive Committee was held after the directors' meeting, and a resolution was passed that no local cycle exhibition should be sanctioned until after the Eastern National Exhibition, and no show later than March 31; and also that a fee should be charged for sanctions. All such allotment of spaces will be issued at once, and intending exhibitors may expect to receive their notifications this week.

The resignation of Joseph McKee as secretary was offered and accepted, and Ernest W. Franks was elected as secretary of the Board. Mr. McKee is too much engrossed with the business of McKee & Harrington to properly discharge the duties of his secretaryship; hence his resignation. Mr. Franks has been with the Board for two years, and has discharged his work as stenographer and under-secretary, and has given such satisfaction that the Board did not look further than their own office for Mr. McKee's successor.

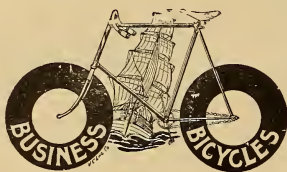
TWO TAKING IN THE SIGHTS.

Ask a metropolitan visitor if he came on business and the answer in nine times out of ten is in the negative, and yet try to find this same visitor during business hours and he has invariably mysteriously disappeared. New York has this week been favored with two representative Western men, Charles Seig, of Seig & Walpole, has shaken Kenosha dust from his patent leathers for the time being to see the sights on Broadway and to enjoy a needed rest.

S. L. Kurtz, of the Gilliam Saddle Company, came from Canton, as he laughingly said, "to get away from the McKinley clans who temporarily own the little Ohio town." Both men look forward to a good year in 1897, and while they insist that this trip is purely one of pleasure, as the story has it, "they wink the other eye."

WILLIAM WAS HERE.

"Billy" Herrick is in Gotham; that is, Morgan & Wright's Herrick, but, of course, there is only one. His ears, mouth and eyes are wide open on '97 business.



Injudicious Business

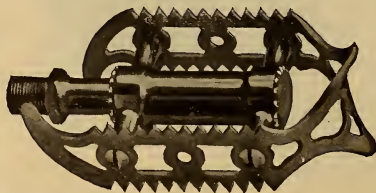
Methods have ruined and crippled many bicycle dealers. Buying too many "Jobbers' wheels," and paying too many profits or commissions on "good-looking" cheap wheels, which had nothing but "looks" and price in their favor, has caused many dealers much trouble and dissatisfaction. Dealers who bought standard wheels direct from the maker and paid him a legitimate profit on them have been the most successful, and few have decided to go out of the business. **New Clippers** are made by an old maker (one of the first dozen); they are sold to dealers direct at prices as low as good goods and good business methods will warrant. No better bicycles made at any price; none so good at a less price.

MADE BY THE **GRAND RAPIDS CYCLE CO.**
GRAND RAPIDS, MICH.

No. 214. PRATT.

Mention The Wheel.

A Perfect THE JANNEY



Pedal. . . . FOR '97.

Have You Seen Any Better?

WE were incorporated in 1894.

Took the lead at the start— and have kept ahead ever since. We have been able to do this because our aim has always been to make the **best possible**.

Careful and painstaking in everything we do—see what we have produced for your and our benefit.

A Pedal with **no loose cones; no check nuts; will not bind; will not tighten.**

Absolutely dust and water proof. Rigid in adjustment. Self-oiling.

Mention The Wheel.

**SIMPLE, ARTISTIC,
and therefore
ATTRACTIVE.**

It has Drop Forged Body Axles, turned from finest steel and hardened by improved process.

**BARREL HUB.
No Unsightly Oil-cap.**

Made by
Cycle Improvement Co.,
WESTBORO, MASS.,
U. S. A.





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Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

TO FOREIGN INFORMATION SEEKERS.

Owing to the number of inquiries received from abroad in regard to the status of American firms, THE WHEEL announces that it will give to all such inquiries the most careful attention, and all foreign merchants desiring advice or information regarding American trade are invited to correspond with THE WHEEL.

"TRUSTS" AS CYCLING BUGABOOS.

WHEN for the best of all concerned the Cycle Board of Trade was organized the Erudite Organization of Mare's Nest Discoverers promptly raised their associated voices and cried "Trust." When the tire-makers followed in the footsteps of the Board and united for their own, the users and the trade's protection, the E. O. of M. N. D. again brayed forth "Trust." A rumor, which may contain some truth in its composition, declares that the tubemakers are to copy the tire-makers, and again the Mare's Nest Discoverers shout "Trust," hoping against hope to get right once out of three times attempting the prediction.

For the benefit of these gentlemen, and those who hearken to their mistaken ideas, it may be well to make perfectly plain the difference between the old-time trust and the modern trade combination, such as those above referred to.

It is due to aggregation of capital and concentration of interests that prices upon so

many manufactured products in the cycle trade have been materially reduced. Competition, aided by increasing exactions of conditions, has practically compelled manufacturers in certain lines to combine their interests so as to do business at a lowered expense, and all intelligent tradesmen know that combinations have done and will do more to bring values down to a lower basis than any other known factor in commerce.

Men who have capital extensively invested in the trade would be foolish if they did not protect their investments in every legitimate way. It is unfair to say that they become parties to an oppressive combination as members of a trust simply because they combine interests in order to keep in business.

There is too much of a disposition to condemn capitalists for all the existing troubles in the commercial world. If it is wrong for manufacturers and producers to enter into agreements to sell only at a profit, it is wrong for workmen to agree to work for certain wages only. And on the same principle it is wrong for farmers to organize alliances, for business men to effect associations.

The prosperous man is generally a generous man. It is only when he sees his capital in jeopardy that he is inclined to exert harsh measures. Of course, there may be, and doubtless are, grasping monopolies and heartless trusts, but it is unjust and foolish to call every business combination like those existing and those contemplated in the cycle trade by such names. And the sooner we realize these facts and cease harping upon them the quicker we will make the best of the opportunities and possibilities as they now obtain.

There are only three ways of getting and keeping a monopoly of anything or any industry. The first way is to own all there is of it. The second way is by unjust laws or criminal infringement of existing laws to secure unfair advantages over other people in the same industry or other owners of the same product. The third way is to produce a given article more cheaply than anybody else, so as to be able to undersell everybody. The first monopoly, namely, that of entire ownership of some important and necessary product of nature, does not and cannot exist in the cycle trade, and need not be considered for practical purposes. If there are any such attempted monopolies, they are either unsuccessful or too small to worry about. As regards the second kind of monopoly which depends upon unjust laws or upon the successful and wholesale violation of the common law, it may be said that there is no evidence that any such exist, in the cycle trade at all events. Of the third kind of monopoly we have a number of instances in other lines of trade, and the real trouble is with regard to those instances. The "Sugar Trust" is a good example and the Standard Oil Trust is another. Both are well known to the whole world, and have been invaluable to the platform orator and to space filling member of the E. O. of M. N. D. when either needed an impassioned period

designed to raise his audience to a pinnacle of predatory enthusiasm.

It is admitted for purposes of argument that the "Sugar Trust" has a practical monopoly of the sugar business, and the Standard Oil Trust a practical monopoly of the oil business. Why? Because both these concerns have placed their product on the market at prices lower than those at which others can do so. The world, we suppose, has no fault to find with the simple fact that the price of sugar has been reduced from 10 cents in 1880 to below 5 cents. We may even suppose that the reduction in the price of oil from 10½ cents in 1878 to 5½ cents is also not of itself displeasing to the people whose light and fuel come from petroleum and its products. What it primarily objects to is the fact that the Sugar company is extremely prosperous and the Standard Oil Trust immensely so, coupled with the fact that both of them, by the efficiency and economy of their operations, can undersell all competitors and still make a handsome profit.

If this is not what is the matter, perhaps some one of the Mare's Nest Discoverers will be good enough to tell us just what the matter is. In both cases the practical monopoly has been attained by the use of large capital in the hands of men with brains. Brains first and capital afterward. In neither case, however, is the monopoly complete and in both competition has to be met. Let us argue the matter out to its logical extremes and see just what is the proposition of the agitators who constantly discover "Trusts" in the wheel trade, which "Trusts" are ever and always to keep up or increase bicycles or parts thereof.

DANGER OF COUNTERFEITING.

COUNTERFEITS seldom excel the genuine. Imitations are not in anything as much sought after as originals. Along this line of thought must the American cycle manufacturer proceed in the planning of his campaign for foreign markets. To take the native models of machines and slavishly imitate them is but to attempt the sale of a fake native machine, to offer a counterfeit in place of a genuine, to stumble and fall over the very faults and imperfections which, on the part of the native manufacturer, has enabled the American one to secure an opening for his wares.

In nothing is the human desire for change more pronounced than in cycling. Make a machine ever so good, perfect or satisfactory this year, and when the next season comes round those who have bought it are anxious for a change, an anxiety which, by the way, often results in the changer being the loser. So, exactly, is it with the foreign buyer. He wants a change, he turns to the American wheel, because it offers him that very thing. He does not want another wheel like the one his own makers are turning out. If he did he would buy of them, not of the American imitator. It is in the entire difference existing between the American and the native ma-

chine that one of its strongest selling points must ever be.

Shrewd manufacturers recognize this, and change their models in the very slightest degree when submitting them to the foreign rider. If a thing has merit, no matter how odd it may at first seem to our eyes, in time we will grow used to it, and wonder that we did not do so at first sight. So, when foreign dealers tell American makers that riders will not buy American wheels because this thing or that is different from native ideas, because it does not look like a native wheel, because everybody in that country is riding wheels of another pattern or equipment; they are talking according to their lights, but the lights are dim.

American wheels, if they are to find favor abroad, must do so because they are American wheels, and as such differ from domestic ones in improvements which make them superior, therefore making them by contrast the more valuable and desirable. While this is all true, it does not mean that the American manufacturer must proceed abroad on the assumption that because his wheel is American it is per se perfect. To the contrary, he must study to make it so by taking full advantage of any improvements in construction or designing that foreign manufacturers may have applied to the wheels they offer. So far imitation is wise, and will prove profitable, but otherwise the less American manufacturers imitate their foreign competitors the wiser and richer they will be.

PROPERLY REPRESENTING THEM.

IT IS with much pleasure we commend the wise and conservative position taken by the local consulate of the League in reference to the unauthorized attempts on the part of politicians and others seeking favor with wheelmen to ask in their behalf privileges and concessions the riders themselves have not sought for.

In the case in point an Alderman introduced a bill asking that the Boulevard be set apart for the exclusive use of wheelmen and pleasure vehicles. Special stress was, of course, laid upon the wheelmen's claims by the Alderman, and yet when a public hearing was ordered by the Board of Aldermen not a single representative of the wheelmen appeared in favor of the measure.

This is as it should be. It is a fitting rebuke to those who pose as friends of the wheelmen and act in their behalf without the wheelmen's authority. The wheelman is becoming wise; he no longer asks special streets for his exclusive use, nor special privileges for the use of any street. What he wants is the free use of all streets, the proper care and construction of the streets, and a strict enforcement of the law governing street traffic; whether its enforcement falls heavily upon the wheelmen or the horsemen, matters not.

It is this position THE WHEEL has always taken when the riders, or ill-advised friends, have sought for special favor at the hands of authority, and it is a pleasure, as be-

fore stated, to record the stand taken by the New York Consulate along the line noted.

Some time since a cycle company placed a page advertisement in many of the cycling papers. THE WHEEL refused the business, being unable to locate the factory of the company. The report of the Board of Trade was to the effect that the company had no factory and employed one machinist, and that they were entirely unworthy of credit. THE WHEEL twice printed a paragraph in its reading columns, without mentioning the firm's name, asking for the location of the firm and warning the trade against it in as direct a fashion as it could. Now THE WHEEL learns that the firm obtained some considerable credit among the bicycle trade, and it is pleasing to know that one of the victims has called on the District-Attorney of New York City, and will take criminal action. This is a rare case in the bicycle trade, but it is to be hoped that the victim will succeed to the utmost limit of the law, and will make an example of this fraudulent concern, who obtained goods and credit under false pretences. Considerable blame is to be attached to those bicycle papers which published the firm's advertisement, thus giving it a place and importance in their columns, and, in a way, helping to mislead the trade.

There is an improved bicycle patented every day, but it is not practical. It succeeds in wrecking its inventor's hopes and stops right there. It has all the requisites for improvement, but it does not improve. It occurs to us that, now that everything else has been provided for, an improved bicycle that will be an improvement will be a delightful novelty. Why not invent something of that kind?

Despite would-be reformers to the contrary, riding on two wheels is exactly as immoral as walking, or riding on four wheels, or three, or one, and not half so immoral as having wheels in one's head.

Remember, even if you consider a choice between two evils in the wheel you intend to ride, it is better to make the choice yourself than to let some one else make it for you.

The League has discovered that racing is like bread buttered on both sides. It must be handled carefully to avoid a mess.

The novice in cycling frequently pays more for getting his eye teeth sharpened than the blamed things are worth.

Every manufacturer's failure is a tragedy, but he seldom invites his friends to see more than the interludes.

The racer with a fat job is often apt to spoil it with the anti-fat of trying to increase its softness.

If bloomers were pretty they would be popular, and that is the long and short of the story.

Is it because "riches have wings" that so many well paid racing men are high flyers?"

KNOW WHAT IS WANTED AND ASK IT.

A long resolution, addressed to the Board of Aldermen, was passed at a meeting of the Board of Consuls of the New York Division last week, opposing the passage of any ordinance that would regulate traffic on the Boulevard so that it should be for the exclusive use of wheelmen during certain hours of the day. The resolution concluded by saying: "It is now several months since we called your attention to the facts that drivers of heavy wagons, because of not carrying lamps at night, and because of fast driving across asphalted avenues, and because of turning corners without warning, and because of general disposition to annoy cyclists, have made this city the most dangerous on this continent for a cyclist. And we called your attention to the impropriety of permitting the cable cars to make an exchange station of the intersection of the Boulevard and Columbus avenue, to the danger of all who cross that point, and since our petition a cyclist has been killed at that point, but the cable cars still make the same use of the spot.

"Now, we again urge upon your honorable body the necessity of passing such regulations as shall correct these evils, and we feel assured that, if this be done, and if the Police Department then carry out the regulations as enacted, the cry for a restricted thoroughfare will cease."

SWALLOWED HIS GUM.

A New York rider, while scorching, was thrown, landed on his head and knocked senseless. When help reached him he was black in the face, while his legs and arms worked convulsively as though he was suffering from a fit. A doctor happening along examined the fallen rider, and at once declared he was suffocating. He opened the rider's mouth, and, with the aid of a probe, succeeded in drawing from his windpipe a ball of chewing gum as big as a walnut. The rider had been chewing the gum, and in his violent passage through the air, after he had struck, the sticky substance was forced into his throat. Moral—Do not scorch, do not get thrown, or when guilty of both, be sure your chewing gum is anchored past any possibility of its slipping.

PROMISE CONSIDERABLE.

An organization known as the Cyclists' Protective League has been formed in this city. It is proposed to establish within a radius of fifty miles of the City Hall of New York from 500 to 5,000 stations, where wheelmen can store their bicycles and where facilities for cleaning, oiling and pumping will be provided. A system of universal coupon checks will be used. It is also proposed to act as agent for insurance companies, both accidental and fire, to provide substitute wheels in case of breakage in the vicinity of any of the "bins," to provide places for repairing wheels and lockers for change of costume.

MAKING IT PLEASANT FOR THEM.

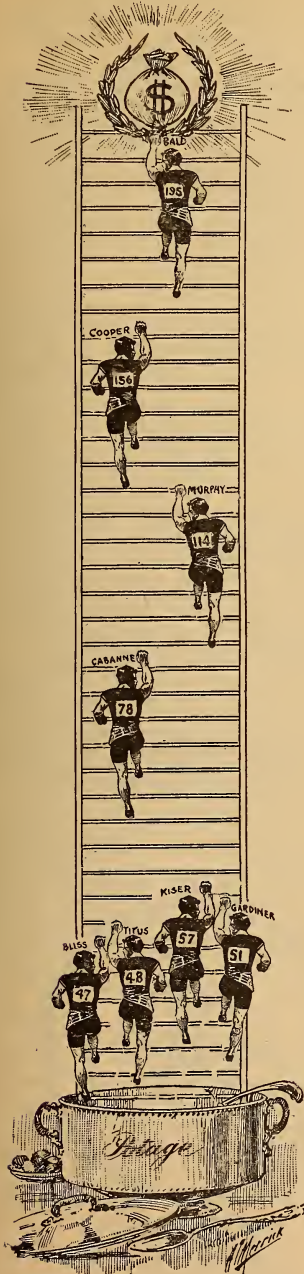
Following the example of a Western railroad, as told in THE WHEEL two weeks ago, the New York, New Haven and Hartford Railroad will in the future compel cyclists to remove lamps, cyclometers, toolbags and other attachments from their wheels when transported, unless a release from all responsibility is signed.

Sterling Elliott really would like to be president of the L. A. W. for just one more year. He has been rather backward in saying so, but his lieutenants are making it quite plainer.

1895.

AND THEY DEAD HEAT.

1896.



ALSO RANS.

Titus, 48; Bliss, 47; Jenny, 38; Brown, 36; L. C. Johnson, 35; Wells, 28; Coulter, 25; Maddox, 24; Ziegler, 23.

MONTE MAKES MORE MATCHES.

A twenty-five-mile match race has been arranged between Monte Scott and O. B. Hackenberger, of Denver. The date set is October 10, at the Denver Wheel Club's track.

"Why, how do you do, Mr. Bald? Really, I am glad to see you up here. Let me see, we met somewhere around here last year, did we not?" Thus spake the Monarch man to the White Flyer one, when he found the latter dividing the final honors of the year with him.

"Let me see; yes, I believe we did settle down, or rather up, near this locality last year," answered the White Flyer one, "though, if I remember correctly, you were a rung or two lower then than now. With me it is a case of the king come unto his own once more, while with you—well, what are you going to do about it? It is a sure thing that there cannot be two kings, nor can any tandem team occupy this narrow rung until the season opens again next year."

"Right you are, sharer of my joys and sorrows. I'm blessed if I know what's going to be done about the matter, unless Chairman Gideon will sanction another National Circuit meet just to let us settle our little differences."

"That will suit me exactly."

"Me, too."

"You know where to find me; there's my card, Syracuse, in care of the Barnes people."

"Thanks. Here's my address in case you should want to communicate with me. Chicago, you see, with the Monarch Cycle Company."

With this exchange of courtesies and formalities the twin kings of '96 each grasped a firmer hold upon the bag of boodle representative of the undivided honors and lapsed into silence too expressive for mere words to give any adequate idea of.

Talk about finishes! Phew! Isn't this one hot enough for anybody? Dead heat for the kingship of the path! The question of '96's topnotchdom as unsettled as it was at the beginning of the season, and the fight for first honors a drawn battle between the very same two who fought it out in '95.

It is not possible in the short space of time at command to go into a critical analysis of the circuit-chasing ladder-climbing contest of '96. That is worthy of careful consideration and treatment, and will follow later when it may be done justice to. That the contests between these men and their fellow-strugglers may be better appreciated THE WHEEL presents herewith the ladder of '95 and its more famous brother of '96, leaving the question at present in the form of the ex-King's famous query:

"Well, what are you going to do about it?"

THIS FAIR ALWAYS CATCHES THEM.

Riders of the metropolitan district and of Boston and vicinity turned out in large numbers at the Danbury, Conn., fair meet, October 6. The spectators numbered 5,000. Summary:

One mile, 2:40 class—1, Wm. Shepard, South Norwalk; 2, F. A. Kuhl, Jersey City; 3, H. M. Byington, South Norwalk. Time—2:32 1-5.

Half-mile professional—1, W. A. Barbeau, New York; 2, Arthur R. Ives; 3, H. K. Smith, Brooklyn. Time—1:13 4-5.

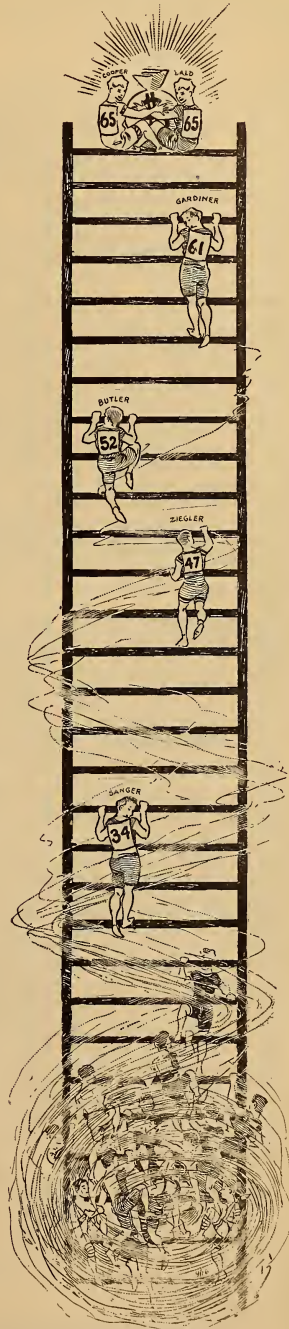
One mile open—1, J. T. Kellebar, Springfield; 2, W. C. Roome, Jersey City; 3, W. A. Ladue, Cold Spring. Time—2:27 1-5.

One mile professional—1, George L. Bates; 2, H. K. Smith; 3, R. L. Wheeler. Time—2:44 4-5.

One mile handicap—1, Alexander, 15 yards; 2, Millsbaugh, 20 yards; 3, Shepherd, 90 yards. Time—2:17 2-5.

One mile handicap, professional—1, J. L. Decker, 90 yards; 2, Barbeau, 40 yards; 3, Wherle, 120 yards. Time—2:12 3-5.

Half-mile handicap, amateur—1, Kirk, 10 yards; 2, Alexander, 10 yards; 3, Shepherd, 40 yards. Time—1:08 2-5.



ALSO RANS.

The following are the men on the National Circuit whose wins have been sufficient to score for these ten points and over: Clark, 27; Stevens, 25; Coulter, 22; Kimble, 21; Loughhead, 18; Kennedy, 16; Becker, 16; Parker, 14; Coburn, 13; Mertens, 12; Wells, 12; Allen, 11; Baker, 11; McDonald, 10.

WAS A BALD BOOM.

He Got the Lion's Share at Waverly—Threatening Weather Could Not Lessen the Enthusiasm.

Bald's star was in the ascendant at the Vim B. C.'s meet at Waverly, N. J., October 3. It was the next to the last meet on the National circuit, and the topnotch ladderies were fully conscious that a win meant three points and that three points would give him the top rung all to himself and a big boost toward the championship honors.

The final of the mile open was the crucial test. About all the ladderies and some who had failed to mount the lowest rungs of the ladder, qualified for the final, but Bald was the favorite. Tom Cooper was the only notable absentee. Ten men qualified in two heats, and lined up on the pole in the following order: Bald, Gardiner, Murphy, Butler, MacDonald, Mosher, Bowler, Clark, Mertens and Hawthorne. Special prizes offered at each quarter again drew the men out to faster time than was made with single pacing in the heats. Hawthorne, a local man, took the first quarter, and MacDonald sprinted for the second, Clark taking the third. Just after passing the three-quarter Clark fell heavily. Bald had played round the back of the field and at the three-quarters went out for the front in a sprint that rivalled his oldtime form. Gardiner came down the stretch in hot chase, but lost by a narrow margin. Mosher, Murphy and Bowler were placed in that order. The time was 2:18 1-5.

Butler was thrown out of his stride by Clark's fall, coming in seventh.

The mile handicap, being run in one heat, brought Gardiner, Bald, Murphy and Butler together on scratch. No attempt was made to overtake the long-mark men from the start. They trailed along together far in the rear, but had a lively brush among themselves for the tape after the winners had passed, in which Bald again got the best of the argument.

All the local crack amateurs were out in full force, and fought gallantly, for about the twentieth time this season, for honors and incidentally a diamond or two more to add to their already rare collections. W. C. Roome threw the dust in the faces of Harrison, Lefferson and Ripley in the mile open, and Harrison did the same trick in the half-mile, barely nipping at the tape his old antagonist, Ray Dawson. The tandem race, of course, fell to the prowess of Harrison and Lefferson, who form the gamiest tandem team in this section. A triplet race made a hit at the close of the meet, the finish being of the heart-disease order, the Vim team overtaking the New Jersey A. C. trio, who made the jump, right at the tape. Local interest was excited by a match race between the champion riders of Newark's fire and police departments, in which the copper came out the best. The weather was cold and threatening, but the attendance was fair. Summary:

One-mile, novice—Final heat, 1, W. G. Douglass; 2, Victor Hess; 3, J. W. White. Time, 2:34.
One-mile, scratch—Final heat, 1, W. C. Roome; 2, Joe Harrison; 3, L. R. Lefferson. Time, 2:21.

One-mile, handicap—Final heat, 1, F. W. Richt, Brooklyn, 70 yards; 2, Thomas Firth, Harrison, 100 yards; 3, W. C. Roome, N. J. A. C. scratch. Time, 2:19 3-5.

One-mile, professional—Final heat, 1, E. C. Bald; 2, Arthur Gardner; 3, H. P. Mosher; 4, C. M. Murphy; 5, John B. Bowler. Time, 2:18 1-5.

One-mile, handicap, professional—1, C. G. Carpenter, Rahway, 140 yards; 2, J. B. Bowler, Chicago, 50 yards; 3, Otto Maya, Erie, 90 yards; 4, W. P. Neville, Newark, 110 yards; 5, H. C. Clark, Denver, 60 yards. Time, 2:08 1-5.

Half-mile, scratch—Final heat, 1, Joe Harri-

son; 2, Ray Dawson; 3, L. R. Lefferson. Time, 1:07 4-5.

One-and-a-half-mile tandem—1, Harrison and Lefferson; 2, Bert Ripley and Jasper. Time, 3:36 1-5.

One-mile against track record of 1:57—Ray Dawson, paced by two triplets. Time, 1:58 4-5.

One-mile sextet exhibition—Greenwich Wheelmen. Time, 1:59 4-5; first half, 57 seconds.

One-mile triplet—Vim B. C. Time, 2:03 2-5.

ROMPED AWAY WITH BY THE ROYALS.

London, Ont., Oct. 4.—The twenty-mile team road race for the Dunlop trophy took place here yesterday afternoon. The Royal Canadian Bicycle Club of Toronto won with 379 points; Queen City Club, of Toronto, second, 344 points, and the Western Association of Toronto, third, 325 points. William Greatrix, of the Queen City Club, Toronto, was the first man to finish. Time, 59:43 2-5. The track was very heavy, owing to the recent rains, and there were many tumbles and broken wheels.

FOR HIS MANLY BREST.

When Officer Anthony Gavin, of the Buffalo police force, first referred to his ability as a scorcher, he was forced to stand a deal of "jollyng" from his brother officers. And so to prove that his legs were as good as his



tongue he lowered the Buffalo-New York record eleven hours, riding the 464 miles in sixty-one hours. In appreciation of his work the Palmer Pneumatic Tire Company, whose tires he rode, have presented him with a very handsome gold medal, as shown above, for the performance.

RACED ALL DAY.

West Chester, Penn., Oct. 3.—The West Chester Driving Association tried the experiment of holding all-day races to-day. Bicycles occupied the track in the morning, horses in the afternoon. Several thousand spectators were present. Summary:

One-mile novice—1, L. Gibson, Philadelphia; 2, Robert G. Sturgeon, Avondale; 3, Harry M. Hipple, West Chester. Time—2:39 1-5.

One-mile open—Final heat—1, Worthington; 2, Airhart; 3, Johnson. Time—2:40 1-5.

One-mile county championship—1, Clinton Keinar, Phoenixville; 2, F. Airhart, Phoenixville; 3, G. M. Coates, Berwyn. Time—3:14 2-5.

One-mile handicap—Final heat—1, Remmert; 2, Coates; 3, Worthington; 4, Airhart. Time—2:21.

Half-mile open—1, L. C. Johnson; 2, A. L. Worthington; 3, P. Martin; 4, Robert Sturgeon. Time—1:25.

TANDEM TAKES RECORD.

London, Sept. 30.—At the new Crystal Palace track to-day the cyclists MacGregor and Nelson beat the tandem hour record, covering 31 miles 610 yards. The distance from the twenty-fourth mile to the finish was also covered in less than previous record time.

IN A BLAZE OF GLORY.

In the Shadow of the Nation's Capitol Finishes the National Racing Circuit.

Washington, Oct. 3.—Ladder climbing has come to an end for '96 and Bald by winning two firsts and a third captures an equal position with Cooper on the top rung, the bag of gold and the glory thereof. It was a close race this year between three of the big 'uns of the path—Bald, Cooper and Gardiner—for the top notch position, and the last meet of the circuit, held at International Athletic Park to-day, was the decisive meet, and this had a tendency to make the event of more than usual interest.

The meet was under the management of the White Flyer Club, and very appropriately White Flyer Bald, with his old-time sprint, cleaned the decks in both scratch events. Although the weather was threatening, the attendance was large. To Cooper goes the honor of winning the last race in the circuit, the two miles handicap, in which all three scratch men figured in a blanket finish. The final of the mile open had six starters: Cooper, Bald, Church, Gardiner, Bowler and McCurdy, and Rumford paced. Cooper caught the pacemaker, but Bowler ran past the line and dropped back to third place, Bald having the rear wheel of Cooper. Church followed Bowler, Gardiner and McCurdy bringing up the rear. In the second lap Gardiner worked to the rear of Bowler, Church dropping back. At the bell Bowler started for the front, with Gardiner following, and the pace was warm down the back-stretch.

On the last bank Cooper went round to the front just as it looked a win for Gardiner. Bald followed Cooper and swung wide and Gardiner again came up, the three riders coming into an even fight a hundred yards from home, with no advantage for either. Bald was the stronger by six inches and Gardiner defeated Cooper by the same distance only. The time was 2:13 3-5.

The two-thirds mile, open, had nine starters and a pacemaker. The pacemaker ran away, but the race did not lack interest, as the men made a good race. Gardiner got the front at the start, with Miller, Bowler, Cooper and Bald following. At the third McCurdy led, Bald, Cooper and Gardiner being at the front. Into the stretch Bald gained the advantage by a foot, and down the stretch could just maintain this. Church came on and gained the advantage of Gardiner by a narrow margin. The time was 1:34 2-5. Summary:

Mile open, professional—1, Bald; 2, Gardiner; 3, Cooper. Time, 2:13 3-5. Single paced.

Mile open—1, F. Schade; 2, W. F. Sims; 3, E. L. Wilson. Time, 2:23 1-5.

Mile tandem—1, H. Z. Greer and George E. Smith; 2, Schade and Ball. Time, 2:23 2-5.

Two-third mile open, professional—1, Bald; 2, Cooper; 3, Church. Time, 1:34 2-5.

Two-mile handicap, professional—1, Cooper, scratch; 2, Gardiner, scratch; 3, Bald, scratch. Time, 4:37 1-5.

Two-mile handicap—1, E. L. Wilson, 75 yards; 2, H. Hardister, 200 yards; 3, W. F. Sims, 40 yards. Time, 4:51 1-5.

AMERICANS IN AUSTRALIA.

Advices from Australia state that in the August mile handicap event Martin and A. B. McDonnell, the Americans; M. Porta, the Italian champion; G. A. Meadham and Ken Lewis were entered. The final heat was won by G. A. Meadham, 25 yards, in 2:12 3-5; J. Bradley, 105 yards, second. The American entries were so heavily handicapped that they failed to get a place in the trial heats, and therefore did not qualify as starters in the final.

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HIGH QUALITY AND YEARS OF LIBERAL TREATMENT WON THEM THEIR REPUTATION. . .

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HARTFORD RUBBER WORKS CO.,

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Kindly mention The Wheel.

To Bicycle Riders: We Make Our Tube — OF FIFTY CARBON STEEL

Because a Tube like this of



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a Tube like this of



This diagram does not show how much stronger and more durable our tube is than the usual quality in the market because it does not include the always bad and more or less uncertain effects of "pickling." By ordinary methods tube is annealed in the open fire and pickled from eight to twenty times, according to finished size. By the use of a patented annealing process, controlled by us for tube making, our tube never comes in contact with the fire and is never pickled. There is no "theory" about this. Our thorough tests show that even with the greatest precautions in pickling (not usually taken), pickled tube is weaker and more brittle than tube made of the same material without pickling. No bicycle can be first grade unless it is made of first-grade materials. The best tubing makes the best bicycles. Send for a Catalogue.

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HARTFORD, CONN.

Weight for weight in a Bicycle FIFTY CARBON Steel will last so long

while TWENTY-FIVE CARBON Steel will last only so long

Kindly mention The Wheel.

CHILLY WAS THE FAREWELL.

Weather Was Unkind to Benners - Starbuck and Church Furnish the Finish of the Day.

It was rather a chilly farewell that the little Benner brothers received at the Tloga track, Philadelphia, on Saturday last. The midget riders, who have been amusing race-meet goers all the season by their exhibition rides and match races, have retired from the track "for good," and Saturday's meet was held for their benefit. The weather was chilly and raw, and the few spectators present were too uncomfortable to wait very enthusiastically.

Starbuck was the hero of the meet, and proved himself to be the speediest professional in Pennsylvania. He won the mile scratch, the five-mile handicap, and, in company with Rulon, the two-mile tandem. In the five-mile event he defeated Church, Jack, Bartholomew, Landis, Aker, Bowers and all the local men of note, finishing in 12:05 2-5.

Before four miles were covered the back-mark men had caught the bunch, and it was then a procession until the bell lap began. Goodman went out with the bell, with the field right after him. Starbuck was busy jockeying for a position, but at the same time did not allow the bunch to run away from him. At the turn Church spurred and Starbuck went out after him, and then the race commenced in earnest. They turned the stretch in the same position, and the Chester boy's admirers were just about to let out a yell when they saw Starbuck coming very fast. The last turn found Starbuck in the lead, and he crossed the tape a wheel ahead of Church.

The two-mile tandem handicap was run in two heats of four teams each. The first heat was won by Kuhke and Smith, the New York team, the second by Starbuck and Rulon, and it was thought that the final would be an interesting race. The Philadelphians, however, had things all their own way, and won easily in slow time. Summary:

One mile novice, final heat-1, Arthur Inskip; 2, James Hamilton; 3, B. Harker. Time-2:54.

One mile open, professional-First heat-1, C. P. Thompson; 2, F. F. Goodman; 3, Clarence Bowers. Time-2:27 1-5. Second heat: 1, J. F. Starbuck; 2, E. F. Miller; 3, W. R. Landis. Time-2:27. Third heat: 1, P. S. Davis; 2, E. J. Aker; 3, Carroll B. Jack. Time-2:39. Final heat: 1, J. F. Starbuck; 2, F. F. Goodman; 3, C. P. Thompson. Time-2:33 4-5.

One mile open, amateur, final heat-1, Joseph Vernier; 2, J. A. Shomo; 3, Craig Stewart. Time-2:22 1-5.

One mile handicap, amateur, final heat: 1, F. B. Marriott; 2, Gardner; 3, Cressy. Time-2:11.

One-mile professional, handicap-First heat, 1, P. S. Davis (35 yards); 2, H. K. Smith (20); 3, Josh Snidley (35); 4, A. C. Melick (35). Time, 2:14 3-5.

Second heat-1, F. H. Rumford (100 yards); 2, F. M. Dampman (125); 3, C. B. Jack (35); 4, W. A. Barbeau (40). Time, 2:40 4-5.

Third heat-1, W. A. Rulon (60 yards); 2, R. P. McCurdy (35); 3, E. S. Aker (20); 4, E. P. Thompson (40). Time, 2:12 1-5.

Final heat-1, W. A. Barbeau (45 yards); 2, R. P. McCurdy (35); 3, E. P. Thompson (30); 4, F. M. Dampman (125). Time, 2:08 3-5.

Two-mile professional tandem-Final heat: 1, Starbuck and Rulon, Philadelphia; 2, Jack and Davis, Philadelphia; 3, Smith and Kuhke, New York. Time, 5:18 3-5.

One-mile tandem exhibition by Hill and Gardner. Time, 2:09. Trial for one-mile amateur record by Walter M. Trot, paced by tandems ridden by J. Vernier and B. West and Hill and Gardner. Time, 2:04.

Five-mile professional handicap-1, J. F. Starbuck (scratch); 2, C. A. Church (scratch); 3, W. A. Barbeau (125 yards); 4, E. S. Acker (50); 5, W. H. Eckhardt (300). Time, 12:05 2-5.

The mile-a-minute cycle inventor is a sort of mechanical Mugwump.

DOING TEN IN THE MUD.

Between a thick layer of mud and a spirited ocean breeze, the contestants in the Brooklyn Citizens' annual ten-mile road race on Wednesday of last week had all they cared to contend with. The course laid out was two and a half miles each way on the Coney Island Boulevard, extending to Howe's Hotel, the starting-point being at Shaughnessy's hotelery. A heavy fall of rain on the previous evening turned the Boulevard into a sea of mud, requiring the use of a scraper and a delay of two hours for the sun to get in its work, before riding was possible.

The entry list was unusually heavy, 225 names being recorded on the programme, and all but fifteen of them started. As a consequence, the men were started in bunches varying from twenty to twenty-five, causing spills to be the order of the day. H. K. Roe, Patchogue's favorite rider, sustained a broken collarbone, while other less notable cyclists also received broken bones or bruised flesh.

C. A. Carlson, of Brooklyn, won the special time prize for five miles, covering the distance in 13 minutes 49 seconds, while G. H. Bell took the time prize for ten miles in 28:20 4-5.

The Kings County Wheelmen secured the prize for the club whose representative had the best position at the finish of the race, and also the prize awarded to the club having the largest number of finishers in the race. The order of finish was as follows:

	M. S.	M. S.
J. P. Hutcheon.....Brooklyn.....	3:15	29 32-5
C. M. Hendrickson.....Brooklyn.....	3:15	29 33
C. M. Rogers.....Avondale.....	3:15	29 43
John Smith.....Brooklyn.....	3:15	29 43 1-5
William Speer.....Brooklyn.....	3:30	29 48
A. A. Hull.....Brooklyn.....	3:15	29 33 4-5
R. Sammis.....Brooklyn.....	3:30	29 40
E. A. Laws.....Brooklyn.....	4:00	30 22
Joseph Thompson.....New York.....	3:20	28 58
T. R. Goodman.....Bath Beach.....	3:15	29 52
W. Culver.....New York.....	4:00	30 42
C. A. Carlson.....Brooklyn.....	1:30	28 21
M. C. Tattan.....Brooklyn.....	2:00	28 51 1-5
E. C. Humphrey.....Hackensack.....	3:00	29 50
A. T. Wyckoff, Jr.....Brooklyn.....	3:00	29 52
C. B. Luke.....Brooklyn.....	4:00	31 02
F. C. Hooper.....Brooklyn.....	3:30	30 53
H. B. Cashill.....Paterson.....	3:30	30 53
Thomas Ademetz.....Passaic.....	2:25	29 53
Louis P. Miller.....Brooklyn.....	3:15	30 26
J. S. Beasley.....Brooklyn.....	3:15	30 27
J. G. Stillwell.....Brooklyn.....	3:15	30 32
Henry Moller.....Brooklyn.....	3:00	30 20
F. B. Egelhoff.....New York.....	2:15	29 35 1-5
G. Munz.....Brooklyn.....	2:15	29 35 2-5
W. W. Staylor.....New York.....	3:00	30 20 3-5
G. H. Bell.....Long Island.....	1:00	28 20 4-5
W. C. Culbertson.....Paterson.....	1:30	28 52

Time prize-winners-1, G. H. Bell, 28:20 4-5; 2, C. A. Carlson, 28:21; 3, M. C. Tattan, 28:51 1-5; 4, W. C. Culbertson, 28:52; 5, E. A. Laws.

TWO G'S COLLIDE.

Hundreds of cyclists from all points in South Jersey attended the meet at Millville, N. J., on Saturday. In the mile handicap Gormully and Garton fell, the latter being rendered unconscious from a severe scalp wound. The long and fierce sprint of Harry Walls won for him the mile open and one and five mile handicaps. Summary:

One-mile novice-1, Frank Reeves; 2, F. Gager. Time-2:44.

One-mile open-1, Harry Walls, Vineland; 2, C. H. Hensell, Philadelphia; 3, C. L. Champion, Cape May. Time-2:45 1-5.

One-mile handicap-1, H. Walls, 60 yards; 2, E. C. Goodley, Wilmington, 70 yards; 3, F. Reeves, Millville, 90 yards. Time-2:19 3-5.

Five-mile handicap-1, Walls, 130 yards; 2, E. C. Goodley, 115 yards; 3, Reeves, 200 yards. Time-12:42.

Five-mile professional-1, S. L. Cassidy, 100 yards; 2, Clarence Turner, 200 yards; 3, Frank Pyle, scratch; 4, W. A. Wenzell, 50 yards. Time-13:01 1-5.

ALL KINDS TOGETHER.

Multiples Mix Up in a Grand Scramble For the Finish Line. Racing As a Farce.

A race that caused the handicapper to walk the floor o' nights and created more interest than all the prize pumpkins and fat hogs and other fakes that the grangers raise was the feature of the closing day, Saturday, at the Westchester County, N. Y., fair. It was down on the programme as a multiple handicap. It may not have been much of a success as a race, but as a novelty it caught the crowd. A sextuplet was honored with the scratch position. Sixty yards was given to the Harlem Wheelmen's triplet, 30 to the Yellow Fellow Club's trip, 100 to a tandem, with a single rider 200 yards in advance. Bets were freely made by the uninitiated in favor of the big six-seated machine, but although the track is half a mile in circumference the sex crew, piloted by C. W. Henshaw, found it difficult to navigate the turns at full speed. However, the big machine made fair progress, and succeeded in finishing but an eighth of a mile behind the Yellow Fellow triplet, manned by O'Conner, Judge and Nagel. The other trip broke down, and the single rider dropped out.

The half-mile open and county championship went to that old-timer, George C. Smith, who, in the high wheel days, electrified the spectators in many a breakneck finish. Although he has been absent from the path for the last two years, he has lost but little of his old-time speed.

W. E. Grey, a member of the Greenwich Wheelmen, was another man who captured two firsts. He won the race for novices, and at the tail end of the meet took the obstacle race. This latter was a ludicrous event. Each contestant had to ride a short distance, dismount, and pick up a cabbage, a potato, a flag, and a pail of water, and then get to the finish line as soon as possible. After securing his load no man was able to ride, and so it was a walk to the tape. Numerous stops were the result of some of the articles slipping from the grasp of the rivals. Summary:

One-mile novice-1, W. E. S. Gray; 2, Walter H. Hughes; 3, Edwin T. Christmas. Time, 2:31 2-5.

Half-mile open (final heat)-1, George C. Smith; 2, W. A. La Duc, Cold Springs; 3, J. T. Beam. Time, 1:16.

One-mile handicap-1, W. E. Kirk, New Canaan, Conn. (30 yards); 2, A. Ellis, Newark (120 yards); 3, W. A. La Duc (scratch). Time, 2:27 4-5.

One mile (championship of Westchester County)-1, George C. Smith; 2, John C. Nelson, Port Chester; 3, E. T. Christmas; 4, D. Van Tassel, M. B. C. Time, 2:37 1-5.

Two-mile multiple handicap-1, O'Conner, Judge and Nagel, triplet (30 yards); 2, Henshaw, Relyea, Hicks, jr, Leibold, La Duc and Granger on a sextuplet (scratch); 3, H. Y. Bedell and C. K. Stevens, Riverside Wheelmen, on a tandem (100 yards). Time, 4:15.

One-eighth-mile obstacle race-1, W. E. S. Grey; 2, James P. Fitzpatrick; 3, George H. New. Time, 0:50 1-5.

Five-mile handicap-1, W. E. Kirk, New Canaan, Conn. (175 yards); 2, A. Ellis, Newark (400 yards); 3, W. H. La Duc (scratch); 4, W. A. Nixon (250 yards). Time, 12:45 1-5.

RAIN RUINED HIS CHANCES.

Ed. T. Edwards's attempt to lower the New York-Philadelphia and return record on Sunday last was unsuccessful. After covering sixty miles, heavy rain was encountered, making the going very heavy. Edwards started at 1:50 a. m., reaching Philadelphia's City Hall at 10:04, being paced the entire distance. Rain caused him to abandon the return trip.



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BRANCHES IN ALL PARTS OF THE CIVILIZED WORLD.

M. & W. MADE IT A SUCCESS.

Chicago, Oct. 3.—With a parade of cyclists, speech-making and record-breaking, the new Garfield cement track was appropriately dedicated to-day, in the presence of 30,000 spectators. The track, a half-mile course, is located in Garfield Park, and was built at public expense, on scientific plans. The programme was arranged by the Park Commissioners, assisted by the Morgan & Wright Cycle Club, an organization which practically had charge of the racing and was in the main responsible for the brilliant speed tests. About 1,000 cyclists took part in the parade, which terminated at the track. After the dedication speeches, the track was cleared and the half-dozen events that were run off showed the track to be speedy and safe.

Particular interest was centred in the record trials by Michael and Johnson. The latter first appeared in an exhibition mile. A quad, manned by Waller, Van Herik, Skelton and Bainbridge, led him the first quarter. At the quarter the triplet, with the Jullu brothers and Stenson aboard, led the quad and single wheel to the half in 0:49 3-5. Another quad, manned by Weinig, Newhouse, Davis and Callahan, then brought him home in 1:40 2-5.

Michael next took a try at the clock and cut the five mile record down to 9:38. The quad and triplets alternated the pacing, the pick-ups being perfect. On the last lap, Michael left the triplet and sprinted across the track in the van. His times were: 1:57 3-5, 3:53 3-5, 5:49, 7:41 and 9:38. Summaries:

Half-mile (amateur)—1, William Holmes; 2, Walter Mack; 3, John Skelton. Time—1:39 1-5.

Half-mile (professional)—1, O. F. Bohman; 2, William De Cardy; 3, J. A. Newhouse. Time—1:11 2-5.

One Mile (handicap)—1, C. H. Lepper, (25 yards); 2, Thomas Burke (35 yards); 3, Walter Mack (45 yards); 4, John Skelton (5 yards). Time—2:22 1-5.

One Mile (handicap, professional)—1, O. F. Bohman (30 yards); 2, H. P. Stenson (125 yards); 3, A. E. Weinig (125 yards). Time—2:07 3-5.

WANTED MORE AND GOT IT.

Like Oliver Twist, many of the amateurs who rode at the Waverly meet on Saturday last, were possessed with an insatiable desire for "more," and so they skurried to New York and lined up to the tape at the Olympia Park meet. F. J. Titus, the erstwhile crack, promoted the meet, and about 1,500 spectators attended it.

E. C. Bald was among the riders who made a flying trip from Waverly. He reeled off an exhibition mile in 2:07 4-5, track record, and then raced for the midnight train to Washington. Walter Roome took the event of the night, the mile open. The match race between Goodman, Barbeau and Smith went to Goodman after a struggle right to the tape. Summary:

Mile novice—Final heat: 1, E. E. Keesecken; 2, W. J. White; 3, J. Starling. Time, 2:38.

One-mile open—First heat: 1, C. J. Liebold; 2, J. Harrison. Time, 2:38. Second heat: 1, W. C. Roome; 2, L. R. Lefferson. Time, 2:29 4-5. Third heat: 1, C. M. Ertz; 2, O. V. Babcock. Time, 2:36. Fourth heat: 1, H. Bedell; 2, F. W. Richt. Time, 2:35. Final heat: 1, Roome; 2, Babcock; 3, C. M. Ertz. Time, 2:26 3-5.

Two-mile handicap—1, Roome (scratch); 2, J. W. Judge (90 yards); 3, S. R. Hall (900 yards). Time, 5:06 2-5.

Half-mile unpaced exhibition by E. C. Bald. Time, 1:37 4-5. Track record.

One-mile professional—1, F. F. Goodman; 2, W. A. Barbeau; H. K. Smith. Time, 2:39.

Ray Macdonald has about decided to retire from the track and devote himself to the bicycle business at his home, New Brighton, Staten Island.

FIZZLED THE SODA-WATERS.

"Soda-water" handicaps, a supposed innocent form of Sunday racing, which St. Louis riders have been in the habit of engaging in, have been stopped by the Racing Board. "Soda waters" were often run in as fast time as 2:06 for the mile, for, be it known, the penalty laid on the last man to finish was the purchase of soda water for the entire crowd. Speaking of the matter, Mr. Robert, the St. Louis member of the Board, says:

"You know that the prize in these handicaps was that the last man should pay for the soda water for the whole field. Everybody rode hard to keep out of last place. In fact, the affair was really a race for a prize, namely, the soda water."

"Soda-water" handicaps were in the nature of training for the men who train at the track. They were useful, as they taught many a young rider how to ride in a handicap. Many spectators have been attracted to the track each Sunday to watch the contests."

SANGER AND HIS SEASON'S WORK.

W. C. Sanger has about given up his idea of going to Denver to try for the unpaced mile record, being unable to close a satisfactory deal. Although in good form Sanger has experienced an unprofitable season. One of the causes for his having made a poor showing is that he has never had a steady mount, and during the season has ridden no less than eight different wheels. He has also met with a number of accidents, and thus has lost considerable when good prizes were offered. His expenses during the year have been heavy, and have been paid by himself, because he was not in the employ of any firm. It is understood that next season Sanger will not ride in a race until he closes a contract with some firm to pay his expenses and a salary for riding its wheel. Friends of the rider say that he has stated that he will stay at home all next year before he will go out on the circuit and pay his own expenses.

FOUR IN A BUNCH.

Four men finished almost abreast in the Berkeley Cycling Club, 11 miles race, Boston, October 3, W. Collins getting the best of the argument by a few inches. About 100 riders started in the race with Urquhart and Barnaby on scratch. They rode together throughout the race, finishing twenty-ninth and thirtieth respectively, Urquhart winning by half a wheel and getting the time prize in 30:27. The first ten men were:

W. Collins	2:15	31	8 3-5
H. McLean	1:45	30	37
L. J. Solari	2:30	31	24
R. F. Cronin	1:45	30	38 3-5
C. E. Osborn	2:30	31	25
H. A. Campbell	1:45	30	45
C. B. Woodward	2:30	31	23
G. Fitzmeyer	3:15	32	21
F. E. Miller	2:45	31	43 1-5
F. A. Nelson	2:15	31	11 3-5

ENGLISHMEN WERE NOT IN IT.

An Anglo-French match for 2,000 metres took place at the Seine track, Paris, September 20, in which the Englishmen were completely buried. Jacquelin and Gougoltz comprised the French team, while Edwards and Green represented England. The heats resulted as follows: First—1, Jacquelin; 2, Edwards. Second—1, Gougoltz; 2, Green. Third—1, Gougoltz; 2, Edwards. Fourth—1, Jacquelin; 2, Green. The French team also won in the tandem match race for 6,000 metres, leaving the Englishmen two lengths behind at the tape.

COUTLER CLIPS TIME.

Denver, Oct. 2.—On a soft track, wet in places, Clint R. Coulter lowered the world's record for an unpaced mile to-day, making the distance in 1:50 1-5, which is 1 1-5 seconds under all previous records.

(Coulter rode a Lindsay wheel, geared to 97, manufactured at Lafayette, Ind., a machine in which he is financially interested. It has a patent gear arrangement which allows the use of a much smaller sprocket than the regulation, accomplished by the use of two direct gears connecting the crank axle with the sprocket.)

COULD NOT QUITE GET THERE.

R. M. Alexander, the winner of the last Irvington-Milburn race, finished sixth from scratch, in the 15-mile road race at Chicopee, Mass., Saturday last, and failed to secure the time prize by less than 15 seconds. His time was 37:53 1-5. The time winner, I. G. Perry, of Chicopee, finished in 37:50 4-5, a New England road record. N. Hall, Springfield, won in 42:32.

THEY COULDN'T COMPLAIN.

While the week of racing at the Chicago Coliseum was unprofitable to the promoters, it was highly satisfactory to the Palmer Tire Company. Of the fifty-four prizes offered, excluding those in the twenty-four-hour race, twenty-seven, including twelve firsts, were won on Palmer tires. The other twenty-seven prizes were divided among four different makes.

LINTON LEFT BEHIND.

London, Oct. 4.—At the new Crystal Palace last night Stocks rode 31 miles 548 yards in one hour, beating the record made by Linton. He came within 62 yards of equalling the tandem record of 31 miles 610 yards made last Wednesday at the same place by MacGregor and Nolson.

RACING IN RIVERSIDE.

At Riverside Park, Danielson, Ct., Oct. 3, the track record was lowered to 2:11 by F. J. Cadwell, of Elmwood. E. C. Hausman, New Haven, won the mile open in 2:21 and finished second in the mile handicap from 20 yards. H. E. Morse, Putnam, won the event from 40 yards in 2:37 4-5.

PACERS BROKE RECORD.

On October 1 M. A. Janney and N. M. Schwartz established a new tandem record between New York and Philadelphia, covering the 100 miles in 7 hours and 16 minutes. They started to pace J. M. Fagan for the individual record. His machine broke at Rahway, so the tandemites continued alone.

SIX IN A SMASHUP.

An exhibition mile by the Berlo sextuplet was one of the features of the Brockton, Mass., fair, October 3. The big machine got off with a flying start, and was going at a 30-mile an hour gait, when a tire burst, throwing the crew in all directions. None of the men were injured, however, further than by bruises.

FLUTTER IN A DOVE COTE.

About thirty of the local amateurs in and around Boston have received letters from the Racing Board inquiring into their amateur status. As a result, there is considerable anxiety among the bean eaters.

A new track has been completed at Cannelton, Ind., modelled after the Fountain Ferry path, Louisville. It is banked five feet at the turns and has a thirty-foot homestretch.

RACING BOARD'S BULLETIN.

PROFESSIONALIZED.

Orley C. Tuttle, Rome, N. Y., own request.
 Carl Stockin, Birmingham, Fla., Clause G.
 Thomas C. Laswell, Princeton, Ind., Clause A.
 Charles Wheeler, Cincinnati, Ohio, Clause A.
 Ray Cummings, Marengo, Ia., Clause A.
 H. C. Wright, Marengo, Ia., Clause A.
 U. S. Paige, Brooklyn, N. Y., Clause B.
 R. W. Boyd, Malden, Mass., Clause B.
 James Blacker, Harrisburg, Pa., Clause A.
 Oscar Knipe, Orwigsburg, Pa., Clause A.
 Fred Bernet, Pottsville, Pa., Clause F.
 Alex Craig, Indianapolis, Ind., Clause D.
 Peter Mings, Evansville, Ind., Clause F.
 L. A. Koehler, Du Quoin, Ill., Clause A.
 L. S. Beem, Du Quoin, Ill., Clause A.
 Bert Morrow, Sioux Falls, S. D., Clause A.
 Edgar B. Hands, New Orleans, La., own request.
 J. J. Nagle, Oskaloosa, Ia., Clause A.
 Will Hyde, Oskaloosa, Ia., Clause A.
 Ed White, Muchaknock, Ia., Clause A.
 Spencer Roberts, Oskaloosa, Ia., Clause A.
 Frank Epperson, Eddyville, Ia., Clause A.
 Harve Carr, Oskaloosa, Ia., Clause B.
 L. B. Maxwell, Dell Rapids, S. D., Clause B.
 Harry Snyder, Sioux Falls, S. D., Clause B.
 F. L. Keef, Kalamazoo, Mich., own request.
 A. A. Jackson, Lynn, Mass., Clause B.
 T. H. David, Indianapolis, Ind., Clause D.
 B. L. Malone, New Decatur, Ala., Clause A.
 Jasper Parish, Indianapolis, Ind., Clause A.
 F. I. DeCardy, Chicago, Ill., vote of Racing Board, Clause D.
 George L. Emerson, Chicago, Ill., vote of Racing Board, Clause D.
 Clyde Swick, New Orleans, La., vote of Racing Board, Clause D.
 Sutton Titus, New Orleans, La., vote of Racing Board, Clause D.
 J. D. Brown, New Orleans, La., vote of Racing Board, Clause D.
 Charles L. Case, New Orleans, La., vote of Racing Board, Clause D.
 O. H. Smith, Alamosa, Col., Clause D.
 Edward Johnson, Kenosha, Wis., Clause B.
 W. Harker, Fenimore, Wis., Clause B.
 H. Chandler, Fenimore, Wis., Clause B.
 Thomas Frankenhof, Boscobel, Wis., Clause B.
 O. E. Virum, Stevens' Point, Wis., Clause F.
 SUSPENDED PENDING INVESTIGATION.
 F. A. Gately, Boston, Mass.
 W. A. Barbeau, New York City, N. Y.
 L. W. Sieg, Duncannon, Pa.
 Luther Lady, Harrisburg, Pa.
 George Fenshtemacher, Lewistown, Pa.
 David Koehenderfer, Newport, Pa.
 Percy Elliott, Newport, Pa.
 Spencer H. Charters, Harrisburg, Pa.
 L. Shields, Lewistown, Pa.
 Thomas N. Parker, Waco, Texas, official handicapper for Texas, has been removed.
 C. F. Williams, Dallas, Texas, has been appointed official handicapper for the State of Texas.
 Transfer to professional class on September 9, 1896, of H. E. Pierce, Kansas City, Mo., was in error.
 RECORDS ACCEPTED.
 Unpaced, flying start, against time—By A. B. Simons, Deming, N. M., May 23, 1896.
 Third-mile, 33-5 seconds; quarter-mile, 25 1/5 seconds (amateur).
 SUSPENDED.
 Six months, from October 3, unsanctioned races, W. Faustman, C. W. Purington, York, Neb.; John Kingman, J. R. Fox, Shelby, Neb.
 H. W. Hackett, Pleasantville, N. J.
 T. D. Hackett, Atlantic City, N. J.
 One year, from October 3, unsanctioned races while under suspension—W. Harker, H. Chandler, Fenimore, Wis.; W. S. Baxter, Montford, Wis.
 Sixty days, from October 3, unsanctioned races—J. J. Bezenek, Chicago, Ill.; Thomas Frankenhof, Boscobel, Wis.; George W. Graham, St. Paul, Minn.; Ben Bunker, Hudson, Wis.
 One year, from October 3, unsanctioned races after warning—Gus Goecke, York, Neb.
 Sixty days, from September 26, for false entry—Carl Stockin, Birmingham, Ala.
 Thirty days, from September 28, for false entry—Paul A. Raymond, Greenwich, Conn.
 Six months, from October 1, for competing in

unsanctioned races after warning—J. J. Nagle, Will Hyde, Spencer Roberts, Harve Carr, Oskaloosa, Ia.; Ed White, Muchaknock, Ia.; Frank Eperson, Eddyville, Ia.
 Nine months, from October 1, for false entry—A. R. Ulp, Pittsburg, Pa.
 Ninety days, from October 1, for false entry—Jasper Parish, Indianapolis.

Thirty days, from October 1, competing in races not officially handicapped—E. Higgins, H. E. Thompson, D. J. Connelly, F. C. Lawrence, L. J. Gladding, Ed Coates, G. Allum, Ike Hills, C. H. Barton, New Britain, Conn.; W. J. Phillips, Kensington, Conn., and H. H. Damon, Berlin, Conn.
 Thirty days, from October 1, competing in novice race not officially classified—J. P. Johnson, F. J. Williams, W. H. Lyndell, New Britain, Conn.
 One year, from October 2, competing in unsanctioned races, after warning—Fred Kiser, Harry Fuller, — Issler, Hamilton, N. J.; — Miller, Troquois, N. J.; — Kulge, — Eisele, Newark, N. J.; Harry Lohrs, Ed Chandler, and A. Bellof, Elizabeth, N. J.

For competing with amateurs after having become a professional, and while under suspension, one year has been added to the term of suspension of C. F. Stangl, La Crosse, Wis., making it expire October 26, 1897.

William H. Dargin, the Shooting Park track, of Newark, N. J., and the United Singers of Newark, N. J., have been placed upon the list of those to whom the sanction privilege is denied.

PERMANENT SUSPENSION.
 Alex Reinecke, Elkader, Ia., has been replaced upon the permanent suspension list for repeatedly competing while under suspension.

SUSPENSIONS REMOVED.
 Oscar Knipe, Orwigsburg, Pa.
 H. A. Koehler, Du Quoin, Ill.
 L. S. Beem, Du Quoin, Ill.
 Fred Bernet, Pottsville, Pa.
 Victor S. Reed, Youngstown, Ohio.
 John Gillis, St. Louis, Mo.

SANCTIONS GRANTED.
 October 12—Mayfield Athletic Club, Mayfield, Ky.
 October 13-16—Green County Fair, Carrollton, Ill.
 October 8—McFee & McMasters, Nashua, N. H.

October 17—Clinton Y. M. C. A., Clinton Mass.
 October 10—Warwick Cycle Club, Hills Grove, R. I.
 October 6-7—Emporia Wheelmen, Emporia, Va.
 October 17—George N. Lord, Hazleton, Pa.
 The Scottish Cyclists' Union, who will run the international championships for 1897, have provisionally fixed upon July 29, 30 and August 1 as the dates for same.

The following tracks under the jurisdiction of the Deutscher Radfahren Bund still remain proclaimed, and racing men visiting that country are warned against competing thereon, viz.: Berlin, Breslau, Eilbeck, (Hamburg), Hanover, Leipsic and Munchen-Perlach.

HE SHOULD BE SUCCESSFUL.
 George C. Smith, the old racing man and one-time quarter-mile record-holder, is holding forth in a completely equipped bicycle store on North Broadway, about a mile south of Yonkers. When in difficulties you will find him an agreeable physician, who will quickly cure your cycling ills, if cure be possible.

Jaquelin, the French champion, and Morin, the winner of the grand prize of Paris, have been matched. The race will take place on October 25.
 Dunwoody, the American who has been riding very successfully as an amateur in France for the last two years or so, has joined the professional ranks.

The world's championships will be contested at Glasgow, Scotland, next year on Friday and Saturday, July 29 and 30, and Monday, August 1.

An Australian wheelman is allowed to accept cash prizes in cycle races without his amateurism being questioned in any other branch of sport.

THEIR INTERPRETATION IS WRONG.
 Since the passage of the Armstrong law compelling railroads throughout New York State to carry bicycles as baggage, the Northern Central Company has been transporting in baggage-cars all wheels offered it, but it has enforced payment of a fee. All the other roads in the State transport bicycles free of charge.

W. R. Lansing, a member of the Rights and privileges committees of the New York Division of the L. A. W., recently wrote to the Northern Central officials asking an explanation of their course. He has received this reply:
 W. R. Lansing, Rochester, N. Y.
 Dear Sir: In reply to your favor of the 15th inst., beg to say that the law of New York, as we understand it, by its terms, seeks to impose an obligation on the company to treat bicycles as baggage, but contains no provision against making a reasonable charge for the transporting of wheels. Our practice, therefore, at present is to carry bicycles in baggage-cars, giving checks therefor, charging, however, a reasonable compensation, as is the case with other articles of similar character, such as baby carriages, etc. Very truly,
 GEORGE W. BOYD, Assistant G. P. A.

The State Division should be prompt in instructing Mr. Boyd regarding the law, which he evidently is far from understanding just at present.

GOOD MACHINES FOR POOR NOTES.
 Edward J. Norton was arrested in Boston on Monday and taken before the United States Commissioner charged with using the mails in a scheme to defraud. It is alleged that Norton received goods from various firms on the pretence of being a business man of good standing, and sold them at reduced prices. He is also charged with giving a fraudulent note on the John Hancock National Bank, of Springfield, for \$700, to the firm of George W. Pierce, of Buffalo, N. Y., and it is alleged that he received from them eleven bicycles, for which he gave the note.

RAILROADS AND THEIR RATES.
 A new schedule of minimum rate bicycle charges has gone into effect on the New England railroads, as a result of the efforts of the local divisions to compel the railroads to carry them free. The rates are in proportion to the ticket rate, and are as follows: Up to 75 cents the charge for bicycles will be 10 cents; from 75 cents to \$1 the charge will be 15 cents; from \$1 to \$1.50 the charge will be 20 cents, and so on in proportion up to a ticket charge of \$10. The railroads agree to accept and check the bicycles as baggage and to be responsible in case of accident.

PUTTING MONEY IN GOOD ROADS.
 Three hundred dollars has been invested in the Atlantic City and Pleasantville bicycle track by the Philadelphia Associated Cycling Clubs. The new track, which is to connect the two cities, and which is now being constructed, will be built of boards, and will be raised high enough above the ground to be clear of high tides. It will complete the line of good roads from Philadelphia to Atlantic City.

CIRCUS TO CHECK CYCLES.
 One of the innovations of the forthcoming season of Barnum and Bailey's circus, and an indication of the large factor the bicycle has become in the amusement business, will be the establishment of a bicycle-checking tent near the entrance to the show, where wheelmen may check their machines and feel secure that they are in responsible hands.

ASKING IN ADVANCE.
 Every candidate for election to the Michigan Legislature, is receiving a letter from the State Division of the League, asking how they will vote in case a free bicycle baggage bill appears before them.

NO LONGER A CHURCHMAN.

Every one in Buffalo knows H. C. Martin. He is one of the old guard, one of those who sold bicycles in the days when riders were called dudes and when to own and ride a wheel was to court endless ridicule from the very people that are now its most ardent supporters. He has seen the business grow, and he grew with it until he enjoyed a trade that put him among the leaders in the Queen City.

Three years ago he created a mild sensation by renting an old church on Main street and converting it into a complete bicycle establishment. The conservatives shook their heads, but "Hi," as he is called, prospered; he even enlarged his interests by forming the Martin & Gibson Manufacturing Company, and their wheel, the Kensington, enjoys more than a local reputation.

Now the church is to be torn down to make room for a modern skyscraper. Mr. Martin has bought out George B. Salisbury's share in the retail establishment and transferred the business to No. 570 Main street, so in the future the sign will read simply H. C. Martin.

WHERE CREDIT SHOULD BE GIVEN.

In all the hurrah of fireworks of the sensational finish for the premiership in the racing of '96, no people, perhaps, will receive more hearty congratulations than E. C. Bald and the Barnes Cycle Company. Taunted with being a "has been," forsaken by many of those who fawned upon him in the days of his all-conquering rush, Bald fought an uphill fight and won his honors in a manner no man can help admiring. That such a finish resulted is due in no small measure to the faith in both man and machine that the Barnes Company showed from start to finish. Believing that Bald and the White Flyer were a combination practically unbeatable, they never faltered, never seemed to doubt the final result, and they have reaped their reward. If there isn't jubilation in Syracuse and a Peck of congratulations and compliments in the Barnes office this day, then there is naught in the winning of a well-fought fight, and no glory in the greatest of all contests—that of ladder-climbing.

PRICE CHOPPING IN HENDEEVILLE.

Springfield, Mass., Oct. 5.—Trade at the agencies is practically at a standstill, owing to the widely advertised offers by department and other stores of "high-grade" wheels at ridiculously low prices. One department store placed on sale, for \$29, last week, 100 wheels which it had previously held at \$69. A tea store advertises \$100 wheels for \$25. In the latter case, however, it is apparent, even to the unexpected eye, that the wheel is cheaply constructed. The Smalley is selling at \$75. Most of the agencies of high-grade wheels are maintaining prices.

FOR FOREIGN REPRESENTATIVES.

The John Griffiths Cycle Corporation, of Coventry, England, and with depots throughout Great Britain, Australia and New Zealand, announce that they are in a position to handle American novelties and cycling accessories throughout the world. They have twenty-five important depots in the largest towns in the United Kingdom.

REMINOTON CHANGES.

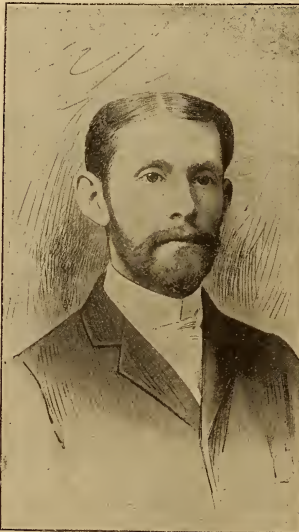
Frederick J. Reville has resigned as manager of the cycle department of the Remington Arms Company. The cycling interest of the firm will in the future be looked after by James A. Robley, who has for several years been connected with the cycle trade in New York.

GROWING GREATER.

An addition to the factory of the Smith Bicycle and Light Machinery Manufacturing Company, Massillon, Ohio, is being built. New machinery is to be added and the force of workmen will be increased.

FRANKLIN W. LOUCKS.

THE WHEEL records with unusual regret the death of Franklin W. Loucks, which occurred last week, the funeral taking place from the residence of his brother at Pompton, N. J., on Saturday last. Mr. Loucks was a pioneer of the pioneers, and a potent pioneer at that. His monument is the Kings County Wheelmen's clubhouse, for in the old days, more than a decade ago, he was a prominent Brooklyn cyclist and a prominent K. C. W. man. At that time he was a bank man in the Garfield Bank, and his financial experience enabled him to carry through the Kings County's enterprise. In these days this popular and rapidly growing Brooklyn club occupied not very imposing quarters in the Eastern District. It was due to Mr. Loucks's ambition and ability that they were enabled in time to move into Brooklyn proper, and into their beautiful clubhouse. Beyond this one important event, Mr. Loucks's character percolated and affected the entire government of his club, and much of its soundness and progress are due to him.



He also served the Metropolitan Association of Cycling Clubs well and faithfully as secretary.

Mr. Loucks was a gentleman, if one will take that term to cover all the phases which are connected with that character. He was of the most gentle, kindly and obliging nature, being self-effacing and effective. No one who has met him could forget the quiet charm of his nature, and a multitude of cycling friends will regret his death in what was practically his young manhood.

Franklin Warrington Loucks was one of the early members of the Kings County Wheelmen, of Brooklyn, joining the club in 1881, and from his first introduction into club circles he had always been a consistent and conscientious worker for the best interests of the organization that he so ably represented. He served the club faithfully as president for several terms, and it was principally through his efforts that the headquarters of the organization were moved from Clymer street, E. D., to its later home at No. 1,255 Bedford avenue, where the club occupied what was then considered the finest clubhouse in the country devoted exclusively to the uses of wheelmen. It was replete with all that goes to make club life pleasant

and agreeable, and almost every detail of construction and convenience that was found in the house was planned by Mr. Loucks. More than this, it was his skill as a financier that made it possible for a club hardly exceeding a membership of forty to assume the responsibilities of a clubhouse of such vast proportions. It was through his perseverance that bonds were issued and the indebtedness of the club floated, and to-day the credit for the present Kings County Wheelmen is due as much to the deceased as to any one individual.

For years physically weak, he brought to bear on all matters of business such a powerful intellect that the largest undertakings never made him hesitate for a moment, for he believed fully in the ultimate success of his own plans and the final supremacy of the wheel. Ever watchful of passing events, he was a close student of the higher branches of learning, and delivered many addresses before scientific organizations that stamped him as having ability that few men are blessed with, and while all of this ability made him a shining light in any assemblage of highly cultivated men, it was in the matter of friendship that his true character shone forth most brilliantly, and "a friend in need is a friend indeed" is a quotation that he frequently expressed, and he used it as a guide in his personal conduct with his associates.

The kindest words ever penned could not begin to do full justice to Mr. Loucks as a man and a friend, and by his death a void has been caused among his associates that can never be filled, and in years to come, when his name is brought to mind, as it often will be, it will always give rise to the honest expression, "There was a true man."

M. L. B.

INTO LINE.

Another '97 announcement! Iver Johnson's Arms and Cycle Works, of Fitchburg, Mass., are the upholders of standard price this time. They state this week that Iver Johnson cycles, both men's and women's, in standard finish for 1897, will sell for \$100, and that the price of Fitchburg cycles will be \$75. The firm will be prepared to ship these goods on or about December 1.

GOING TO LONDON.

A former attache of the Yost Manufacturing Company, J. A. Black, has cast his lot with the Hamilton-Kenwood Cycle Company, of Grand Rapids, Mich. Mr. Black sailed on the Etruria on Saturday last, bound for London. He will place agencies for the company's wheels throughout England and the Continent.

ONCE MORE IN HARNESS.

E. W. Pope has been in retirement for about two years, which he has devoted to travelling and to the ordinary pursuits of the retired gentleman. Everybody will welcome Mr. Pope back to the Pope Manufacturing Company and business life. A visit to the company was always more pleasant for the fact of his being there. He is a quiet business man, whose gentle courtesy is often mingled with words of sound advice.

MAKE A STRONG TEAM.

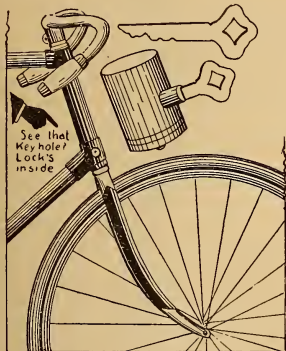
M. L. Goss is in New York this week. Mr. Goss is a Boston man, but went West for a business education, and he is now with Mr. Paul, one of the managers of the Keating Company. Messrs. Paul and Goss were very prominent in the Lozier management for some years.

GOOD WITH ANY NAME.

Hereafter the Newton Rubber Works will know the Straus firm no more. Their product, both single and double tubes, will be marketed as the Newton tire, a pair of which Eddie McDuffie used when he beat Michael in the ten-mile match race at Boston.

OUT OF SIGHT, BUT WORKS.

The pros and cons of the lock question have been largely considered from the cyclists' point of view up to the present time. A rider of the wheel, Mr. Gessler, of Milwaukee, Wis., who had gone through the common experience of trying various bicycle locks without success, finally addressed himself to the task of overcoming the difficulties encountered. After deciding that the head was the proper place for a lock and a long series of experiments, the Gessler lock was the result.



The lock is placed inside the front tubing of the frame, and does not mar its appearance. It is cylindrical in form, one inch long, and is secured by means of a rubber washer expanded against the side of the tubing. Locking and unlocking is affected by means of a key which engages the bolt, forcing it outwardly or inwardly, locking the front wheel at an angle, thus bringing the bicycle out of operative position.

The device does not engage either spokes or sprockets, thereby doing away with possible injury to the wheel by attempting to ride before unlocking the machine. It is said the lock cannot be harmed by hammering, filing or the use of pliers or nippers. Its makers claim also that it cannot be picked. Being an integral part of the machine it is always in place when needed. It weighs less than two ounces, is easily operated and quickly adjusted.

When the WHEEL representative called on F. J. Arnold, manager of Walter E. Lindsay & Co., Milwaukee, who manufacture the lock, he obtained a chat which included not only a description of something entirely new and obviously ingenious in bicycle locks, but also some well-put general observations on the subject of the uses and desirability of bicycle locks. First, Mr. Arnold asked him to make a list of all the possible objections to bicycle locks, and the following list was enumerated: Easily picked; easily broken by files, nippers, etc.; breaking of spokes or chain and bending sprocket by attempting to ride before releasing lock; burdensome to carry in pocket; impossible to get at other locks in frame without taking frame apart; impossible to operate combination lock in the dark. Mr. Arnold then very clearly went over each and every one of these and demonstrated with a lock in use in his own machine that the Gessler lock positively overcame every objection.

Before offering this device to the manufacturers the firm introduced them by using them upon certain wheels sold by them in order to prove through use their practicability and value.

Newark, N. J., has a cycle mounted drum and fife corps.

TIRE CONCERNS IN A LINE.

Reade street will soon have to be nicknamed "Tire Row" if the rubber folks keep on moving into New York's hardware centre. The latest comers are the Newton Rubber Works, who have opened their office at No. 103, with L. T. Stillwell in charge. In the future the metropolitan district will be covered from this point, and will also be utilized as a repair depot, while a complete stock of both their well-known single and double-tube tires will be kept on hand. It is intended that a new policy will be inaugurated for '97, and under the new management, even more business than ever can be looked for during the coming season.

HE IS A MAN TO TIE TO.

THE WHEEL dubbed Arthur E. Flavell a Yankeeized Briton two years ago, when he took a road position with the defunct Raleigh Cycle Co. It then predicted that he was not likely to return to the other side for some time to come. The prediction has proven true. Mr. Flavell cast his lot in America about three years ago. He came here as a representative of an English cycle concern. For over a year he has been with the American Dunlop Tire Co., chiefly on the road, and he now knows that you can't enjoy breakfast in



Arthur E. Flavell.

New York, lunch in Chicago, dine in San Francisco, and attend an opera in New Orleans in one and the same day. Mr. Flavell also knows a thing or two about tires, and in the future will extort the gospel of hose pipes as illustrated in Volt tires, manufactured by the New Brunswick, N. J., Rubber Co. His territory will be chiefly in Indiana, Ohio and Michigan, where he expects to make the name of the tires a household word. While comparatively new in the business, the New Brunswick Co. intend to cut a wide swath in the trade next season, and they are getting good men to help them.

TO KEEP BOTH GOING.

The Keating Wheel Co. is preparing to move its books and papers from Holyoke, Mass., to Middletown, Conn. The formal transfer will be made December 1, after which date the office and official headquarters and address will be in the new factory in Middletown. The operation of the Holyoke plant will also be continued, for a while at least.

GOOD WHEELS IN DEMAND.

Burglars gained an entrance into the Brooklyn branch of the Walham Manufacturing Company on September 23. Two twenty-seven-inch frame Orient wheels were taken by the thieves, numbered 3,107 and 4,880, respectively, fitted with Vim tires.

WHAT IS THE GOOD OF SLIPPING?

"Get there and back," is a new catch phrase adopted by the New York Belting and Packing Company. They are showing something novel in their embossed non-slip league tire, having a roughened tread arranged in a handsome design that enhances rather than detracts from its appearance.

To quote from their circular: The League tire is first in quality in every particular. The fabric and rubber are not only admirably adapted to give great strength and durability, but are of such nature as to yield won-



derful elasticity, making the tire exceedingly easy to ride, and resilient to a very high degree. It is not readily punctured, because of the nature of the fabric, and, for the same reason, is quickly repaired.

The embossed feature gives to the tire many advantages over tires with smooth surface. It prevents slipping of the tire both sidewise and lengthwise, gives a more secure contact with the ground, and thus greater speed is attained.

RASTETTER TO THE RESCUE.

Wood handle-bars are going to be immensely popular next season, according to Louis Rastetter & Son, of Fort Wayne, Ind., where the firm has two factories. Numerous contracts for '97 business are already keeping things on a rush at their works. The firm believes that wooden bars will be sold and used extensively in every city and town in the country next year, and are ready to meet the demand. The construction of the Rastetter bar commends itself. In the centre of the bar, where the tee is fastened, they compress a steel ferrule one and a half inches long over the bar. In compressing the ferrule over the wood the fibres of the bar are compressed closer together and confined to this position; consequently the fibres cannot separate and the wooden bar cannot split. In addition to this, as the tee is fastened over the ferrule, it does not touch the wood bar, consequently does not wear or disintegrate the wood. The ferrule reinforces and also strengthens the wood bar.

This firm are putting out a new laminated rim which they have added to their already extensive line. This laminated rim is made by entirely new processes, and they claim it will never split. They will continue to manufacture very extensively the Rastetter single-piece rim, and their new joint holds without glue or cement. It is self-sustaining.

LABOR DISTURBERS AND THEIR COST.

It is not generally known that the oft-recurring labor troubles in Toledo was a big factor in influencing the removal of the Lozier plant to Westfield, Mass., which is actively preparing to receive its rich prize. Mr. Lozier figures that his losses by the labor disturbances cannot be represented by less than six figures.

WAS A HANDICAPPER ONCE.

L. M. Wainwright is in Gotham. Mr. Wainwright was once handicapper of Indiana, but now he is heavily interested in and is business manager of the Central Company of Indianapolis, a compact, profitable and thoroughbred little company.

NATIONAL BOARD OF TRADE OF CYCLE MANUFACTURERS.

271 BROADWAY, NEW YORK.
Phone No. 4117 Cortlandt.

R. L. COLEMAN, President.
R. P. GORMULLY, First Vice-President.
GEORGE H. DAY, Second Vice-President.
W. A. REDDING, Treasurer.
ERNEST R. FRANKS, Secretary.

Mercantile Agency, Collection Department and
Information Bureau.

NATIONAL CYCLE SHOWS.

Under the auspices of the National Board of Trade
of Cycle Manufacturers, National Shoe
and Leather Bank Building, 271
Broadway, New York.

January 23-30—Chicago, Coliseum.
February 6-13—New York, Grand Central Palace.

FOREIGN CYCLE SHOWS.

Nov. 20-28—Stanley; Agricultural Hall, Islington,
London, N.; E. A. Lamb, Secretary, 57 Chancery
Lane, W. C. Telegraphic address: "Insup-
pressible, London."

Dec. 4-12—London, National Show, Crystal Palace;
Frank Peach, Secretary, 48 Holborn Viaduct,
London.

Dec. 12-27—Paris, Palais d' Industrie, Champs Ely-
sees; M. Bivort, Manager.

Jan. 2-9—Manchester, Eng.

TRADE CHANGES.

ALABAMA.

Florence.—Ed. McDonald, of Florence, and
Russell Walthour, of Atlanta, new repair
establishment on Tennessee street.

CALIFORNIA.

San Francisco.—John A. Swenarton, bicy-
cles, reported attached for \$500.

CONNECTICUT.

Torrington.—Alvord & Spear, Manufac-
turing Company, manufacturers of piano stools,
wood bicycle rims, etc., entire plant pur-
chased by H. J. Hendley.

GEORGIA.

Augusta.—The Fulton Auction and Com-
mission Company will establish branch office
here. They will sell bicycles, handling Lov-
ells.

Senora.—The Senora Hardware Company,
organized, with capital stock of \$10,000, to
retail hardware, sporting and athletic goods,
etc.

ILLINOIS.

Chicago.—Raven Cycle Company, reported
succeeded by L. W. Friedburg, under same
style.

Chicago.—The Wright Manufacturing Com-
pany, incorporated by A. E. Manning,
Charles M. MacLaren and J. Cratty, to manu-
facture bicycles. Capital stock, \$10,000.

INDIANA.

Anderson.—The Hartford Bicycle Works
removed from this city to Morrow, Ohio,
where they are in operation.

KANSAS.

Lawrence.—H. L. Stevens, buggies, bicycles,
etc., assigned to I. N. Vanhoesen. Chattel
mortgages on stock to the amount of about
\$20,000, were filed. Mrs. Mary Stevens, the
mother of Stevens, is the largest creditor.

MASSACHUSETTS.

Cambridge.—Loring & O'Hara, bicycles, re-
ported recorded chattel mortgage for \$200.

Revera.—The Reners Drop Forge Com-
pany are building an addition to their plant
and will fit same for bicycles and shoe-tool work.

Windle.—The Windle Cycle Company plant
on Chandler street still idle. If the company
continues, the plant, valued at \$100,000, will
probably be removed to Worcester.

Worcester.—Casey Brothers, new store at 29
Mechanic street.

MICHIGAN.

Chelsea.—The Glazin Stove Company will
enlarge plant and equip it for the manu-
facture of high-grade bicycles, expending
\$50,000 in improvements.

MINNESOTA.

Minneapolis.—Ben Hur Cycle Co. Chattel
mortgage for \$80.

Minneapolis.—Columbus Buggy Co., car-
riages, bicycles, etc., Eighth street and First
avenue, S. (F. L. Darrow, manager), goods sold
at assignee's sale.

Morris.—A. A. Stone, bicycle livery.

NEW YORK.

Elmira.—The Clipper Chilled Plow Co., will
commence to manufacture bicycles.

New York.—Shelby Steel Tube Co., Shelby,
Ohio, have opened headquarters at 144 Cham-
bers street, where they carry a line of bicycles
and sundries.

Syracuse.—The last of the property of El-
bridge Cycle Co. was sold on execution last
week, under the judgment taken by C. M. Hig-
gins in \$10,500. It consisted of parts of wheels
and was bid in by W. B. Fuller for \$275.

PLENTY OF RIDERS WANT THIS.

This is a device that is not likely to phase
the taste of the scorcher, but one that will
appeal to the business rider, the tourist and
the easy-going pleasure seeker. It is a sup-
port and lock combined. It consists of two
telescoping tubes, which are attached to the
lower bar of a bicycle near the head. When
not in use it is scarcely noticeable, and it
weighs but a trifle. It is always ready for
quick use and will support a machine in any



desirable angle or ordinary incline. The front
wheel is held rigid by a clamp of spring tem-
pered steel attached to which is a small slid-
ing spring lock, neatly hidden in the folds of
the clamp, and an effectual barrier to the
cycle thief. Five seconds work will put the
support in position and lock the wheel.
Either the lock or the support can be used
separately. The United States Support and
Lock Company, Room 20, New York Cotton
Exchange Building, handle the device.

OHIO.

Dayton.—Daytonia Cycle Co. reported gone
out of business.

Dayton.—Herbig & Rock, bicycles, etc.
George Herbig reported conveyed real estate
for \$1,800.

Hamilton.—The Hamilton Cycle Co. is mov-
ing its plant to Grand Rapids, Mich.

Toledo.—Toledo Novelty Construction Co.,
dealers in cycle sundries, sold out by assignee.

ONTARIO.

Toronto.—The Jarvis Bicycle Saddle Co.,
Ltd., incorporated by E. Jarvis, D. O. Jones,
R. F. Scott, D. G. Lorsch and Neil McCrim-
mon; to manufacture and sell the Jarvis bi-
cycle saddle; to manufacture bicycles and bi-
cycle parts. Capital stock, \$20,000.

PENNSYLVANIA.

Beaver Falls.—John White, C. P. Wallace
and J. C. Whittier are interested in the estab-
lishment of chain works.

WISCONSIN.

Evansville.—H. Dann's bicycle store, de-
stroyed by fire.

Fort Atkinson.—Fred Dickerson, of Milton

Junction, will open bicycle livery and repair
shop.

Milwaukee.—The Davidson Cycle Co. sued
Lindsay Bros. and W. S. Stanley to recover
possession of twenty-five bicycles of the al-
leged value of \$2,800, which were levied upon
by the Sheriff.

North Milwaukee.—Machinery has been put
in place in the new plating and enamelling de-
partment of Meiselbach Bicycle Co. They re-
sumed work October 5.

HONOR WHERE HONOR IS DUE.

THE WHEEL'S report of the "Boston Her-
ald's" parade on August 29th said: "The
Chase Tough Tire Company made a very ex-
pensive one. Mounted on a tandem float was
an immense wood rim and tire, certainly ten
feet in diameter. Fastened inside the rim
was a small bicycle, seating a pretty little
girl in fancy costume. Maroon was the domi-
nating color, and the effect was heightened
by sixty red-coated and white-treched rid-
ers who followed. The sign read 'A Modern
Chase on Chase Tough Tire and Tires' and
with a picture of the Modern Chase painted
on the reverse. Half a dozen other riders
bore smaller banners similarly inscribed and
painted, and the idea was cleverly followed
out in costuming the men as they were."

At the time it was thought strange that the
Chase Company did not receive first prize in
the trade division for their exhibit, as it
was conceded by all to have been the most
elaborate and striking in the entire parade.
However, on September 30, Mayor Quincy,
in behalf of the "Herald," presented them
with a first special prize, a very handsome
silver and gold loving cup suitably inscribed.
Miss Viola Kinder, the little lady who graced
the centre of the big rim, also received a
special gold medal in the shape of a mini-
ature bicycle wheel hung from a blue ribbon.

This display was without a doubt the most
gorgeous ever attempted in this particular
line and must have cost thousands of dollars.
The Chase Company are to be complimented on
the progressiveness that prompted such an
outlay chiefly to amuse their fellow-Bos-
tonians.

FIGURES ON FOREIGN SHIPMENTS.

For three months ending June 30, bicycles
exported from this country to thirty-six
foreign countries had an export value of \$728,-
603, or at the rate of two and a half million
dollars per annum. The value of bicycle ex-
ports to Great Britain in three months were
\$427,211; to Germany, \$61,374; France, \$47,-
434; Holland, \$51,441; Australia, \$23,430.
Our exports to Mexico were only \$150; to
West Indies, \$18,000; to far off Finland,
\$2,065.

INFLUENTIAL MEN HERE.

Governor Bushnell, of Ohio, is one of the
stockholders of the newly organized Lagoda
Cycle Company, of Springfield, Ohio. The en-
tire capital stock of \$200,000 has been sub-
scribed, and operations will be commenced
immediately. Among the other principal
stockholders are General J. Warren Keifer,
ex-Mayor Oliver S. Kelly, Mayor P. P. Mast,
William N. Whitely and Amos Whitely.

WILL NOT RESUME.

Porter & Gilmour, No. 16 Warren street,
N. Y., the failure of which firm was an-
nounced several weeks ago, find the con-
ditions unfavorable for resuming business,
and the affairs of the company will be wound
up. L. H. Porter, one of the firm, a man
who has been connected with cycling from
its infancy, and the author of several books
on cycling topics, is open for an engagement
in the trade.



"To land on the top rung of the ladder of fame is easy when you ride a **BARNES WHITE FLYER.**"—E. C. BALD.

Here is good advice from a good man. Had you not better take it in time? For further particulars, address

BARNES CYCLE CO., Syracuse, N. Y.

Kindly mention *The Wheel*.

CONTRACT MAKING AND BREAKING.

The man whose "word is as good as his bond" seems to be fast passing away. His place is too often taken by the man whose "bond isn't worth the paper it is written on." The change is not a pleasant one, and the world to-day has in its trade life fewer things more discreditably than the custom of treating contracts lightly.

There are few in trade who do not have among their customers men who look upon contracts as business conveniences, whereby they can obtain bottom rates or special advantages, and live up to such contracts only when to do so is to their advantage.

Those who appear to possess a little conscience adopt the method of rejecting such stock as they do not want on the plea that it is not up to sample; others simply countermand so much of the order as they do not want, and leave the seller to do the best he can with the rejected stock. If the seller refuses to release the buyer, the latter may or may not allow the account to be sued, just as the whim suits him.

If he is cornered he is likely to set up the plea of "not according to sample," and the seller is likely to be put to an expense far in excess of the loss that results from the countermanding of the order.

In all branches of trade the cancellation of an order works loss, but it falls heaviest upon the manufacturer, because of the necessity of purchasing materials and expenses incurred during the interval between the time of booking the order and its shipment. Then, too, it often happens that orders call for special styles and conditions, which unfit the goods for the general market.

No one stands ready to justify the countermanding of orders as a moral or legal right, and yet the custom has become so prevalent that many are disposed to look upon the practice as a right. Whenever these cases have been settled in the courts, the validity of the contracts has been upheld, except in cases when buyers have been able to prove fraud.

A recent decision given by the United States Circuit Court at Albany, N. Y., giving a verdict for the full demands of the manufacturers for loss sustained through the countermanding of an order was but an act of justice. The case referred to was that of the Atlas Knitting Company of Amsterdam, N. Y., against Hart Bros., of Chicago.

WANTED AARON FOR COMPANY.

Had you heard this story told upon the stage by Frank Bush, you might have laughed, but you never would have believed it to be true, yet New-York police records show it to be an actual fact. Two brothers, Adolph and Aaron Strausman, were returning home from an out-of-town trip a wheel. Adolph was about a mile ahead of Aaron, bowling along at a great rate of speed, when he was arrested by a cycle policeman for riding a wheel without a lamp.

"If you wait here a minute my brother is coming down the avenue, and his light is out, so you can arrest him, too," said Adolph to the policeman.

In a minute Aaron came riding along. His light was out. The officer called his attention to the fact, and Aaron was allowed to go on his way, after lighting it.

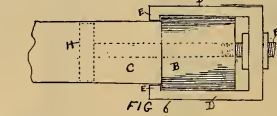
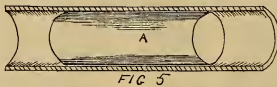
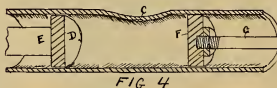
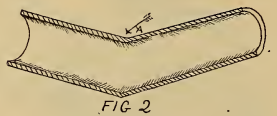
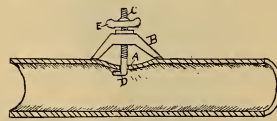
When Adolph was taken to the station-house he was indignant because his brother had not been arrested. Sergeant Timms asked him why he was so anxious to get his brother into trouble.

"It is not trouble I want to give him, but I want him for company here," said the gentleman brother of the missing Aaron.

REMOVING TUBE INDENTURES.

In order to get a light frame, manufacturers make the tubing as thin as possible, consequently indentures, bends and fractures of various natures occur frequently. The tubing in the frames of some wheels is so thin that bruises are produced even by the weight of the wheel when it is hung upon a rack for a month or so. The average tube, however, will stand ordinary wear and tear and will neither become indented nor bent unless handled roughly.

There are several methods by which dents may be removed from bicycle tubing. Fig. 1 shows a simple method, as it consists in merely boring a small hole (A) through the centre of the depression, into which is inserted the wire pin C, at the end of which is a hook D. This hooked piece of wire is cut with a thread and operated in the bracket (B) by means of the thumbscrew (E). The device is easily made and used, for it is only neces-



sary to adjust the hook and manipulate the thumbscrew to bring the depression to a common level.

If the tube is bent up like A in fig. 2, the matter of strengthening comes first. The temper must be drawn from the tube, then it can be gradually straightened. To prevent the tube bending again in the weakened spot a plug of solder or other metal should be put in like B in fig. 3, which shows a sectional view.

Men whose business it is to tinker and fix all sorts of breakages and fractures on every type of wheel made soon work off on to various lines and adopt methods of their own for accomplishing certain results. In doing this the writer has recently fallen upon some novel ways of rounding up dents in tubes.

One of these is shown involving the use of a home-made and unpatented contrivance which any one with a mechanical turn can make from odd things about the shop. The object of the device is shown in fig. 3 with

the dent in the tube marked C. It is desired to elevate this bruise to a level with the rest of the tube. The tube will first be disjoined so that the dent can be reached from both ends. At one end is inserted the rod E, on one end of which is the flange D. This is secured firmly to place by bracing. Similar rod G and flange F is introduced from the other end, as shown.

It will be necessary to observe the exterior arrangement which is shown in fig. 6, in which a clasp (D D) is shown, the ends of which engage with the shoulder of the joint B at E E. The dotted lines indicate the position of the rod and flange H inside the tube C. Now, then, to work this rod and flange the former is cut with a thread and fits in the shoulder of the clasp at F. The extreme end of the rod has a square head (G), which permits it being turned with a wrench. The fixed flange (D) having been set, as in fig. 4, near the dent, a plug of wax composition is placed in the tube, and this plug is compressed so hard against the indentation by means of the opposite flange (the latter being worked by a wrench on G, fig. 6) that the dent is forced out and made smooth.

If the plug of wax is left inside the tube it will look like A in fig. 5. A very heavy pressure can be obtained by the use of such a device. The rod F (fig. 6), can be any length so as to reach an indentation in the middle of a tube. It is well known that a tube once indented will always be weak at that point. Plugging with spelter, inserting a union, patent composition, etc., and brazing over will help to make a satisfactory job.

GEO. D. RICE.

TWO VETERANS MEET.

"Stamson," an interesting old-timer and cycle writer, and Julius Wilcox, another of his kind, figuratively fell into each other's arms last week. "Stamson" himself has described the meeting. He writes:

"One day last week I had the pleasure of entertaining no less a personage than our good friend and veteran wheelman and long-time contributor to the WHEEL, Julius Wilcox, of Brooklyn. He had wheeled up here over the forty miles of hill and dale roads to Stamford, Conn. His worst drawback—or pushback—was a strong head wind that with its unseen hands seemed bent on making his ride over the old Connecticut hills as hard as it could be, and it was not a warm zephyr, either. But I started to write of the man. He actually looks younger than he did ten years ago, when I last saw him, and he was too deep in business to ride any. I lay his better and heartier appearance to the fact that this year he is doing a lot of wheeling, and I honestly believe that it will lengthen out anybody's days in this land that is really beautiful if you will only see it properly—from the saddle of a mount as good as the well-known Blank cycle.

"The old vet. speaks lovingly of the Merrick road and the Coney cycle paths, and is—sh—some day going out to Patchogue and back, not that he has been hired to, nor has to, but just to satisfy himself that "ole wrecks like myself and himself are of some use yet."

Just a word now from an old-timer. On these early morning, cool autumn rides see that your hands and arms are kept warm. This applies more to persons of middle age. Gloves with a wristband enough to take in the end of the coat sleeve are best, but should be made of warm and pliable material with buttons—no stiff leather or kid.

In case a man—an editor, for instance—cannot afford the gloves, and is caught out facing a cold wind, rubber bands around the coat sleeves are wonderfully comfortable.

STAMSON.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

HARD KNOCKS.



A SUMMING UP.

Off and on the national circuit, Morgan & Wright Tires have this season won practically as much as **all other tires combined**. At the national circuit meet at Trenton, N. J., "good" tires won 13 out of 27 places (more than all others combined). In the following 13 meets *of* the circuit, M. & W. Tires won **over two-thirds** of the places:

Oconto, Wis.....	19	out of	21
Utica, N. Y.....	7	"	8
Ridgeway, Pa.....	8	"	13
Newport, Ky.....	10	"	12
Randalia, Ia.....	14	"	18
Wayne, Neb.....	10	"	15
Bloomington, Ill.....	21	"	24
Big Rapids, Mich.....	16	"	19
Batavia, N. Y.....	9	"	13
Cleveland, O.	9	"	20
Maysville, O.....	11	"	21
Birmingham, Ala.....	15	"	18
Knoxville, Ill.....	18	"	18

Total.....167 out of 220
far more than on all other tires combined.

WORLD'S RECORDS.

John S. Johnson, on a World with M. & W. Tires, rode a public mile, paced, in 1.40 2-5, on new Garfield Park track, Chicago, October 3d. Previous record, 1.47.

C. R. Coulter, on a Lindsay with M. & W. Tires, rode two-thirds mile, competition, in 1.21 1-5, at Denver, October 3d. Previous record 1.22.

AMERICAN RECORD.

Jimmy Michael, on a World with M. & W. Tires, rode a public five mile, paced, in 9.38, on new Garfield Park track, Chicago, October 3d. Previous record 9.51.

A CYCLE SHOW COMPARISON.

At the Milwaukee Industrial Exposition, 71 machines were exhibited, and all but 11 were fitted with M. & W. Tires.

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Kindly mention The Wheel.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

A SEPTEMBER OUTING

WILSON R. YARD



PART II.

BALLSTON SPA—SARATOGA.

Leaving the hotel, we go down Broadway to the Monument, turning to the left onto Simon avenue, broad, smooth, and shaded, by a double row of stately, waving elms, and lined for a mile or more with handsome villas. These give way to a succession of roadhouses, that, as there was no racing this year, have an appearance of semi-desertion.

Now we pass the entrance to the race-course, where, in the heyday of its glory, thousands of wealth and fashion's fair votaries have witnessed many a superb struggle of equine speed. The stately elms give

panse upon whose surface the leading oarsmen battle yearly for National honors.

But a step beyond here, also up the road, are Judge Hilton's extensive kennels, well worth a visit by any lover of man's noblest animal friend. Here, also, stands the house of the Kay Aderosseres Club, a semi-political organization, now of the past.

The run to the Spring is six miles up the lakeside, a straight road, good surface and ridable, very pretty, and replete with charming lake views; but as the ladies have still a stiff pull before them, we conclude to return to town by Lake avenue. Retracing our route one mile, to where a broad road branches to the right up over a rise (note sign), we turn upon it and swing around, and along Lake avenue to the hotel (4½m.; round trip, 8½=51½m.).

After a light lunch we make an early start for Glens Falls and Lake George. A cycle path has been constructed via Mount McGregor, and this we take by turning up Broadway one block to the town hall, then to the right one block to Maple avenue, just back of the hall. At about half a mile the road forks. We keep to the left, straight out, and shortly enter the cycle path, on the left the roadway. The scenery is very pretty here. Across the green meadows a tree-clad ridge rises like a wall, while we can see the blue

path is broad and smooth, now almost weed hidden, leaving us but a narrow lane, while the ripened weedtops play a tattoo on our fast-revolving pedals.

Here, as we swing through a bit of woodland, is a small farm and on the right a tiny boxlike, paint-bereft structure—King's Station. We cross the little narrow-gauge railway, then over the bridge under which rushes a limpid mountain stream, impatient to mingle its clear waters with those of the mightier river beyond. We still follow the path, and the scenery grows wilder; a weird stillness overhangs the sombre hills, while the distant mountains seem to grow nearer and take on height and importance till the Fair Louise grows poetical, and quotes:

"The sunshine with its golden glow,

The green earth, the laughing sky,

The fair flower scents as they come and go

On the soft air, like music wandering by." till even the Scorchers, who has been itching to take a try at the record of the path of 51 minutes from the falls to Saratoga, eases up his pace and pauses to drink in the grandeur of nature in all her pristine loveliness. A dip through a pretty glen, then a bend in the road and Mount McGregor, where General Grant spent his last days, looms up before us, tree clad from base to summit, the fast tinting leaves showing rare color combinations of lights and shades. Again a dip, and high on the left is the light trestle of the tiny railway. Its delicate flimsiness calls forth the remark from the Bloomer Girl that she feels safer on her wheel, as, puffing and snorting with more importance than the huge draught-horse of the Empire State Express,



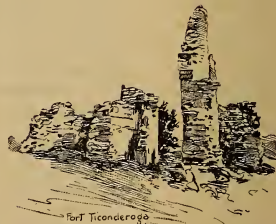
The Ferry Boat at Chimney Point



Soldiers Monument Crown Point



Tongue Mountain, Lake George.



Fort Ticonderoga



Lake George Ft. Mt. Henry

way to borderings of scented pines as we skirt the handsome parklike estate of Spencer Trask, while through the vista of trees we have a charming view of the distant hills. The scenery grows wilder as we dash down a long, gradual incline; low, dense underbrush borders the way; coarse, weed-grown bogs, bushy thickets of tanglewood, their leaves tinted in a myriad of hues; goldenrod and sumac, elder bush and silvery birch, all mingle in a rich confusion of color. Now we pass the entrance to "Interlaken," Mr. Wilson's extensive place, and catch a view of the lake as we pull up at "Moon's," so noted for his fish dinners. (4m.)

Here a launch may be had to take a party around the lake, that beautiful silvery ex-

panse upon whose surface the leading oarsmen battle yearly for National honors. Now our mountain tops over a broad expanse on the right. We wheel through a double row of giant maples, whose tinted leaves and broad, spreading branches entwine in a dense network overhead. Well-cultivated farms follow one another in rapid succession, their broad fallow lands, interspersed with white fields of ripening buckwheat, with here and there a patch of stubble to tell of a goodly crop of corn.

Now a slight dip and then a rise, the ragged tops of those ever-distant mountains breaking the sky line, while from the hillside afar comes the tinkling of cowbells, mingling with the discordant caw of the crow. Fields of golden-rod, bits of woodland, rocky slopes, tiny dells and dark ravines follow. Now our

comes with clanging bells the diminutive engine and solitary toy car that take the tourist to the mountain top. We spin through the cut and descry the spires of the little hamlet of Wilton peeping above the trees. We bear to the right into the town by the little meeting-house to the Wilton House (\$1 00). (7½m—59¼.)

At Wilton the train may be taken to the top of Mount McGregor, and from the summit a rare vista enjoyed of the lower Adirondacks to the northwest, Prospect Mountain and the Green Mountains of Vermont, with the towns of Glens Falls, Saratoga and Fort Edward, and the narrow ribbon-like upper Hudson in the foreground.

From the Wilton House we turn left upon

the crossroad, still following the path, which traverses the top of a low ridge, with the vale on the left sloping upward to the mountain top, and rolling pasture-lands to the eastward—a very charming commingling of savagery and cultivation.

Now we sweep around the base of the mount, with here a dip and there a rise. A bit of level and a spin down under a rugged bluff. Off to the right opens a deep wooded glen, through which a tiny, rippling mountain stream threads its way, warbling its murmuring echoes through the maze of overhanging green. Suddenly a young red fox dashes boldly across our path and plunges into the glade depths, while with a whirr a plump quail starts from the roadside, rousing all the latent sportsman's blood in the veins of the Centurion, who bemoans the absence of his fowling-piece.

The path in some places is but a name, so weed-grown is it, but 'tis smooth and far preferable to the roadway—a mere ribbon of sand.

A succession of hills and hollows, and we come to an abrupt climb that only the Centurion and the Scorcher can surmount, though the Bloomer Girl makes a noble effort, while a country yokel in top boots, with a vapid grin on his befreckled face rouses the ire of the Fat Man by inquiring: "Why don't you ride it, too, mister?"

From the top we can plainly see the hotel at the apex of Mount McGregor, and enjoy an expansive view of the surrounding country. As we roll on the view broadens and we overlook the country for miles east and south. The hills stretch away, peak upon peak, in charming irregularity, a rolling sea of green, over which the lights and shadows play, here touching up some dark ravine, there crowning a peak with a sombre pall, while the autumnal tints and an occasional stretch of farm land brighten with rich coloring the rare landscape. A turn in the road reveals a pretty sheet of water nestling in the bosom of the hills westward, with a rich background of towering mountain peaks.



Now a succession of easy grades, every dip and rise affording a change in the panorama; hills, vales and mountain peaks; broad fields of buckwheat, stubble, pasture and woodland, until off to the westward, outlined against the high range of the French Mountains, we see the village of Glens Falls. A turn, and we strike the tracks of a trolley road, and, bearing to the left, follow them directly into the town, across the bridge over the massive bare ledges of rock that form the riverbed, where once, ere the vandal hand of the manufacturer turned the rushing waters from their course, seethed, and formed one of the most picturesque falls in the East.

Here is laid the vivid scene in Cooper's "Last of the Mohicans." There, close under the bridge, is the cave in which "Hawkeye" and "Uncas" defied their savage foes.

We are now traversing the hunting-grounds of the famous Six Nations, the theatre of many an aboriginal encounter, and the scene of much bloodshed during the French and Indian War. The Fair Novice begins to brush up her history, while the Scorcher gets all tangled up with Cooper and Horatio King.

While we miss the grandeur of the falls, we can still appreciate the huge gray masses of ledge and rock that narrows to the river gorge.

We have a stiff climb to the square, where stands the Rockwell House (L. A. W., \$2.50), (1½m.—70½m.).

As it is still early, and fair "Horicon," the limpid mountain pearl, is but ten miles away, we take a rest and then push on directly out Glen street, passing the handsome Y. M. C. A. building, the square and the fine house of the Glens Falls Insurance Company, keeping to the left at the monument, through an avenue of pretty residences. We spin on to the plank road, where in very dry weather care must be observed to avoid punctures from the splinters.

We dash through the toll-gate, with never a ha'penny of toll to pay, and hardly realize, so smooth and gradual is the ascent, that we are really having a climb. Before us rise the peaks of the twin ranges of the French Mountains, which form the lower watershed of the lake, Prospect Mountain and its sister, Mount Rattlesnake, looming up on the left horizon.

At last we reach an eminence to drink in an unsurpassed southward view of the roar the hills, the town and river. Then on until we reach the "Half-way House," slightly misnamed, as it is five and one-half miles from town. The scenery now grows wilder; long stretches of stunted oaks and pines, fantastic masses of rock, deep, weird glens, that, says the Fair Novice, could readily give shel-



ter to a skulking redskin or a prowling bear. A rise, and there, to the eastward, calm and mirror-like, lies Glen Lake. The road now skirts a narrow ledge, from which rises abruptly a low wooded ridge, while on our right it falls off precipitously to the ravine below, through which the tracks of the D. H. R. R. thrust their way. In and out along the ledges winds the road, now under the shadow of a frowning mass of rock, now through a piney thicket, or hickory grove, reminding one strongly of the Trossachs of Scotland, until a bend reveals the muddy, weed-grown waters of "Bloody Pond." A shudder thrills the Fair Novice as she recalls its history, while the Bloomer Girl evinces disappointment at its sorry aspect. On over a rise and before us lies the lake town of Caldwell, with the expansive roofs of Fort McHenry glistening in the setting sun.

Far up on Prospect Mountain we see the white clubhouse, and there just a bit of the lower end of the lake, with its guardian hills. We roll down the incline and through the village street to the Lake House (L. A. W., \$3) (9½ miles—80 miles), while the older hostelry, open the year round, the Carpenter House (L. A. W., \$1.50), is passed just below.

All the country round about is full of historical interest, and several of the prominent landmarks derive their names from stirring events during the French and Indian and Revolutionary wars.

The Fair Novice, who, though an up-to-date wheelwoman, is of a studious bent, brought forth an interesting little pamphlet by Elizabeth Eggleston Sulye, entitled "Lake George

in History," from which she regaled us with harrowing tales at eventide, but rudely disturbed by the snores of the Fat Man.

Lake George! the gem of inland waters, famed for the beauty of its environment, its waters of marvellous purity, its irregular shore line, its lofty mountain peaks, forest crowned and bedecked in royal robes of multi-colored hues, its rounded headlands, lordly bays and quiet coves, and its multitude of little rock-bound isles. According to tradition, says our authority, the Fair Novice, there is an island for every day in the year, and an additional mysterious, illusive, little sprite that appears and disappears each leap year; but the rude, matter-of-fact geological survey accords it but 220.

Its verdure-decked shores are dotted with handsome summer hotels, and its surface with water craft, while the large, well-appointed steamers of the Champlain Transportation



Company traverse its length several times daily. (Fare \$1.50, no charge for wheels.)

Authorities conflict upon the derivation of its numerous names. Cooper called it "Horicon," from the Indian, meaning "tail of the lake," as forming a tail to Lake Champlain, again translated "silvery waters;" but Stoddard differs and says it was known to the Indians as "Andia-ta-roc-te," the place where the waters contract;" the French Jesuits, who used its limpid waters to perform the typical purification of baptism, called it "Lac du St. Sacrement"—"the Lake of the Blessed Sacrament," or "Holy Lake"—and when, in 1755, General Johnson encamped at its head, he christened it Lake George, as a fitting honor and tribute to George II, King of Britain, a name which has since clung to it.

Multitudinous are its attractions, and we would fain spend several days in exploring its many isles and coves, but, alas! the ever necessary time, so the early morn is devoted to a visit to the fast disappearing ruins of Fort William Henry, in the extensive, handsome hotel grounds of that name, and a trip up the inclined railway to the peak of Prospect Mountain. This railway is the longest of its kind in the world, with a rise of over 60 feet to the 100 in some places. Fare 50 cents, round trip. From this lofty apex, 2,000 feet above the lake, a panoramic landscape of unsurpassable grandeur is spread before us. Southward stretches the valley, with the sparkling waters of Glen Lake and Lake Luzerne glistening like jewels in their deep hill settings of emeralds there peep the spires of Glens Falls, there, faintly discernible, those of Sandy Hill, there, the summit of Mount McGregor; then, as the eye sweeps the eastern horizon, the ragged outlines of the Green Mountains, and the wooded ridge of the French Mountains, while below us, in the foreground, the lake, in an amphitheatre of hills, with the village nestling at the water's edge, Northward stretch the silvery, rippling waters, lapping the moss-covered crags of Assembly Point, and upward, along the irregular base of Brunt Hill, Brock Mountain and Shelong Rock, to end in a seeming cul-de-sac of isles and mounts at the narrows, over which, from the two grim sentinels, Tongue Mountain and towering Black. Westward stretch the Adirondack ranges, peak upon peak, in the blue haze of distance, until the Fair Novice breathes a semi-parody on the "Charge of the Light Brigade":

Peaks to the right of us,
Peaks to the left of us,
Peaks to the north of us,
Rugged and noble,

[To be Continued.]



PALMER TIRES

KANSAS STATE CHAMPIONSHIPS.

Quarter-mile State championship.....	Frank L. Eberhard	Stearns-Palmer Tires
Half-mile State championship.	Frank L. Eberhard	Stearns-Palmer Tires
One-mile State championship.....	Frank L. Eberhard	Stearns-Palmer Tires
Two-mile State championship.....	Frank L. Eberhard	Stearns-Palmer Tires
Five-mile State championship.....	Frank L. Eberhard	Stearns-Palmer Tires

From June 19 to August 31 Eberhard had won 21 firsts, and on August 29, after turning professional, he won the mile open at Topeka in 2.06½, State record. Eberhard's career has been a notable one, and, with luck, he will hustle the leaders another season.

CORCORAN'S BOSTON BENEFIT.

Mile open, amateur.....	Won by C. H. Drury	Stearns-Palmer Tires
Mile tandem, match.....	Won by Urquhart Brothers.....	Fowler-Palmer Tires
Mile tandem, professional.....	Won by Hoyt and Newton.....	Warwick-Palmer Tires
Mile handicap, professional.....	Won by Frank Butler.....	Stearns-Palmer Tires

MORE MINNESOTA CHAMPIONSHIPS.

Five-mile professional.....	W. E. Becker.....	Dayton-Palmer Tires
Two-mile professional.....	Robert McCleary.....	Dayton-Palmer Tires
Half-mile professional.....	W. E. Becker.....	Dayton-Palmer Tires

These are in addition to the splendid string of Amateur State Championships won by Carmichael. The Minnesota State meet was certainly kind to us. Palmer Tires took nearly everything in sight.

BUTLER HEADS THE LIST.

The Bearings thermometer gives Tom Butler the post of honor among the American cracks. He has a sure grip on the position for this season. Each year develops a new champion rider, but Palmer Tires, year after year, without a break, win the championship for tires.

MORE PRIZES HAVE BEEN WON ON PALMER TIRES

Since 1892 than on all other tires combined. This statement almost paralyzes belief, but it cannot be successfully contradicted. Racing men throughout the world know that only Palmer Tires have speed.

The Palmer Pneumatic Tire Co., 133-135 S. Clinton St., Chicago.

For prices address: SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO., 66 Reade St., New York, and 159 Lake St., Chicago.

Kindly mention The Wheel when writing.

WOES OF A LAMP USER.

He Tries Several Methods of Securing Satisfactory Cycle Illumination With Varied Results.

Among the various minor equipments which the wheelman must procure to make his outfit complete, none, probably, is more important than the lamp. His pipe may furnish the pillar of cloud by day, but it cannot give the pillar of fire by night, without which he is liable to arrest in the town, and to accident in the country. And she? Well the foolish virgins were not cyclists, or they would not have merited that adjective by leaving their lamps unfilled. But filling the lamp is the least of the labor—or, if not that exactly, it is but too often the forerunner of trouble, as the lamp itself is of the wheel and its rider.

The bicycle of to-day is not an inexpensive article; if of first-class make it costs a good round sum—but it is worth it. Every part of it has received the closest attention in regard to design, material, workmanship and inspection, and the purchaser of the best knows that it can be relied on in all circumstances, and that, barring accidents, he can ride it hundreds or thousands of miles if he give it only reasonable care; and, moreover, he has the assurance that any part of it which proves defective will be replaced by the makers without charge.

Nor is the cost of the lamp a wholly insignificant trifle, though not great as compared with that of the wheel; but, since it is to all intents an essential item in the investment, it is certain that this accessory ought to be in all respects of proportionate practical value, and of equal reliability.

But is this the case? The following experience throws a light upon this question, quite as clear, though not as satisfactory, as that produced by the lamps themselves, which were of three different makes, all regarded as among the best in the market.

In each of these the body of the lamp is hung upon two parallel bars, swinging in a vertical plane, and kept in position by helical springs acting by torsion. The cost of the first, which was the smallest and lightest of the three, was \$3. On the first or second evening the suspending spring snapped; the dealer declining to replace it, a good mechanic was employed, who made two or three new ones of the same description—which also broke one after the other. In the mean time the owner procured the second lamp, at an expense of \$4; this also proved to be a "light that failed," in precisely the same way. This trouble was finally remedied and the lamps made serviceable by introducing in each case a pair of helical springs acting by extension instead of by torsion.

The third lamp was still more expensive, its cost being \$5; the vessel containing the supply of oil was kept in place by a spring clasp of an old and familiar form, snapping under a ridge at the upper part of the fount. This ridge was not sharp and square on the lower side, as it should have been, but rounding; in consequence, the purchaser within a few days was halted by a policeman for riding without a light—much to his surprise, for he had set out with his lamp filled and burning, and supposed it was so yet. Investigation showed that the jolting, in crossing a railroad track or something of that kind, had given the rather heavy lamp a downward momentum sufficient to force back the ill-contrived spring clasp, and thus to leave wick, oil, fount and all somewhere behind him on Eighth avenue. To be sure, in this case the loss was made good; but the new fount in its turn dropped out even more promptly than the first one—fortunately, in such circumstances that the fact was at

once discovered. On the principle that

"Little fleas have other fleas to bite 'em," a keeper, formed of three-fourths of a steel ring, was sprung into the groove, so that by turning it part way round it would slide over the clasp and hold it securely in place. That overcame this difficulty; but the third lamp was not to be outdone by the other two, and soon after proceeded to break its suspension spring, just as they had theirs.

Now, putting the cost of the wheels at \$100 each, here are two cyclists, one of whom pays 7 per cent and other one 5 per cent additional for an indispensable accessory, whereof an essential part breaks down in a few evenings' riding over the city streets. Learning from them that this was not simply an unusual "streak of bad luck," but that similar misfortunes are of frequent occurrence and a common cause of complaint among their brother wheelmen, I was curious to see what

GIVING HIM THE RUSH.

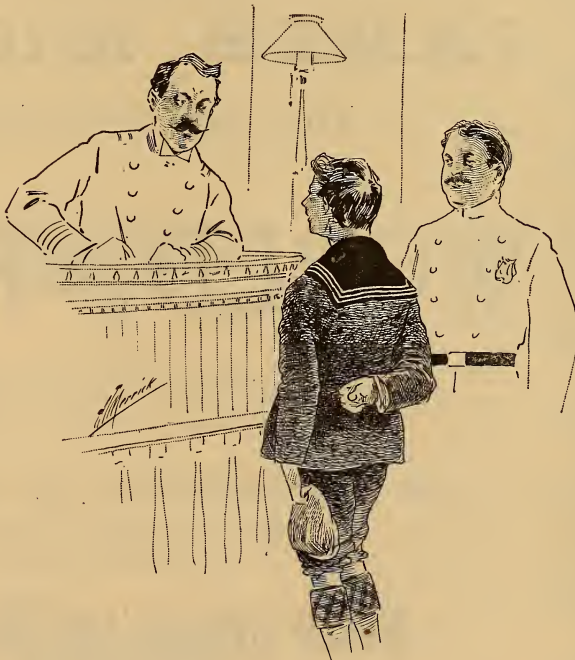
"For God's sake, Walter, send me \$40 at once."

This was a telegram received by a well-known member of the New York Athletic Club recently. When he saw his brother's name attached to it the message fell fluttering to the floor from his palsied hand, his face took on an ashen hue, and he would have fallen to the floor had there not been some ladies present.

With faltering footsteps he made his way to a long-distance telephone, and, with a voice broken with emotion and his whole nervous system strained to its utmost tension, called up the town where the message came from and his brother Tom, who was there:

"Tom," he said, with tears in his voice, "what has happened? Tell me all and I will go to you," and Tom whispered back over the wide waste of distance: "Never mind coming; send me \$40; I have the greatest chance to buy a

BETWEEN THE DEVIL AND THE DEEP SEA.



SERGEANT—Why didn't you stop when the Officer called to you?

PUSHMORE—'Cause if I did my electric lamp, which is run by friction from my wheel, would have gone out, and then he'd have pulled me in for having no light on my machine.

a dealer in such articles might have to say. Inquiring, therefore, of one of these gentlemen what he thought to be the best lamp, he specified two of those above referred to; on being informed of what had occurred in the use of these, he merely replied: "Oh, that might happen to any of 'em"—and this in an easy, airy way, as if such little things were not worth mentioning, really!

But to the victims they do seem worth mentioning, and they are mentioned in most emphatic terms. The wheel itself is a splendid demonstration of what mechanical skill and care can accomplish; the purchaser can justly infer therefrom that it is within the compass of human ingenuity to produce a lamp which, with all its attachments, shall at least withstand the vicissitudes of ordinary use—and, in view of the price he has to pay, he feels entitled to it.

wheel cheap you ever heard of."

When Walter paid the 75 cents for telephone service he swore in a still, small voice.

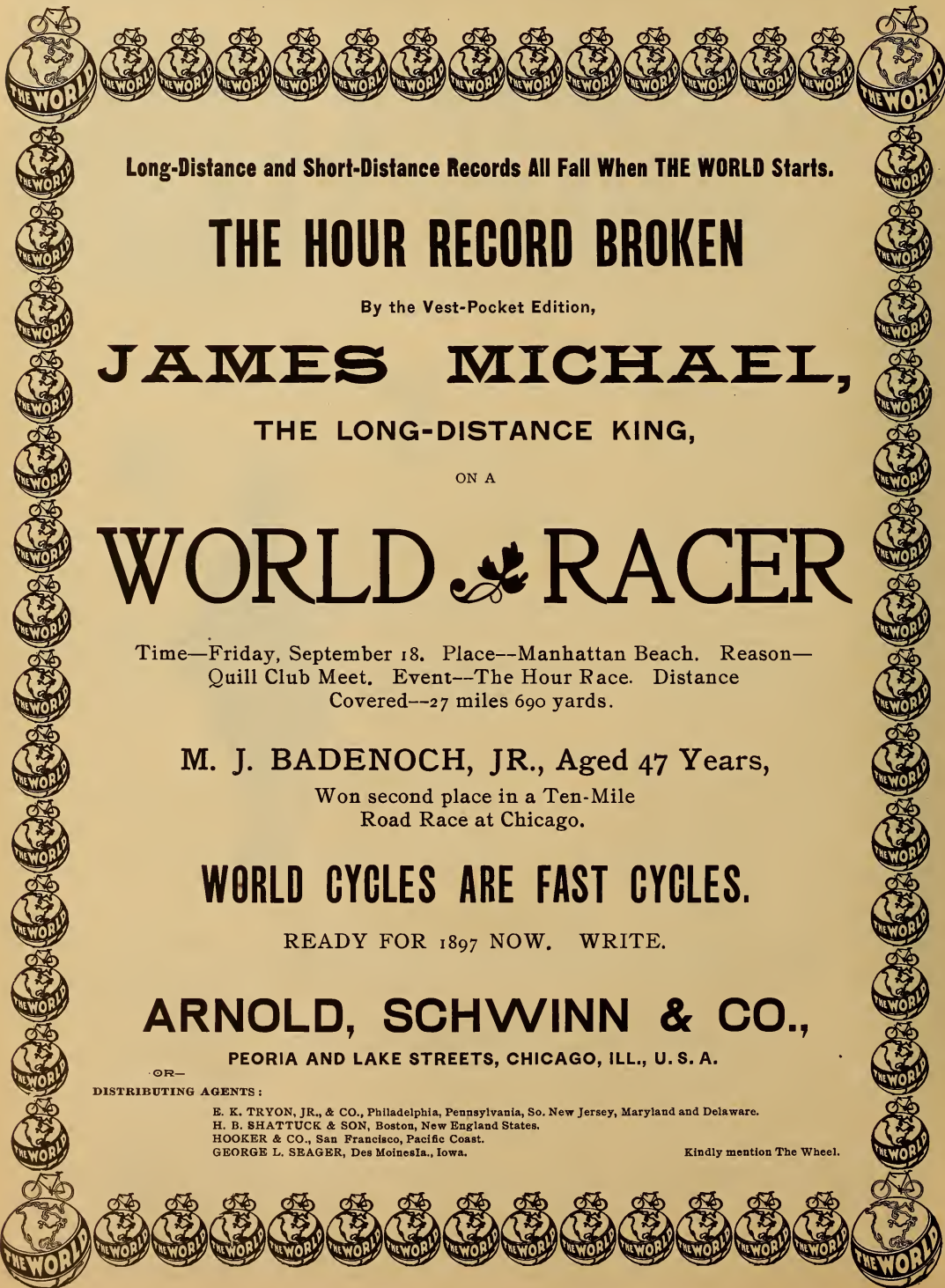
WHERE WORDS FAIL.

As silent as the shade of night
That steals across the plain,
He comes; all careless in his flight
Of human joy or pain.

And, though you deftly choose your way,
With you he's sure to deal—
This fearful creature of dismay,
The wobbler on a wheel.

Then in the crash, when eloquence
Exhausts its phrases terse;
When you have checked your words intense,
To think of something worse,
A shock more fierce than all the rest
Your senses sets a whirl!—
The wobbler whom you thus addressed
Turns out to be a girl.

MAC.



Long-Distance and Short-Distance Records All Fall When THE WORLD Starts.

THE HOUR RECORD BROKEN

By the Vest-Pocket Edition,

JAMES MICHAEL,

THE LONG-DISTANCE KING,

ON A

WORLD RACER

Time—Friday, September 18. Place—Manhattan Beach. Reason—
Quill Club Meet. Event—The Hour Race. Distance
Covered—27 miles 690 yards.

M. J. BADENOCH, JR., Aged 47 Years,

Won second place in a Ten-Mile
Road Race at Chicago.

WORLD CYCLES ARE FAST CYCLES.

READY FOR 1897 NOW. WRITE.

ARNOLD, SCHWINN & CO.,

PEORIA AND LAKE STREETS, CHICAGO, ILL., U. S. A.

OR—

DISTRIBUTING AGENTS:

E. K. TRYON, JR., & CO., Philadelphia, Pennsylvania, So. New Jersey, Maryland and Delaware.

H. B. SHATTUCK & SON, Boston, New England States.

HOOKER & CO., San Francisco, Pacific Coast.

GEORGE L. SEAGER, Des Moines Ia., Iowa.

Kindly mention The Wheel.

PEDAL-PUSHING POWER.

In a recent communication to the Paris Académie des Sciences, M. Bouny gives particulars of a series of experiments made to determine the power exerted in propelling a bicycle at different speeds. The method adopted was to take an autographic record of the total force exerted on the pedal throughout a complete revolution. To this end a disk was mounted on the crank concentric with the pedal pin. The pedal itself was mounted on stiff springs, and points fixed to it traced curves on the disk already mentioned. If no pressure was exerted on the pedal, these latter curves were simple concentric circles; when, however, the rider began work, the springs on which the pedal was mounted yielded proportionately to the pressure applied, and the curves then drawn showed by their deviation from the circular form the value of the force applied at any part of a revolution.

One of the pointers in question measured the force applied in a direction perpendicular to the plane of the pedal, while the other showed the pressure applied parallel to this plane. The latter is by no means an insignificant quantity, "as all good riders shove their pedal forward as well as down. The angle the pedal made at any moment with the crank was also automatically recorded.

An examination of the diagrams thus obtained showed, in the first place, that there was no absolute dead point, such as occurs with an ordinary connecting rod and crank motion, and, secondly, that there is always some pressure on the pedal during the rise, the negative work due to which has to be subtracted from that done during the down stroke to obtain the net amount used in propulsion. The experiments were made at speeds ranging from 10% to 21¼ miles per hour, the machine being run on a wooden racetrack. The results, reduced to even English measures by means of a formula of interpolation, were as follows:

Speed. Miles per hour.	Work done per Semi-revolution. Ft. lb.
10	18.58
10½	20.96
12.5	33.98
15.0	47.50
17.5	56.75
20.0	63.62
21¼	66.08

It will be seen from the above figures that the average pressure of the foot required on the pedal increases rapidly with the speed, being at twenty miles an hour nearly three and one-half times as much as at ten miles per hour. Unfortunately, the gear used is not noted by M. Bouny, and so it is impossible to deduce from the above figures the average tractive resistance of the machine at the different speeds. Probably at the higher speeds named a large proportion of the total work done was expended in overcoming atmospheric resistance, and the run of the figures might be changed considerably if the trials were conducted on a rough road instead of on a smooth track.

YESTERDAY AND TO-DAY.

In days of old,
When night were cold
And babies a yard of mouth unfurled,
Ma used to rise
And wipe her eyes,
And the hand that rocked the cradle was
The hand that rocked the world.
Now when our young
At night give tongue,
Papa is at the cradle humbled;
For ma needs sleep
Both sound and deep,
For the hand that guides the bicycle is
The hand that guides the world.

SADDLES TO SUIT EVERYONE.

He would be hard to please, indeed, who could not find something to his liking in the thirty-two styles of saddles that are being marketed by the P. & F. Manufacturing Company, of Reading, Penn.

This concern, consisting of D. F. Prinz and S. H. Fulmer, started in a very small way about five years back, and have since built up a reputation and trade that has placed them easily among the leaders in the cycle saddle business. With the same conservative force that characterizes so many



Model XX.

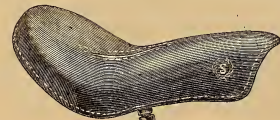
of the Reading industries, they have worked hard and faithfully, and to-day have the satisfaction of seeing their goods shipped to all parts of the globe. They have also been fortunate in securing as selling agents four firms with National reputations. In New-York City, the Anglo-American Cycle Fittings Company take care of the Metropolitan district. The Shone-Hanna Company look after their interests in Rochester. Crosby & Mayer, Buffalo, the well-known stampings concern, handle the saddles from that point



Model O-Hygienic.

and in the West, and Gus Boyer, of Cleveland, uses their saddles as his star line of samples.

Their Model XX is the saddle on which they have built their reputation. It is of the typical suspension type, and in the five years that the company has been in business they have made and sold close to a half million of this style. Model G is one of the new '97 patterns, and is designed especially for heavy riders; it is made in two widths, seven inches for the gentlemen's



Model S-Racing.

style, and ten inches for the ladies'. Model O is what promises to be one of the popular saddles of the year; it is of the hygienic type. It is made with a raw hide lacing, the top being of a layer of felt covered with leather. It is made in four styles, one of seven-inch width, long and short pommel, and the others ten inches, with long and short pommel. The Model S is a racing saddle, weighing ten ounces. The base of it is aluminum, covered with felt and finished off on top with leather, nicely stitched by hand, and although a hard saddle it is equally as comfortable as many so-called flexible saddles.

For '97 the P. & F. Manufacturing Company will also market a line of toolbags. Their past success in the saddle business merits the belief that they will do as well with the bags.

FAIRMINDED AND LOGICAL.

"Denouncing the bicycle from the pulpit or anywhere else is like railing at the railroad or steamship," declares Mrs. Parkhurst, wife of New-York's famous ministerial reformer. "Every great mechanical invention, each new phase of development brings to fallible humanity some opportunity of evil along with its power for good. Shall we abandon the art of writing because it has created the crime of forgery? Should women go unclad because the gowns of some are ostentatious? In my estimation it would be almost as foolish to seek to abolish the steed of steel because because now and then one rides it to perdition."

KNOWLEDGE UNDER DIFFICULTIES.

"Is Pypstems writing a book, or what is he doing? Every time I see him he is poring over a dictionary or an encyclopedia."

"No. You know he is dead anxious to be a racer, but every time he gets in a tight place he gets heart failure, lets up, and gets beaten out. He went to a doctor to find out what was the matter, and the doctor told him nothing ailed him but phobophobia. He was ashamed to ask what that means, so he's looking it up. He's already read over the f's five times, and now he's begun at the beginning and is systematically going through the dictionary."

SOLUTION OF THE DRESS PROBLEM.

Dress, like everything else, is the result of the laws of evolution. Masculine attire has developed in the direction of trousers, feminine in the direction of draperies. It is only logical to assume that there is a physiological reason. The male figure is fit for one style of dress, the female for another. To find a reason for a revolutionary change in a mere fashion of the day is absurd. A short skirt over bloomers for cycling purposes is as little in the way as the skirt of a riding habit, and women of taste and refinement are fast learning that this is so.

SHE WAS STUCK ON THE IDEA.

Shop loafers so annoyed the proprietor of a repair shop at Hinsdale, Mo., that he spread a coat of tire cement over his counter, the favorite resting-place of weary callers, and when a bloomer girl came in and plumped herself down on it, remaining seated until the repairs to her wheel were completed, there was trouble. She had to continue sitting after the wheel was ready until an application of gasoline softened the glue.

WHERE EFFORT IS WASTED.

A common fault of the novice is irregularity of effort. In the same class as spurring belongs the fitful pace of the early days, which is replaced later by the steady, unremitting swing that keeps up nearly the same amount of effort on levels and grades. Another kind of spasmodic action is the application of pressure on the down-stroke of the pedal only, in lieu of sustained use of power throughout the revolution.

WHERE THEY ARE SAFE.

A great cry is going up all over the country and an exchange despairingly asks: "Cannot something be done to prevent our young ladies from being insulted when riding alone on the streets at night?" Yes, we think something can be done, and it cannot be done too soon, either. Just have the girl's mother tuck her into her little bed about 8 p. m. and lock the door on her.

ZOLA PAYS TRIBUTE TO THE WHEEL.

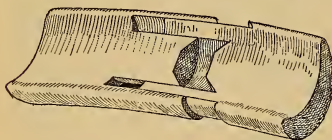
Surely there is no more diligent man of letters living than Emile Zola. Though he has done much great work already, he is as ambitious and assiduous as though he had yet to win his laurels. He is now engaged on two works, an opera and a romance, both of which are bound to excite widespread interest.

The romance will be about cycling, and "The Cycle" will be its title. Zola has for some time been an enthusiastic admirer of the wheel and is never so happy as when he is speeding along the country roads near his quiet home. His health has been quite improved by this exercise, and he is now testifying his gratitude in the only way possible—namely, by making the fascinating wheel the subject of such a romance as he alone of living men knows how to write.

He is hard at work on the story. Lover of facts as he is, he spends a good deal of time on his wheel, collecting the necessary material, which he carefully jots down every day, together with his own impressions, in his indispensable notebook. Friends who call to see him find him generally in his bicycle costume and rather averse to discussing any other subject than the wonderful wheel. "The Cycle" will consist of about five hundred pages, and, according to Zola's usual fashion, will be entirely realistic.

BECAUSE TREES GROW STRAIGHT.

Were it possible to train trees so that the branches would grow in a perfect circle, the wood-rim problem would be solved, but, unfortunately, wood insists on growing in straight, or nearly straight, lines, and this necessitates bending and a joint, and one of the most ingenious of these is that standing to



the credit of J. E. Carr, of New Haven, Conn. It is a simple interlocking device, and constructed in such a way that it really holds together itself. The illustration merely shows the portion covered by the tire, while the inner side presents a straight line that, after it is finished, is absolutely invisible.

AN ITALIAN SADDLE IMPROVER.

Dr. Scaffner, an Italian medical man, has brought out an anatomical saddle which can really be sat upon without at the same time rendering it nearly impossible for the rider to propel the machine. The article in question is shaped much as an ordinary saddle, but it is much wider than usual, and the peak is not so long. The great feature is that the saddle is free to turn from side to side upon a ball-bearing placed centrally, and this motion, while not rendering the rider unsteady, allows the thighs to descend sufficiently for the feet to reach the pedals easily when the cranks are coming up.

WHY SHE IS CHARMING.

What a pretty thing some women on bicycles are! Their pose is good. They sit erect and ride easily, gracefully. Most men stoop while riding. Women sit erect. Men always seem to be on business bent and in a hurry. Women appear to ride for pleasure and in no hurry. Men too often appear weighted down with cycle care. Women have the air of easy indifference, unconsciousness of risk. They ride as the true goddess walked.

MAKES SORENESS IMPOSSIBLE.

During late years no one part of the bicycle has received more attention from inventors than the saddle, and of no one thing have there been more failures recorded. To use a poor, ill-fitting saddle not only means uncomfortable riding, but in many cases injurious results, which remarks lead up to the Hygeia saddle being marketed by the Hygeia Pneumatic Bicycle Saddle Company, No. 503 North Eutaw street, Baltimore. The Hygeia is really more of a seat than a saddle, as it has a firm frame in which are imbedded two pneumatic cushions. In the past, all cushions of this sort were liable to sag and offer the least support where it was most needed. In the Hygeia this is very ingeniously avoided by



dividing the air retainers into longitudinal cells. This prevents the shifting of the air and at all times preserves the firmness of the pad. Another good feature of the saddle is that the leather covering of the pad is sewn around the edge in such a manner that, on inflating the cushion, it forces this edge into a groove and really clinches the pad, somewhat on the style of a detachable tire. This method of fastening, of course, allows of easy access to the rubber portion of the saddle, and in case of a puncture or any other accident, makes it very easy to repair. Many testimonials from prominent physicians have been received by the company, and the saddle, as shown a WHEEL man, seems to answer every requirement of those who have been looking for comfort. It is made in two styles—men's, which sells for \$6, and ladies', for \$7, with, of course, the usual discounts to the trade.

SEVERAL GOOD THINGS.

Those who are looking for novel attachments for their wheels will find the "Locust" bicycle alarm, made by the Hall Manufacturing Company, Wallingford, Conn., something a little out of the ordinary. As can be seen by the illustration, it fastens to the head of the wheel, and, as the circular issued by the company puts it, "gives a sound unlike anything ever heard." The principle is somewhat on the style of the old watchman's rattle; but the racket can be varied from a very low buzzing to a noise that could be heard half a mile off. It is nicely



finished in natural wood and nickelplating. The Hall Company also make a telescopic parcel-carrier, the frame of which is made of aluminum, and which is very easily attached or detached. Besides these they turn out a sprocket lock of novel design, a folding screwdriver and the well-known Duplex and Surprise whistles which have been on the market for a number of years. They sell to jobbers only, and would be pleased to hear from all dealers in sundries; to those who contemplate issuing a catalogue, they will be glad to furnish electrotypes free of charge.

DANGER OF OVERDOING.

The woman unused to active exercise must take care not to travel on her excitement. She will be wise to lie down after a ride of any length. The taking of simple nourishment such as milk, chocolate or beef tea during a ride is important as a means of recuperation, whether there be hunger or not, while food preceding an early ride is most important.

Moreover, before and after a hearty meal a half-hour's rest is desirable. It is highly important, too, that the length of the trip and the difficulty of the effort should be gradually increased. Moderate muscular aching, after the first few attempts at road riding, need not prevent her from resuming cycling at once, but after-pallor and sense of exhaustion are to be carefully heeded, and if they are produced by moderate effort, call for a medical opinion as to the advisability of further riding so far as she is concerned.

HE WAS ON.

Central Park was the place; after nightfall the time, and he was riding a high wheel, one of the dear, dead, beyond-recall kind. All day and en route home he had been jeered and hooted, an object of the curious, but his senses had long been callous to "Say, your wheel's going 'round,'" and "How's the weather up there," and such scoffings fell on non-hearing ears. Suddenly a voice from the darkness called out, "Hey, there; don't you know the war's over?" The rider politely bowed his acknowledgments to the invisible wit, and rolled on, looking like a mammoth spectre.

FROM JANESVILLE TO UTICA.

Utica, N. Y., will shortly number among its industries the Weston-Mott Company. The concern has already completed arrangements for its removal from Janesville, and expects to be established in its new location before snow falls. Greater accessibility and trans-



The Weston-Mott Co.'s New Crank Hanger and Sprocket.

portation facilities are the reasons for the change of base. The Weston-Mott people report the trade outlook as most encouraging. Their orders for hubs, hangers, spokes and nipples are, they say, away in advance of last season.

THE LOGICAL CONCLUSION.

He was clad in a cycling costume and leaning dejectedly against a lamp-post, contemplating immensities, when I accidentally brushed against him.

"Look out!" he exclaimed. "Don't you dare disturb me."

"Why not?" I asked, turning as I recognized his voice.

"'Cause I'm the shentre of the unicorn—no, I mean un'ersh. I'm the hub of the un'ersh," he exclaimed, thickly.

"How did you find it out?" I asked, admiring his egotism.

"Go 'way, foolish man, before you pre-preshipitate chaos," he expostulated.

"First tell me how you know you're the centre of the universe," I insisted.

"Ain't everyshing revolving around me?" he demanded, indignantly.

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TOLEDO, OHIO

World's Records

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With a

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When he rode a mile, paced, in 1.47, at Trenton.
It is the same chain with which he made all his
records during his European tour.

Ride the **Baldwin Chain** and keep in front.

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ALL GOING TO SUE.

Insiders and Outsiders of the Dunlop Boom
Talk Law—Tire Troubles Multiply—
Some Racing.

London, Sept. 26.—In my last letter I stated that the idea was gaining ground that a syndicate, of which Mr. E. T. Hooley was the head, had cornered the market in Dunlop Deferred, and that unless the committee of the London Stock Exchange came to the assistance of the stock jobbers, a "squeeze" was imminent, as the market had been heavily oversold. As the result of considerable pressure, and in view of the grave delay in issuing transfers from the offices of the Dunlop Tire Co., the Stock Exchange Committee extended the date of delivery a week, and ordered the suspension of buying in on behalf of the vendors—of whom, of course, Mr. E. T. Hooley was one. The result of this is that the syndicate in question has been foiled, as the oversold jobbers can easily secure their complement of shares at ruling prices—about ½ premium—since the opposition has been removed. The fact of the matter is that the members of the London Stock Exchange have not forgotten the bulge which Mr. Hooley got on them over Humber Portugal, Limited, when he squeezed them to the extent of £14 for every oversold £1 share, most of which he had got at £2 each.

The latest information about the Dunlop Company is that out of the result of investments in other businesses, and from their sale to the French Dunlop Tire Company the directors have been able to wipe off £500,000 of one million debentures, thus setting free another £20,000 in interest, to be converted into dividends on the deferred shares.

Some time ago it was bruited about—and I hinted as much in this column—that Mr. J. B. Dunlop, the inventor of the tire of that name, felt aggrieved at the manner in which he conceived that he had been induced to part with the last 2,000 shares which he held in the old Dunlop Company, from the Board of which he had retired. On the evening of the day on which the sale of the old company was determined on by the directors for £3,000,000, Mr. Dunlop was waited on by Dr. F. F. MacCabe, who offered him a check for £42,000 in return for the scrip mentioned. As the market price was about £6 10d. for each £1 share, Mr. Dunlop evidently thought he was getting out well, for he at once closed on the offer and surrendered the holding. Next day the shares rose from £8 to £14, and Mr. Dunlop alleges that collusion between the buyer and some persons not yet mentioned, though quite understood, rendered the sale invalid, and he has now served a writ on Dr. MacCabe for the return of the shares, or as alternative, the sum of £12,000, alleged to be the difference between the sale price and actual value of the shares at time of sale. As a matter of fact, however, the shares were not worth more than the price actually paid, if as much, for, had the shareholders refused the offer of £3,000,000, Dunlop would have had considerably the best of the deal. The shareholders did not even know of the recommended sale, so that beyond a washing of dirty linen of some sort, I don't know what end the action will serve. It certainly won't get back the £12,000.

After this action, and the more foolish one against Harvey Du Coos, sr., we will be right in the thick of such tire litigation as we have never had before. As the real defendants in an action brought by the Dunlop Tire Company against a North Country agent for infringement, the makers of the Scottish tire, who comprise some exceedingly wealthy Dundee newspaper owners, announce their deter-

mination to upset the Welch patent, which they are said to have infringed. As their tire is to all intents and purposes the same as that over which the recent Dunlop-Caswell action was fought, it seems hard to imagine that Mr. Justice Kekewick's emphatic decision in the Dunlop Company's favor should be so lightly regarded. Mr. Justice Romer is to be the judge, and is considered much the most competent of our judges on patent law. The case will come on about the end of October, and a trial lasting about ten days is anticipated, in which all the strength of the English bar will be engaged. Even this verdict will not decide the matter, as the loser is sure to appeal, and it will evidently be a battle from which only one firm can emerge. If the Dunlop wins we may regard as settled all other disputes on the Welch patent, and there are not a few pending. If, on the other hand, the Scottish people eventually come out victors, the whole trade in wired on tires will be thrown open, the Continental trade and the Dunlop shares will fall to a heavy discount.

What it all means I cannot say, as I have not yet seen one. The inventor says you can adjust the gearing from the handle-bar through five different leverages—say from 120 inches to 10 inches—without dismantling, stopping or discontinuing the pedalling. So you can obtain high speed with less effort on a level road, and can ascend hills or travel against head winds without exertion, which would be difficult or impossible on the ordinary cycle.



In the descent of hills your pedals act as foot rests; they do not rotate, and by them you can instantly apply, by pressure of the feet and without muscular exertion, a perfect roller brake on the rear wheel. How you can do all this I don't very well see, and, not seeing, I am not believing.

By the time that the Dunlop and Scottish action has been fought, that of Dunlop vs. the Tubeless Pneumatic Tire Company will have come on. The writ in this case has been issued for an infringement of the English Clincher patent, which of course is now the property of the New Dunlop Tire Company. Both sides seem equally confident, and as the stakes are high, the battle will be one of the most determined animosity, personal as well as commercial. The heads of the Tubeless concern are Mr. C. A. Palmer and J. B. Dunlop, both of whom have been very intimately connected with the Dunlop tire success, and of course will be treated as seceders. They rest their case principally on the fact that the Bartlett patent was granted for a cover for a tube containing compressed air, whereas the Fleuss tire is a cover capable of containing compressed air, and so becoming a complete tire. If the plaintiffs win I shall not be surprised to find the tubeless patents passing into the Dunlop hands at a merely nominal figure, a result which I fancy will also occur should the Tubeless win, the only difference being the price—but what a difference that would be! In the latter case I know of quite half-a-dozen possessors of alleged tubeless tires who will immediately start in order to be bought up, but I am betting on the Dunlop case in this instance.

I am told that there is a likelihood of some legal friction between a syndicate of Humber shareholders and the vendors of the Humbers Extension, Limited, but I don't place much weight on these ebullitions of temper. More to the point is the statement that Humbers have bought back from Humbers Extension the sole right to retail Humber built cycles in Paris, for the solid sum of £100,000, which, I think, is more than the parent company secured for the raison d'être of Humbers Extension, Limited, in toto.

So certain is the universal adoption of disk adjusting hubs regarded here, that a company has appealed this week to the public for £70,000 to work Price's Reservoir hub, which I illustrated some weeks ago. The hub is a good one, but the price is infinitely better, I think—no pun intended. If there is a demand for it, a company with a capital of £5,000 would turn out quite as many as the trade wants, thanks to automatic machinery.

I hear the Brookses, the saddle-makers, are about to go to the public, where the response is certain to be satisfactory, as Brooks saddles are the standard goods of the cycling world, and practically rush our market here.

The racing season is fast dying here. The last of the so-called classic races—the Anchor Shield twelve hours' contest for amateurs—took place last Saturday, and, with the fifty-mile championship, unduly delayed, next Saturday the programme for 1896 will have been finished. The Anchor Shield was the first attempt to popularize distance path racing in England, and its success encouraged Hillier and his club to stage the now world-famous Cuca Cup twenty-four hours' contest. Like the latter race, however, the Anchor Shield has fallen on degenerate days, and last Saturday was a very pale reflex indeed of its whilom glory. It was held, of course, at Herne Hill, the wooden track and thanks to damp and later rain, a series of spills, which involved every starter but the three placed men, destroyed every vestige of interest in the affair, and made it a procession after the second hour. For some reason or other, the London Centre N. C. U. have made the matter of the falls a question on which to demand an explanation from the track proprietors. They have, of course, made themselves look supremely ridiculous, as everybody in England, almost, knew very well that Herne Hill slipped in wet weather. Anyhow, M. Ballan, an English-Armenian won by over eighteen miles from an unknown man named Pepper Ballan's distance was 262 miles 962 yards. Just to show how soft our distance amateur records are I may say that records were cut from 210 to 220 miles, and from 254 to 258.

To-day the new cement path at the Crystal Palace, Lydenham, will be opened with a professional meeting, consisting of a twenty-five-mile paced match between Stocks and Walters, and some handicaps. That the track is fast has been proved by some tandem records which were put up on it this week. It is rumored that the London amateur race path has had a sweeping this week and a few of the scandalous instances of paid amateurs sent over to the other side.

GATHERING HORSESHOES.

The latest edition of the wheelwoman wheeled composedly up Broadway Saturday afternoon. She wore pronounced bloomers, a man's collar and tie, and the "latest" Derby hat. She chewed gum.

Everybody stopped to watch her. Even the truckman took the pipe out of his mouth long enough to exclaim "Hully Gee!"

At Chambers street she vaulted out of the saddle, picked up a horseshoe, fastened it to the handle-bars, and rode on unmindful of the gaze of the multitude.

NATURE ALLIED WITH TRADE.

Where the Beauties of the Former Wed the Demands of the Latter in the Naugatuck.

To the lover of the beautiful in nature, the Naugatuck Valley offers many attractions. It is a gem, a masterpiece, and has long been known as Connecticut's most lovely spot. Hemmed in between high hills and rugged boulder-clad peaks, the lovely rock-strewn, brawling river wends its way to Long Island Sound amid scenes that rival in every way the many more famous mountain passes in the blue Alleghenies, forming a gateway, as it were, to that land of splendor—the Berkshires.



But man with his wonted greed has turned all this to his own advantage, pretty towns have sprung up, busy in the interest of trade. Solid, substantial factories line the river edge, deriving from the swift-running stream a power that literally flows by their doors, the gracious mountain springs bountifully, providing a seemingly inexhaustible supply and keeping the wheels of industry in motion though in the driest of seasons. Even the verdure-clad hills contribute their share, the many pretty little houses settled in the nooks and crannies afford a retreat for the busy toilers that may well be envied by the city dweller.

In the commercial world New England is synonymous with all that can be produced with economical cost, and the whole secret lies in surroundings. Skilled labor dwells here in perfect contentment; generation after generation have lived here perfectly satisfied with what the gods have brought, the sons taking up what the fathers have left, yielding mechanics who have been drilled into their work from almost infancy. To a large degree the cheap foreign element is wonderfully lacking, and the disorganizers who are only too prominent in the new Western country find there is no place for them among this domestic and peace-loving class. Then Yankee ingenuity—that term for full knowledge of the subject handled—counts for much, and as producers the States east of New York, of which Connecticut is easily the leader, stand to-day in a proud position, second to none on the globe.

A stranger riding on the cars along the Naugatuck is at once impressed with the size of the factories he can see from the windows. In many cases they are enormous. They tell a good story of an Englishman who on his maiden trip through the Naugatuck expressed much curiosity as to what the various plants they passed were used for, and was much astonished as to the varied assortment of their product. First it was brass,

then clocks, a watch factory was pointed out, and after a while a towering building marked the site of a huge cotton mill, and so it went. Presently the train rolled by a vast pile of brick and mortar, the chimneys belching forth smoke, and glimpses of the interior showing a busy hive. "And what do they make there?" he asked. "Brass tips for shoe laces," was the quiet response, and that ended the catechising. He was overcome with the energy displayed in working up a tremendous establishment like this for the manufacture of such an apparently insignificant article as shoe lace tips. And so, although nothing seems too large or too small for the ingenious Yankee to handle, to turn into money, and it was not, therefore, surprising that, on the birth of the bicycle, they should devote their talents in that direction, and, as in everything else, make of it a success.

At Derby, a pretty town, famous for its



silverware, Wilcox & Howe, for many years extensive forgers of carriage hardware, have turned over their hammers to the production of bicycle material, sprockets, cranks, frame connections, and all those parts that help make the finished machine, are made in a quantity and of quality commending them to the careful buyer. The company have recently added to their equipment a number of improved drop hammers and double presses, which put them in a position, even better than in the past, to meet the enormous pressure that their trade has brought. For 1897 they are showing a number of forgings which are up to date in every particular. A new bottom bracket, and a variety of sprocket designs with fancy centres, are among the novelties offered.

A few miles further up the river is Seymour, a typical valley town, and here the H.

A. Matthews Manufacturing Company, who have earned an enviable reputation as the manufacturers of steel stampings, occupy a plant just on the outskirts of the town. Their wares are known by all engaged in the bicycle trade, and it is the proud contention of the company that they were always able to turn out any stamping submitted them, no matter how complicated the pattern. For this year they are showing an entirely new stamped forkcrone, which they claim needs but very little finishing, and is an improvement on anything that they have shown before. A new rearfork end also comes in for much attention, and is constructed in such a way that it is composed of a single piece, allowing it to be threaded for the adjusting bolt and to be brazed to the rear fork-ends without any unnecessary finishing. Special designs, however, are their specialty, and they are in a position to successfully turn out work that at first glance it seems almost impossible to accomplish by means of a press and sheet steel.

Proceeding further up the river and the traveller comes to Torrington, where a peculiar industry in the shape of a bicycle spoke factory has been developed by the Excelsior Needle Company. This concern is the largest of its kind in the world. Starting in a small way to make needles some years ago, they were drawn into the bicycle business. Their plant soon became totally inadequate to the demands of their increasing business, and to-day they occupy a place which seems enormous for the manufacture



of a single article like bicycle spokes. They also evolved from their needle machinery a machine for swaging cycle tubing, and by this means saw their way clear to taper the tubes at the various joints in a bicycle frame.

Half a mile or so above the needle company is the Eagle bicycle factory. As the old-timers remember, the original Eagle was a high bicycle with a little wheel in front, and in the days of the ordinary this was quite an improvement over the conventional style of machine, and they met with a ready sale, but on the inception of the safety the lower type of machine soon took its place. The Eagle Company promptly turned their attention to the new pattern, and with such success that now they occupy one of the most complete plants in the country. They make a specialty of using aluminum rims, and this fact alone has done much to distinguish the 1896 Eagle from all other models. A tour of the plant by THE WHEELMAN showed how completely they were equipped for turning out high-grade goods, and in every department the factory showed a degree of neatness and attention to detail that is so often lacking in the average manufacturing plant,

TUBING BY THE MILLION FEET.

Probably there is no branch of the bicycle and allied trades of which the average cycle man has less conception of the details, than that of tube making.

The pictures which THE WHEEL presents, will give some views of the exterior and inside of the new Toledo mill—the mill of the American Weldless Steel Tube Company, a mill which was hardly conceived ere it was a finality, and which has on its list of founders such names as Garford, Snell, Warwick and Ransom. These photographs give but a faint conception of the huge single span structure which grew into being almost in a day. For a better understanding of its size and capacity, and of the intricacies of tube making, the wheel manufacturer is recommending a journey to Toledo, and, if its manager is agreeable, to examine the mill in person. A more educative day the average men could not well spend.

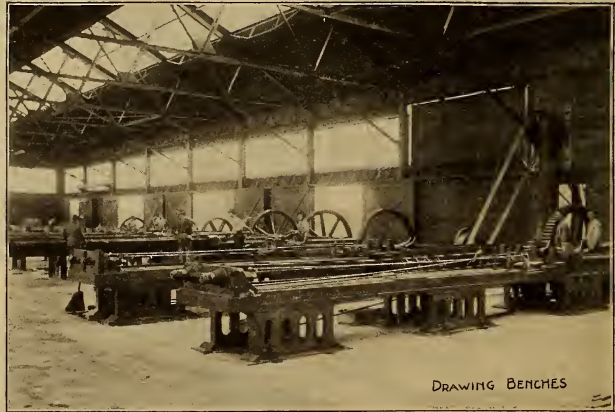
The mill is a single span affair, is 400 feet in length by 100 broad, is without a pillar, and is the largest single mill in the world. It has a 200 horse-power engine, and a 150 horse-power electric engine. Its entire machinery totals more than 300 tons in weight. An idea of the solidity necessary for the intense strain on its machinery can be gathered from the fact that between 300,000 and 400,000 bricks were required for the masonry under and surrounding the machinery.

It is astonishing to realize that the mill was completed and tubing drawn in less than six months from the date the first brick was laid. This preliminary event took place in the latter part of March, and in the first week of September the engine was thrumming loudly and regularly. The output has been increased daily since then, and is now turning out every day a very respectable amount of tubing.

The capacity of the mill is about 10,000,000 feet of tubing a year, but with eleven acres of ground to work upon, there is no danger of the American Weldless Company ever getting more than it can do.

"Necessarily," the company state, "our mill is adapted to turning out the best quality of tube as economically as it can be made anywhere in the world; we have culled from the mills of America and England the best machinery of each. It is all new and modern.

feet of tubing. Their prospects are bright. With a capacity for knowing their business well, with an excellent management, and a clientele of friends that includes some of the most desirable custom to be bid for, it seems as if they could hardly escape success and dividends. This is the personnel of the company: President, Samuel Snell; A. L.



We have had lots of faith, and have made a large investment for the purpose of getting the best of everything. If we cannot make the finest quality of tube, and make it cheaply, it is inexplicable. From the belting to the draw-benches, everything is new."

The office of the company stands just off the street, and perhaps 200 hundred feet from the mill. It is unique in point of hand-some fittings, and is calculated, from its furnishing and the convenience of its fixtures, to render business pleasurable.

Thus early the company has booked and is working on orders for several million

Garford, vice-president; Edward Warwick, general manager; J. R. B. Ransom, treasurer, and E. W. Gage, secretary. Apart from the officers, the list of stockholders includes the names of some of America's most prominent cycle men.

Edward Warwick, the manager, is an Englishman who believes in America. He is a gentleman who will be well liked by the trade. He has been in the cycle business practically all of his business life, his last English connections being the Cycle Components Company, and Thomas Warwick & Sons, and knows tube-making from A to Z.

DES MOINES' DAMASCUS.

Damascus steel has become a standard of excellence few have attempted to reach, but among the few who faltered not in their belief that the men of to-day are as shrewd and brainy as any that have ever lived was S. R. Dawson, of Des Moines, Iowa, who now comes forward with the claim that the best steel maker in Damascus would not be in it with the products of Mr. Dawson's discovery. Regarding Dawson steel its discoverer says: "Mine is a process of tempering wrought iron without introducing carbon, as is ordinarily used, or any other hardening element. My product is analogous, if not identical, to the famous blade of Damascus swords spoken of in history as being the finest of ancient times. The art has been lost for centuries, but a few blades are in the possession of museums and are priceless.

"Tests so far made have favored my claims without an exception. This process will harden steel to 8 degrees in the scale of hardness, while a diamond, which is the limit,

is 10 degrees. The limit of hardness of other steel is 6½ degrees. The secret of the process is in the smelting, and any article can be made by the simple process of moulding. Nothing remains to be done except the polishing.

"Notwithstanding that it is cast, the metal will forge well and temper superior to the highest tension steel. Another valuable property it possesses that no other known metal has is that of indestructibility by overheat; it simply cannot be burned. This, I know, is an astonishing statement, but it is true. I am not looking for capital, as a company has been formed by leading business men of Duluth, who will not run short of funds in introducing the metal. We have not decided where the plant will be erected.

"This steel is especially adapted for tools and all steel and wrought forgings, such as wheel manufacturers use. It is superior to Harveyized steel, because it has greater toughness and higher hardness. At its highest hardness it breaks with a ragged fracture."

TILL THE VERY LAST.

Unconscious the scorcher lay on his death-bed.

At last, with a faint glimmering of intelligence, he beckoned his tearful wife to his side.

Slowly came the solemn words: "Can—can the wheel be mended?"

PATENTS GRANTED.

567,967. Foot-rest and clamp for bicycles. Frederick C. Durant, New York, N. Y., assignor to Arthur H. Lea, Philadelphia, Pa. Filed July 17, 1895. Serial No. 556,301. (No model.)

567,979. Cycling-skirt. Pauline B. Hercht, Elizabeth, N. J. Filed March 30, 1896. Serial No. 555,320. (No model.)

567,980. Bicycle-support. Jonas A. Hirsch, Watertown, Wis. Filed July 25, 1895. Serial No. 557,057. (No model.)

568,082. Bicycle handle-bar and handle-bar stem attachment. Lucien Barnes, sr., and Charles O. Barnes, Syracuse, N. Y. Filed February 14, 1895. Serial No. 573,220. (No model.)

568,024. Shield for bicycle-handles. Dennis F. Gorman, Philadelphia, Pa. Filed November 5, 1895. Serial No. 568,047. (No model.)

567,993. Pneumatic tire. Louis K. McClymonds, New York, N. Y., assignor to the New York Belling and Packing Company, limited, same place. Filed December 7, 1895. Serial No. 571,936. (No model.)

568,085. Bicycle-wheel. Henry F. Moore, Chicago, Ill. Filed November 20, 1895. Serial No. 569,561. (No model.)

568,053. Movable stand for bicycles. Harvey N. Timms, Des Moines, Iowa. Filed April 23, 1895. Serial No. 546,841. (No model.)

568,085. Carrying attachment for bicycles. Frederick B. Finley, Cincinnati, Ohio. Filed October 1, 1895. Serial No. 566,318. (No model.)

568,154. Change-gearing for bicycles. Victor Belanger, Boston, Mass., assignor to Mary E. Brady and Mary E. Brady, trustee, same place. Filed December 17, 1895. Serial No. 572,404. (No model.)

568,164. Motor attachment for bicycles. Isaac H. Davis, Boston, Mass. Filed June 11, 1896. Serial No. 585,086. (No model.)

568,206. Electric lamp for velocipedes, etc. Alfred M. Rodriguez, Brooklyn, N. Y. Filed December 20, 1894. Serial No. 532,442. (No model.)

568,281. Wheel for velocipedes. Charles De Rosetti, London, England. Filed September 21, 1895. Serial No. 563,185. (No model.)

Designs:

26,069. Seat for bicycles. Andrew A. Munro, Flushing, N. Y. Filed June 29, 1896. Serial No. 597,477. Term of patent seven years.

567,936. Bicycle. William S. Bellows, Springfield, Mass. Filed May 10, 1894. Serial No. 510,692. (No model.)

567,949. Bicycle-brake. Edward J. De Bergue, New Orleans, La. Filed March 14, 1896. Serial No. 583,201. (No model.)

RECENT PATENTS.

567,407. COMBINED AIR-PUMP AND WRENCH. DAVID R. FETTER, Milledale, Conn. Filed 11, 1895. Serial No. 571,670. (No model.)



Claim.—1. The combination with an air-pump, the stem of which is formed as its outer end with a wrench-jaw and with grooves on top, as intermediate connecting gearing, contained by the head and operatively connected to the handle-bar and stem for holding the handle-bars in their adjusted position.

567,503. PNEUMATIC TIRE. LOUIS K. MCCLYMONDS, New York, N. Y., assignor to the New York Belling and Packing Company, Limited, same place. Filed Dec. 7, 1895. Serial No. 571,936. (No model.)



Claim.—1. In a tire-repairing apparatus, the combination of a flange having a contracted mouth of substantially uniform diameter extending outwardly from the inner end and an outer part leading from said contracted mouth with a gradually-increasing diameter;

567,161. VELOCIPED-PEDAL. ALAN LA GRAND FERRIS, Pittsburgh, Pa., inventor, by messrs assignors, to the U. S. Cycle Improvement Company, same place. Filed Oct. 1, 1895. Serial No. 564,265. (No model.)



Claim.—1. The combination of a crank with an open frame; a pedal hinged to the base of said crank and adapted to be folded up inside of the crank-frame.

568,064. CHANGEABLE-SPEED GEARING. JOHN L. ROBERT, Flushing, N. Y. Filed Jan. 14, 1896. Serial No. 573,925. (No model.)



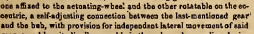
Claim.—1. The combination of two rotative bodies, friction devices rigidly connected with one of said bodies and having an arc a hobbit or spur adapted to operate said friction devices to electrically connect said bodies and to be rotated by said arc, a projection carried by said hobbit or spur, and a projection carried by the other one of said bodies and adapted to be engaged by the first-mentioned projection to positively connect the two rotative bodies through the hobbit, substantially as described.

568,053. BICYCLE HANDLE-BAR AND HANDLE-BAR-STEM ATTACHMENT. LUCIEN BARNES, sr., and CHARLES O. BARNES, Syracuse, N. Y. Filed Feb. 14, 1895. Serial No. 573,220. (No model.)



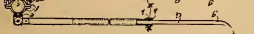
Claim.—1. The combination of a fixed axle, a hub mounted to rotate thereon, an eccentric rotatable on the axle, an adjusting wheel at one end of the hub, lever intermeshing gear within the hub, one meshed to the adjusting wheel, and the other rotatable on the eccentric, a self-adjusting connection between the hub-mounted gear and the hub, with provision for independent lateral movement of said gear, and rod longitudinally movable in the axle, and a coupling device engaged with said rod and adapted to lock the eccentric to the axle, substantially as described.

567,980. BICYCLE-SUPPORT. JONAS A. HIRSCH, Watertown, Wis. Filed July 25, 1895. Serial No. 557,057. (No model.)



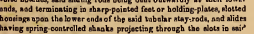
Claim.—1. A bicycle support comprising a pair of separable and adjustably-mounted semicircular clamping-pieces, bifurcated sockets arranged to slide along the spokes, pivoting lugs having rounded knobs to engage within the forks of said sockets, tubular stay-rods rigidly secured to the shafts of said pivot-pieces, sliding rods movable within the said sockets and rods provided at intervals with transverse notches, said sliding rods being bent outwardly at their lower ends, and terminating in sharp pointed feet or holding-plates, slotted openings upon the lower ends of the said tubular stay-rods, and slides having spring-controlled shafts projecting through the slots in said bearings, substantially as set forth.

568,053. MOVABLE STAND FOR BICYCLES. HARVEY N. TIMMS, Des Moines, Iowa. Filed Apr. 23, 1895. Serial No. 546,841. (No model.)



Claim.—1. In a bicycle-support, the combination with the axle-supporting pillar and side frame of a split clip embracing said pillar, having a concave bottom and an other end vertical slot, with a spring member projecting through said bottom and adapted to engage with the clip together and securing it to the side frame, substantially as described.

567,882. CYCLE-SEDLER. JOSEF R. BRONCK, Birmingham, England. Filed Mar. 1, 1893. Serial No. 464,284. (No model.) Presented in England Mar. 4, 1893. In U.S.A. and July 29, 1893. In U.S.S. in France Dec. 11, 1893. In U.S.S. 31, 1893. In Germany Jan. 11, 1893. No. 74,882.



Claim.—1. In a bicycle, the combination of an adjustably-supported handle-bar stem, a clamp hinged to the stem and formed with a cap adapted to engage the end of said stem, a reversible and removable handle-bar joinable to said clamp and yieldable to a downward pressure, a spring supported in said stem, tension on the handle-bar by which it bears on said spring to engage said bar, a nut in said stem, and a bolt bearing with its end on said cap and engaging said nut for the purpose set forth.

567,882. CYCLE-SEDLER. JOSEF R. BRONCK, Birmingham, England. Filed Mar. 1, 1893. Serial No. 464,284. (No model.) Presented in England Mar. 4, 1893. In U.S.A. and July 29, 1893. In U.S.S. in France Dec. 11, 1893. In U.S.S. 31, 1893. In Germany Jan. 11, 1893. No. 74,882.



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567,402. APPARATUS FOR REPAIRING PNEUMATIC TIRES. JOSEF A. MOORE, Paris, Fr. Filed Mar. 20, 1896. Serial No. 564,963. (No model.)



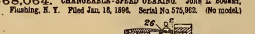
Claim.—1. In a tire-repairing apparatus, the combination of a flange having a contracted mouth of substantially uniform diameter extending outwardly from the inner end and an outer part leading from said contracted mouth with a gradually-increasing diameter;

567,924. VELOCIPED-SEAT. ALBERT ALPHAN PAT, Cincinnati, Ohio, and JOHN MOHR, Louisville, Ky. Filed Jan. 4, 1896. Serial No. 574,232. (No model.)



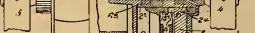
Claim.—1. In a bicycle, the combination with the front metal tube, having spring sockets, the hollow wooden bars, the couplings having spring sockets with which said wooden bars engage and interlocking, substantially as described.

567,924. VELOCIPED-SEAT. ALBERT ALPHAN PAT, Cincinnati, Ohio, and JOHN MOHR, Louisville, Ky. Filed Jan. 4, 1896. Serial No. 574,232. (No model.)



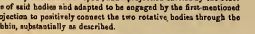
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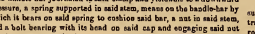
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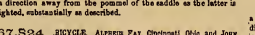
Claim.—1. In a bicycle, the combination with the front metal tube, having spring sockets, the hollow wooden bars, the couplings having spring sockets with which said wooden bars engage and interlocking, substantially as described.

567,851. SADDLE. RAYMOND BRONCK, Birmingham, England, N. Y. Filed Oct. 24, 1896. Serial No. 564,768. (No model.)



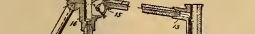
Claim.—1. The combination with a saddle, and a spring-support arranged under the lower end and extending toward the middle-portion of a tension device located beneath the saddle and connected with the latter and with the end of the spring-support which extends toward the middle-portion, for drawing or moving the spring-support in a direction away from the middle of the saddle to the latter to adjust, substantially as described.

567,924. VELOCIPED-SEAT. ALBERT ALPHAN PAT, Cincinnati, Ohio, and JOHN MOHR, Louisville, Ky. Filed Jan. 4, 1896. Serial No. 574,232. (No model.)



Claim.—1. In a bicycle, the combination with the front metal tube, having spring sockets, the hollow wooden bars, the couplings having spring sockets with which said wooden bars engage and interlocking, substantially as described.

567,924. VELOCIPED-SEAT. ALBERT ALPHAN PAT, Cincinnati, Ohio, and JOHN MOHR, Louisville, Ky. Filed Jan. 4, 1896. Serial No. 574,232. (No model.)



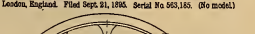
Claim.—1. In a bicycle, the combination with the front metal tube, having spring sockets, the hollow wooden bars, the couplings having spring sockets with which said wooden bars engage and interlocking, substantially as described.

567,924. VELOCIPED-SEAT. ALBERT ALPHAN PAT, Cincinnati, Ohio, and JOHN MOHR, Louisville, Ky. Filed Jan. 4, 1896. Serial No. 574,232. (No model.)



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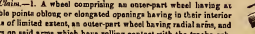
Claim.—1. In a bicycle, the combination with the front metal tube, having spring sockets, the hollow wooden bars, the couplings having spring sockets with which said wooden bars engage and interlocking, substantially as described.

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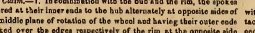
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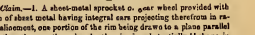
Claim.—1. In a bicycle, the combination with the front metal tube, having spring sockets, the hollow wooden bars, the couplings having spring sockets with which said wooden bars engage and interlocking, substantially as described.

567,294. SHEET-METAL SPOCKET-WHEEL. RICHARD M. GONKOWSKI, Toledo, Ohio. Filed Feb. 24, 1895. Serial No. 550,253. (No model.)



Claim.—1. A sheet-metal sprocket or gear wheel provided with a rim of sheet metal having integral ears projecting therefrom in radial alignment, one portion of the rim being drawn to a plane parallel with the other portion whereby the rim is substantially U shape in cross-section, and a web, the ends of which are secured between the ears.

567,924. VELOCIPED-SEAT. ALBERT ALPHAN PAT, Cincinnati, Ohio, and JOHN MOHR, Louisville, Ky. Filed Jan. 4, 1896. Serial No. 574,232. (No model.)



Claim.—1. In a bicycle, the combination with the front metal tube, having spring sockets, the hollow wooden bars, the couplings having spring sockets with which said wooden bars engage and interlocking, substantially as described.

567,924. VELOCIPED-SEAT. ALBERT ALPHAN PAT, Cincinnati, Ohio, and JOHN MOHR, Louisville, Ky. Filed Jan. 4, 1896. Serial No. 574,232. (No model.)



Claim.—1. In a bicycle, the combination with the front metal tube, having spring sockets, the hollow wooden bars, the couplings having spring sockets with which said wooden bars engage and interlocking, substantially as described.

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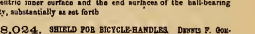
Claim.—1. In a bicycle, the combination with the front metal tube, having spring sockets, the hollow wooden bars, the couplings having spring sockets with which said wooden bars engage and interlocking, substantially as described.

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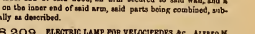
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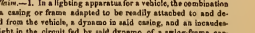
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HOW TO GET GERMAN TRADE.

United States Consuls Tell Americans the Best Way to Land the Orders of the Teuton.

One of the greatest competitors of the United States for the foreign wheel trade of the world is Germany. Cycle manufacturers are "carrying the war into Africa" by endeavoring to establish a market for American wheels in Germany itself. In response to letters sent over to Consul Wamer, at Cologne, inquiring as to the best suggestions for introducing American manufactures and products in the German market, he writes:

"I have repeatedly, in my reports to the Department of State, called special attention to what I consider to be the best method of extending American trade abroad, and that is the sending out of proper representatives, men who are thoroughly acquainted with the class of goods they wish to introduce, and who, further, have a knowledge of the language of the country they may visit. This is the way in which Germany has to a great extent built up and extended her foreign trade. I am sure that, if the American merchants would try this plan, they would soon be convinced of the great advantage it has over the present one of scattering advertising circulars through Europe.

"What the merchants here wish to see are the goods and some one who can satisfactorily explain to them their character and quality. I will give here an illustration of what happened in this respect in recent years with a firm who wished to introduce in Germany a very useful and practical patented machine. After having tried in vain to do so by sending out advertisements, an agent was sent over who thoroughly understood the construction and working of this machine. This agent has now been in Germany for about two years, and he informed me the other day that he had a business during the past year of about \$200,000 with this one machine alone.

"I think that if the various trade journals that are taking the greatest interest in ascertaining through the consuls the new enterprises, etc., requiring American manufactures would work with a view of interesting American manufacturers and exporters in this method of doing business abroad, they would achieve vastly better results than by their present mode of procedure. This should be observed especially in the case of patented articles, where, in many instances, there is no person directly interested and on the spot to prevent any infringement of the patent. Not infrequently I have heard of excellent American inventions copied or slightly altered and put on the market by Germans and sold at a much cheaper price and under their original name, thereby injuring American trade.

"Perhaps it would not be an unwise plan for leading American firms to unite in sending abroad competent persons to study the requirements and tastes of foreigners and to report the information for the benefit of the firms concerned. This is especially recommended where technical knowledge is required to explain the working and construction of machinery.

"Complaint has also been made that American merchants confine their trade too much to agents at seaport places in Europe, instead of putting themselves more in connection with the merchants in the interior.

"I would further suggest the practicability of establishing a central bureau in the United States supported by the contributions of exporting merchants. This bureau would send out capable men to study and ascertain the requirements of foreign countries and the

best means of supplying them, and report such information to the central bureau for the benefit of its members."

Consul Tingle, of Brunswick, in response to similar letters, suggests the following:

"An association of American firms, say forty in number, might agree to contribute \$50 a month per member for a year to a common fund, which would amount to \$2,000 per month, or \$24,000 annually. A competent manager should then be selected and an import headquarters established in Hamburg. The manager should employ a corps of ten German travelling men. The larger towns in Germany should be visited in turn by the entire corps, each member of which would be thoroughly familiarized with forty articles. An exhibition room would be hired, samples carefully arranged, and the different merchants of the city in the various lines personally called upon and invited to inspect the articles in which they were especially interested. The merits of the various samples would then be fully set forth and trial orders solicited. All orders, as well as business detail, would be handled and controlled by the Hamburg office. The corps of workers would remain long enough in town to exhaust its possibilities thoroughly and would then move on to another, until by the time the year was

MR. POST AND THE GARCON.

How They Met in Paris and the Episode that Happened as a Result Thereof.

It is often that an American goes three hundred miles to be buncoed. It is still less often that "Davey" Post gets buncoed whether three or thirty-three thousand miles are travelled. Despite all of these facts that same "Davey" Post journeyed clear to Paris to get flim-flamed, and by a waiter, too. Here is how it happened.

Back of the Opera is located the Café Monferino, famous to those in the Parisian know as a place where the cooking is superior, the drinkables better and the company the best. Naturally "Davey" wasn't in Paris long before he was on to all the "good things" the Café Monferino among them.

The Fourteenth of July is the Frenchman's holiday, corresponding with our Glorious Fourth. On this gala occasion "Davey" was right in the middle of the Monferino rush; the truth to tell, "Davey" was close to the leaders and well not to the front of the rush.

That he might not by any possible means be mistaken for a Russian Grand-duke or an English nobleman, "Davey" had provided himself with a silk American flag, which at the end of a cane soon caused all Americans to rally round the man from Connecticut. In the course of the rallying thus occurring, "Davey" found himself along side of a charming American woman who, in tones not too low to reach his ears, bewailed the fact that she, too, had no American flag.

Ever gallant "Davey" begged her to accept the one he had, and she was not slow in doing so. Gallantry, like virtue, is often its own reward, and in this case that wasn't enough for "Davey," so he left the push, found the proprietor, and told him that he wanted an American flag, wanted it right away, and regardless of expense. Could he get it? Certainly he could, said the obliging host.

In a few moments "Davey" had a flag slipped into his hand by a smiling waiter, and the waiter had a monetary return slapped into his hand, and once more "Davey" was in it. Suddenly an uproar arose in the party where the fair American was, and a grand hunt seemed to be under way for some article lost. It didn't take David Post long to get on. The flag he was waving was the identical one he had a short while before presented to his country woman, and the French garcon, to earn his fee, had simply watched his opportunity, purloined the flag and resold it to "Davey."

Explanations and apologies followed, and the joke cost more than one person more than one bottle of wine before adjournment, which, needless to say, was late.

MAKING WHEELS BEAUTIFUL.

An old saw has it that "fine feathers make fine birds," and fine enamelling has sold many a bicycle. The firm of A. D. Rogers, No. 43 Congress street, Newark, N. J., has for forty-five years been engaged in the enamelling business, and since the bicycle came into popularity they have turned their attention to the new industry with such good results that they enjoy the reputation of turning out some of the best work in the country. Of course any color is furnished, but white, which is acknowledged by those who know to be the most difficult to handle, is their speciality. Second-hand wheels bring better prices by being re-enamelled. The wise dealer or manufacturer will be the gainer by getting prices from the Newark concern.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

65 OUT OF EVERY 100
 WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK REPAIR TIRE
 BECAUSE IT GIVES THE LEAST
 TROUBLE AND THE MOST COMFORT
 TO THE MOST PEOPLE

MORGAN & WRIGHT
 CHICAGO

at an end the entire empire would have been covered. Should the results warrant it the arrangement could then be continued another year or individual firms could establish their own agents in Hamburg on the foundations already made."

BALL BREAKAGES AND THE CAUSE.

To be at its best the ball in a bearing, contrary to the general belief, should not be of extreme hardness. Balls in cycle bearings fall in two ways—by splitting and by wearing flat. If a ball stops rolling in a bearing it at once has a flat spot formed on it, which makes it forever useless, and balls often split in two when at work. Just how a solid, sound steel ball can be split in such light company as the parts of a wheel bearing is difficult to understand. Nevertheless, the bearing balls do split, as is well known to any repairer who has played the part of doctor to a sick bicycle.

HAS A BOOK FULL.

Vice-President Howard E. Raymond, of the Sterling Cycle Co., who has been travelling abroad for several months on business and pleasure, writes that he has had a delightful time, and has a book full of impressions. He anticipated sailing for home to-morrow.

DIFFERENT WHEN RIDING.

A man or woman would not think of running all the time; in fact, they hardly ever think of going when on foot, faster than a walk; but let them mount a wheel and then the faster they go the better they like it. That is where the mistake is made.

WORM AND THE MONEY.

The worm has turned at last. A Pasadena wheelman who ran over a stone in the street a few days ago and took a header has presented a bill to the city for damages, which aggregates the cool sum of \$50.50. Good lawyers say he will get his claim, too.

NOT ON, BUT ABOUT IT.

"Wheeler must be a very good rider."
"What makes you think so?"
"I hear he has written a poem on his bicycle."

JUDGED BY APPEARANCES.

Miss Fatima Plump—Really, Mr. Plaintiff, I am so dreadfully shy and reserved that I shrink every time I go out on my wheel.

Mr. Plaintiff—Guess you haven't ridden a great deal, have you?

The bicycle has done its best to make the law of gravitation unpopular with those learning to ride.

THE "OVERLAND LIMITED."

The famous trans-continental train via the Chicago, Union Pacific and Northwestern line, leaves Chicago at 6.00 p. m. every day in the year via the Chicago and Northwestern Railway, and makes the trip to California in only three days. Double Drawing-room Sleeping Cars, Buffet, Smoking and Library Cars, Dining Cars and free Reclining Chair Cars are features of the equipment of this perfect train. Agents of connecting lines sell tickets via the Chicago and Northwestern Railway. Illustrated pamphlets and full information will be furnished on application to W. B. Kniskern, G. P. & T. A., Chicago, Ill. * * *

IN AN INDEPENDENT CONE.

A Troy, N. Y., manufacturer of baking powder, A. J. Cook, has applied for a patent on a bicycle ball-bearing device. The object of the invention is to lessen the friction and the twisting and sliding motion. The balls are confined in an independent cone in such a way that they can be handled as one piece, without the balls dropping out. Simplicity and durability are its characteristic features.

FOR RENT,

In THE WHEEL Building,
88 West Broadway and 72
Warren Street, Model, Well-
Lighted Lofts; Steam Heat,
Electric Light, Electric Power.

IN THE HEART
OF THE
CYCLING DISTRICT.

HOW'S THIS?

Some who do not read never heed,
And some who do not herd never read;
But upon one certain thing they're all agreed—
That an honest cure for heartburn's what they need.

We oftimes do our stomach overfeed,
Nor do we let the doctors intercede;
But we quickly good digestion's cause impede—
Then we suffer for our oversight and greed.

If we hasten for a cure full oft 'tis well,
But we want the best the dealers have to sell;
So ask them, and one and all will tell
That Yucatan's receipts are on the swell.

CHICAGO TO CINCINNATI IN 8 HOURS.

The Cincinnati and Washington Express, via the Big Four Route, now leaves 12th and Park Row daily, except Sunday, at 1 o'clock p. m., arriving at Indianapolis at 6 p. m., Cincinnati 9.05 p. m., and Washington at 3.45 the following afternoon. This is the popular train for the mountain and seashore resorts of Virginia. The Cincinnati and Louisville express trains leave as heretofore, 9 a. m. and 8.30 p. m. Depots, 12th and Park Row, 2d, 30th, 53d and 63d Streets. City ticket office, 232 Clark Street. * * *

FINE BICYCLE ENAMELING.

WHITE A SPECIALTY.

A. D. ROGERS, 43 Congress St., Newark, N. J.

Let us enamel a sample wheel for you.

In the darkling gloom of the midnight lone,
There came a call on my telephone,
And impressed with fears that I dare not own,
I leapt from my bed with a rueful groan;
For the floor was cold as a paving stone,
And the germs of the dread la grippe were sown,
While I waited the words of my friend unknown.

The sad wares sang in their tuneless drone,
And then, in a dreary monotone,
In my startled ears these words were blown
From the frozen poles to the torrid zone,
From the Rio Grande and the River Rhone
To Plymouth Rock and the Blarney stone.
The New Departure Bells are known,
For they have a tone that is all their own!



ART BOOKLET FREE UPON APPLICATION
THE NEW DEPARTURE BELL CO. Bristol, Conn.

Indiana Chains.

IF we have not already seen you regarding chains for '97, it will be to your interest to wait or write us before closing contracts. Some chains are better than others, and you cannot afford to consider unknown experimental goods, even at ruinous prices. The best chain is none too good, but our customers do know that our excellent equipment and experience insure satisfaction after INDIANA CHAINS are on the wheels and in use.

We have a splendid assortment of styles for '97, but one quality—the best, and can offer every inducement for your business. Write for samples and prices.



We will mail one Aluminum Fob to anyone upon receipt of 26 cts.

SPECIAL PRICES on Chains and Chain Parts to DEALERS and REPAIRERS.

INDIANA CHAIN CO.,

Indianapolis, Ind.

Or

M. & M. W. CO., Agents,

Chicago, Ill.

Kindly mention The Wheel.

THE CYCLE TRADES' FOREIGN LISTS.

Contains the leading bicycle agencies and manufacturers in the following countries:

England,	Sweden,	Finland,	India,	Japan,
Italy,	Turkey,	New S. Wales,	S. Australia,	China,
France,	Holland,	Jamaica,	Burma,	Transvaal,
Switzerland,	Greece,	Victoria,	W. Australia,	Barbados,
Germany,	Belgium,	Bahama Islands,	Cape Colony,	Egypt,
Austria,	Russia,	New Zealand,	Ceylon,	Trinidad,
Denmark,	Spain,	Cuba,	Straits Settlements,	Algiers,
Hungary,	Servia,	Queensland,	Natal,	Antigua,
Norway,	Portugal,	British Guiana,	Java,	Mexico.
Roumania,	Poland,	Tasmania,	Griguland, West,	

A selected number of foreign buyers resident in the principal cities throughout Europe.

A selected list of exporters of bicycles resident in New York.

All of the firms whose names are listed in this book are houses of first-class reputation.

BOOK NOW READY.

Published by F. P. PRIAL, 88 West Broadway, New York.

IN DAYS TO COME.

It was the critical moment. The enemy had charged the right flank and scattered it to the winds. Dynamite bombs fell like rain from the airships above. The four leading generals of the Reds were lying face down on the field dead. It looked as if the Blues were going to win the day with untold defeat. They rode in solid ranks upon the ramparts, and though mowed down in tens of thousands still they persisted. The guns beyond the fortress were white hot with rapid firing, and their ammunition was momentarily growing scarcer.

On and on the Blues advanced, undismayed, confident of victory. On and on they rode over their dead comrades mountain high. They heard the roar of the guns growing fainter and fainter. They saw the inevitable downfall of the fortress if they persisted. On they rode, heeding nothing. The volleys from the guns now killed but a handful compared to the devastation they had wrought all day long, and it was plain that the Reds were reduced to the very last extremities of battle.

Suddenly the guns ceased firing. Their ammunition had given out.

"Up, guards, and at 'em!" shrieked the General in command. "Victory is ours!" Forty thousand men scorched, bent-backed and determined. It was all that was left of the 2,000,000 brave soldiers who had cycled into battle that morning. On they swept like mad. They were almost upon the ramparts when—

Good heavens! what was that which caused those 40,000 men to stop short, stand trembling there one hard and terrible moment, and then turn their wheels and fly in dismay? Oh, heavens! what was that more deadly than the roar of cannons, more devastating than shot and shell, more death-dealing than dynamite?

See! on the ramparts stand a solid phalanx. Each with a mound of tacks, which are being sowed broadcast over the route of the conquering army.

Earthquakes aren't in it with punctures. The imperial cycle guard breaks and retreats in mad dismay.

The Napoleon of the future is routed!

EITHER WOULD KEEP HIM MOVING.

"The wheel will give you the very exercise you need, my dear sir."

"But I can't afford a bicycle, doctor."

"Well, never mind, then, just go up on the Boulevard and dodge those who do ride. The beneficial effects will be the same."

IF HE WOULD HIRE.

"Where are you going, my pretty maid?"

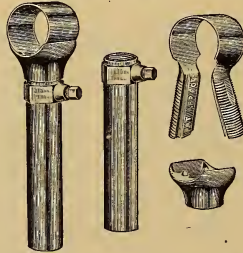
"Going a-cycling, kind sir," she said.

"May I go with you, my pretty maid?"

"If you hire a tandem, yes, sir," she said.

GOOD AS ITS NAME.

A Champion by name, its makers confidently assert that this clip for wood handle-bars is worthy of the title. It is fashioned in seamless steel tubing and steel drop-forgings, and conforms to any size, shape or style of bar. The clip being elastic, may be sprung over the bar and because of this characteristic the bar may be entirely finished, polished and



fitted with grips before the clip is applied, without fear of damage. After the clip is placed over the handle-bar the screw ends are pressed together and the collar slipped over it and against the bar; then proceed by screwing the clamp into the stem. The adjusting of the bar is in its most convenient position when on the bicycle, as the head of the bicycle acts as a clamp by holding the stem, leaving all the adjustment to be done by the turning of the handle-bar, which may be set at any desired angle. The clip is the product of the Champion Blower and Forge Company, Lancaster, Penn.

DRY AS A BONE WITH THIS.

This combination of cap, cape and leggings is made of lightweight cloth, covered with a thin coating of rubber. The result is a valuable addition to a rider's outfit when going off for a day's trip or an extended tour,



taking up very little room and adding but twenty-four ounces in weight to the rider's load. Cleve & Krim, No. 49 Summer street, Boston, are the makers.

SHE SETS A GOOD EXAMPLE.

It is the prerogative of woman to be incontinent, and when one woman inveighs against the wheelwoman, everyone can afford to treat it as a case in which the permanent instinct of the sex has asserted itself as superior to the influence of an impulse.

It may, however, be useful as well as timely to call attention to one important respect in which the wheelwoman differs from her censors. A story is told of the Princess of Wales that in answer to the question as to what was her favorite occupation, she replied that her favorite occupation was "minding her own business." This story seems applicable to the present situation.

In contrast with the vast and varied volume of advice, reproof, criticism, censure, scorn and downright abuse poured out against the woman who rides a wheel, one cannot recall an instance in which the objects of this attention have retaliated in kind. The wheelwoman does not seem to be addicted to the habit of carping or nagging at her elder sisters. She seems rather to resemble the Princess of Wales in indulging in her favorite occupation of "minding her own business," and really her selection is one which might be commended to her censors.

LET US BE THANKFUL FOR THIS.

Still another blessing is attributed to the wheel. It is to be the means of decreasing the number of women who mistake ability to screech for ability to sing, and forthwith rush abroad to spend time and money in a forlorn attempt to become operatic stars.

Mme. Marchesi, the most famous voice culturist of Paris, has declared that she regards the attitude assumed in cycling as injurious to the chest and lungs, and the rapid progression through the air as detrimental to the vocal chords.

Mme. Marchesi carries her theory out to its logical sequence; she forbids her pupils to cycle, and will not accept any pupil who is, or has been a rider. Of course, the world shall now see how far her dictum carries weight against the example of such shining lights as Mme. Melba, Mme. Nordica and M. Jean de Reszke, who are devotees of the wheel and fair singers, besides.

STUCK.

Kitty—I won't let them repair my wheel again. They charged me a dollar for simply sticking my tire on.

Tom—For simply sticking it on?

Kitty—Yes.

Tom—By Jove! That was simply sticking it on!

POTICALLY LICENSED.

Herself upon the bicycle

The Boston maid may torture;

Alas! the lovely icicle

Can ne'er become a scorcher.

The Wheel

THE CYCLING TRADE REVIEW

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NEW YORK AND CHICAGO, OCTOBER 16, 1896.

WHOLE NO. 451.

POPE LICENSES SPALDING.

Reported the Chicopee People May Want to Build Chainless Wheels—Some Figures.

While little minds discuss, great questions solve themselves.

This aphorism, papers and people who are inclined to cry down the chainless safety, should bear in mind. On the part of certain of the papers, some of the tears and "crying down" is explicable. It arises from THE WHEEL'S exclusive publication of the fact that the Pope Manufacturing Company would engage in the manufacture of a "bevel" geared wheel. It was the "beat" of the year. None recognized it quicker than those who were beaten. Others who are inclined to belittle should recall that the practicability of the safety bicycle, the cushioned tire and the pneumatic tire was also questioned, each in turn, when they were introduced. The Pope Company is composed of farseeing and level-headed men. They know what they are about, and while they are too wise to attempt educating the public on radical lines and will not therefore "push" the sale of their chainless wheels. If it proves an improvement over the present type, it will quickly be seen how well they have cast their anchor to windward.

Their purchase of chainless patents and the construction of bevel cutting machinery, cannot but be construed as an indication of faith; other straws are not lacking. It has just come out that they are now affording other firms an opportunity to be on the right side should the chainless safety prove the wheel of the future. They are offering licenses to those who are ready to agree to their terms. One firm, none other than A. G. Spalding & Bros., has already been licensed, and others have the matter under advisement.

What are the terms is not public property, but general report has it that for a year, at least, all licensees must purchase their bevel gears from the Pope Company, and agree to maintain a price of \$150 on such chainless wheels as they manufacture. The same report also states that there is no longer doubt that the price of chain-gear Columbia will remain where they are at present, \$100, a belief that is usually accepted as little short of certainty.

ENTER THE OLIVE WHEEL.

The Dodge Cycle Company is no more. In its place is the Olive Wheel Company, with F. W. Gridley as its head. The Dodges became financially entangled and the Olive company succeeds to the factory in Syracuse and to the business generally. They will make the Olive bicycle. D. B. Smith, formerly with E. C. Stearns & Co., will have charge of the agency department.

TIGHT MONEY MARKET THE CAUSE.

Ansonia, Conn., Oct. 10.—The Wilcox & Howe Company, of Shelton, manufacturers of bicycle forgings, yesterday went into the hands of a receiver, by order of Judge Shumway, of the Superior Court. F. W. Benham, of Derby, was appointed receiver.

Up to two months ago the company was doing a large business, and the promises of more orders for next season led to the purchase of more machinery. During the summer business was so brisk that the company had to hire a shop in Ansonia. Soon after Bryan's nomination orders dropped off and later they came with the proviso that they were not to be filled unless McKinley was elected. Then came the difficulty of effecting loans from the banks and the frequent failures of small bicycle firms who were indebted to the company, one recent failure tying up \$20,000. The company's assets are \$149,000; liabilities, \$43,000, sufficient to justify the belief that the embarrassment will prove of short duration.

NOW THE OLYMPIC.

The financial troubles in the jewelry business of S. F. Myers & Co. have extended to their cycling interests, operated as the Olympic Cycle Manufacturing Company, with offices at No. 35 Liberty street, this city. On Tuesday the Sheriff received an execution against the Olympic Company for \$4,463 in favor of the New York Life Insurance and Trust Company, and executions against the Meerbolt Manufacturing Company, jewelers, at No. 45 Malden Lane, for \$1,704 in favor of the Manhattan Company and for \$1,469, in favor of the New York Life Insurance and Trust Company, all growing out of the failure of Myers & Co. On the same day judgments for \$36,171 were also entered against S. F. Myers & Co. by several creditors.

HODGMAN'S CREDITORS AGREE.

The creditors of the Hodgman Rubber Company have agreed to accept 50 per cent of their indebtedness, payable 20 per cent in three months, 15 per cent in six months and 15 per cent in twelve months; those dates to commence from the date of the receiver's discharge and the turning over of the Hodgman assets. The receiver has been requested to continue the filling of orders in hand. At the creditors' meeting it developed that of losses estimated at \$102,400, \$43,000 was chargeable to the tire department.

BOLTE BUYS OUT MOORE.

The Bolte Cycle Manufacturing Company, of Milwaukee, is on the grow. They have purchased the plant and stock of the defunct Moore Cycle Company and will consolidate it with the Bolte interests. The stock secured includes sufficient material for a thousand bicycles.

FOWLER BRINGS SUIT.

He Wants Payment for the Balance Due on a February Deal in Which Jewelry Figures.

Frank T. Fowler is as restless as a caged hornet these days. No one can tell what he will next develop.

His very latest development is a suit against the firm which bears his name, the Fowler Cycle Manufacturing Company, with which he so recently severed his connection. It seems that last February the time appointed for the purchase of the second half of the interest of Mrs. Caroline D. Hill in the Fowler Company, Messrs. Crandall, Davis and Spoehle, the latter a jeweler, in business with his brother, undertook to pay for 104 shares of stock on the following terms: One-third cash down, one-third in nine months and one-third in twelve months.

The nine months' payment was due on October 3, and the collateral was the stock. Crandall and Davis met their payments, but Spoehle told Fowler, as the agent of the Widow Hill, a month before the nine months' payment fell due that, owing to the depressed condition of business he would be unable to meet the note. Fowler and Spoehle came to an understanding whereby Fowler was to take \$1,500 worth of jewelry from Spoehle and his brother, some cash and an extension note. Everything was satisfactory, and a selection of the jewelry was made by Fowler, although no part payment in cash was made or extension note given and accepted.

On October 3 Spoehle received notice from Mrs. Hill's lawyers that the note must be paid at its face value. Mr. Spoehle is indignant and states that if he had been notified some time ago that such was to be the ending of the negotiations he could have easily made arrangements for protecting his interests. Spoehle has not been served with papers in the suit, but notice has been served on his brother, inasmuch as they are both joint owners in the stock. The suit is for \$5,000, and is brought by Fowler for the Widow Hill, who is Mr. Fowler's mother-in-law.

LIABILITIES LARGE, ASSETS SMALL.

Announcement has been made of the failure of Leo Schlaudecker & Co., cycle dealers at Erie, Penn. The execution creditor is C. M. Reed, whose judgment is \$25,000. The Overman Wheel Company has a judgment for \$2,000. Other liabilities amount to \$40,000. The assets are small.

FIVE CENTS ON THE DOLLAR.

On the report of the assignee, the Court has ordered a dividend of 5 per cent paid the creditors of J. E. Poorman, of Cincinnati, the bicycle dealer who failed during the summer.

SUMMING UP AND FORECASTING.

How the Trade and Its Future Is Looked at by as Shrewd a Pair of Eyes as There Are in It.

Every one, or nearly every one, knows that the name Maslin and the almost marvellous development and advancement of the Stearns interests are interwoven. Mr. Maslin—H. E. of the name—is a typical young American business man, whose eyes, despite their merry twinkle, do not conceal the shrewdness that lies behind. He is an easy but careful thinker, whose ideas are ever of value.

Recently in conversation with a WHEEL man he expressed the belief that the year '97 would be most prosperous for the bicycle trade. He gave his reasons:

"In the first place," he said, "the money question has tied up the bicycle trade in such a manner that but few of the manufacturers are making a pretence of getting ready for next year. The shops are idle, and valuable time is being lost, with the result that when the season does open, instead of having an over supply to meet the demand, there will be a shortage, which will extend well into the summer months.

"But," he went on, "We intend pursuing a very conservative course, a course that I think will be adopted by most of the larger manufacturers. We have no doubt as to the extent of our next year's output, but our ideas will be centred on a number much smaller than the total we have in mind, say between one-third and one-half, as it will be an easy matter to increase our product, while if, on the other hand, should calculations go astray, we will have no old stock to hamper our movements and can simply rest on what has been done."

"What figure do you think the drygoods stores will cut in the future trade?"

"Much less than in the season just past," was the quick response. "The drygoods people's clientele has now been educated to pay a certain low figure when buying of them. Next year the conditions will be such that it will be impossible for the drygoods stores to purchase wheels at wholesale for what they are now disposing of them for at retail. The very people who were forced to seek the department store trade are either out of business or have been taught such a bitter lesson in finance that it will be hard to catch them again, and when a higher price is demanded from the retail buyer it will be found that he will prefer to deal with a legitimate agent, where he is assured of fair treatment and responsible dealings."

"Chainless wheels? I can hardly say much regarding the subject, because I am not sufficiently familiar with it. However, I can easily see the possibilities that a good chainless wheel opens, but our experiments—and they date two and a half years back—proved to us that they necessarily require such delicate adjustments as render them practically useless for the average rider. Up to the present the chain gearing has answered all purposes, and until the time for a chainless is thoroughly ripe we shall devote our attention to perfecting the present style.

"Do I think gear cases will be extensively used next year? No, simply because on this side of the water we do not actually need them. We can do without them, as we have dispensed with the heavy and cumbersome mudguard, that is considered such a necessary adjunct to all foreign-made wheels. Actual statistics show that even in England, in men's wheels, but one in eight is fitted with a gear case, so you see the story that it is almost universally used over there is a canard, pure and simple. With ladies' wheels it is different. Nearly all wheels of the drop-

frame pattern have cases, but they primarily answer the same purpose as our ordinary dress or chain guards, which are not only much slighter but are of considerably less weight. We may, perhaps, fit a light gear case when desired next year, but it will be an extra in every sense of the word. Of course, some will want them. People are ever on the lookout for novelties, but it's a fad that will not last.

"My views on foreign trade?" Mr. Maslin smiled, "and do I think it will be overdone? To the latter, no! for the same reason that I gave earlier, namely, a scarcity of wheels for home consumption; but at all events, even later in the season, there are fine prospects abroad. Much more money would have been made this year had not some of the American representatives who went across lost their heads. Ridiculously low prices were quoted, when it would have been just as easy to have asked and obtained much better figures. It was a glorious chance, but the scare was on and American wheels were disposed of at values that made one wonder how it was done, and at a time when the conditions abroad were just right for profitable transactions. The famine was there, we had the wheels, and the same old bull and bear rule of the stock market holds good."

"Will the Stearns wheel turned out in your Paris factory be made after the American model?"

"Most decidedly not. While the Stearns features will, of course, be retained, foreign whims must be catered to in working up a lasting European trade. Our principle will be to give them what they want. If Dunlop tires and Westwood steel rims are necessary to effect sales, we will gladly furnish them. If gear cases, mud guards and a brake are wanted, on they go, and while I think that probably the foreign mind may in time be trained to look at bicycles through our eyes, yet it would take time, and just now time is money, and that is what we are looking for, after all. No, I most sincerely believe in doing Rome as the Romans do, especially as it pays best.

"McKinley or Bryan, did you say? The former most decidedly. If Bryan should by any chance get in, it would make a vast difference to us, but, candidly, I hardly think he stands a chance."

TO SET ASIDE A SALE.

Actions to set aside the sale of the property of the Elbridge Cycle Company are pending. The plaintiffs are the Wheelman Company of Boston, the Soper Manufacturing Company, the Bank of Syracuse and Enoch M. Chaffee.

A petition for the same object was drawn up a short time ago, and rejected on technical grounds, but was renewed on the grounds that the stock was sold in one parcel, when it would have brought a better price by selling in smaller parcels. Then it is also alleged that one block of property was sold for a price grossly under the true value. The greatest judgment creditor of the company is Mrs. Costella L. Higgins, wife of George E. Higgins, the president of the company. Her claim is for \$10,500, and she is, in fact, the prime mover in the action to set aside the sale.

WANT BALANCE DUE.

The Dauntless Bicycle Company, of Toledo, has entered suit against S. M. Jones & Co., retail dealers at Pittsburg, Penn., to recover \$4,776 97, the balance of an account, with interest. The plaintiff alleges the defendants refused payment.

In the racing of matrimony the old maid rides a waiting race.

CONCERNING CYCLE SADDLES.

A Maker Who Has Been Through the Mill Points Out Some Matters of Interest.

J. A. Hunt is neither tall nor robust. He is of not more than medium height, pale, slender, wiry, and, if anything, quiet-appearing. He lives and does business in a quiet, but nevertheless industrious New England town, West-boro, Mass. His business, as nearly every one in the cycle trade knows, is the manufacture of cycle saddles. His place of business—the factory of the Hunt Mfg. Co.—is as prim and tidy as will be found in a month's travel, the very sort of place that one would look for an output of good goods and no other. It has been added to year after year, but the management, it is easily apparent, has kept pace with the growth. It is a factory that impresses the visitor. A talk with Mr. Hunt increases the favorable impression. Incidentally, it will dispel the first conclusion that there is little fire behind the pale and quiet exterior.

When THE WHEEL man saw Mr. Hunt just enough was said to generate a gentle heat, and when the interview had ended there was no possible doubt of the Hunt people's position in the saddle trade. He illustrated it in a convincingly dangerous manner, that is, convincing for Hunt, dangerous for the other fellow. He brought out two saddles. One was of the Hunt manufacture, the other was not. He laid them upside down, and side by side on his desk. There was small need for him to say anything. The saddles told their own stories. Were they not before his eyes the visitor would not have believed the difference possible. Compare a rhinestone and a diamond, and the object lesson will be plain. The Hunt saddle was the diamond. The other may have been a diamond, but if so it was very much in the rough. The cantle, the base, the clamp, the nickelling, the finish, the general appearance of the one stood out clear and well defined. The other looked thoroughly down in the heel, so to speak. The marks of the tool had not been removed. The finish was dull and lustreless.

"I don't usually do this sort of thing," said Mr. Hunt, "but I want you to see for yourself how it is. People who buy wheels don't pay enough attention to the equipment. You can see what I mean. Isn't there as much difference in those saddles as there is between a well-dressed woman and one poorly dressed?"

To have denied it would have been to confess one's self blind.

Mr. Hunt also waxed warm on the subject of prices, which, he says, are being carved and pared in a manner which he admits he cannot well understand.

"It will result in bringing the saddle business to the very state that undid the cycle trade this year," he remarked, prophetically. "At the figures some of them are selling they can't produce good goods. I can scarcely believe they know what they are doing. Why, the waste, a few bad debts or a lawsuit would eat up every cent they may make. We've been through it all, and know what it costs. What will we do? Go right on making high-grade goods in such quantities as may be called for. I believe there are enough bicycle manufacturers who want high-grade stuff, who know it when they see it, and who are willing to pay the price. We have the orders of some already in hand."

That the Hunt Manufacturing Company is in position to cater to the widely varying fancies may be judged from the fact that they have no less than sixty different patterns of saddles which could be submitted, although their '97 line proper will consist of but fifteen models. There are no particularly radical changes, the most prominent addition

being several widths of the short, broad-cantled, so-called hygienic saddles, padded with felt.

In the matter of colors Mr. Hunt, like most far-seeing people, favors russet. The popularity of black, he said, was due to its being easily worked. The slightest stain on russet practically spoils it.

Like most American concerns, the Hunt Manufacturing Company has felt the effects of the export boom. A single order for 500 saddles was among those recently received from abroad.

At the present moment the Hunt Company is deeply concerned in patent litigation. They are very determined and express no fears of an unfavorable verdict—indeed, Mr. Hunt intimates broadly that in his own good time he will assume the aggressive and do some suing on his own account.

"WHITE AND GOLD BEAUTIES."

White and gold has ever been a dainty combination of colors. In bicycles—"white and gold beauties" they term them—it will be seen at its best in the White bicycles, the product of the White Sewing Machine Company, Cleveland, Ohio. They will be finished in white enamel, striped with gold, although other colors will be supplied if desired. The '97 model A is now being shown. It is undeniably a handsome creation. Its principal specifications are:

Weight, 23 pounds with fittings; tread, 5 inches; wheel base, 44 inches; frame, high diamond pattern $\frac{1}{4}$ inch cold drawn seamless steel tubing, $\frac{1}{2}$ inch top bar, height 24 or 26 inches, $\frac{3}{8}$ inch tubing in rear fork, $\frac{3}{4}$ inch tubing in rear upright forks; frame parts, seamless sheet steel connections, all strongly reinforced; forks, seamless steel fork sides, gracefully curved and mechanically reinforced; double fork crown; steering head, 9 inches long, $\frac{1}{4}$ inches in diameter; handle-bar, cold drawn weldless steel, tube $\frac{3}{8}$ inches in diameter, adjustable to four positions; rims, Kundtz reinforced laminated; tires, Morgan & Wright or Hartford; spokes, swaged piano wire, 25 in front, 36 in rear; swaged .080 to .060; cranks, special steel, round and tapered, with throw $\frac{6}{16}$ inches long; chain, $\frac{1}{4}$ -inch solid link with hardened rivet and steel centre; sprockets, both detachable, steel drop forgings, hardened; gear, 70 regular; higher if desired; hubs, large tubular hubs from solid bar steel.

CONSOLIDATION OF ALLIGATOR AND THREAD.

At first sight a mixture of alligator and thread does not seem to have any direct bearing upon the cycle trade, yet such will be the direct result of the Reading Rubber Tire Manufacturing Company, Reading, Mass., having acquired the plant of the Chelsea Wire Fabric Rubber Company, of Chelsea, Mass. The two plants will be run in future under the name of the Consolidated Rubber Company, with a \$500,000 capitalization.

The officers of the new concern are F. W. Hustis, general manager; F. H. Porter, treasurer, and R. A. Leigh, general superintendent. The plant at Chelsea will be devoted entirely to the manufacture of the alligator tread tire, of which 75,000 pairs have already been ordered. The Reading plant is now being equipped with machinery for the manufacture of a new type of thread tire, which, the inventors claim, can be made more cheaply and far more quickly by their process than by any other way in the world.

CHAIN FOR YOUR WATCH.

The cycling enthusiast who possesses a watch and wishes a chain emblematic of his favorite pastime can get great value for 26 cents by sending that sum to the Indiana Chain Company, of Indianapolis. The Indiana concern is making an aluminum fob representing a bicycle chain and sprocket, which is a specially fetching souvenir.

SURPASSED CAVALRY.

Springfield, Mass., Oct. 12.—An important feature of the field day of the 2d Regiment of Massachusetts Militia, at South Deerfield, Wednesday, was the bicycle reconnaissance which was participated in by about a hundred men. The largest detachment comprised fifty-four members of Company B, of this city, under Captain McDonald. The men scoured the country for twenty miles around, and in a much shorter period than the work could have been accomplished by cavalry returned with thorough information as to roads, strategic points, and the ability of the country to sustain an army. Captain McDonald made a reasonably accurate map of the region from the reports of his men.

Captain McDonald drills his bicycle squad by the bugle. A long note means "Prepare to mount!" and the short note which follows "Mount!" The call for dismounting is the same. A short, sharp note is a command for single file. Two short notes means to ride by twos, and three notes by threes, and so on.

PUZZLING OVER POTTER'S PAY.

"Potter's claim" is at last in a fair way of final disposition. A meeting of the arbiters was held in this city on Monday, when evidence was heard. R. L. Coleman, J. W. Spalding, George R. Bidwell and others equally prominent in the trade, were called as witnesses to prove the basis of Mr. Potter's contention, that "proper zeal" had not been displayed in securing support for the League's magazine Good Roads, of which Mr. Potter was editor. He was relieved of the high-salaried position by the Burdett administration, and his claim is for wages for his unexpired term. Conway W. Sams, Chief Consul of Maryland, represented the L. A. W., and George F. Miner, Potter's law partner, represented Mr. Potter. George F. Alexander, of Brooklyn, was the third and mutually chosen judge.

PRICES RIGHT; WHEELS READY.

"97 bicycles ready for shipment." This announcement indicates that the Ralph Temple Cycle Company, Chicago, have taken to heart the early bird adage, and are following it in no uncertain fashion, two of the Temple travellers being already on the road with '97 samples. The line includes five models for men and five for ladies. The price of the Temple Scorcher remains unchanged, \$100; the price of the others have been slightly reduced, and now scale \$75, \$60, \$50 and \$40.

TWO WERE STOLEN.

Two Orient wheels were stolen last week. No. 3,674, 24-inch frame, ramshorn bars, brown saddle, 72 gear and New York tires, and No. 3,293, 24-inch frame, upturn bars, Sager P saddle, 70 gear and Vim tires. The former was stolen by Joshua Cochran (colored), who bought it on the instalment plan from the Orient branch in Philadelphia. The other was stolen from a customer in the same city.

HERE IS LARGE TUBING.

The Iver Johnson is among the wheels in which larger tubing—inch and a quarter—will be used next year. A sample has already been seen, which, striped with gold, looks all over a fetching mount. Fred Johnson, the head of the firm, is shortly to go abroad and size up the foreign situation for himself.

The Syracuse (N. Y.) Arms Company has added pedal-making to its other accomplishments.

ON FOREIGN VELVET.

One of the American manufacturers who have been on velvet, so to speak, as to European trade, is the Davis Sewing Machine Company, manufacturers of the big-tubed Dayton.

Their "mortgage" on the game has arisen from the fact that, when the demand assumed shape, they were already well entrenched, with their sewing-machines in all parts of Europe, had a strong clientele of agents everywhere, and a central headquarters under their own direct management located in London. With this basis for an energetic campaign, it proved a comparatively easy matter to make the Dayton wheel a factor in European markets, that the life of its makers in the wheel line would seem to render decidedly remarkable.

The Davis Company handle all European business through their London branch, excepting that of Italy, which country is controlled for them by the firm of Conti Brothers, who might fairly deserve the name of Jones Brothers or Smith Brothers, so Yankee-like are their energetic tactics in pushing the Dayton. It was in Italy, by-the-way, that the Dayton folks got their first foothold in Europe.

During the last year Daytons have been sold and ridden in England, Italy, Belgium, Switzerland, France, Russia, Spain, Norway, Sweden, India and South Africa. And a matter of about eight thousand or so, it may be added, have been marketed in our own big country.

TO EDUCATE THE FOREIGNERS.

Although the single tube tire is of English origin and for a time all were known as the Boothroyd type—more or less in honor of the British inventor—it made little or no progress abroad. The recent "American invasion" has, however, stimulated interest in single tubes, as in everything else American. The foreign inquiries have occasioned no little comment. Manager Kelly, of the Newton Rubber Works, is among those who have been amazed by the number of the inquiries that have reached his concern without effort on their part. They appear so promising that the Newton people contemplate the establishment of a foreign depot. In this connection it is not generally known that for months past the Pope Manufacturing Company has been making a single tube tire with a corrugated tread to meet the requirements of the export trade.

TWO DECADES IN RUBBER.

Twenty years of experience in the manufacture of rubber goods and the possession of a large number of diplomas and medals attesting the quality of their wares are among the strong claims for recognition which the Brooklyn (N. Y.) Rubber Company very properly advance in making their bow as makers of single-tube tires. They say determinedly that they mean to win success by deserving it, and are already in a position to talk business.

Their factories, located in Brooklyn and occupying the larger portion of the block on Sumner avenue, between Hancock and Halsey streets, have a floor space of some 15,000 square feet, so arranged that they are enabled to lay out each department in such a manner as to insure the most systematic and perfect work. The "Bernard" will be the title under which their tire will be marketed.

BRUTAL RACING.

As a result of a wager of \$100 Max Meyer, jr., of West Chester, Penn., rode against a running horse for twelve and a half miles on the road on Saturday last. The cyclist sustained a fall and was beaten by five minutes. After the contest the driver was threatened with arrest for cruelty to animals.



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Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

TO FOREIGN INFORMATION SEEKERS.

Owing to the number of inquiries received from abroad in regard to the status of American firms, THE WHEEL announces that it will give to all such inquiries the most careful attention, and all foreign merchants desiring advice or information regarding American trade are invited to correspond with THE WHEEL.

WHERE STANDS THE LAW?

SCORCHING on crowded thoroughfares or park roads has never met with aught but condemnation in these columns. THE WHEEL is first, last and all the time in favor of dealing most vigorously with the scorcher. Whether he be wheelman, horseman or truckman, each is a violator of the law, and each by the law should be severely punished. But the punishment for scorching should be by lawful means accomplished, without any reference whatever as to the style of vehicle the scorcher chooses as a means of his speed exhibitions.

It cannot be denied, however, that the guardians of the law do not thus impartially regard violators of speed ordinances. Almost invariably the wheelman is the surest of arrest and punishment when he appears before the magistrates, and this, too, notwithstanding the self-proven fact that in a collision between a wheelman and a pedestrian the latter is far less liable to receive fatal injuries than when the same thing occurs between the

pedestrian and any other form of vehicle.

That this feeling exists in the none too analytical minds of park guards and cycle policemen was never more conclusively proven than in the outrage perpetrated by one of these guardians of public safety upon five wheelmen accused of, and fined for, violating the speed ordinance on Riverside Drive on Friday evening. A cycle mounted park policeman was in pursuit of the wheelmen, and as he passed one of his brethren was seen by that gentle individual to be a loser in the race.

Quick-witted, like all of his class, the guardian of the law, under cover of darkness, seized a chain, stretched it across the road and waited for the return of the flying wheelmen. Be it noted, the policemen did not know the violators of the law would return; he did not know, nor did he care, whether the first person who came in contact with the obstruction was a perfectly innocent user of the drive. To the brilliant mind of the individual it mattered not who was injured by his plan, nor how much, it was all one to him.

Had the offenders been horsemen or equestrians through the brilliant officer have placed that chain across the drive? Maybe he would, but it is not likely that even a policeman would have so little brains. Why then did he do so in the case of the wheelmen, unless there was in his mind a distinct difference before the law for the wheelmen as a speed law violator and any other violator?

Granting that the wheelmen were riding faster than the law allowed, has any policeman the right to act as judge, jury and executioner at one and the same time? If he has, then the law should be promptly changed.

Supposing in the case of these wheelmen that the policeman's method of highway obstructing had resulted in serious injury or even death to one and all of the riders he caused to be thrown, a thing very likely to have occurred if the men were riding at faster than a legal rate of speed, would not the city and its brilliant hireling both be liable to action and damages? In the light of a recent Minnesota decision, where the policeman substituted his club for the New Yorker's chain idea, the courts decided that the wheelmen had a case sufficient to send the policeman to prison for one year, and the brilliant official is now there.

That fame may not pass this brilliant chain thrower by unnoticed, it is well that Patrolman O'Brien's name be mentioned. And that even this publicity may not fail to bring him his just reward THE WHEEL calls upon the New York Consulate of the League of American Wheelmen to thoroughly investigate the affair, and if it is as reported, to bring charges against Patrolman O'Brien before his superiors and again in the courts. It is time that wheelmen learn what rights they and men of the O'Brien stamp have under the law. If it is legal for such men to risk the lives and limbs of those guilty of so trifling a misdemeanor as excessive speed work the fact cannot be learned too quickly, nor too

quickly remedied. If the latter cannot be accomplished then such corrective measures as the O'Brien ones should at once be enforced against trotters and trucks until the violators of the law be forced into line to aid the wheelmen in passing a law which will forever take from any policeman the right to kill or maim any one using a public street or park road at a rate of speed greater than he may think to be legal.

The New York Consulate owes it to itself, and to those whom it represents to at once proceed in this matter and fight it to the end. Wheelmen should be punished when they violate the law, but the question of their punishment to the extent of life and limb should be in the hands of those much higher in the scale of officials than we are prone to believe will ever be occupied by Patrolman O'Brien.

RETURNING CHAMPIONS.

A LOT of hero-worshippers, especially Zimmy-worshippers, are wondering whether the great Arthur Augustus will return to the glare and glory of the path next year. Some say he will; others say he won't. Zimmy himself, who is a diplomat, has said little or nothing. He replies only with the historic and non-communicative smile. It is a matter of fact that with men who have really been great in any branch of athletics it is usually impossible to convince them that they are "has-beens," that they are "not as young as they were," that they are no longer youthful. For instance, it is claimed by the friends of the marvellous runner, L. E. Myers—perhaps the greatest runner the world ever saw—that, though nearing forty and though proverbially fat—that is, fat for Myers—he still thinks he can outpace the greyhound and fly in the face of records.

As with Myers, so it is with many other men who were once in the first flight. They retire from active participation in athletics. They go out of training; they go into matrimony; they go in for all the good things of the world, including a bottle of Bass or a bottle of something else on the table; they go in for adipose tissue, for a general good time. The sinews slacken and lose their steeliness, the heart weakens, loses its championship form, and becomes flabby. The veins, the muscles, the nerves, the brain, the ability to bear the pain of punishment, all these things undergo change and diminution of power. They lose the qualities of speed and endurance.

Once in a while an old-timer who has forsaken the path does come back, and he is sure to do one of two things. He either is a forlorn spectacle and wobbles about the circuit upon which he was once a meteor and an undisputed king, or else he comes back and shows fair form—but not the old form. These old-timers have their best moments when they witness battles in the events which they formerly triumphed. Their eyes light up at the applause; their hearts again pump the blood through their veins; they would

leap and bound; invisible (momentary) wings have they. Again would they hear the crack of the pistol; again would they try and outrun the new man or the odd fifth of a second. But when the meet is over, this flashing of eyes is subdued and the former champion acknowledges to himself, if ever so secretly, that he is not up to the mark, and he knows that he really never can get up to it again. In America particularly champions are developed at an early age. They are practically through with their athletics at twenty-five, and most of them long before that time.

THE WHEEL does not doubt that Zimmy, on festive sporting occasions, does hanker for another try at the path, but THE WHEEL hopes he will remain in dignified retirement, and judge, clock and show himself at meets for many years to come; but as for competition THE WHEEL hopes that Zimmy has done with it forever. No man ever has made so wonderful a record and no man ever can duplicate it, because now kings are made by inches and noses, whereas Zimmy was an immeasurable distance ahead of his field; no one ever knew how far, Zimmy as a judge and a benedict is possible and admirable; as a competitor very improbable.

WORTHY OF OFFICE AND SALARY.

A MAN who writes for the press can do much harm or much good. He can fly in the face of the truth, and send that damsel into retirement with a much battered physiognomy. He can deal with facts, or, if he is lazy and unable to get about, he can string out fancy to whatever extent the man with the blue pencil will permit. Unhappily the blue pencil, especially the cycling editor's blue pencil, is not kept as busy as it might be, or else one must assume, judging from the mass of inchoate, false and fanciful paragraphs which is turned out in some of the cycling columns of the dailies, both in Gotham and elsewhere, that the average cycling editor does not know much about cycling, and, for convenience and safety, swallows all the copy that is sent to him without making an effort to masticate or digest it.

Just now, with his term still some months to run, the cycling paragraphists are having much to do with Mr. Gideon and Gideon's intentions and Gideon's successor. They have also much to do with Sterling Elliott and Elliott's chance of renomination, and also something to do with Mr. Potter and Mr. Bidwell as possible candidates for the exalted office of President of the L. A. W.

As a matter of fact, Gideon has not set the world on fire, but he has been a good, sound, sensible and reliable chairman of the Racing Board. As another matter of fact, he has taken away from a good business, in which he is a partner, much of his talent, and devoted it to the affairs of the Racing Board, with little chance of glory and no chance of profit. He has also sacrificed himself personally, because he is a devoted catboat man, and would rather spend an afternoon on the water than on the cycle-racing field. It has

taken him two years to systematize and understand his work, and now, long before his time has expired, the paragraphers want to inter him with indecent haste.

The logic of the situation is that Gideon is the right man in the right place; that racing is now a business, and should be conducted as a business, with proper headquarters both East and West, and with well-paid men in both offices. The chairman of the Racing Board is worthy of an adequate salary, and Gideon, after two years of personal and business loss, should be the first man to be compelled to accept a proper reward for his work. He should be the chairman next year, politics or no politics, personality or no personality, and THE WHEEL believes that he will be chairman.

The "probable successor" to Elliott is being handled in much the same fashion. No man can do much with the League in a year. Elliott has practically done nothing beyond detail work. The League has grown simply because cycling has increased. There may, in the near future, be much for a League president to do, and a man who has been through one term would be better equipped to do it than a new man. Outside of that fact, the time is yet some months away when the question can properly come up for reasonable and logical discussion. In view of these facts, the material which is at present being published on the chairmanship and the presidency can only be regarded in the light of space filling.

Now that cycle manufacturers are again placing their saddle contracts, THE WHEEL once more repeats its urgings in favor of the russet tops. It is one of those minor considerations that is justly due the rider. Blackened leather may be a saving for the maker and a source of profit to the scourer, but there its merits end.

A high-grade wheel cannot be bought or built for a low-grade price, and the world would be happier and more contented were this fact less often disputed.

A pessimist is a man who was once an optimist; in other words, a man who had too good an opinion of everything about a wheel and the riding thereof.

Those who believe that success in trade excuses the means employed rarely maintain success long enough to prove the correctness of their beliefs.

Dreams of fortune-making in the cycle trade do not come true quite as often as work for it does.

In racing these days the roll of honor is the roll of bills, and the roll of bills is the roll of honor.

Scorching is merely an annoying corn on the foot of cycling.

DOUGLASS HAS DETECTIVES.

President Douglass, of the Mercury Wheelmen, of Allentown, Penn., promises to make things warm for Chairman Gideon and the Racing Board for professionalizing Crouse, Corser and Daupenspeck on the charge of accepting money for racing. For a month a Pinkerton detective has been working on the case, and it is stated that Mr. Douglass is in possession of all the evidence on which the Racing Board based its action. He states that the matter is a conspiracy arranged by a rival club to injure the Mercury Wheelmen, and threatens to institute criminal proceedings against those who made the charges and Chairman Gideon. The latter claims to have the strongest kind of evidence against the men, but adds that the Board will consider any evidence which may tend to disprove the charges and will rectify any error.

WHERE ZIM WAS GOOD.

There is a ring of true sportsmanship in Parson's reply to a recent interviewer, who asked him what he thought of Zimmerman, when he said: "On every occasion when I beat Zimmerman he was not in form. He was not in form but once, and that was in the half-mile race, in which they claimed to have bought me to lose the race to him. He went by me that time as though I was standing still, and I was led to think by that finish that fortune had been kind to me in sending him to our shores in poor condition."

HOW CONSIDERATE IS THE COPPER.

Five scorchers were fast escaping from the clutches of a cycle "cop" on the Riverside Drive, near Grant's tomb, on Friday night last, when a foot policeman came to the rescue by ripping a chain from a post and throwing it in front of the scorchers. They were all pitched headlong in a heap, but luckily escaped with bruises. Then they were arrested and fined \$3, while the policeman was complimented for his happy thought.

GOLD BEAT OUT SILVER.

Politics figured conspicuously and unsatisfactorily in a tandem race at a recent meet in Denver. The contest was between two teams representing McKinley and Hobart and Bryan and Sewall. It had been arranged for the free-silver representatives to win for grandstand effect, but the gold-standard team could not resist the temptation to score a victory and dismayed the promoters by winning out a dozen lengths, amid the laughter of the crowd.

CLOSER RELATIONS SOUGHT.

President P. Anthony Brock, of the Metropolitan Association of Cycling Clubs, is figuring on reorganizing that organization. In pursuance with this idea, he will shortly send out an invitation to the presidents of all the clubs belonging to the association to attend a meeting at the Hotel Bartholdy. It is also his desire to bring the New-Jersey, Long Island and New York associations in closer relationship.

SEND HIM TO CONGRESS.

William C. Redfield, an old wheelman and new League member, who is treasurer of J. H. Williams & Co., the well-known Brooklyn drop forgers, has been nominated for Congress on the National Democratic (gold) ticket. His district comprises the First, Second, Fifth, Sixth, Seventh, Eleventh and Twentieth wards in Brooklyn.

In Paris the results of all the cycle races are sent from the tracks by specially trained carrier pigeons.

ON THE CIRCUIT IN '96.

What the Racing Men Who Followed It
Around Did and Failed To Do in
the Game.

Never since the inauguration of circuit chas-ing have there been such whirlwind finishes, such close wins and such a sharp fight for championship honors as characterized the circuiting of 1896.

The National Circuit opened at Oakland, Cal., on May 1, and ended at Washington, D. C., October 5. The work of the men from Oakland to San Antonio on June 5, comprising seven meets, was not of much importance, none of the real crackerjacks having yet entered. The stars up to this time were W. Edwards, Coulter and McFarland. At San Antonio Gardiner and Ziegler put in an appearance, the former gaining the mile open and the latter finishing second. At Laredo Gardiner again won the open, while Orlando Stevens landed the handicap. A two-day meet at Galveston's new track was next on the programme. There were five open races and no handicaps, of which Ziegler got 2, while Gardiner, Jack Coburn and Stevens had to be content with one each.

From Galveston the money-chasers went to New Orleans, where Gardiner, Ziegler and McFarland were the first over the tape in three close finishes. Little Rock's meet followed and Gardiner (twice), Clark and Stevens were the winners. The meet at Hot Springs was chiefly noticeable for the fact that Gardiner here met his first defeat, Ziegler succeeding in doing the trick. Terrill and McFarland won the two other races. Gardiner again won the open at Kansas City, where a local man had a run-away in the handicap.

The three big race meets of the year were Louisville, Springfield and Peoria, and the men next met at the last-named to do battle for the rich prizes the management had hung out. Peoria has always been a great racing town, but this year it excelled itself. In the three days of racing, June 27-29, every race was hotly contested, and the attendance reached as high as 10,000 in a day. Cooper and Sanger joined the circuit here, and scooped in most of the open events, Cooper winning four firsts and one second, while Sanger took three firsts and a second. Poor Griebler, who died about one month afterward, took three firsts and a third. At Galesburg Cooper and Sanger tied in one race and Tommie took the other. Daventport's meet was of little importance, no stars being there. Woodlieff, Starbuck and Hofer were the winners.

Two days at Appleton was the next circuit-chasers' gathering and Bald disposed of those who claimed he was a has been by winning five races over Sanger, Ziegler and Gardiner. Bald again won the open at Chicago's meet and little "Pye" Bliss got one of the handicaps, Sanger at the same time winning an unpaired, for time, race. At Battle Creek Cooper and Bald met for the first time on the circuit, and each succeeded in winning one race and getting a second to the other's first. Loughead and Mertens took the handicaps. At Windsor Cooper and Bald again broke even in two races and Harry Clark took the handicap.

At Lima, on July 29, occurred the first serious accident of the year, when Joseph Griebler, a speedy and popular rider of St. Cloud, Minn., met his death in one of the races. Cooper succeeded in winning the half-mile open, while Bald landed the mile, with Cooper second. Kimble captured the handicap. The indoor meet at Nashville was of little importance, Jay Eaton winning the majority of the races there.

August 13-15 was the date of the greatest National meet the League of American Wheelmen has ever seen. So much has been told of these contests that little more can be added except that Cooper won the quarter, third and two mile championships, Tom Butler the half and one mile, and Becker the five-mile. The latter race was the greatest exhibition of jockeying the American people had yet seen, and as a result Cooper, who finished first, was disqualified, and the place given to a "plugger." It is doubtful, though, whether Cooper was any more to blame than others were. Bald at this stage was a great disappointment, seemingly having lost all his old fire. Of the other races Tom Butler, Gardiner, W. Coburn and Nat Butler were the winners. Incompetent judging spoiled the finishes and heats of many races. C. C. Ingraham was the star amateur present. He had no difficulty in winning from the others as he wanted.

The racing from Louisville to Springfield went through Erie, Rochester, Binghamton, Saratoga, Bridgeport and Meriden. It resulted in the winning of six firsts for Tom Butler, whom none of the others seemed able to touch. The remainder of the events were divided between ten riders, Becker, Kimble and Kennedy being the only ones to score more than one win.

Whatever may be the city selected for the National assemblage, Springfield always stands out as the banner meet. The two "Toms," Cooper and Butler, divided here the open events, Butler winning the first day and Cooper the second. Cooper captured the record race, the biggest race of the year, with Fred Hoyt, who had just graduated from the amateur ranks, second, and Sanger third. Bald again made a failure, not winning a single race.

Boston's meet had the largest attendance of the year, 16,000 people going in to see Reynolds, Tom Butler and Schrien win the three races on the card. Tom Butler had walk-overs at Manchester and Keene, but Loughead succeeded in beating him out in the mile open at the first-named place.

At Philadelphia, on September 12, little Earl Kiser beat out all the great stars in a race for a \$250 first prize. Ziegler and Clark won the two handicaps. At Wilkesbarre Bald and Ziegler each won a race. Sanger left the circuit here. The snappiest meet of the year took place at the Manhattan Beach track, New York, on September 18 and 19. Bald won the half-mile handicap after one of the most sensational finishes of the year. Michael narrowly escaped defeat from Starbuck in the hour race, while the one-mile invitation race, run in heats, resulted in each of four men winning a heat; it was necessary to postpone the race on account of a terrific rainstorm, with Cooper and Johnson only eligible for the final heat, Bald having been disqualified. In the run off at Waverly Cooper won the open race, while Bald took second in a handicap won by Mertens.

At Plainfield Bald and Cooper each won a race and Church took the handicap. At Newark Bald took the open and a local rider was given the handicap. At Trenton Gardiner and Cooper were the winners, the latter scoring in a handicap.

The season went out in a burst of glory at Washington, where Cooper, Gardiner and Bald entered in each of the three races. Bald won both open events, while Cooper was content with landing the handicap, in which the three scratch men came in one, two, three. So ended the circuit of 1896.

The number of firsts, seconds and thirds scored by riders on the National Circuit who have more than ten points follow:

Name.	First.	Second.	Third.	Points.
Cooper	18	4	3	65
Bald	15	8	4	65
Gardiner	10	11	9	61
Butler	15	2	3	52
Ziegler	7	8	10	47
Sanger	6	6	5	35
McFarland	3	7	4	27
Clark	5	3	4	25
Stevens	3	5	7	26
Kimble	3	5	3	22
Coulter	3	4	4	21
Loughead	2	6	2	20
Kennedy	2	3	5	17
Mertens	3	2	3	16
Becker	5	0	1	16
Parker	3	1	3	14
Wells	2	2	2	12
W. Coburn	2	1	3	11
Allen	0	4	3	11
Baker	0	5	1	11

Off the circuit the principal meets were the Chicago Fourth of July gathering, where Cooper scooped in all the first prizes; Buffalo, August 3-5, where Ziegler, Bald and Butler won the big prizes, and the Coliseum, Chicago, during September, where Jay Eaton was the star. At indoor short distance racing Eaton has shown himself the peer of any other American rider.

If you take each man's record individually you will find Cooper has done the best work, with Butler and Bald not far behind. The number of races that the five crackerjacks entered on the National Circuit are as follows: Butler, 23; Cooper, 35; Sanger, 38; Bald, 43; Gardiner, 54. It may thus be seen that Bald entered eight more races than Cooper, so it is only fair to suppose that if the latter had entered as many races as his great racing opponent he might have at least gained sufficient points to have given him the sole ownership of the top rung of the famous ladder.

Bald began the season well and ended it magnificently, but the majority of his intermediate work was of the commonplace sort. No one would be correct in declaring that Bald has lost any speed, since from the way he finished the season, beating every other star in the last few meets, it can be seen that his failures in midseason were due more to inability to take care of himself than to lack of sufficient speed. Granting all this, however, the fact remains that Cooper beat him in nearly 65 per cent of the races in which they met.

Tom Butler's riding stamps him as the phenomenon of the year. This young 128-pound rider was on the circuit only six weeks, but in that short time he managed to beat out every other rider of note. He finished about even with Bald and Cooper in races in which they met. With a little more head work this youngster should next year be the strongest of competitors for top rung honors.

For good, steady work throughout the year one must not overlook Arthur Gardiner and Otto Ziegler. Gardiner was the first of the crackerjacks to join the circuit, and with but short absences he made the complete round of the circuit. Gardiner is speedy, but he has hardly proven himself as fast as Bald, Cooper or Butler. Ziegler's bad luck still stuck to him, and when the season was drawing to an end, and he had better than a fighting chance for championship honors, his arm was broken at Trenton, thus throwing him out of the game. Ziegler, as one of the squarest riders, deserves better luck.

Walter Sanger ("Wooden Shoes") was a disappointment. Zim's old opponent possesses speed, but he is inclined to make his jump at the finish a bit too soon, and is, in consequence, beaten at the tape, the other riders using him as a wind shield.

Of last year's amateur talent McFarland, Clark, Loughead, Kimble, Newton, Hoyt and Stevens proved to have the most speed, with Loughead and Hoyt seemingly the best of the lot.

W. M. S.

AN EASY THOUSAND.

Bald has no Trouble Winning from Sanger in a Match at the Latter's Home.

Milwaukee, Oct. 10.—Whether Bald is the champion of the year or not, he certainly showed a clean pair of heels to Sanger in both heats of the \$1,000 match race between the two notables to-day. Three thousand Milwaukeeans witnessed the contests, and although the result was a disappointment they heartily applauded Bald's clever work.

It was an ideal day for the match, the weather being bright and warm. The race was run on a half-mile dirt track, which was too slow for extra fast time. When the two crack riders appeared on the track they were greeted with a round of applause. William Sanger and Arthur Wellep, well-known local professionals, set the pace for the riders. With a flying start they got away, Bald holding the pole directly behind the tandem. Sanger was less than a length behind, and in this position the riders remained until the three-quarter post, when the tandem dropped out and Bald and Sanger rode alone. Coming in on the stretch, Bald and Sanger moved up side by side, when Bald made a sprint which the Milwaukeean could not hold. The Buffalo man won by fully a length, his time being 2:10. A strong head wind was encountered on the homestretch.

In the second heat, Anton Stoltz and C. C. Ingraham set the pace. This time Sanger took the pole, and again at the three-quarter pole the tandem dropped out, to leave the giants to battle for supremacy. Sanger had the lead and began to sprint early and came down the stretch like a whirlwind, but the Buffalo man was not napping, and immediately took up the pace set by the Milwaukeean. A few yards from the tape Bald made a final effort and the sprint that followed sent him over the tape by a length ahead of the Milwaukeean, thus winning the match amid the cheering of the crowd. The time was 2:05 1-5.

Sanger afterward rode a half mile, un-paced, in 1 minute flat, and Con Reinke cut the amateur State record to 2:05 3-5. Sanger's brother, W. F., upheld the family name by taking the half mile, open, from Ingraham and Bliss, in a stirring finish. Summary:

Half mile, open, professional—First heat—1, William F. Sanger, Milwaukee; 2, J. R. Fitzgerald, Chicago; 3, Henry Kanaska, Milwaukee. Time—1:31 1-5. Second heat—1, C. C. Ingraham, Aurora; 2, J. P. Bliss, Chicago; 3, Anton Stoltz, Milwaukee. Time—1:16. Final heat—1, William F. Sanger; 2, C. C. Ingraham; 3, J. P. Bliss. Time—1:16 1-5.

One mile, match race, flying start, paced, purse \$1,000—First heat—1, E. C. Bald, Buffalo; 2, Walter C. Sanger, Milwaukee. Time—2:10. Second heat—1, E. C. Bald; 2, W. Sanger. Time—2:05 3-5.

Two miles, handicap—1, Con Reinke, Milwaukee (scratch); 2, Albert Mueller, Milwaukee (scratch); 3, Charles Muss, Milwaukee (60 yards). Time—4:55 4-5.

One mile, handicap, professional—1, Henry Kanaska, Milwaukee (75 yards); 2, Theodore Jones, Racine (140 yards); 3, A. F. Bingenheimer, Milwaukee (60 yards). Time—2:05 1-5.

Exhibition mile against amateur State record of 2:06—Con Reinke. Time—2:05 3-5.

Exhibition mile against paced professional State record—Arthur J. Wellep established new record at 2:07 3-5.

Exhibition half-mile world's un-paced record of 0:55—Walter C. Sanger rode half in 1:00.

Exhibition half-mile State paced record of 0:57—A. F. Bingenheimer rode half in 1:00.

A wheelman of Caldwell, Ohio, has had a verdict of \$1,050 rendered against him in a suit for damages brought by a pedestrian he ran down.

WHERE RACING IS CONTINUOUS.

Scarcely a Saturday has passed since early spring without a race meet being held on the Tioga track, Philadelphia. No other city in the country has been catered to so liberally by race promoters, and if they had been it is doubtful whether sufficient support would have been forthcoming. But poor gates are exceptional in the Quaker City. Even on Saturday last, the cold and blustering weather failed to entirely dampen the ardor of the enthusiasts. About 2,000 spectators shivered through the last meet of the season.

Interest was centred in a match race between Church and Starbuck for a mile. The event resulted unsatisfactorily, the judges deciding it a dead heat, while the crowd thought Church had the best of it. Church declined to ride it over, so Starbuck was awarded the purse. The hour race was tried again under more favorable conditions than before; that is, it was a scratch event, paced. The ever-popular Starbuck won this event handily. The way he hung on to the pacing motorcycle served to warn up the spectators from time to time, and he was cheered time and again. The outcome of the race for all the places might have taken on another color had not about ten of the racers been spilled on the first lap by one of the pacing tandems.

One-mile novice—Final heat—1, by W. J. Pyle; 2, Samuel M. Johnson; 3, Emil Gurk. Time—2:50 4-5.

Five-mile handicap—1, James Shomo, 200 yards; 2, Harold McGeorge, 250 yards; 3, C. Turville, 225 yards; 4, A. Remmart, 22 5/8 yards. Time—12:42 1-5.

One-mile professional handicap—Final heat—1, C. B. Jack, 35 yards; 2, E. P. Thompson, 70 yards; 3, C. A. Bowers, 40 yards; 4, F. S. Davis, 50 yards. Time—2:26.

Half-mile handicap—Final heat—1, J. Shomo, 30 yards; 2, J. A. Vernier, 20 yards; 3, C. A. Elliott, 40 yards; 4, J. B. Clift, 20 yards. Time—1:35.

One-hour open paced professional—1, Starbuck, 25 miles 968 yards; 2, L. W. Eckhardt, 24 miles 1,320 yards; 3, Josh Lindley, 24 miles 940 yards; 4, W. E. Dickerson, 23 miles 1,380 yards; 5, L. S. Hall, 22 miles 880 yards; 6, Frank J. Pyle, 22 miles 450 yards.

COLD DAY FOR JOHNSON.

Cold weather interfered with the attendance at the meet of the Race Promoters' Association at Worcester, Mass., October 9, but few spectators witnessed the afternoon's sport. A match race between J. J. Casey and H. H. Parker excited local interest. Parker had a sprained wrist and was easily defeated by Casey. In the final of the half-mile open J. S. Johnson, of Worcester, lost to Drury by being obliged to swing wide to avoid a smashup, in which four racers went down. Summary:

Half-mile handicap—1, J. S. Johnson, scratch. Second heat—1, W. E. Tenzler, 10 yards. Third heat—1, E. R. Livermore, 20 yards. Final heat—1, C. S. Drury, scratch; 2, J. S. Johnson; 3, William Bain, 50 yards. Time—1:71 1-5.

One-mile open—First heat—1, C. H. Drury; 2, J. H. Clark. Final heat—1, W. E. Tenzler; 2, J. H. Clark; 3, J. S. Johnson. Time—2:23.

Two-mile handicap—1, C. H. Drury, scratch; 2, W. E. Tenzler, 30 yards; 3, J. P. Clark. Time—3:35.

One-mile, tandem, handicap—1, J. Collins and W. S. McRoberts, 50 yards; 2, James Wilson and F. C. Copeland, 70 yards. Time—2:11 2-5.

AS HONEST AS HE IS GAME.

J. F. Starbuck, the Iowa professional, who has become a prime favorite with the Philadelphia cycling public by his clever riding in that city throughout the season, is contemplating a trip to Australia. The stories of Martin's great success in the Antipodes has led him to believe that a fortune awaits him in the land of the cornstalks.

Members of the New York Fire Department formed a cycle club last week with about 100 charter members.

MIKE AND JOHNNIE.

They Get Among the Records in Great Shape At Chicago's New Track, Despite Poor Pacing.

Chicago, Oct. 10.—On the new track at Garfield Park, James Michael, the Welshman, clipped 18 seconds off the American five-mile record to-day, and came within three seconds of Linton's world's record. With a flying start he covered the distance in 9:20. It was expected that Johnson, too, would tussel with the record slate, but he did not feel in a fighting mood, so did not try. Seven thousand people watched the Welshman. The diminutive rider has become an idol with the Chicagoans, and was greeted with tumultuous applause when he appeared on the track.

Michael was paced by two quads, and two triplets, and to the failure of a new triplet team of green men to pick him up may be ascribed the failure to break the record of 9:17 3-5 held by Tom Linton. Michael missed the two-mile record made by Johnson on Thursday by just two seconds, doing the two miles in 3:40 3-5, some seconds inside the record of the world up to Thursday. His time by halves was: Half-mile, 56 1-5 sec.; one mile, 1:48 1-5; one and one-half miles, 2:42 4-5; two miles, 3:40 3-5; two and one-half miles, 4:36; three miles, 5:33; three and one-half miles, 6:28 3-5; four miles, 7:25 4-5; four and one-half miles, 8:22 1-5, and five miles, 9:20. The marks for three, four and five miles are American records.

Chicago, Oct. 9.—Johnson succeeded in adding a new scalp to his belt to-day, the two miles paced record. The half-mile circuit track at Garfield Park, which is as fast as any in the country, was the scene of the conquest. He rode the first mile in 1:41 2-5, two seconds slower than the record, finishing the two miles in 3:38 3-5. The record was 3:43 1-5, held by Berlo.

Johnson was paced at the outset to-day by the quad team, captained by Bowler, with Stewart, a local man; Edwards, another local man, and Mertens, of Minneapolis. This team carried him two-thirds, the second team taking about a half and the triplet team the remainder. Frank Waller, Myers, of Minneapolis; Davis and Newhouse, of Buffalo, were on the second quad, and the Jallu brothers, of France, and Steenson, of Syracuse, on the triplet.

He was poorly picked up at the close of the first mile, and kept calling for more pace throughout the last half.

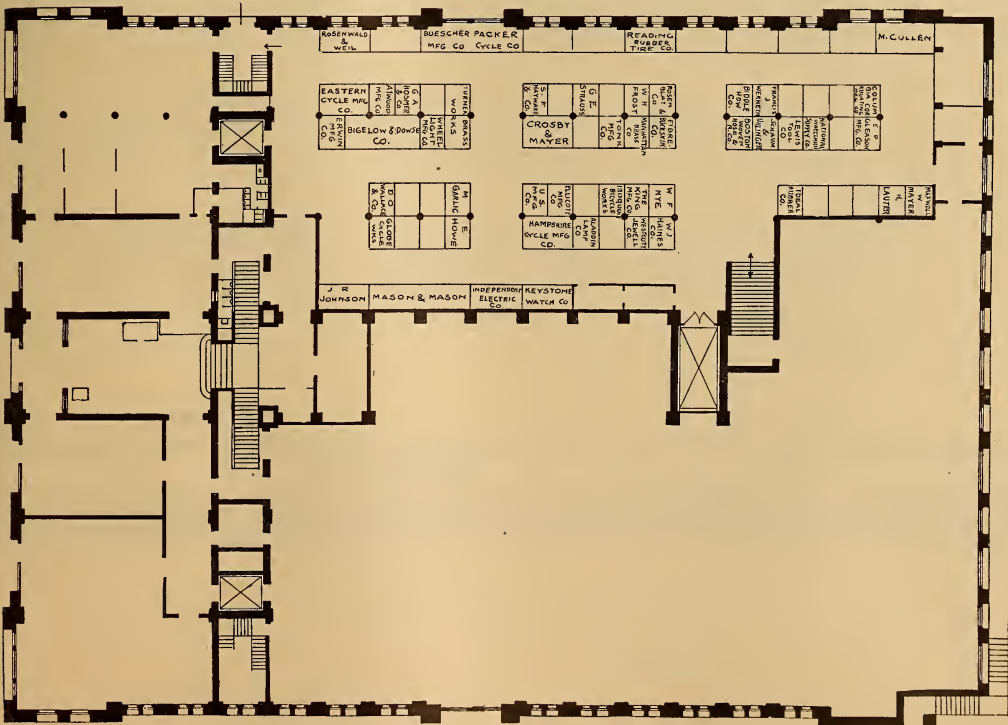
MERCHANTS BACKED IT.

A bicycle parade and a twenty miles road race brought the Merchants' festival to a close at Nashau, N. H., October 8. Forty-eight riders started in the road race, with Urquhart and Barnaby on scratch. The former was compelled to drop out on account of a puncture. Barnaby worked up to fourth place. The race started and finished on a track. Result:

	H.M.	H.M.S.
J. G. Wentworth.....	3:00	1:00:10
E. O. Peabody.....	0:45	1:00:15
T. A. Barnaby.....	scratch	1:00:30
J. L. Turner.....	0:45	1:01:15
E. Hanson.....	3:00	1:04:30
C. E. Curtis.....	3:30	1:15:08
T. I. Mitchell.....	3:00	1:05:50
H. F. Marshall.....	4:50	1:01:25
E. C. Holt.....	3:00	1:05:50
C. W. Eastman.....	1:00	1:05:56

That English railroads may no longer have any valid excuse for roughly handling bicycles, the Cyclist Touring Club has offered a prize of \$100 for the best device for carrying bicycles in a baggage-car.

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 UNDER THE AUSPICES OF
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 AT
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 LEXINGTON AVENUE AND FORTY-THIRD STREET, NEW YORK CITY,
 Saturday, February 6th, to Saturday, February 13th, 1897.



GROUND (OR FIRST) FLOOR.

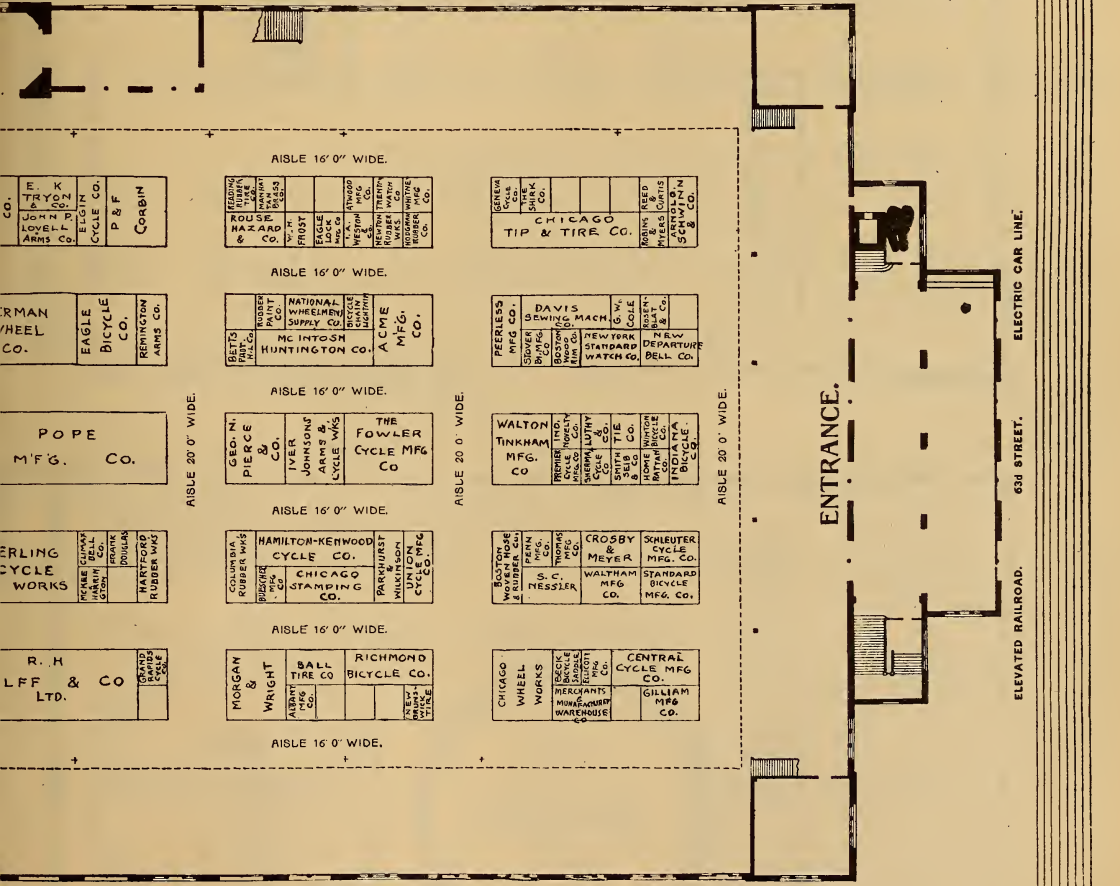
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EVERYBODY IS TALKING.

All Sorts of Challenges Are Flying Around Between Cooper, Bald and Gardiner.

Detroit, Oct. 11.—Tom Cooper returned home yesterday for a brief visit. He will start for the South in a day or two, making a short stop at Chicago. He is in excellent condition, and feels more than satisfied with his season's work. He states that his actual winnings for the year so far amount to \$5,620. Cooper considers his showing for the year far superior to Bald's, taking into consideration all the meets of the season on and off the circuit.

"If all the circuit races we ran during the year were tabulated, I would be far ahead," he affirms, "having won 41 firsts and Bald 27. We have raced against each other thirty-six times, and of these I have won twenty-four, which ought to serve as a guide to the year's work."

Cooper was asked if his quarrels with Bald on the track had not lost him several races, and he admitted that such was the case. "I had to do it," he said, "in order to protect myself. Bald would ride up alongside of me and punch me in the ribs, and if I allowed him to continue he would have thought that he had an easy thing and kept it up. In the race at Springfield he did that, and I let go of my handle-bars and pushed him. At that I won the race, but was put back, and we were each fined \$50. That made me so mad that in the record race I took desperate chances and went through the bunch a winner. On September 5 both of my wrists were sprained at Providence, but I kept on riding, though I could not grasp my handle-bars, and of course lost several races. I made money all the time, however, as \$75 was offered for second prizes, and I had no trouble in getting the place.

"Yesterday I forwarded a challenge to Jay Eaton, who is said to be the champion indoor rider, and will race him whenever he cares to accept. I will not cross the ocean this year, but will go South next week and ride there for a month. Then I will return home and rest for next season."

ALL IN FOR A THOUSAND.

Chicago, Oct. 12.—Cooper's offer to ride against Bald in a series of three races to decide the tie for the championship of the year has been taken up by the Buffalo crack. Cooper, Bald says, can have any amount of his money that he can win. Arrangements and dates will probably be decided on this week. It is probable that the first race will be run at Louisville, the second at New Orleans and the third, if necessary, will be arranged after the first two have been run. Cooper and his employers are anxious for the match and Bald is wroth because the championship is claimed for Cooper. The father of Arthur Gardiner has also become active in the championship controversy. It is stated that he will back his son for \$1,000 against the winner of the Bald-Cooper races.

ACCEPTED ROAD RECORDS.

The following road records have been accepted by the Century Road Club of America: A. E. Smith, Cleveland to New York, 3:03.51, June 30-July 4, 1896. Course record. A. E. Smith, Cleveland to Rochester, 1:06.52, June 30-July 1, 1896. Course record. A. E. Smith, Rochester to New York, 2:19.41, July 1-4, 1896. Course record. E. Tyler Smith, 25 miles, 1:02.38, September 7, 1896. Colorado State record. A. L. Hachenberger, Denver-Evans century course, 6:31, September 27, 1896. Course record.

A League meet is a picnic which is prolonged several days and nights.

RACING BOARD'S BULLETIN.
PROFESSIONALIZED.

H. A. Jarens, Jacksonville, Fla., Clause B.
E. F. Marens, Jacksonville, Fla., Clause B.
E. M. Flisk, Erie, Penn., own request.
Henry Pritchett, St. Charles, Mo., Clause B.
Oscar Dolly, St. Charles, Mo., Clause B.
J. P. Dean, Denver, Col., own request.
W. F. Sager, Denver, Col., own request.
S. G. Pollard, Denver, Col., own request.
Fred Bernet, Pottsville, Penn., suspended until entry fees are paid.

SUSPENSIONS.

T. O. Maxfield, Bloomfield, N. J., for thirty days from October 7.

H. Crutcher, Mitchell Merceps, — Lay, Otto Moore, Arthur Baldwin, Walter Graham and — Turner, all of Dallas, Tex., for ninety days from October 8, for competing in unsanctioned (ladies') races.

Henry Pritchett and Oscar Dolly, of St. Charles, Mo., are placed on permanent suspension list—outlawed Sunday races.

SANCTIONS GRANTED.

October 10—Ralph Stoddard, Oneonta, N. Y.

November 14—Thirteenth Regiment, New York, N. Y.

October 3, 10, 17, 24, 31—Charles Schwant, New Orleans, La.

October 20—Monett Wheel Club, Monett, Mo.

October 7, 8—S. W. Texas Fair Association, Victoria, Tex.

October 3—Rovers Wheel Club, Pueblo, Col.
October 6, 7, 8—J. C. Daniels, Denver, Col.

'SIXTEEN TO NO OTHER KIND.

Tandem road races are rare. Tandem races in which sixteen teams, all mounted on the same make of wheel, compete are rarer; indeed, it is an open question if the event in point—the Bay City Wheelmen's five-mile road race at San Francisco on September 27—was not the first to enjoy the distinction. In this race sixteen crews, all on their own Rambler tandems, started, and five of them got inside the previous record, Dixon and Craft making the best time, 10:22.4-5, an average of 2:04 1-5 per mile. As a side note to the affair, it is stated that T. H. B. Varney, the Rambler agent in San Francisco, has sold no less than 200 Rambler tandems during the current year.

ORGANIZED FOR WAR.

In the neighborhood of fifty representative cyclists of the Nutmeg State met in Meriden on October 8 and formed the Connecticut Federation of Cyclists. J. E. Brainard, of Meriden, was elected chairman of the convention, and W. H. Tomms, of Waterbury, secretary. The object of the organization is to secure the enactment of statutes regulating wheeling in the State, the use of bells, lanterns, etc., carrying wheels by railroad companies, providing for the punishment of bicycle thieves and criminals who scatter glass and tacks on cycle paths.

PETER'S BROTHER, BILLY.

Although placed on scratch in a field of sixty-seven riders, James Urquhart showed his rear wheel to the entire field in the Viking C. C.'s five-mile road race, Boston, October 7, winning first and time prizes in 12:55. William Berlo, a brother of the illustrious Peter, had the race until the last hundred yards, when Urquhart and Keller, a 1.45 man, nipped him. Another scratch man, F. P. Puy, finished fourth in 12:58, taking second time prize.

In tinkering with a wheel let well enough alone, I you can do no better.

FROM FOREIGN SHORES.

Raymond Returns from a Three Months' Trip Abroad—The European Outlook.

It is almost impossible to fancy Mr. Howard E. Raymond, formerly the chairman of the Racing Board, as he is in his present condition. During his three months' trip abroad, from which he returned on Saturday last, he has actually piled on avoirdupois, so that, instead of the lean, lustrous-eyed Raymond, he may be said to be actually fat. He admits that he has piled on some fourteen or fifteen pounds, but this he claims will be speedily got rid of as soon as he returns to his desk at the Sterling offices, for he comes back brimful of activity, full of ideas and ambition, and with a big thirst for work. Mr. Raymond was met in New York by Mr. Dickerson, of the Sterling Company, spent Saturday evening at a family reunion at his home in Brooklyn, and passed over to Chicago on Sunday.

"I had a pleasant time," said Mr. Raymond, and mingled business with pleasure, but went mostly for pleasure. For me the Continent has now lost its charm. The next vacation I take will be into some new field. I merely drifted about, of course keeping my eyes open for trade. The chance for American exportation is not what it is cracked up to be. Even in those countries in which there are only a few factories, or in which foreign makers have control, there is a strong movement already under way to increase duties on cycles. For instance, in Austria, in which there are only three factories, the duty on American wheels is \$16, and it is proposed to make an effort to increase this. Of course owing to the great demand for wheels this year and the inability to supply the same from English markets, there has appeared to be a very fertile field for the marketing of American wheels. Next year, however, the English will be overproducers, and, as they are strongly entrenched in all the markets on the Continent, they will give American firms a hard fight for trade supremacy. Of course, if business were done on good, sound, substantial lines, Americans could go abroad with some chance of success; but I fear that so many of them have gone over already that it will be the usual story of cut prices, unload at any price, and all the rest of it. So that firms who really want to do business on a sound, legitimate basis will have little or no chance.

"It is not true," said Mr. Raymond, "that the Dunlop Company is in any sense weakening. It controls practically all of Continental Europe. The company is in favor, and with its many depots and manufactories it presents a strong front in the face of all competition. Its produce is well made and gives the utmost satisfaction. The company is, in my opinion, stronger to-day that it ever was, and its patents and royalties are acknowledged throughout Europe."

McCUNE DOES A FIFTY.

A. E. Wehnig's fifty-mile road record of 2 hrs. 30 min. 40 sec. was lowered to 2 hrs. 23 min. 57 sec. by W. E. McCune, at Worcester, Mass., last week. He was paced by three tandems. His mount was a Boyd.

KNOCKS A TWO-YEAR-OLD RECORD.

W. H. Beuchler arrived in New York on Monday from Pittsburg, having ridden the distance in 3 days 14 hours. This is twenty hours less than the record made by Wolff two years ago.

It is the pace, not the distance travelled, that kills.

It has been
found
necessary to
advance
prices for

1897

HUMBERS

Why?

Ask
Humber
Riders.



There are
now made
in
America
cycles of

CHEAP,
MEDIUM,
HIGH-GRADE

and

**HUMBER
QUALITY.**

1897 HUMBERS

Will be ready for delivery to
our agents and patrons....

December 1st, 1896.

Roadster, - - - - -	\$115.00
Tourist, - - - - -	117.50
Lady Humber, - - - - -	122.50
Racer, - - - - -	150.00
Road Tandem, - - - - -	180.00
Combination Tandem, - - - - -	190.00

HUMBER & CO., AMERICA, LIMITED,

Elliott Burris, Managing Director,
WESTBORO, MASS.

HUMBER DEPOTS:

318 Broadway, New York.
5th Ave. and 42d St., New York.
545 Fulton St., Brooklyn.
1313 Bedford Ave., Brooklyn.

32 Holborn Viaduct, London.
19 Rue du Quatre Septembre, Paris.

348 and 350 Boylston St., Boston.
10th and Walnut Sts., Philadelphia.
111 North Charles St., Baltimore.
1402 14th St., N. W., Washington.

BRANCHES IN ALL PARTS OF THE CIVILIZED WORLD.

Kindly mention The Wheel.

FINISHED ONE, TWO, THREE.

Did the Victors in Syracuse's Coasting Contest—Protested, but Given the Victory.

What a helpless feeling it must be to strive for a prize, for honor and possibly fame, and yet not be able to so much as lift a finger to reach the coveted goal, to sit perfectly passive on an inert mass of steel and rubber, seeing its momentum growing gradually beautifully less and less, wishing, hoping, praying that its wheels may only revolve long enough to pass that ominous meaning chalk mark on the asphalt, still some distance ahead. The machine crawls slowly along, the rider a hunched-up lump doubled over the handlebars; a foot of the precious ground has been covered, and then another twelve inches, and still another; it seems wonderful how the slow-moving wheel remains upright, when suddenly there is a stop and the ride is finished.

The crowd cheers, the judges add another chalk mark to the many already there, only too often a record of blasted hopes, of wrecked aspirations; the rider eases his tensed nerves

feet apart, but the Frontenac was fourth and the first three only were eligible to compete in the final, it was a foregone conclusion that the spoils would go to the Victors. And they did, of course.

After the contest there was a row, a good-sized row at that. The Victor wheels were protested as being specially constructed for coasting, but after a session that lasted for over two and a half hours the matter was amicably settled, and the original results stood.

The hill on which the contest took place, though the best available in the immediate neighborhood, was scarcely suited for a contest of the sort. Half way down it necessitated the turning of an acutely angled corner, which was responsible for several nasty spills; from the corner down the grade was almost level for some hundred feet, then there was another slight dip, and the wheel which once reached this point, gained additional momentum and ran easily until stopped by a stretch of unpaved roadway, where the asphalt pavement ended. This, more than anything else, accounts for the great discrepancy between the distances made by the group of wheels

which were able to go over the little hump and those which failed to do so.

By the rules laid down, the first twelve men in the preliminary round were entitled to start in the second coast, and then the three furthest were to contest for premier honors. These were plucked by G. L. Potter, a local man; J. E. Whittlesy, of New York, second, and R. Thurwächter, another local man, third. Out of seventy-nine entries, fifty-seven started. To a student the table shows some curious figures. It was impossible to obtain the distances for the second round, or it might have been made even more interesting, but, as of old, the question of what makes a bicycle coast best is still unanswered.

EASILY ALTERED.

"Now," said the city editor, "it seems to me that this expression of yours about showing a clean pair of heels is not just the thing in a report of a bicycle race."

"All right," answered the lazy reporter. "Just stick in a 'w' and make it 'a clean pair of wheels' "



G. L. Potter.



J. E. Whittlesy.



R. Thurwächter

in a little laugh and the mob is cleared away to make room for the next competitor. Seventy-two times this scene was enacted, as seventy-two knickerbockered men strove to perpetuate their name by a downward career. This was in Syracuse on Saturday last, the occasion being "The Standard's" coasting contest. The free show attracted an immense crowd, which so packed the course that in many cases it seriously interfered with the contestants.

The fact that a special trophy, in the shape of a large silver cup, was to be awarded the makers of the winning wheel, added a touch of rivalry that narrowed the contest down to one between the manufacturers, and not only was Syracuse represented among the entries, but crack coasters from various sections journeyed to the "City of Salt" to throw down the gage of battle to the local champions.

The Victor clans came and conquered, carrying all before them. In the first round six Victors gained the first six places. Exactly why it is hard to say. Perhaps the rake of the fork helped, or possibly the two-inch tires were better at this game than the universally used inch and five-eighths; then again, no doubt, skill in coasting is a factor not to be overlooked. In the second round there was consternation in the Chicopee camp. De Rango, on a Frontenac, came within an ace of going over the longest mark yet made, but unfortunately the laws of nature were exercised too soon, and the wheel toppled over a loser by two feet. In this round the results were so close that the first six were but five

NAME OF RIDER.	WHEEL.	TIRE.	POSITION OF SADDLE.	GEAR.	WEIGHT OF RIDER.	DISTANCE COVERED.		
						1st Trial.	2d Trial.	* 3d Trial.
J. E. Whittlesy	Victor	Victor	Forward.	77	145	3,829 ft.	1	3,834 ft.
George Elphic	Victor	Victor	Back.	77	190	3,824 "	5	.....
Harry Willey	Victor	Victor	Back.	77	175	3,822 "	7	.....
R. Thurwächter	Victor	Victor	Back.	77	190	3,814 "	3	3,823 ft.
G. L. Potter	Victor	Victor	Forward.	77	195	3,796 "	2	3,841 ft.
Frank Halley	Victor	Victor	Forward.	77	196	3,343 "	8	.....
William Bex	Stearns	Palmer	Forward.	76	147	3,334 "	9	.....
Louis De Rango	Frontenac	Palmer	Forward.	76	190	3,269 "	4	.....
C. E. Reynolds	Stearns	Palmer	Direct.	72	195	3,267 "	10	.....
R. F. Darling	Stearns	Palmer	Forward.	80	160	3,266 "	11	.....
H. L. Howard	Victor	Palmer	Back.	77	184	3,254 "	6	.....
Joseph Rankin	Stearns	Palmer	Direct.	77	158	3,238 "	12	.....
E. L. Grover	Victor	Palmer	Direct.	73	193	3,233 "	.....	.....
J. C. Batcherie	Barnes	Palmer	Forward.	80	158	3,220 "	.....	.....
W. W. Darrow	Barnes	Palmer	Forward.	80	160	3,195 "	.....	.....
H. D. Weed	Olive	Spaulding & Pepper.	Direct.	72	172	3,186 "	.....	.....
C. W. Inslee	Syracuse	Palmer	Forward.	76	183	3,180 "	.....	.....
W. W. Darrow	Tourist	Palmer	Back.	72	185	3,173 "	.....	.....
W. Van Wagener	Barnes	Palmer	Direct.	80	155	3,171 "	.....	.....
H. Trebert	Stearns	Palmer	Direct.	80	165	3,165 "	.....	.....
E. McDonald	Victor	Victor	Back.	77	190	3,165 "	.....	.....
W. W. Darrow	Barnes	Palmer	Forward.	72	160	3,160 "	.....	.....
W. B. De Temple	Orient	Palmer	Forward.	72	140	3,135 "	.....	.....
John Wilkinson	Syracuse	Palmer	Forward.	72	167	3,132 "	.....	.....
A. P. Butler	Palmer	Palmer	Forward.	80	150	3,132 "	.....	.....
W. G. Cady	Ramble	Palmer	Forward.	70	172	3,119 "	.....	.....
G. J. Rogers	Syracuse	Palmer	Forward.	76	135	3,118 "	.....	.....
A. L. Hummer	Stearns	Palmer	Forward.	80	165	3,111 "	.....	.....
A. J. Pendergast	Stearns	Palmer	Forward.	77	147	3,109 "	.....	.....
J. J. Rosentretter	American League.	Spaulding & Pepper.	Forward.	70	169	3,105 "	.....	.....
F. O. Alsop	Olive	Spaulding & Pepper.	Forward.	72	165	3,096 "	.....	.....
Ray Deardorf	Olive	G. & J.	Forward.	77	162	3,084 "	.....	.....
P. H. Brennan	Frontenac	Palmer	Forward.	76	120	3,081 "	.....	.....
W. A. Doubleday	Tourist	Palmer	Forward.	76	147	3,073 "	.....	.....
Charles Sandly	Syracuse	Palmer	Forward.	80	153	3,068 "	.....	.....
F. W. Gridley	Orient	Vim	Forward.	76	150	3,064 "	.....	.....
F. Lavalle	Stearns	Palmer	Direct.	76	175	3,052 "	.....	.....
Francis	Frontenac	Palmer	Forward.	76	145	3,050 "	.....	.....
F. W. Gridley	Olive	Spaulding & Pepper.	Forward.	72	180	3,012 "	.....	.....
E. J. Finley	Tourist	Palmer	Direct.	80	195	3,010 "	.....	.....
R. J. Laggner	Stearns	New York	Forward.	72	171	2,990 "	.....	.....
F. Boulter	American League.	Spaulding & Pepper.	Forward.	80	135	2,997 "	.....	.....
L. B. Gale, Jr.	Victor	Victor	Back.	70	130	2,986 "	.....	.....
A. R. Hall	Olive	Palmer	Forward.	76	171	2,978 "	.....	.....
F. C. Riggs	Stearns	Palmer	Direct.	76	190	2,950 "	.....	.....

CABANNE A "HAS-BEEN."

St. Louis, Oct. 8.—"Dute" Cabanne's long retirement has been anything but beneficial to his speed ability. In the one-third mile match race to-day for a \$250 purse with William Coburn he was defeated by a wheel's length. Very nearly 5,000 people were present. Louis Gimm was paced by a quintet, a quad, a triplet and a tandem in the five-mile exhibition run. He went the distance in 11:58 2-5. Cabanne tackled Arthur Gardiner in the two-mile handicap, professional. Gardiner won easily, with Cabanne a close second. De Cardy was third. Time—5:03. Summaries:

One-third mile, match—1, W. Coburn; 2, Cabanne. Time—0:43 2-5.

Half-mile open, amateur—1, Peabody, Springfield, Ill.; 2, Hattersley; 3, Costello. Time—1:20.

One-mile open, professional—1, Arthur Gardiner; 2, W. De Cardy; 3, E. E. Anderson. Time—2:33.

One-mile match—1, W. Coburn; 2, Cabanne. Time—2:15.

AIR WAS TOO THIN FOR MONTE.

Denver, Col., Oct. 10.—Colorado's rarified atmosphere was too much for Monte Scott to-day, and he succumbed to the doughty Hackenberger in their 25-mile match race. The men started from opposite directions on a third of a mile track.

The Eastern man was beaten at the end of the sixth mile, when Hackenberger lapped him.

Scott made some wonderful spurts, but at the eleventh mile he was noticeably fatigued. Hackenberger finished in 1:10:4-5, a sixth of a mile ahead of Scott.

Scott's defeat was no great surprise to those in this part of the country. His forte has always been road racing, and with the aid of the Colorado air, the wonder is that the Western man did not beat him even more decisively. Five thousand people saw the race.

HURET AROUND THE CLOCK.

Paris, Oct. 12.—Huret completed a twenty-four hour ride to-day, lowering Rivierre's record by covering 545 miles and 409 yards.

HERE COMES THE GEAR CASE.

Indianapolis, Oct. 10.—H. D. Lauter, the prominent wood rim manufacturer of this city, is responsible for a new kink in gear cases which looks all over a takable and marketable novelty. While details are not yet authorized, it may be generally stated that the case is of wood—a thin and yet very strong wood—worked in either plain or fancy patterns. It is claimed to be so nearly dustproof as to practically be so, and has the advantage of extreme lightness, weighing just sixteen ounces.

AT SAINTONGE CENTURIES AGO.

In a book published in 1694 and entitled "Recreations Mathematiques et Physiques" it is related that a doctor named Elie Richard, living at Saintonge, in 1690 constructed a carriage which was driven from behind by a servant, "who worked it with two feet by means of two little wheels concealed in a box and attached to the axle."

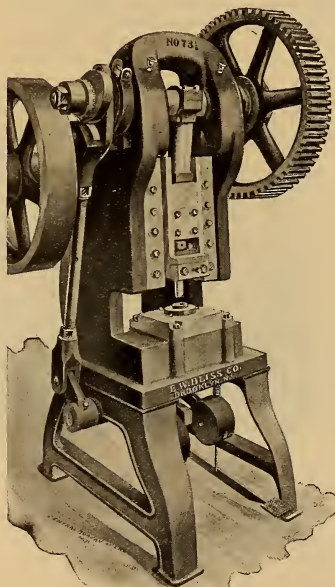
ONE THING AT A TIME.

The Shelby Steel Tube Company deny the announcement that they intend handling bicycles and sundries at their Eastern agency, No. 144 Chambers street. They will carry a full line of cold drawn steel tubing, but nothing else.

The Town Council of Hanover have voted 9,300 marks "for the construction of a suitable place where cyclists can practice free."

ADDED TO THE BLISS LINE.

To their already extensive line of cycle-making machinery the E. W. Bliss Company, No. 25 Adams street, Brooklyn, N. Y., have just added that illustrated herewith, a press specially designed for cutting and shaping heavy cups and shells, such as crowns, hub collars and various styles of connections. The press is usually made with $4\frac{1}{2}$ inch stroke, has 6 inch back centre of slide, 8 inches from bed to slide when down with adjustment up, and 5x8 inches opening in bed. One of the novel features is the cam-actuated "knockout," which has a movement of $2\frac{1}{4}$ inches. The knockout is so arranged that it can be timed to suit any special case by adjusting the cam around the shaft. Another feature is the clutch mechanism, which, in addition to the Bliss automatic clutch on the main shaft, has a friction clutch on the back shaft, operated by a hand lever not seen, so that the operator can stop the slide at any point of the stroke. The counter shaft to run the press at 28 and 40 strokes per minute is furnished. Its weight is 6,725 pounds.



The Bliss Company is issuing a special catalogue of bicycle tools, describing many machines used in the manufacture of bicycles, which may be had by addressing them.

CHAIN WHEEL FOR POWER SAVING.

A new English invention, which professes to obviate a considerable waste of power on the part of wheelmen and to do away with the friction by the stretching of the wheel chain, has been patented. The invention, a chain wheel, is very neat looking and thoroughly mechanically arranged, and it is claimed that by its adoption a chain can be used no matter how badly worn in parts, giving, at the same time, easier running than would a new chain and wheel. The driving teeth are simultaneously adjusted according to the requirements of the chain, and thereby the perfect coincidence in the pitch is assured. The wheel seems perfect in all respects, and the chains have been thoroughly tested by experts, who pronounce them a great success.

DO UNTO OTHERS.

After all, the sovereign balm for all difficulties on the road would be a more genial and universal regard for the rights of others. There are foolish wheelmen, just as there are reckless drivers, and pedestrians with softening of the brain, but the majority of those who frequent the parks are persons who are really anxious to do all they can to make the use of the roads safe and pleasant for all users.

Now and then one runs across a new rich person out for a drive and so absorbed in the unaccustomed and luxurious sensations of a carriage ride that he forces the cyclist into the gutter, and calmly ignores everything on the road. But it isn't worth while getting excited over a little thing like that. Every one knows at first glance that he is not to the manor born, and then he may become accustomed to his new glory before long and quit being a nuisance.

And so, too, the young fellow one encounters in suburban jaunts, who takes his best girl out riding in a livery rig and goes dashing about like a polliwog on the surface of a millpond. It is rather difficult to keep out of his way, and sometimes in his effort to hold the horse and the girl at the same time considerable damage is done to innocent outsiders, but so long as there are girls, boys and livery rigs in existence, these exhibitions will occur in rural localities, and no amount of law-making would reduce the liability of accidents therefrom.

SAVED HIS BACON.

Looking into the future 600 years ago, Friar Bacon thus recorded what he say there: "We will be able to construct machines which will propel large ships with greater speed than a whole garrison of rowers, and which will need only one pilot to direct them; we will be able to propel carriages with incredible speed without the assistance of any animal; and we will be able to make machines which, by means of wings, will enable us to fly in the air like birds." Two out of three is the Friar's record to date, and the chance of his making it three straight are extremely favorable.

HERE IS A REAL GOOD THING.

Gold mines are not in it when compared with a bicycle checking stand at Coney Island. One of these from June 1 to September 1, checked 35,000 wheels at 10 cents each. Added to the \$3,500 thus taken in was a repair business, which produced an income of \$5,000 during the same short space of time. Some idea of the magnitude of the business may be gathered from the fact that there were 256 bicycle-checking establishments in full blast at Coney Island during the season just ended.

STOVER OFFICERS THE SAME.

The Stover Bicycle Company held its annual meeting on Monday last, and re-elected the old officers. D. C. Stover, president; J. F. S. Smith, secretary, and W. A. Hance, superintendent.

SAVED BY INSURANCE.

The loss to the F. F. Ide Manufacturing Company, of Peoria, by the fire reported last week is estimated at about \$40,000, with an insurance of \$110,000. The building was badly damaged, but will be rebuilt.

THE ATLANTIC CITY AND PLEASANTVILLE BICYCLE TRACK.

The fastest five-mile track in the world. Send for prospectus. T. W. WHITE, Secretary, 1210 Atlantic Avenue, Atlantic City, N. J.

HAPPENED IN A HANDCAR HANDICAP.

He came into the office in a diffident sort a way. Stray straws he shed from his garments, and millet seed ever and anon dropped from his unscissored locks. He had something on his mind, and the unusual burden bore heavily upon him. Taken in hand by the office boy, he was interviewed, with the result that he told the story of the red-hot race he and a friend of his had with a handcar. The office boy declares the facts as detailed to him were, in the language of the visitor, as follows:

"We were on our bicycles and the handcar was on the track. We started from where a red cow was enjoying a rub against a telegraph pole. The section crew were fresh, having been all day out of sight of the paycar, and they entered into the race with a spirit of earnestness.

"Going round a curve the handcar threw a shovel and two dinner pails. This did not delay matters in the least, and on we went. Where the track takes a pitch near the old school-house the handcar went a few rods on the ties, and the section boss bit his clay pipe in two and one of his men bit his lip, but they never missed a stroke, and went up on the rail again like an old handcar should.

"Then my friend took the pole; it was a telegraph pole; he stopped right there, and his bicycle blew out a cylinder head, coughed a few times, and breathed its last. I had the whole road for a short time, but met an ox team, and the driver was counting his wheat money and did not turn out. Here I lost considerable time looking for my bicycle, which was finally located in a cornfield, and the handcar was cutting the air a mile ahead."

There was more of it, so the office boy says, but the editor concluded this sample was sufficient, and let it go at that.

WHAT COLOR SHALL THEY BE?

Two aesthetic cycle authorities of Paris have declared against black stockings for use by the wheelwoman. M. Gabriel Provost and another critic, who disguises his identity under the pseudonyme of "Melanphobe," denounce the fashionable color as inelegant, intolerable, because it attenuates the leg. As soon as these high priests of art criticism had spoken, an enterprising paper sent forth interviewers to feel the public pulse on the subject of stockings.

M. Marcel Prevost, author of the "Demi-Verges," defends that popular article of attire. But he insists upon fineness of texture.

Mlle. Dupare has become eloquent in the defense of the black stocking, asking, with animation: "What would they have us wear when we ride, these gentlemen? Red?" The enterprising interviewer, however, has not as yet heard the views of Mme. Bernhard, and until this authority in all things feminine has spoken the controversy must rage.

NO MORE ROBBERY.

Heretofore when a wheelman, through his own or the fault of others, became separated from his wheel while under the jurisdiction of the Park Commissioners, he has found himself confronted with a demand for one dollar in payment of the care or storage of his wheel incurred by the Park authorities. It has at last dawned upon the Commissioners that this was both an extortion and an imposition, and henceforth no such charge will be made.

CRACKERJACKS.

The laurels that you fight to win,
And highly prize as such,
Will quickly fade if on them you
Attempt to rest too much.

HOME OF THE HERCULES.

Wallace Buell is the capable head of the Hercules Seamless Drawn Tube Company, located in Garwood, town of Westfield, New Jersey, seventeen miles from New York, on the Central Railroad of New Jersey. He has just declared himself. He says:

"Although the company's facilities would enable it to compete with the Swedish Bessemer steel, so largely used by other manufacturers (if it would use the same material), it is believed that there is a class of consumers who are looking for better and more reliable tubes, and will, therefore, appreciate the "Hercules" quality. The management of the company has had long experience in the manufacture of steel and in its manipulation by hot and cold processes; the superintendent and others having the manufacture of tubes immediately in charge have had long and continuous experience in the drawing of seamless steel tubes, therefore, the company is new to the business only in that it improves upon old methods and uses the finest steel ever applied to the purpose. The plant is now at work on contracts and orders already received, and the management offers the unengaged balance of its product for the season, with confidence that the demand will exceed the supply. The finest steel ever

ing pressure of about 1,200 pounds per square inch, so that the "high temper" steel, which has been adopted, can be reduced to accurate sizes without causing increased expense because of its great strength and resistance. The employment of gas for heating the steel, together with a special cooling process, removes all danger of crystallization, and produces the most uniform mechanical results. The finished product is subjected to the most critical examination before leaving the works to insure its quality, accuracy of size and smoothness of finish.

Anticipating an increased requirement, the works have been constructed so that extensions can be made to every department without interference with operations, and intervals have been left between the drawing machines to increase their number. Tubes four inches in diameter and smaller can be drawn with the present machines.

In New York City offices have been opened at No. 513 Postal Telegraph Building, No. 253 Broadway.

PERFECTLY STRAIGHT.

"That," he added as he succeeded in converting the customer to the superiority of the inner tube, "is inside information."



used for tubes has been selected, and no means will be neglected to make the Hercules brand the standard of excellence."

It is less than six months since THE WHEEL recorded the formation of the concern. It is much less since the company broke ground at Garwood, but already its extensive works are a familiar sight to the thousands of suburbanites who daily speed past the place on their way to and from the metropolis. The works are now in operation and the company is requesting the audience of the trade. It would seem to merit it.

The mill fronts the railroad for about 900 feet, the location being in close proximity to New York, where importations of steel are received. Coal is received directly from the mines at very economical rates, and freight rates on shipments of finished goods, from the works to all points, are the same as from New York City.

The buildings are a combination of brick, wood and iron, and are so compactly arranged that the floor space is used to the greatest advantage in handling material. The main building is about 275 feet long and 100 feet wide; adjoining this is the annealing-house, boiler-house and gas plant, all of which are brick and iron, and fitted with the most modern appliances. The boilers, engines, hydraulic pumps and machines for reducing the steel by hydraulic pressure are of the best type, developing a regular work-

MERE MEANINGLESS WORDS.

"Unthinking people use a great many expressions in speaking and writing which offend the critical ear," remarked Mr. Tetter. "Take the advice to put one's best foot foremost, which is often heard. In the first place, the superlative degree of the adjective conveys the idea to the grammarian that human beings have at least three feet, which is not true.

"Then consider what a queer sort of locomotion is suggested, if it could be called locomotion at all. The advice presupposes that one foot is better than the other, and says the better one must always be put forward. Now, will you kindly tell me how anybody is to ride a wheel, or even walk, with one foot continually in advance of the other? It cannot be done at all, which shows how thoughtless people are who give such advice."

GOING TO END THE WORLD.

The bicycle has by the pulpit been blamed for many things, but it remained for an English vicar, in a recent sermon, to put the heaviest of all burdens upon it, that of a world destroyer. He based this opinion upon the words of the prophet Daniel, when he said, "Many shall run to and fro." The modern imitator of Daniel declared that never had so much running to and fro been seen as that brought about by cycling, hence the end of all things was at hand.



TO THE TRADE

WE wish to make a short explanation relative to the page advertisement of the Hunt Mfg. Co. in the trade papers, inferring that we have not filed an application with the Court in a suit against Humber & Co., for using a saddle made by Hunt which infringes our patents. It would have been much more honorable and braver for the Hunt Mfg. Co. to have honestly stated the facts: That Bill of Complaint was filed in the U. S. Circuit Court for the Southern District of New York on August 13th, and subpoena placed in the hands of the marshal for service. This subpoena he was unable to serve because the only officer of Humber & Co. residing in this country went to Europe. The minute that any officer of the above firm sees fit to come back, papers will be served at once.

We have had three distinct and separate searches made; each upholds our patents, and we consider it our duty to prosecute anyone handling an article which infringes these rights. Should we lose the suit on technicalities (and we do not see how that is possible), it does not alter the fact that in the Hunt Saddle, as well as others now on the market, our ideas have been used. This everyone will acknowledge; and if it were merchandise that had been stolen from us, no dealer would buy it.

Yours truly,

MEESINGER BROS.



THE PAST AND THE FUTURE.

An Analysis of the Bicycle, Its Parts and Manufacture, By Two of Its Closest Students.

Forgetting those things which are behind and reaching forth unto those things which are before.—Philippians iii, 13.

Let us reason together. Less than three months hence the eyes of cycledom will open upon the National Cycle Show of '97. Are we about to revert once more to original types? Or are we to see a radical change—an entire revolution in designs and application of power? A careful review of the reading matter and illustrations of all the domestic and foreign trade journals fails to disclose anything new or startling. Yet this very apparent lack of novelty may be safely regarded as significant of something hidden beneath the surface and only waiting to be exploited at one of the great shows.

Incredible, indeed, would seem to be the statement that we have now reached a finality of construction in type and in methods of propulsion, and that we have now room for changes in the minor details of construction only. Now that all the world desires to be awheel the demand for something new should spur on the graceful designers, the clever draughtsmen and the skilled artificers of our trade to produce novelties to meet this demand, for, although it is probable that the interest in the sport will never wane, it is only by constant changes in design and construction that prices can be maintained.

Now that the modern bicycle has just completed its third cycle or decade of time, and when the history of our trade has shown that at the end of each decade there has been a revolution in design and methods of propulsion, it becomes pertinent for us to attempt to lift the curtain of the future and endeavor to see what is in store for us in a mechanical way for '97.

LOOKING BACKWARD.

Before looking forward let us take a look backward and survey the year of '96. Tenyson has said that "through the shadow of the globe we sweep into the younger day." Is the year 1897 to be our younger day? We think it is. A seeming paradox will present itself to us, inasmuch as while there will be a more general business prosperity, producing a greater demand for our product and also more riders, there will be fewer makers and dealers, resulting in a greater and better product and a more profitable year than 1896, with its shadow of general business depression and over-production in our line of manufacture, and it is evident that both the making and selling and retailing of bicycles will be done on the original plans as laid down by the pioneer makers and dealers of the trade.

It has been, indeed, an excellent lesson, and many men have learned the truth of this epigram, that you cannot go into the manufacture of bicycles with a nipple and come out of it with a whole bicycle. And it might be further said that even when great capital enters into the trade, unbacked by years of experience in the making and selling departments, it has a hard road to hoe before it can gain a reputation for its product and a dividend for the investment. Simply because the wise retail buyer and rider is apt to inquire and say, as Pharaoh said to Jacob, "How old art thou?" Notwithstanding this, some of our younger makers have shown to the older concerns advanced ideas in construction and finish and perfection of detail.

NEW TYPE POSSIBILITIES.

Looking at the bicycle as a whole, it is evident that a really new type is impossible; like a new form of triangle, it cannot be discovered, for it does not exist. The "G. O. O.,"

or Good Old Ordinary, by which name the majority of present riders will hardly recognize the "high" or big machine of the '70's, may safely have the garret door shut upon it; there are, however, two dwarf machines other than the present rear-driver which cannot so safely be pronounced done with. These are the "G. O.," or Geared Ordinary, which, in position of rider, with respect to both driving and steering, is the big one reduced in size, and the Geared Facile, which in general outline is the G. O. with a different gear and driven by levers. The Facile, in all forms, has been several years gone; the G. O. is still made. Neither the G. F. nor the G. O. has had a fair and thorough trial, and, although this looks at present improbable, it is not impossible that one or both may yet come up anew.

In cycle show nomenclature, a "freak" has been defined as something new and radical in design which was shown, but which had yet to win its place. We regret to note that none of the freaks shown at the cycle shows of '96 have won their ground as yet.

"THINGS ARE SELDOM WHAT THEY SEEM."



This is not the famous two-headed museum freak, but the Whizzer Sisters on a tandem.

In frames the pattern known the world over as the "Humber Diamond" seems to be the recognized type, the variations in it consisting only in diameter of tubing used, varying from 1 1/4 to 1 1/2 inches, and length of wheel base. It is, however, to be noted that the greatest diversity of shapes exists in frames made for ladies' bicycles. The Western makers use straight tubes as a rule, varying this sometimes by curving the upper main tube of the frame. The Western makers are inclined also to carry the crank hangers on ladies' wheels very high from the ground, using 6 1/2-inch cranks, and placing very high gears upon them. Ladies' bicycles of this type have been slow of sale in the East, for the following reasons: They are difficult to mount; the long cranks produce a disagreeable knee-action and lifting of the skirt at every stroke, the centre of gravity is carried too high, and the rider is also perched

too high in the air. The majority of our Eastern makers are inclined toward the double drop-frame, and even those who build a drop-frame with straight tubes carry the crank hangers not higher than ten or twelve inches from the ground, using cranks either 5 1/2 inches or 6 inches in length, and equip them with 56 to 63-inch gears. Eastern makers also provide the ladies' bicycles they build with wooden dress and chain guards, which are very elaborately trimmed with lacing, and also furnish them with upturned handle-bars and brakes.

The mudguard on front wheel, seemingly a fixed detail in England, appears to have quite gone out here.

THE SEAT OF DIFFICULTY.

In saddles—a vital part of the construction—the hard leather forms, moulded "hard" and made harder by many rivets on the nose, seem to have had their day; in their place the hammock idea of some years ago is coming back, the prevailing type now seeming to be that of the Mesinger and the Hunt Hygienic X, the leather cover being quite free from cantle to point. The pneumatic, which is far earlier than the air tire, has some difficulties in practice, and does not appear to be getting a hold yet.

In tires, the hosepipe seems to be steadily gaining ground, with the cemented-on inner-tube of the Morgan & Wright type second, and the detachable or mechanically fastened inner tube far away in the rear. As to size, although it has been said during the year that the Morgan & Wright men were generally using 2-inch, there has been difficulty in procuring even 1 3/4, and the present 1 1/2 seems likely to stay, at least for '97.

Perhaps the first question, unless by a novice, who is always with us, being the poor (in knowledge of the subject), will hereafter be much less, What does it weigh? The light-weight fad seems to have been somewhat pushed back, together with its twin brother, the narrow-tread fad. Neither will be any more the crucial question for determining grade. Weight seems to have settled to a recognized average of 23 to 25 pounds for road wheels, and treads to from 5 to 6 1/4 inches.

DEMAND FOR TRICYCLES.

During 1896 numerous inquiries for tricycles have been reported to the makers by leading retailers. In England the three-wheeler has been many years in vogue, and its one-track brother does not put it out. There will always be a very considerable number of persons from whose minds no argument or observation can persuade away the objection of danger and difficulty in the "balance" of the bicycle, and such persons will not become customers until their ideas are met. A really first-class tricycle, weighing not over thirty to thirty-five pounds, and capable of easily passing through a single doorway of average width, ought to be a seller, for it would answer an already existing demand, and create a further one. Now that competition is so sharp, we suggest that if three or four of the smaller makers would shape their plants to the production of such a machine they would do a good thing for themselves and for the trade generally. The concern which first starts to break the way in this particular direction will have the obvious advantage of priority.

PEDALS AND ENAMELS.

In pedals, as elsewhere, the return to old types appears. Balls of 3-16 diameter are replacing the miserable little 1/4—a sort of bird shot made in steel, instead of lead—and the entire pedal is wider, longer and stronger. Stampings of sheet steel, joined together by screws, or even by welding, are properly giving way to the forging of barrel and cross-arms in one piece, which is clearly the correct construction.

Fancy enamels appear to be in vogue again, many makers using not only the plain black, but garnet, ruby, light brown, Quaker gray, etc.; the Humber people have made a notable departure in clothing their rims and wheelguards a beautiful royal purple. These showy hues are, of course, objected to by many, but they will have their "go," even if they do not stay; yet a red frame can no longer be pronounced a Syracuse at sight, nor is a green surely the Nile green of the Sterling. It could not long be possible for a maker, even he who first started the fashion of color, to keep his product distinguishable by such a mark.

BRAKES AND D TUBES.

The brake is the Banquo's ghost of the bicycle table, and it will not down. Nearly all the leading makers are fitting some style of hand lever, with or without a concealed plunger; there is also the entirely "out-of-sight" brake, which is being pushed somewhat and will undoubtedly meet a large demand next year. Enough care in riding—for instance, in never starting down a hill which cannot be seen at the top all the way to the bottom, and is not seen to be within the degree of slope known by the rider to be in his sure control, as well as in not rushing over crossings in cities—would render a brake needless; but here is the powerful "H." Riders will not be thus self-restraining, and hence the brake must come; it waits only for the right one.

Judging from the call upon the tube-makers for it, D-shaped tubing will be very largely used in '97 for rear forks and backstays. The use of this shape for those parts of the frame is much in favor of symmetry, lessening or removing the need for different sizes in different parts.

Many leading makers have abandoned the cone adjustment for the crank shaft, using the cup adjustment there instead. This is a step in the right direction, and it might desirably be extended to the hubs of both wheels, as it produces a bearing firmer and more accurately adjustable, as well as better freedom from intrusion of dust. The "dust-proof" bearing is still not more perfectly proof than ever, and for that very ideal quality reliance must be put on accurate fitting rather than on such helps as felt washers and packings.

CRANKS AND COTTERS.

A determined effort, we regret to note, has been made to do away with the good, old-fashioned cotter-pin and place on the market continuous or semi-continuous cranks and axles. There are also in vogue a number of other methods of crank fastening by cone or heart-shaped ends on the axle, gripped usually by a split crank end; but a well-fitted key and keyway is better than all. (Here Mr. Wilcox is obliged to file a dissenting opinion. While not favoring the axle and both cranks in a single piece, he is not quite ready yet, balancing advantages and disadvantages, to give up the promised desideratum of very easy access to the interior of the crank bracket.)

The demand for tandems is increasing wonderfully, and promises to continue doing so. The tandem, if we may indulge in such a semi-bull, has a great future, which is both already here and is yet to come.

The wood handle-bar has gained considerable favor in '96 and will probably gain more next year. Some of them are certainly beautifully attractive in appearance, and they all rather "set off" a bicycle; the bars of ram's horn shape are also striking examples of wood-bending. The wood, however, is certainly less reliable wonderfully the jars on hands and arms, but it is disliked by many of the older riders as being too elastic and springy. Unquestionably, the most effective application of power for propulsion would be attainable if every portion of the bicycle were absolutely without "give," but other things have to be considered, and the handles are a part where a degree of elasticity can be introduced without harmful loss of driving power, trackwork excepted. The wood bar is not likely to make a sweep like the wood rim, but will probably stay long and continue to grow.

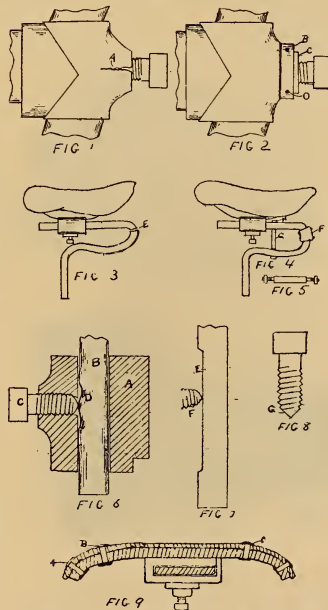
JULIUS WILCOX.
ALEX. SCHWALBACH.

SOME PRACTICAL REPAIR WRINKLES.

Cyclists will get careless at times and put on more power to a wrench in adjusting than they suppose. The result is that wheels are constantly being brought in to repair shops with the shoulders of heads, clamps and the like partly broken or cracked. In Figure 1 is shown at A a common case of breakage of the upper head of the frame.

When such a break occurs, the cost of substituting new parts is considerable, and remedies should be sought to repair the fracture. It is useless to bind with wire, rivet and the like, as the jar of the machine soon loosens both wires and rivets. We have lately adopted the method shown in Figure 2 with success. It consists of turning down the shoulder of the head, and forming a seat for a wrought-iron ring B. This ring can be shrunk on, and a couple of pins D put through it into the shoulder C. Such a job will stand any amount of pressure and is lasting.

Frequently heavy men come into the shop with a saddle post snapped off at E as shown



in Figure 3. It is better to substitute the broken piece with a new one than tinker with the old. But a new one may not be at hand and the wheelman may wish to use his wheel at once. If so, put on a collar like F in Figure 4 and insert two or three pins through it. Then put in a brace bolt H, with nuts H. A larger view of the bolt is given in Figure 5, in which its shape may be seen. This way of repairing the break will assure strength.

Set screws are always more or less trouble to both users and repairers of bicycles unless they are kept in good condition. Ordinarily the point of a set screw is very hard. It would be useless to make a saddle-post or other shaft as hard as the point of the set screw; consequently the partly sharpened point of the set screw necessarily cuts miniature grooves and holes into whatever objects it contacts with. One of these objects is the saddle-post. Frequent setting and resetting of the saddle soon results in a series of indentures in the shaft (B) as represented by D in Figure 6. Therefore, when the adjustment is such that the point of the screw rests

upon a hump as shown, the chances are that the weight of the rider will shortly force the shaft down until the point of the screw drops into the worn groove, where it will stay.

To prevent this, take out the shaft, cut a flat surface, as marked E in Figure 7, thus giving the screw point E a new surface to contact with. Or the shaft can be heated and turned so as to present a new side, which will last until another season, maybe. Another way is to not touch the saddle-post, but merely grind the set screw to a point like G in Figure 8. Such a point will take hold even on the side of an incline.

Frequently saddle brackets must be recovered with new leather. Avoid putting in a rivet crooked, as indicated by A in Figure 9, as such a rivet will work loose, perhaps break off, and will be generally unsatisfactory. Avoid leaving a part of the head protruding at one side, as marked B, for this elevated portion will engage with things and be snapped off. Put in all rivets straight and head them up securely and uniformly, as illustrated by C. GEO. D. RICE.

SOCIETY AND CYCLE.

A clever society woman declares that the chief reason why her set does not indulge more in cycling is because a society woman's life is divided into four seasons:

Spring—When she dances but does not dare to cycle.

Summer—When she dances and dares to ride.

Autumn—When she dances but prefers to wheel.

Winter—When she no longer dances and cannot ride.

MAKING HIS ARGUMENT.

"The Man who wants to buy a real \$100 Wheel for \$18.75—surely his mottoes are not altogether good," said Mr. Bunco Bill, temporarily aiding as distributing agent for a cycle auction on the Bowery. "I have heard a Judge while I waited for my Turn in the Dock say, 'Cavaet emptor—let the Buyer beware.' I am not honest, but is my customer honest?"

BLESS THEM!

Now the bicycle is charged with ruining the booksellers' business. Maybe it is true, but, even so, there is a powerful amount of printed abomination that the human race would advantageously leave unread, and if this was what is getting the go-by through the agency of the wheel, blessings galore on the men who invented and perfected it!

GOOD ROADS WITH GOOD VOTERS.

A good road is the exception and a bad road is the rule. How much longer this expensive neglect of the highways will be permitted lies wholly with the voters, and until their representatives are impressed with the importance of this matter there will be no legislation such as is needed to bring about an improvement in the betterment of the public roads.

WAS A REGULAR RINGER.

In a recent cycle parade in Ferrol, Spain, the prize winner's wheel was claimed to be adorned with 6,000 small bells. Whether the judges were forced to count the bells on the winner's wheel, or whether they accepted his count of them, is not stated.

DECLINED.

"Excuse me," said the pneumatic tire to the tack which had tried to introduce itself, "excuse me, if you please, but really I do not consider your point well taken."

PLUMPLEY'S PLEASANT PASTIME.

As Mr. Plumpley entered his office the other morning he seemed very limp and weary as he dropped into an easy-chair, and his partner, noticing his condition, remarked:

"I tell you, Plumpley, this bicycle business will be the death of you yet. You go and overdo the thing by riding fifty or sixty miles a day, and the first thing this noon you'll be down sick with a fever. You pulling off your flesh at such a rate is sure to result in sickness and a big doctor's bill."

"But I didn't go near my wheel yesterday at all," replied Plumpley.

"Well, then, you rode it the day before yesterday. I can tell very well by your broken-down appearance that you have been taking a long ride, and you can't fool me when you say you were not riding yesterday."

"Now, see here," responded Plumpley, "you are away off in your calculations. I didn't have the wheel out at all yesterday. Not a single moment, I can assure you."

"Then why are you so fagged out?" asked his partner.

"Because, the other day, I was foolish enough to go and listen to my wife and buy an ice-cream freezer. She said we could save enough money by making our own ice-cream during the summer to pay for a new wheel for her—woman's economy, you know."

"Well," said Mr. Plumpley's partner, laughing, "I see the situation at a glance. You went and bought the ice-cream freezer, and carried it 'way out in the suburbs, as you carry everything else, from a pineapple to a clothes wringer, and you put in more hard work on it than you would have put into a century run. Now, why did you not send it out by express, old man?"

"I did send it out by express, and it landed at the house safe and sound on Saturday night."

"Then how did you come to exhaust yourself in this way? You look as if you had just finished in one of those Chicago twenty-four hour races, and I'm sure you are ten pounds lighter than you were on Saturday. Now, what's the matter?"

"You see," said Mr. Plumpley, as he rolled himself into a ball of comfort in the chair, "it is all due to the fact that my wife wanted me to make some ice-cream yesterday, just to see what the new freezer would do. After everything was in readiness I went down to the cellar and began to sprout it with might and main. When I did the grinding in a standing position it almost broke me in two, and when I straightened up for a rest the small of my back went off like a pistol shot. Then I sat down on a keg and clutched the freezer between my knees and ground away until I had ground the bark off both my shins and hadn't skin enough left on my hands to make a tire patch. I got mad and ground away for pretty near three hours without stopping. I was a wreck when I stopped. I was sore and exhausted, and had to go and take a shower bath, and all this was done to save the 60 cents we used to pay weekly for ready-made ice-cream. I actually put in three hours of hard work."

"That was certainly the roughest part of it, wasn't it?"

"No," replied Plumpley, "it was not the roughest part of it; it was the funniest part of it—the part of it that was bristling with side-splitting humor."

"How do you make that out?"

"Why, because the machine was guaranteed to be a one-minute ice-cream freezer."

ONE AT A TIME.

"I see a New Jersey girl was married in a bloomer suit. What next, I wonder?"

"Divorce suit, probably."

IN A COLLEGE TOWN.

To gain thoroughness in any business it is always well to begin early in life. H. G. Shepard, the well-known wood rim and handle-bar manufacturer, can easily lay claim to experience in bending almost since infancy, as in an address made before a convention of carriage makers he stated that his knowledge dated back to very youthful days, and that many, many times his good mother bent him over her knee to keep him straight, and it was a lesson he never forgot.

But, in all seriousness, the head of H. G. Shepard & Sons is a man of rare judgment regarding wood and its workings in every branch. From selecting it on the stump to the finished product it has been made a life-long study, and by pursuing the same businesslike methods, and by the same care and attention to the finer details that have brought fame and fortune in the carriage work, this old New Haven house enjoys an enviable reputation in the cycle trade.

They were among the wood-rim pioneers. In those days when a rim of any other material



than steel was looked upon with suspicion, it took nerve, and plenty of it, to force upon the market such a radical departure in bicycle construction as this meant. They were wise in their day, aiming for first-grade only, a principle that they have rigidly adhered to ever since, and Shepard's rims were soon sought by those who valued goods more for their quality than by a mere measure of dollars and cents.

The travelling man who journeys out to Shepard's factory is always assured of a hearty welcome, and no matter how busy they may be in their mill, and though covered with sawdust fresh from a buzzing lathe, a few moments can always be spared to talk business and exchange any trade gossip that may be interesting—a trait that it would pay many others to copy.

Near by the heavy pounding of hammers leads one by the sense of hearing alone to the shops of Kilbowe & Bishop, manufacturers of drop forgings. While yet a young concern the establishment is very complete, and gives every evidence of prosperity. Being men of large experience in their particular line, both ends of the firm can bend their energies to producing work that compares with the best,

and samples of forged steel are shown that virtually sell themselves.

For the coming season their patterns embrace all that is new. Many of their designs are novel and beautifully worked out, so that success will surely be perched upon their banner.

KNEW THE BRAND.

"I am lost!" she exclaimed, in a tone of terror.

"Fear not, fair one," said the hero, who had not rescued any one for three or four chapters, and was beginning to feel lonely. "I will protect you."

"I don't want protection," she answered. "What I want is a map and a compass and a guide book. I have just come from Boston, and the streets here are so straight that I am utterly confused."

"Then," said the hero, "I'm the very man you are looking for. I am the editor who publishes the routes for wheelmen in the daily papers."

"Is that the only help you can offer? Then I am indeed lost."

She knew the value of daily newspaper cycle routes

MCINTIRE IS NEW ENTIRE.

An Allegheny, Penn., man, Charles S. McIntire, has for a long time been working on a chainless bicycle, and is about to place on the market the result of his labor. The mechanism is of two steel driving rods, connected with the rear axle, running along each side of the rear wheel, the front ends of which are connected with driving apparatus, which is incased in a small dust-tight bracket. A case-hardened steel ball-bearing belt (something entirely new and unknown in mechanics before) passes over two wheels, incased in lubricant, so that the entire mechanism runs continually in a lubricant bath. There are absolutely no joints or parts exposed to the dust, no skirt guards being needed, as there is nothing to catch or soil the clothing. There is no more twisting or buckling of the frame as the wheel is propelled equally from both sides, the power being taken directly from the pedal cranks to the rear axle of the bicycle. In place of getting two impulses of power to each pedal revolution, as in the ordinary chain wheel, the power is applied constantly, there being absolutely no lost motion in the pedals, thus giving the rider perfect control of the machine, which can be propelled or stopped with one-third the effort of an ordinary chain machine.

SHE WASN'T TEST PROOF.

"I am glad," he said pleasantly, when she first appeared in her bloomers to accompany him on a trip up Riverside Drive, "that you have taken up this new woman idea."

"Really?" she asked, doubtfully. "I was afraid you wouldn't like it, but it does seem as if a woman should take a more important part in the affairs of life."

"Yes, indeed," he replied. "It will take her mind off her clothes, and that will be a great stride forward. She will care less for appearances and more for the realities of life. The trivial things that have heretofore claimed her attention will be ignored."

"Of course," she said proudly. "With our enlarged sphere of usefulness, brought about by cycling, we naturally take a broader view of things and become more self-reliant. Trifles cease to annoy us, and we are ready to grapple with the great problems of life."

"Exactly," he returned. "Now, if you were not thus converted you would be dreadfully mortified to think that your hat is not on straight, but, being a"—

"Good gracious!" she cried, excitedly. "I must look like a fright!"

"STOP, THIEF!"

A young man of Cleveland, Ohio, is about to apply for a patent on a device which he believes will exterminate the bicycle thief. The young man has affixed a miniature photograph to his bicycle, directly under the saddle. The photograph is inclosed in a square box and the apparatus only weighs two pounds and a half. In the centre of the box is the tinfoil cell, upon which he has imprinted the words "Stop, thief!" many times. A wire connects with the rear wheel of the bicycle, and with that the apparatus is complete.

When the young man enters a building he presses a button and his thief catcher is set. When the thief, who is always near by to take advantage of any careless person leaving a bicycle on the sidewalk, jumps into the saddle and starts to ride away, he is stopped by a voice which shouts, apparently behind him: "Stop, thief! Stop, thief!" The faster he rides the wheel the louder the voice pursues him, until finally the thief in disgust vaults off the wheel and leaves it to its fate. A pressure of the button by the owner and the mechanism is detached and the wheel runs smoothly.

WHERE THE HEART TELLS.

Tension and excess are common to all sports, and to this indictment even cycling pleads guilty, because in its enjoyment the motion is so easy and the effort required so slight, that there is a strong temptation to overdo. Women, lacking athletic experience, have had fewer lessons in muscular strain than men and are therefore the greatest sinners in this respect.

Both men and women, however, should always remember that panting and palpitation mean that one of the two chambers making up the main pumping power of the heart—namely, that one which has to do with driving the blood through the lungs, and which is robust only in laborers and athletes—is fighting hard under a load which may cause all degrees of over-stretching or acute dilation, from the most momentary embarrassment to a permanently crippled condition.

It may be said that the pulse should not range above 100 after a rest, but rules are hard to make. Tire is the test, and reaction.

UNCLE EPH'S APHORISMS.

Yo' kin trade yo'r amachoorism fo' a dollah, but yo' kin nebber trade back—'ceptin' yo' gits a talkin' lawyer and a racin' board wid a whitewash pail dey is anxious to empty.

Dah ah bad spots in some of de bes' bysickles, jes' as dar ah weeds in de bes' gahdens.

Het's a wise man dat knows de man who makes de bysickle he buys at de dry goods' store.

Dah ah men who ride century runs fo' exercise wen den wives ah sawin' wood.

Dis ridin' a bysickle 'ould be a heap mo' beautiful if dah war as many good ones sold as dah ar poor ones.

W'en money cums in at de windah amachoorism ah kicked out ob de do'.

Ef men am descended from de monkey dere am a heap of dem humpbacked scorchers who hab reason to be proud of dah ancestry.

FOR PERSONAL REASONS.

"Say, cull, d' yer t'ink dese bysickle fellers will run de railroads out of de biz?"

"Gee, I hope not!"

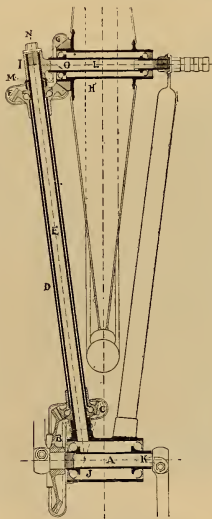
"W'y?"

"'Ow de dooce 'd yer ride on de trucks if dey did?"

THIS LOOKS PROMISING.

Since this paper first published the fact that the Pope Manufacturing Company intended putting a chainless bicycle on the market for 1897 THE WHEEL has been besieged with any number of inquiries regarding this form of machine from all sections of the country. It has also developed the fact that the Pope Company were not alone in their experiments and that for some time back inventors by the score have been trying their hands at the doing away of the chain. Among the number of plans to do this submitted to THE WHEEL the one illustrated was selected because it embodied as many points that appeal most thoroughly to the practical mechanic. It is the invention of J. A. Parker, No. 926 Drexel Building, Philadelphia, and the patent is dated June 10, 1896.

The illustration represents a sectional view through the crank-hanger, lower braces and rear wheel, and while the general view may show no radical departures from gears of this type, a close examination of the drawings brings to light many new points. The main object has been to provide means by which the adjustment of the bevel gearing that constitutes the driving mechanism may be readily and accurately accomplished, and



of furnishing a rigid frame for their retention when so adjusted.

A is the crank shaft, the driving side of which is provided with a bevel wheel, B, instead of the usual sprocket. This wheel gears into a bevel pinion, C, on the inner end of a tubular shaft, D, which surrounds and has its bearings on one of the lower braces, E. On the outer end of this shaft is a bevel wheel, F, which gears into a similar one, G, on the hub of the rear wheel, H.

One end of the axle, O, of the rear wheel has a teehead, I, which is bored out at an angle corresponding to that of the lower brace on which it is free to slide toward or from the crank shaft. The crank shaft, A, is screwed into a sleeve, J, which turns in the usual ball bearings in the crank hanger, this sleeve being locked at K to the crank shaft in whatever position the latter may be adjusted transversely. The tubular shaft, with its gear, can be adjusted on its cones until the front gear meshes correctly with the large bevel on crank shaft. The rear or driving wheel is then adjusted laterally on the lower brace, E, and transversely by rotating the sleeve, L, which is screwed on its axle,

until the rear wheels mesh together correctly; the rear axle and sleeve are then locked together. An adjustable stop, M, prevents the teeth from coming too close in pitch, and the rear wheel is kept firmly in place by the nut, N, screwing into the brace, E. Removing or replacing the rear wheel changes none of the adjustments of the gearing.

The lower end of one of the rear forks is attached to the teehead, I, the whole combination forming a frame in which the alignment is strong and rigid, in fact, the lower brace, E, with its tubular driving shaft being necessarily of heavier tube, may be considered the strongest part of the machine.

The gears are incased in aluminum shields which keep them practically dust proof, and as they can be kept well lubricated, the friction and wear is reduced to the lowest point.

As can be seen in the drawing, adjustment is possible at all points, and also that both the crank axle and rear wheel axle are fitted with inside cones, which, to some minds, is the coming form of construction at these points. A number of trial wheels have been made while experimenting, and have given extreme satisfaction. They ride easily, and, while subjected to some very severe tests, have stood all of them admirably, and the inventor claims that in this he has come closer to solving the problem of chainless wheels than anything yet offered in that direction.

SAGINAW'S WAY OF STOPPING LEAKS.

Another preparation to prevent leaks and punctures in pneumatic tires is "Short Stop," manufactured by Morley Bros., Saginaw, Mich. The solution is injected in the tire and is guaranteed to preserve the rubber, repair all imperfections and small leaks and to prevent punctures. The self-healing feature is performed by the compound filling completely, from the inside, any opening and defect in the rubber. No oil is used in its composition, hence the guarantee that it will not injure a tire. On the contrary, it is claimed that it will increase a tire's durability and resiliency.

SMITH, SULTAN & CO.

At last the fair crusade against the bicycle has found an ally, a fitting one, too. The Sultan of Turkey, that blood-stained clog on the hands of progress and humanity, has issued an order prohibiting cycling in and near Constantinople as immoral and "dangerous to the State, and an officer of an Italian corvette was taken into custody for having been found riding a bicycle, or a "devil's chariot," as the Turks name it.

SMILING AND CYCLING.

The Rev. Dr. Parkhurst says he has never seen a person smile on a bicycle. Come to think of it, it would be rather difficult to smile and hold on to the bar with one hand. The old-fashioned way of standing up to it is the easiest after all. Evidently the Doctor never thought of that.

JAMAICA SIDEWALKS FREE.

Long Island wheelmen will be pleased at the recent action of the Jamaica trustees, who have rescinded all ordinances prohibiting cycle riding on the sidewalks in that village. Fulton street, the main thoroughfare, is alone excepted.

THINK IT MAKES BUSINESS GOOD.

Wilkins—I wonder why it is that the medical journals are beginning to take an interest in the improvement of country roads.

Bilkins—I don't know; but I have heard that some of them declare cycling has produced half a dozen new diseases.

A SEPTEMBER OUTING

WILSON R. YARD

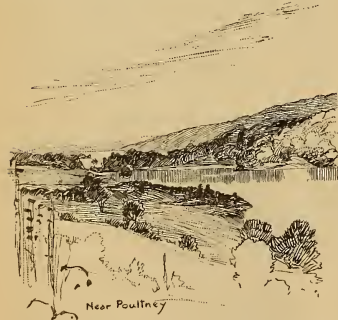


PART III.

SARATOGA—TICONDEROGA.

Suddenly southeastward, sweeps a darkening shadow, blotting the mountain slopes and filling the hollows, and we witness, from afar, the novel sight of a distant shower, while above Old Sol casts his warm, penetrating light rays from a cloud-flecked sky of serenest blue.

The tiny clubhouse is a gem; an Hungarian orchestra discourses sweet music, and Miss Posey suggests a stay for luncheon. As it has been decided that the noonday boat shall be taken to the upper end of the lake, all acquiesce, save the Centurion and the Scorcher, who determine to ride the lake shore road to the Sagamore, and there rejoin the party. So off they set, from the Lake House, through the village, and take the right fork at three-eighths of a mile. The road is good but rolling. Down they dash over an iron-hedged mountain stream, which forms a tiny cascade as it rushes lakeward, now through a lining of neat summer places, whose smooth, green, flower-decked lawns look cool and inviting, their tall trees obscuring the lake view. Up grade and down, here and there a charming water scene through the vista of waving branch and leaf, over rippling, chattering streams, through choice bits of woodland, groves of sweet-scented pines, thickets of hemlock and wild-



Near Poultney

wood, under sombre, frowning, moss-festooned rocks, till, as the road forks, they lead to the right, through a woods whose quiet depths echo the cawing crows and hum with insect life. Under a bluff, up a steep, with a neat view of lake and mountain, down a sandy slope, up again, under the shadow of a tiny stone chapel, through the little hamlet of Hillview, with its solitary store; then a long upgrade with the bluff sloping abruptly down to the lake's edge; now a charming view of the lake, a grove and a turn to the right as

the road forks. On by a silent burying-ground, past the ruins of the Agawam Hotel, up and down as the road grows poorer, to emerge from a bit of woodland into the town of Bolton. ($8\frac{1}{4}$ miles— $88\frac{1}{4}$ miles.)

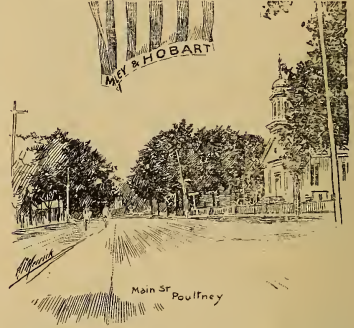
They pass the white church and take the first turn to the right over the bridge to the Sagamore Hotel. ($2\frac{1}{2}$ miles— $90\frac{1}{4}$ miles.)

The Sagamore, situated on the lower end of Green Island, is one of the handsomest and most fashionable of the Lake George hotels. The surroundings and views are of the finest.

From here we take the boat to Baldwins, and a beautiful lake sail begins. In and out through the rocky, tree-clad isles the boat winds her way, stopping every few moments at some miniature wharf to land produce or passengers for the nearby hotel. Every turn of the prow presents a new and varied prospect, till the eye grows awary with its surfeit of scenic treats. The waters narrow and broaden in the embrace of rocky mount, while the towering peaks cast their darkening shadows on its placid surface, which reflect their rugged outlines with a softening light.

where we turn to the right over the bridge to the little hostelry, Hotel Alexandria. ($2\frac{1}{2}$ miles— $93\frac{1}{4}$.) Here we leave our wheels, to take a view of what was once the upper falls, for from this point the waters of Lake George fell in a series of beautiful cascades 247 feet to the level of Lake Champlain.

The falls now are but a name, numerous pipe lines diverting the waters to turn the ponderous machinery of the many mills that crown the enlivening rocks. Again does the Fair Novice rail against the vandalism of the un-



Ethan Allen's Cave.

The verdure-clothed slopes are taking on a rich and varied coloring under the deft, artistic touch of the autumnal sun. There towers Black Rock, the loftiest of lake shore peaks. On the opposite shore follow successively the heights of Tongue, Three and Five Mile Mounts; there on the right again the ridge of Elephant Mountain, looking across to the famous, legendary Deer's Leap and its twin, Bloomer Mountain. Then, as we leave the charming precincts of Hague, and round Friendly Point, we see Anthony's Nose and the "Old Man of the Mountain." A bit beyond and the historical peak of Roger's Rock looms up, while as we put into Baldwins, our journey's end, we see towering heavenward, far in the distance, grim Mount Defiance, overlooking both Lake George and Lake Champlain.

From the landing we have a short, steep bit of sand to labor over, and then a fine roadway skirting the upper lake to Alexandria,

romantic, matter-of-fact manufacturer. The bare, water-worn rocks, however, are interesting, and, coupled with the low rumble of the waters of the dam above, needs but little imagination to picture the time when this was a portage from lake to lake and the view of the valley is pretty, charming and pastoral.

Continuing, we bear to the left at a quarter of a mile over a firm bit of road, down a long, gradual descent, that takes a deal of back pedalling, into Ticonderoga, to the Burleigh House $1\frac{1}{4}$ mile— $94\frac{1}{2}$ miles.)

We've just time for a spin to the fort ruins ere nightfall. So we turn out Main street, cross the bridge, swing around under the hill, and have a long stiff climb that taxes all the sturdy energies of the Scorcher to conquer, and proves a Waterloo to the others. The view from the summit of the town and mountains pays for the toll, and we spin on to a rustic gate, where the road makes a sharp turn to the left. An aged, weazen-faced female

hurries with tottering step to swing wide the gate and catch the coppers dropped in her outstretched palm. We roll through a shaded park and note in a grove of giant oaks on the right the outline of the earthworks thrown up by the French. A down-hill run and we emerge on a broad plateau, to see the gray ruins of the old fort before us. Some time is spent in snap shots, explorations of breastworks, moat and crumbling barracks, while the men and the venturesome Bloomer Girl get down on all fours to explore the dank, nerve-chilling recesses of the underground room. The ample proportions of the Fat Man compel him to forego the greswome experience. A stroll down to the turf-covered outlines of the Grenadier Battery, on the precipitous edge of the point, where we enjoy a rare vista of Lake Champlain and the mountains, is followed by a run back to town, with all tired enough to seek the soft embrace of sweet Morpheus at an early hour. (4½ miles—99 miles.)

Another bright dawning—assuredly we are favored by the gods—a light repast and an early start. Out Main street to Elm Tree Lane, with a long upgrade before us, with its rewarding view, straight on at the cross road, over a clay road bed that is always good except in very wet weather. Now down, with views of mountain and vale, and we strike a bit of sand, but a friendly sidepath comes to our aid, and we roll merrily on through a collection of old houses, till the road forks by a neat house with yellow trimmings, we rightly choose the left branch up over the hill, following the line of telegraph poles, and have a toil through broad, cultivated fields with a wooded ridge on their eastern border, while westward they sweep down the slopes to the lake. Southward lies the town, its smoke-floated housetops glistening in the morning



sun. Now down along the mountain base under frowning ledges of shaggy rock that assume a myriad of fantastic shapes. The environments grow wilder and the Fair Novice timidly hints at bears and kindred evils. By a dismantled stone crusher, down through a deep ravine, along a narrow ledge, with the vale deep below us, wild and rugged, a swing, affording a fine view of the valley, a dip, one very poor bit or road that requires care in riding, a rise, and again a dip to a crossroad, with a white farmhouse on the left of the roadside. Here erroneous information leads us to take the shorter but poorer road to the right, which exercises all our care in riding for a considerable distance, until we turn to the left unto a good piece of macadam, and lead to the right up a steep hill by the brick church and monument square to the Crown Point House, Crown Point. (9¼ miles—105¼ miles.)

A rest, and we take the centre crossroad, down hill and over the bridge by the mill pond, then up, and bearing to the right we turn to the right at the second road, over a fine road, a series of dips and rises, through broad, fal-

low lands, with charming scenic treats. Cross the railroad tracks and take the right fork of clay, smooth and level to the extensive fort ruins (8 miles—116¼ miles). Here we ramble among the crumbling ruins, promenade the broad reach of earthworks, enjoying the charming views, and press our never tiring camera buttons. The ladies seek a shady dell in which to spread the light lunch for which the lack of a hotel has compelled provision, while the men seek a secluded spot on the lakeside for a refreshing dip. A tiny ferry slip juts out from the water's edge, where the lake narrows between Crown and Chimney points, and here we note a signal that we set for the little toy boat to call for us.

The Centurion, ever thoughtful, had suggested ere we left the hotel that, as we are now to enter the Prohibition Green Mountain State, it would be wise to see that our flasks are well supplied, a very sensible precaution, as innumerable fine orchards, whose trees bend low under a weight of ripening fruit, tempt the cravings of the inner man, ofttimes to excess.

Luncheon, and we embark on the wee ferry to Chimney Point.

From the ferry we follow the road up the hill and turn to the right on the crossroad. The roadbed is of clay and very fair travel-



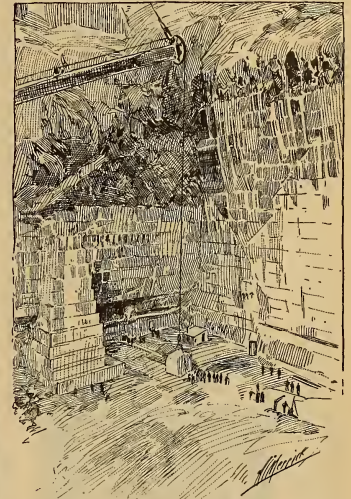
Llama Cascade.

ling. Down by 'he lakeside we pass a large camping party, the tents looking neat and cosy, while cool breezes sweep upward from the waters, laden with sweet odors. We cross broad marsh lands, keep to the right as the road forks, and at about three miles bear to the left, following the main road, then straight on at the crossroad by the brown schoolhouse, through a broad farming district bounded by the distant ridges. Down and up and straight on, over a succession of easy grades, until the road bears to the left, then straight on as it forks to the right, up a long climb. (The signboards are very plentiful and distinct in Vermont, an admirable feature.)

On over dip and rise, with charming views as the valley broadens here and narrows there. By another school, down over a bridge and a turn sharp to the left upgrade; before us is a low tree-crested ridge beneath which crops out a moss-flecked ledge of white doëlite or coarse native marble, giving the ridge the name of "The Ledges." A sharp turn again to the left by the neat farmhouse directly under the ledge and up through a charming woodland grove, with a magnificent view as we reach the top of the far-distant Adirondack peaks on the one side, and the lofty, nearby domes of the Green Mountains on the other. The road swings to the right, and we see the spires of Middlebury. We keep straight on, at the crossroad downgrade into the town, passing on the right the white

marble college buildings, then the square; down across the bridge and bear right up the hill by the town hall to the Addison House (L. A. W. \$2.50). (16½ miles—132¾ miles.)

The town is very pretty, the roads smooth, well kept and lined with neat residences. About three miles below the town are Belden Falls, hardly worth a visit unless a stay is made. Otter Creek as we cross the bridge presents a very charming appearance, while



A Rutland Marble Quarry.

it rolls northward over the dam with a rumble and a roar.

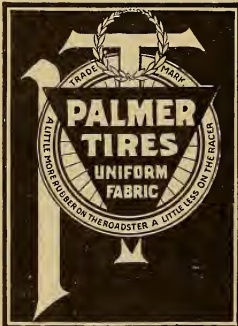
After a rest we go southward on Pleasant street, well named, with its bower of trees, toward our destination, charming Lake Dunmore, nestling in the mountains at the foot of old Moosalamo. A block to the left, then to the right over a loamy pike, which deteriorates as we progress, and calls forth protestations from the Novice and the Fat Man. Now and again a bit of smooth side path relieves the strain, and never is it unridable. We turn to the left at the forks (noting the signboards), and follow the telegraph lines. A long grade up and down, bear to the right at the bottom of the hill, and then to the left as we reach the iron bridge, a rise and a down run, and at the foot we bear to the left, where the sign points to the lake. The road is upgrade, over the mountain, poor and unridable for some distance, then improves, and we roll down under a bower of trees through which peeps the lake, to the Lake Dunmore House (\$3) (7¼ miles—140 miles).

The lake is a charming, pellucid sheet, bordered by high, rocky cliffs, majestic pine mountains and beautiful meadows. The surrounding country is rich in historic and romantic associations. Thompson, in his charming story, "Green Mountain Boys," devotes some space to a pleasing description of the lake and the thrilling scenes of the tale are laid hereabouts. The walks and drives are beautiful, while the lake abounds in fish, and boats of all description are to be had at the hotel.

In the early morn we take boats, and after a delightful row across the lake to Kecey's, we climb the hillside to the Liana Cascade, named in honor of General Wool, a beautiful sheet of water pouring down the mountain side, a succession of falls nearly 200 feet in length. The roar of the sparkling waters, the lake, and the cool green hills, over which an awe-inspiring stillness prevails, call forth more poetry from the Fair Novice.

(To be Continued.)

PALMER



TIRES

THE PALMER PNEUMATIC TIRE CO. CHICAGO, ILL.

AGAIN WE WIN.

The National Circuit opened at Oakland, Cal., May 1, and closed at Washington Oct. 5. Races were held in nearly every city of importance in the United States. One thousand two hundred and sixteen (1,216) prizes were offered at the different meets on the Circuit, and

491

Prizes were won on PALMER TIRES, more than were won on the tires of any other manufacturer, and nearly as many as all makes combined. Since 1892 twice as many prizes have been won on PALMER TIRES on the National Circuit as all other tires combined, and in those three years more prizes have been won on PALMER TIRES, both off and on the Circuit, than on all other tires combined.

TWICE AS GOOD—TWICE AS EXPENSIVE.

**THE PALMER PNEUMATIC TIRE CO.,
133-135 S. Clinton St., Chicago.**

For prices address: SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.,
66 Reade St., New York, and 159 Lake St., Chicago.

Kindly mention The Wheel when writing.

NATIONAL BOARD OF TRADE OF CYCLE MANUFACTURERS.

271 BROADWAY, NEW YORK.
Phone No. 4117 Cortlandt.

R. L. COLEMAN, President.
R. P. GORMULLY, First Vice-President.
GEORGE H. DAY, Second Vice-President.
W. A. REDDING, Treasurer.
ERNEST R. FRANKS, Secretary.

Mercantile Agency, Collection Department and
Information Bureau.

NATIONAL CYCLE SHOWS.

Under the auspices of the National Board of Trade
of Cycle Manufacturers, National Shoe
and Leather Bank Building, 271
Broadway, New York.
January 23-30—Chicago, Coliseum.
February 6-13—New York, Grand Central Palace.

FOREIGN CYCLE SHOWS.

Nov. 20-28—Stanley; Agricultural Hall, Islington,
London, N.; E. A. Lamb, Secretary, 57 Chancery
Lane, W. C. Telegraphic address: "Insup-
pressible, London."
Dec. 12-17—Paris, Palais d' Industrie, Champs Ely-
sees; M. Bivort, Manager.
Jan. 2-9—Manchester, Eng.
Jan. 10-13—Dublin, Ireland; Royal Dublin Society
Building, Balls Bridge; R. Wilson, Secretary,
14 D'Olier Street.
Jan. 23-30—Glasgow, Scotland.

TRADE CHANGES.

COLORADO.

Denver.—The Gerwing-Hilton-Kennedy Cy-
cle Company reported recorded chattel mor-
gage for \$10,660.

CONNECTICUT.

Bridgeport.—Bridgeport Cycle Company.
Business continued by W. B. Stiff.
Stamford.—Swayze & Lawrence, sporting
goods, etc., succeeded by E. S. Swayze.
Wallingford.—The Wheel and Cycle Bar
Company, incorporated by M. N. Wickwire,
Berlin; Roger S. Austin, Edward A. Wood,
Wallingford; Emma Treat Linsley, Torrington;
to manufacture wheels, spokes, hubs
and cycle-bars. Capital stock, \$10,000. This
new company absorbs the Cycle Bar Com-
pany and the Robinson Wheel Company.

DISTRICT OF COLUMBIA.

Washington.—Eastern Cycle Company re-
ported gave bill of sale for \$5.

GEORGIA.

Atlanta.—Atlanta Bicycle and Machine
Works is about ready to begin operations.

ILLINOIS.

Chicago.—The Standard Bicycle Manu-
facturing Company, incorporated by H. B.
Wickersham, F. E. Hayner and M. D.
Smalley. Capital stock, \$50,000.

Chicago.—The Monarch Cycle Manufac-
turing Company filed a petition in the United
States Circuit Court against the Royer Wheel
Company, of Cincinnati, Ohio. This is an ac-
tion to recover money due on account and
damages for the alleged violation of a con-
tract.

Peoria.—F. F. Ide Bicycle Company. Loss
by fire, \$35,000; fully insured.

KANSAS.

Havensdale.—R. C. Coverdale, hardware,
succeeded by Dennen, Eddy & Coverdale. Will
add bicycles, and desire agency.

MICHIGAN.

Detroit.—Wheeler Saddle Co., incorporated
by Edward S. and Benjamin F. Wheeler, Al-
fred A. Mann and Geo. C. Clark; to manufac-
ture bicycle saddles. Capital stock, \$20,000.

MINNESOTA.

Minneapolis.—W. L. Price, reported gave
bill of sale for \$1.

Winona.—Davis & McDowell commenced the
manufacture of Hiawatha bicycles.

MONTANA.

Helena.—The Clark & Curtin Hardware Co.,
incorporated by A. C. Clark and others. Will
deal in bicycles and desire agency.

NEW YORK.

Buffalo.—Holley Cycle Co., bicycle manu-
facturers. Charlotte Edwards reported gave
bill of sale for \$1,000.

Canandaigua.—John N. Willvs & Co., report-
ed assigned.

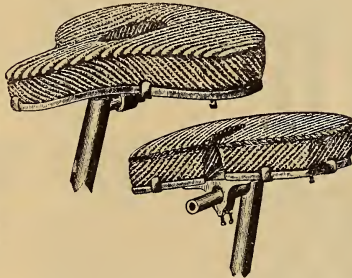
Ithaca.—R. O. Foster, gave judgment for
\$71.

New York.—John Kroder, incorporated, No.
512 Broadway, manufacturer of certain poles
and dealer in bicycles, assigned to F. Schwan-
hauser. The Sheriff is in charge of the stock
under five executions for \$22,000. The com-
pany was incorporated in 1892, with capital
stock of \$200,000.

WHERE COMFORT SEATS ITSELF.

The world has long since accepted the
theory that corduroy is the one material
which the loom is responsible for that is
practically unwearable. Perhaps the Me-
chanical Manufacturing Company, No. 14
Franklin street, Boston, believed this when
they chose corduroy as a covering for the
Perfection Pneumatic Cycle Seat they are
now putting on the market.

The base of this saddle is of laminated
fibre, the covering of the very finest imported



corduroy, mounted with gun metal fittings,
heavily nickeled. It is made in three styles,
two of which are shown herewith. The sad-
dle can be fitted to any saddle post, or ad-
justed to any angle. "It is extremely easy
and comfortable, and can be readily inflated
to any degree of rigidity desired. The elas-
ticity secured by its stay compartments ob-
viates all shocks, jars or strains, and thus
prevents injurious and dangerous conse-
quences. The seat is neat in appearance,
strong and resilient, equally suited for either
ladies or gentlemen," so the manufacturers
say.

OHIO.

Elyria.—The Fay Mfg. Co. new factory is
nearing completion.

OREGON.

Portland.—The Falcon Wheel Co., incorpo-
rated by H. K. Leonard, E. J. Leonard and W.
C. Irish, to deal in bicycles, etc. Capital stock,
\$10,000.

TEXAS.

Fort Worth.—Young & Baker Cycle Co.
Deed of trust for \$2,146.
Galveston.—Galveston Cycle Co. reported
sued for \$193.

VIRGINIA.

Lexington.—J. E. A. Gibbs has invented an
attachment for bicycles, which a company will
be organized to manufacture.

WISCONSIN.

Fort Atkinson.—Fred Dickerson will open
new store.

Milwaukee.—Bolte Cycle Works, Norris
Block, damaged by fire.

Milwaukee.—The Davidson Cycle Co., Chi-
cago, has sued Lindsay Bros. and W. H.
Stanley to recover possession of twenty-five
bicycles of the alleged value of \$2,800, which
were levied upon by the Sheriff.

Phillips.—J. F. Brietzman, repair shop, in-
terested purchased by J. M. Holdridge, who will
continue the business.

Sheboygan.—The Electric and Cycle Com-
pany incorporated by Charles V. Luin, J. L.
Acker and V. J. Luin. Capital stock, \$2,000.

Milwaukee.—Huenneken's Cycle Co., bicycle
manufacturers, reported changed name to A.
W. Huenneken's Sons Co.

Milwaukee.—Frederick Weil, bicycles, sport-
ing goods, etc., assigned.

Milwaukee.—Pollitt Cycle Co., bicycle manu-
facturers, reported gave bill of sale for \$1,046.

PATENTS GRANTED.

568,328. Lantern bracket for bicycles. Abner A.
Bevin and John C. Wells, East Hampton, Conn.
Filed July 5, 1894. Serial No. 516,551. (No model.)

568,339. Bicycle skirt. Clarissa E. Dockham,
Staten Island, N. Y. Filed June 12, 1896. Serial
No. 505,262. (No model.)

568,352. Velocipede brake lever. Thomas B.
Jeffery, Chicago, Ill. Filed January 12, 1895. Serial
No. 534,618. (No model.)

568,372. Bicycle lock. Abraham L. Ruff, Dick-
erson Run, Penn. Filed March 20, 1896. Serial No.
534,160. (No model.)

568,394. Varying speed fc. velocipedes. Beau-
moris Woodward, Chislehurst, England. Filed
July 26, 1895. Serial No. 567,232. (No model.)

568,404. Bicycle tool. Robert C. Fawcett, Car-
rollton, Ohio. Filed June 23, 1896. Serial No.
536,624. (No model.)

568,406. Bicycle attachment. Charles R. How-
ard, Somerville, N. J. Filed April 10, 1896. Serial
No. 567,093. (No model.)

568,474. Bicycle seat. Charles H. Clark, Roches-
ter, N. Y., assignor to the Bunker Saddle Com-
pany, Chicago, Ill. Filed November 14, 1895. Serial
No. 568,918. (No model.)

568,564. Pneumatic tire. Andrew Graff, Brook-
lyn, N. Y. Filed October 11, 1895. Serial No.
565,388. (No model.)

568,581. Variable speed geared bicycle. Francis
H. Richards, Hartford, Conn. Filed June 18, 1894.
Serial No. 514,898. (No model.)

568,593. Bicycle seat support. Christopher H.
Watson, Riverside, Cal. Filed November 30, 1895.
Serial No. 570,588. (No model.)

568,620. Bicycle saddle. George I. Pierce and
Joseph E. Parks, Brooklyn, N. Y. Filed March
11, 1896. Serial No. 562,800. (No model.)

568,649. Bicycle lamp bracket. Joseph H. Whit-
tington, Buffalo, N. Y., assignor to the Forsyth
Manufacturing Company, same place. Filed Janu-
ary 24, 1896. Serial No. 576,658.

568,667. Stand brace for bicycles. Samuel A.
Darrach, Newark, N. J. Filed September 23, 1895.
Serial No. 563,356. (No model.)

DESIGNS.

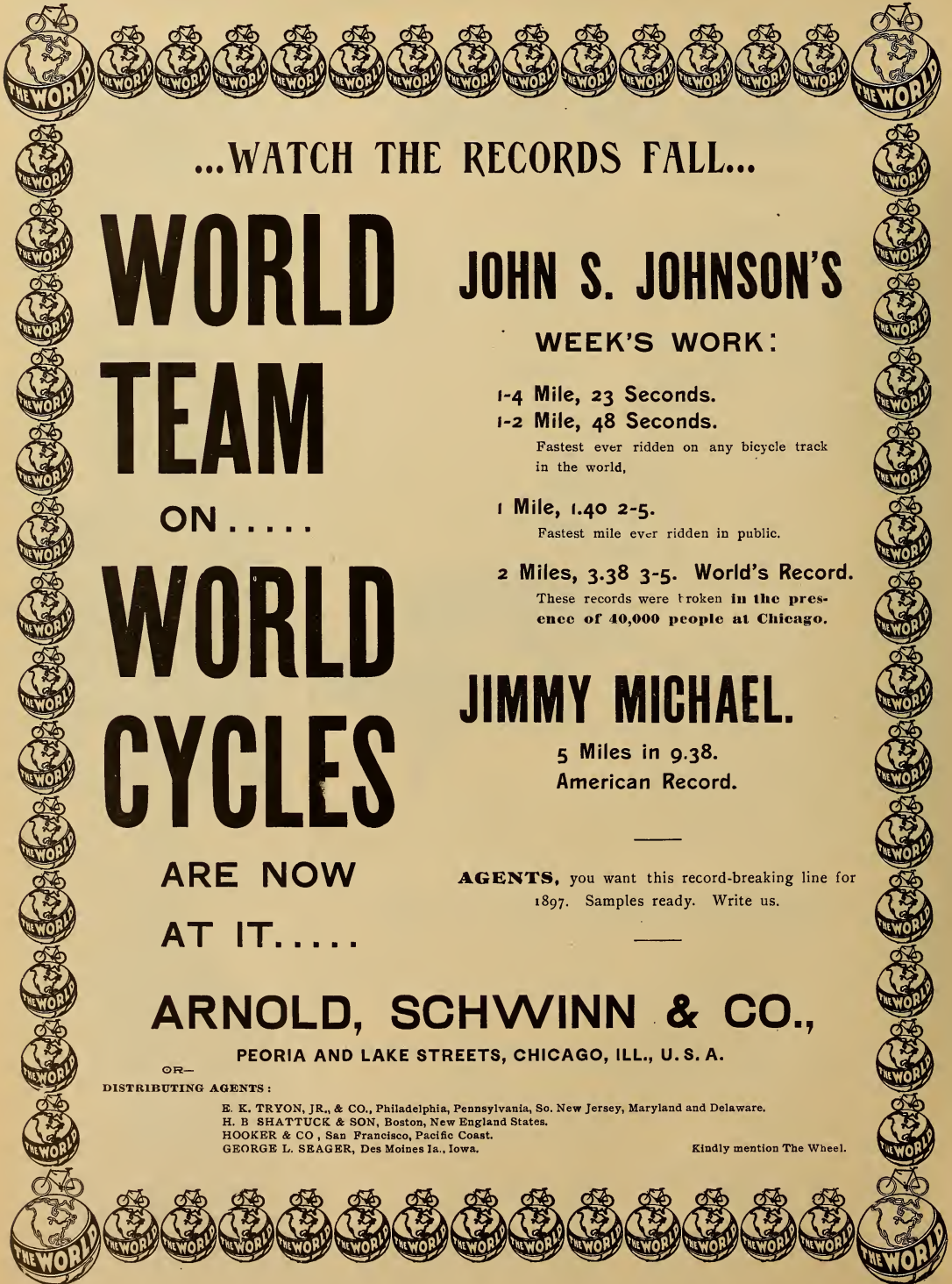
26,031. Bicycle shaft and crank. William S.
Ward, Plantsville, Conn., assignor of one-half to
Edward W. Twitchell, same place. Filed July 25,
1896. Serial No. 600,558. Term of patent, 14 years.

26,032. Bicycle crank-shaft. William S. Ward,
Plantsville, Conn., assignor of one-half to Edward
W. Twitchell, same place. Filed July 25, 1896.
Serial No. 600,559. Term of patent, 14 years.

26,023. Cycle-hanger. George Lane, Poughkeep-
sie, N. Y. Filed July 29, 1896. Serial No. 600,957.
Term of patent, 14 years.

WILL PRAY FOR RESUMPTION.

The Hodzeman failure has meant much
deprivation to its employees, who constitute
the chief breadwinners of the village of
Tuckaheo, where the factory was located.
With that sublime faith found more often
among the lowly, the village pastor has
asked his congregation to offer up their
prayers that the factory may be again
opened.



...WATCH THE RECORDS FALL...

WORLD TEAM ON..... WORLD CYCLES

ARE NOW
AT IT.....

ARNOLD, SCHWINN & CO.,

PEORIA AND LAKE STREETS, CHICAGO, ILL., U. S. A.

OR—

DISTRIBUTING AGENTS:

E. K. TRYON, JR., & CO., Philadelphia, Pennsylvania, So. New Jersey, Maryland and Delaware.
H. B. SHATTUCK & SON, Boston, New England States.
HOOKER & CO., San Francisco, Pacific Coast.
GEORGE L. SEAGER, Des Moines Ia., Iowa.

JOHN S. JOHNSON'S

WEEK'S WORK:

1-4 Mile, 23 Seconds.

1-2 Mile, 48 Seconds.

Fastest ever ridden on any bicycle track
in the world.

1 Mile, 1.40 2-5.

Fastest mile ever ridden in public.

2 Miles, 3.38 3-5. World's Record.

These records were broken in the pres-
ence of 40,000 people at Chicago.

JIMMY MICHAEL.

5 Miles in 9.38.

American Record.

AGENTS, you want this record-breaking line for
1897. Samples ready. Write us.

Kindly mention The Wheel.

TO DISPLACE FORGINGS.

Drop forgings, of course, can't talk. If they could they would undoubtedly say something interesting to the Whiteley Malleable Castings Company of Muncie, Ind., for it is the avowed intention of the Whiteley people to force the forgings to the wall. The means to that end is a peculiar metal, in its original form the finest imported pig iron, which, treated with the Whiteley process, becomes a metal that has virtues all its own—virtues which it is asserted will compel the respect of cycle manufacturers, for, be it known, the metal is to be worked into all manner of cycle fittings, which are claimed to possess greater strength than drop forgings and to require less labor in finishing and to be in other respects more generally economical.

The metal is in no sense an experiment. While the company has made but little noise it has been subjecting its product to a careful series of tests, both theoretic and actual, and it is highly indorsed by experts.

Whether or not their metal will, as the company expect, ultimately displace forgings entirely, it is sure to create a wave of interest in every cycle factory, now that the making of wheels has come to the point where the profit lies in economical production.

From the point of appearance the finished product attracts the eye at once. It has a particularly smooth surface, the parts needing but little finishing when they reach the cycle makers' hands.

Actual tests of the parts made by the company of this metal show gratifying results. Numberless pieces have been severely hammered on an anvil, bent and twisted in a vise, and in all cases no cracks or check marks show.

A word about the company and its capacity. The former is so widely known among manufacturers everywhere that an introduction is hardly necessary, but as to capacity: The plant is simply enormous, covering ten acres, with very nearly five acres of floor space. The foundry proper is 750 feet in length by 75 in width, and can take care of a hundred tons of metal a day. The use of natural gas—and the company controls a large gas territory—gives them an advantage in quality and cheapness of production that is no mean element.

The bicycle fittings of the Whiteley Company's new metal will be known as the McHaffie Steel Fittings, and the company will be pleased to hear from the trade.

IN THE TRADE TO STAY.

Poughkeepsie, N. Y., expects to enter the wheel trade in two directions. The Sussex Tire Company, with a capital of \$5,000 and a directorate composed of Messrs. Albert H. Gleason, Charles H. Broas and Charles A. Stuart, being one enterer, and the Sussex Cycle Company, organized by the same interests, being the other.

Albert H. Gleason, who is president of the new corporations, is a lawyer with an office at No. 265 Broadway, New York, and the other incorporators are connected with the same office. When interviewed, Mr. Gleason said that the companies were as yet only in a formative state, and without any need at present for more than nominal capital. They proposed in time to make a new tire, which might be described as belonging to the same class as the "Vim." They would also be in the field for the manufacture of bicycles.

Manufacturers would do well to look up the Peruvian market. There have been several small inquiries received from that country lately.

COMFORT FOR PUNCTURE SUFFERERS.

It is ever the unexpected that happens, and the man who never carries a repair outfit simply because punctures are unknown to him will sooner or later find out that it is a case of the pitcher that went too often to the well—and be landed high and dry miles away from home, cursing fate, when really his own carelessness is to blame. Of course, in defence of this it may be said that many repair tools are so complicated and so cumbersome that carrying them is a bother. The Boston Woven Hose and Rubber Company have issued a booklet, "Punctures, How to Get Them and How to Close Them," in which they describe a little apparatus designed to use with their new repair compound, "Vimoid," which consists of a peculiar, thick rubber composition, that is injected into the punctures, making, as is claimed, a permanent repair. The entire tool is complete in a handsome nickelled tube 4 by 3/4 inches, occupying a space in the toolbag much less than a pump, and in simplicity and clean-

HERE IS SOUND REASONING.

Dealing with the idiotic newspaper stories of the actual cost of a real \$100 wheel, and the subsequent cost of such untruthful statements upon the cycle trade, "Hardware" hews close to the line of sound sense with these remarks:

"This discussion left the unwarranted assumption on the minds of the buying public that a first-class cycle actually cost complete about \$31.31. So, by inference, a man ought to buy for \$40 or \$45 any cycle possessing superior riding quality. One would scarcely believe it possible that thinking men could be led so far astray, or that a man who, for the advancement of his daughter's musical ability holds an ambition which the name of Chickering or a Steinway alone could gratify, would unhesitatingly permit his son and heir to mount a cycle costing \$35 or even less, and mounted on which he risked his life and limb at almost every mile indicated by his cyclometer."

"Of what does reputation consist, and what benefit does merit bring its producer, if conditions such as these prevail and begot the judgment?"

"If all the pianos possessing unknown names were thrown on the market at bankrupt prices, it would not for a moment cause his judgment to swerve from those which he knows indicate quality, unpassed merit



A Naugatuck Valley Quartette.

ness making one of the most desirable things in its line yet offered. The book is well worth the reading, and will be gladly furnished on application at any of the company's offices.

EUROPEANIZING THE WEAVER OUTPUT.

H. Hardy, of the Hardy Cycle Company, has sailed for Europe on the Breton, of the French Line. He will represent the J. A. Weaver Cycle Fittings Company, of this city, and will establish permanent agencies for this firm in Paris, London, Brussels and Berlin. The J. A. Weaver Company has contracted for the entire 1897 output of barrel hubs of the Columbia Heights Drop Forge Company, of Brooklyn. The Weaver Company will shortly open a downtown branch in or near the Chambers street cycle district, with Mr. William A. Schnauffer as manager.

It is noticeable that as soon as a woman gets a wheel of her own she stops talking of how unmanly bicycling is.

and positive value. And yet, in the more important machine, constructed by makers of long standing and qualified experience, to be sold at an unchangeable price, he dismisses with scarcely a thought and buys a 'fake' wheel, sold at one-third the cost of the one known to possess acknowledged excellence. It is needless to remark that if his cycle-riding progeny are alive to-day, it should be considered a dispensation of divine Providence.

"These conditions cannot possibly affect the cycle market in 1897. Even the most obtuse can at least draw some wisdom from the bank of experience. Our makers of high-class wheels will find a ready trade for their production for 1897, not three or four fold in volume over any previous record-breaking year, but still of sufficient importance in quantity to make desirable a lavish expenditure in maintaining quality at present standard of merit.

"This alone would justify those more complete facilities for disposing of the same, that annually inspires the brain-energy of cycle manufacturers and the indefatigable ambition of their carefully selected agents."

McDONALD WITH THE WORCESTER.

The eastern branch of the Monarch Co., in Reade street, have lost the services of George McDonald, who has been with the concern for the last year. Mr. McDonald leaves the company on an amicable basis, and has signed a contract for several years with the Worcester Cycle Co., of Worcester, Mass., with temporary office at No. 45 Wall street. This company has an invested capital of \$800,000 in their plant. They were rather late in getting under way last year, but will be in good shape for next season's trade. They will open big New York offices, have their headquarters in the metropolis, and will put an ample staff of men on the road.

WILL SAIL FOR SIDNEY.

F. A. Peters, formerly with the Union Manufacturing Company, of Toledo, is about to sail for Sidney, Australia, in the interest of the Bean-Chamberlain Manufacturing Company, of Hudson, Mich. He will take with him models of the '97 Hudson cycles, and push their sale in Australia, New South Wales and New Zealand. He expects to remain in the Antipodes for two years.

WHAT A SPARK DID.

A stray spark from a blacksmith's anvil came near doing great damage to the Acme Manufacturing Company's plant at Reading, Penn., on Saturday last. It fell on a can of benzine, which at once exploded, throwing the burning fluid up the elevator shaft and igniting the woodwork. Two workmen were slightly burned, but the flames were subdued with but little damage to property.

TRY A FILLER.

As an evidence of faith in their newest production, Steel Carbonite Filler, the Glidden Varnish Company, Cleveland, Ohio, are offering to send a sample of the composition to such manufacturers as ask for it. The filler is designed to help out those who have been troubled by the rusting of the tubing where the enamel has been chipped.

FRICITION HAS VANISHED.

Peace has been restored among the members of the firm known as the Howard & Nichols Cycle Manufacturing Company, makers of the Howard chainless bicycle, at Newark, N. J. The troubles have been smoothed over out of court.

ABOUT GRANULATED RAWBONE.

"How to Case Harden, Color and Anneal with Granulated Rawbone," the little pamphlet issued by the Rogers & Hubbell Company, of Middletown, Conn., is well worth the reading of every one interested in the subject.

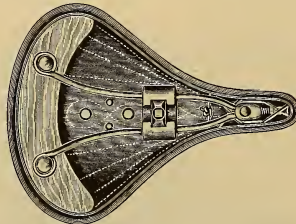
"NOTHING BUT THE BEST."

Compared to some others, the Duguid Saddle Co., of Syracuse, N. Y., is young in the cycle saddle business, but the industry in which they for many years previously had been engaged, and are still engaged—that of saddlery hardware—had given them many points which have served them well since



they added cycle saddles to their product; their guiding principle, "Nothing but the best," has done the rest.

In all they market fifteen styles of saddles, but their No. 7 is probably the best known to the trade. It is of that peculiar shape, very



broad at the back and narrow at the peak, which affords a most comfortable seat and at the same time is without the least danger of injury. It is formed of fine, heavy leather, fitted with a wooden cantle and double wire spring, with a clip that allows of adjustment



very close to the frame, and is especially adapted for the use of heavy riders.

The No. 9 is really two saddles in one. It has a foundation of leather formed and stitched as shown in the cut. The stitching prevents stretching and adds durability without destroying elasticity. Over this foundation is a formed cover of felt and soft leather, making an easy and comfortable saddle. The wooden cantle covered with canvas, shelled and with an easy wire spring, has pro-

duced a saddle that for quality, shape and appearance is one of the most durable and desirable of its kind.

The No. 15 comes under the head of a '97 pattern. It is not a freak or a novelty, but is built on principles that a long course of experiments has shown are right. Its construction embraces all those qualities which have made many imported saddles so popular among the knowing riders. The top is made of English tanned leather, so formed that it will remain permanently in shape and always pliable from cantle to nose-piece. The soft skirts cannot be forced outward, but remain in their proper position no matter what pressure is put on the leather. The cantle, spring and other metal parts are all made especially for this style and are collectively fitted and adjusted to the top seats to form a lively saddle. The same grade of detail shown on all Duguid saddles are carefully followed out, and from the standpoint of quality No. 15 should make a valuable addition to any make of wheel.

ONE OPENS, TWO CLOSE.

Cleveland, Ohio, Oct. 12.—The New York Tire Company has established a depot in this city. Harrison P. Smith, formerly manager of the Winton Bicolorama Riding School, will be in charge, with territory extending south to Columbus, Ohio, east to Erie, Penn., and west to Toledo, Ohio. It is the intention of the company to establish a free repair shop here about January 1.

The Forest City Cycle Livery, of No. 325 Erie street, and the Logan Cycle Company, Cedar avenue, opposite Logan avenue, will both discontinue business after November 1. The bulk of business at both places was in the renting line.

HANDSOME

..Cycling Picture..

FRAMED.

15x12; suitable for clubhouse. Express prepaid on receipt of one dollar.

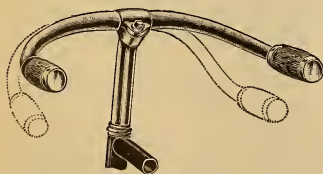
F. P. PRIAL CO.,

P. O. Box 444.

New York.

GENERAL AGENCY WANTED of a High-Grade Wheel for Germany. Agency, care of THE WHEEL.

10-16 p



H. LAUTER BARS

ARE THE WOOD BARS.

Acknowledged to be beauties by everyone who has seen them. My Ram's-Horn and Cow-Horn shapes are not to be beaten. Up and down curves made in three styles. Get prices for 1897 on Guards, Wood Rims, Gear Cases and Bent Wood Cantels.

THE H. LAUTER FANCY CHAIN GUARD

is the newest and best thing added to the line of Bicycle Sundries (made regular and continuous). The fancy Chain Guards are made of three-ply, built-up wood, on the order of aluminum guards.

H. LAUTER, INDIANAPOLIS, IND.

Kindly mention The Wheel.

TEMPLE
BICYCLES
FOR 1897.

TEMPLE

TEMPLE
BICYCLES
FOR 1897.

(REMEMBER THE NAME)

BICYCLES FOR 1897 ARE NOW READY.

Five Models of Gents' Wheels and Five Models of Ladies' Wheels.

Our prices for 1897 will be \$100.00, \$75.00, \$60.00, \$50.00, \$40.00. We will have the finest juvenile line, for they are high grade. All fittings, such as tires, saddles and pedals, will be the best. The finish is original and beautiful and lasting. Our Catalogue will be out at an early date. Write AT ONCE for it. We are prepared to talk business with both large and small. TEMPLE BICYCLES gave satisfaction last year. They are better this year. Take trouble to find out about our guarantee.

FOREIGN TRADE CAREFULLY HANDLED.

1897 Bicycles Ready for Shipment.

TERRITORY PROTECTED—CORRESPONDENCE INVITED

RALPH TEMPLE CYCLE CO.,

204 Thirty-Fifth St., Chicago.

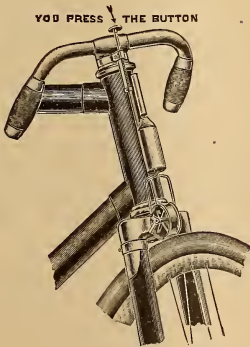
Kindly mention The Wheel.

TEN
STYLES
and PRICES.

TEN
STYLES
and PRICES.

Automatic Bicycle Whistle.

YOU PRESS THE BUTTON



It will guarantee you a clear road and make riding safe and enjoyable.

All finished in burnished nickel—will add to the appearance of your wheel.

If not for sale by your dealers, will be sent postpaid on receipt of

PRICE, \$2.00.

AUTOMATIC CYCLE WHISTLE CO.,

INDIANAPOLIS, IND.

Kindly mention The Wheel.

DROP FORGINGS

OF ALL DESCRIPTIONS.

Our bicycle work has made a reputation for itself.



Send us a drawing or model of what you need and we will estimate on it. Our prices will interest you.

Delays are costly—look into this NOW.

Cranks, both flat and round, a specialty.

RICHARD ECCLES, Auburn, N. Y.

Kindly mention The Wheel.

FORKSIDES,

TANDEM FORKS,

RE-ENFORCED BOTTOM TUBES.

THE GLEVLAND BRAZED FORK & TUBING CO.,

Cleveland, Ohio.

Mention The Wheel.

GIVING LIFE TO THE DEAD.

English Speculators Trying This on Defunct Companies—Some Fat Dividends Declared.

London, Oct. 3.—Tire resurrections are the order of the day now, and so long as they have had a license from the Dunlop Company, the lame, the halt and the blind are being re-animated into existence.

The Turner Tire Company, Preston Davies and Seddon have all been put through this process, for what reason it is hard to say, beyond that of winning over some thousands of pounds to the acute people who find that the public have an implicit faith in the future of any tire company that can manufacture under a Dunlop license. The method of re-juvenification is simple. You first get a bankrupt concern which has had a license (forced on it in the majority of instances) from the Dunlop Company. You then proceed to purchase as cheaply as possible—the price generally runs from 6d. per £1 shares to 2s. 6d.—as many shares as will justify your offering a composition to the creditors which they will accept. If you cannot get a good number of shares, of course it is not worth your while. The company cannot be taken out of bankruptcy until the entire debts have been paid, or, to be more accurate, the creditors have settled. Then a meeting of the stockholders is convened, and it is decided to add a couple of thousand of fresh capital to proceed to business once more, as though it had never been interrupted. The shares are quoted once more on the Stock Exchange, and dealings recommence in them. I know of instances in which £1 share scrip in a company of this sort has been purchased at 6d. and 9d., to be sold again at a premium on the original "face" value. That any of these re-juvenifications will ever turn out financial successes, I do not believe. Their only hope of benefiting their present proprietors is in the possibility of the Dunlop Tire Company determining to purchase the license they had granted in other days, and when their aims and prospects were not so gigantic as is now the case.

But this is not the only class of opportunist who find the present a golden time for them. Mr. Harvey Du Cros has sent to the press an almost verbatim copy of a letter which he has received from a gentleman who seeks, by a species of blackmail, to prevent the Dunlop Company from obtaining legal judgment against him for infringing their patents. I may say that the letter writer first found it convenient to leave for South Africa, from which ground of vantage he wrote the Dunlop Company as follows:

Cape Town, South Africa, Sept. 9, 1896.
Gentlemen: I left Newtown Mill, West Gorton, Manchester. I do not intend contesting your action against me any further, as I shall be in Johannesburg before you get this letter. I do not think it to my interest that you should lose your patent rights, and if you let your action against me drop, you will not be troubled with me any more selling pneumatic tires in England; but if you proceed to get an injunction against me, I shall write the judges and about forty members of Parliament and about thirty newspapers, giving the particulars of the agreement with Mr. (Lawson) that if he would not call Sir (Frederick B—), the Dunlop Tire Company would give him a license to make the tire. I shall also give what Sir (Frederick B—) was prepared to swear. I shall also give them the information that the Dunlop Tire Company paid (Mr. Charles —), London, £5,000 for Mr. Caswell not to proceed with the appeal. I may say I have a letter in my hand, written and signed by the above firm, stating it to be a fact. If you let your action against me drop I will say no more about it; but if you proceed I shall try

to bring the facts of the case before the British public. I am, yours truly,

JAMES GREGSON.

P. S. If you care to let me know your intentions, or have any proposition to make me, you can write to James Gregson, care the Rev. J. Scott, Russell street, Durban, South Africa.

I may say that I have had a legal search at the Cape Colonial Office, and am advised you have no patent rights over here for the endless wire, though I have not made any endless yet. Yours truly,

JAMES GREGSON.

I give the letter in full, because it bears, to some extent, on matters which I have written on in this column from time to time, and which I am informed will be gone into very fully at an approaching patent trial, in which the three persons whose names are suppressed will be found arranged—with or without their will—as witnesses for the opponents of the Dunlop Tire Company.

Company meetings are matters of daily occurrence now. Most of these are being held in consonance with legal rules of company formation, and do not do much more than show the subscribers that their property is actually alive and endeavoring to earn money. The burden of them all is wonderfully similar—enthusiastic satisfaction with the past, sanguine hopes of the future and promises of dividends ahead. A few have

votes its energies to bicycles which can be sold at £15 to £17 by agents at a good profit, its success seems to show that there is a better return to be got out of capital sunk in second and third than in first grade firms. The John Griffiths Cycle Corporation balance sheet is nearly due now, but nobody seems to know how "the world's largest cycle dealers" have fared this year. Last winter the £1 shares were "written down" to 7s. 6d. each, in order to wipe out the losses. These now stand at 20s. or so.

The statutory meeting of the Tubeless Pneumatic Tire Company was held last week in Birmingham, and though of a purely formal character it enabled C. A. Palmer, the chairman, to announce the directors' faith not only in the commercial future of the company, but, what is of very vital importance at present, the validity of the patents which the company has purchased. There is a deliberateness in the methods of the Dunlop Tire Company in this instance which, to my mind, is indicative of a legal conflict, which will last for years possibly, but which, in any case, will exhaust the resources of the law before either side can regard its victory as complete. With the principle of the tubeless tire I am quite satisfied; I leave others to judge of the patent.

Flotations which are pending are Coventry Machinists' Company, Ormond Cycle Company, Goodby & Co. (cheap machine makers, Wolverhampton), the Chainless Bicycle and the big French amalgamation, about which I gave particulars in my last. These will all pop up as soon as a few glowing balance sheets appear as incentives to public investment in the rather over-capitalized cycle trade. I have no doubt that next year will be a good one on this side if the weather is all right, but that it can return decent profits on the huge capitals subscribed this summer I very much doubt.

The shows will shortly be with us, and with the idea of ascertaining the intentions in this way of the American makers on this side I have written most of them, and up to date find that the Columbia, Fowler, Envoy, Stearns and Crescent will be on view at the Agricultural Hall, while the Crystal Palace will claim the Waverly, Spalding and Rambler, while at present the Cleveland people are undecided. Space has been taken for 20 Columbias, 20 Stearns, 20 Crescents and the same number of Fowlers, while thirty Ramblers and an equal number of Waverlys and Envoys will be shown. The show fixtures up to date on this side are: Stanley (London), November 20-28; National (London), December 4-12; Salon du Cycle (Paris), December 12-27; Manchester, January 2-9; Dublin, January 16-23; Glasgow, January 23-30.

Among the recent American trade visitors to London I dropped across Mr. J. Cockburn, who, some years ago, was a well known and prominent Scottish racing man. Mr. Cockburn, I believe, was over on a trip partly private and partly business. His firm is the Moore Fittings Company, of Newark, N. J., and the machine he had with him was a splendid example of an American wheel. I believe that he did good business here, and may return soon.

IF HE ONLY THOUGHT SO.

Sockstein—Do you belief dot bysickling is a valture?

Isaacson—Vot! Mine tear young frien', if I belief dot I vould ged me a bysickle tomorrow.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK REPAIR TIRE
BECAUSE IT GIVES THE LEAST
TROUBLE AND THE MOST COMFORT
TO THE MOST PEOPLE

MORGAN & WRIGHT
CHICAGO

been in a position to declare dividends, but these have more than a few months' existence to look back upon. The Star Tire Company has given its stockholders no less than 300 per cent in profits this year, but most of it was made out of company dealing and flotation. The Jointless Rim Company has just declared a 20 per cent dividend as against 5 per cent last year, while I believe that both the Rover Cycle Company and the St. Georges Engineering Company are about to declare a 10 per cent dividend on the trading year which ended yesterday.

A company whose balance sheet is eagerly awaited is the Cycle Components Manufacturing Company. Speculation is rife as to the amount of profit, but I have been told that it amounts to £17,000, which would justify a 75 per cent dividend. A ring of speculators have been operating on these shares for some time past, with the object of getting hold of them. They "beared" them down last week to 72 £1 shares, but now they have gone up again to 82, so it is likely that some idea of the dividend to be declared has got abroad.

Another firm which has had a very fine year is the Star Cycle Company, of Wolverhampton. On a paid up capital of £27,000 a profit of no less than £17,000 has been made, I believe, and in consequence a 50 per cent dividend will be declared. As this firm de-

CHAMPION COOPER.

THE MONARCH KING WINS OUT.

HE IS REALLY AWAY AHEAD OF BALD IN BOTH
POINTS AND PERCENTAGE.

Cooper and Bald have met in 32 races this year, in 21 of which Cooper has defeated Bald, while the latter has beaten Cooper in only 11. Here is the summary:—

Fredonia,	June 6th,	Mile open,	Cooper first, Bald unplaced.
Fredonia,	June 6th,	2-mile handicap,	Cooper (scratch) first, Bald unplaced.
Rochester,	June 10th,	$\frac{1}{4}$ -mile open,	Cooper first, Bald third.
Rochester,	June 10th,	Mile open,	Cooper first, Bald second.
Utica,	June 15th,	Mile open,	Bald first, Cooper second.
Utica,	June 16th,	$\frac{1}{2}$ -mile open,	Cooper first, Bald second.
Battle Creek,	July 13th,	$\frac{1}{2}$ -mile open,	Bald first, Cooper second.
Battle Creek,	July 14th,	Mile open,	Cooper first, Bald second.
Kalamazoo,	July 15th,	$\frac{1}{2}$ -mile open,	Bald first, Cooper fourth.
Kalamazoo,	July 16th,	Mile open,	Bald first, Cooper second.
Detroit,	July 18th,	Mile open,	Cooper first, Bald third.
Lima,	July 29th,	Mile open,	Bald first, Cooper second.
Lima,	July 29th,	$\frac{1}{2}$ -mile open,	Cooper first, Bald unplaced.
Buffalo,	Aug. 7th,	Mile open,	Bald first, Cooper second.
Buffalo,	Aug. 8th,	Mile invitation,	Bald second, Cooper third.
Louisville,	Aug. 13th,	2-mile National championship,	Cooper first, Bald second.
Louisville,	Aug. 14th,	$\frac{1}{2}$ -mile National championship,	Cooper first, Bald third.
Louisville,	Aug. 14th,	$\frac{1}{4}$ mile National championship,	Cooper first; Bald did not qualify.
Louisville,	Aug. 15th,	5 mile National championship,	Cooper first, Bald unplaced.
Springfield,	Sept. 2d,	$\frac{1}{2}$ -mile open,	Bald second, Cooper third.
Springfield,	Sept. 2d,	Mile international,	Cooper second, Bald fourth.
Springfield,	Sept. 3d,	Mile record,	Cooper first; Bald did not qualify.
Springfield,	Sept. 3d,	$\frac{1}{2}$ -mile open,	Cooper first, Bald second.
Philadelphia,	Sept. 12th,	$\frac{1}{2}$ -mile invitation,	Cooper fifth; Bald did not qualify.
New York,	Sept. 19th,	$\frac{1}{2}$ -mile invitation,	Cooper first, Bald unplaced.
Plainfield,	Sept. 26th,	$\frac{1}{2}$ -mile open,	Cooper first, Bald second.
Plainfield,	Sept. 26th,	$\frac{1}{2}$ mile open,	Bald first, Cooper fourth.
Trenton,	Sept. 28th,	Mile open,	Cooper third, Bald unplaced.
Trenton,	Sept. 28th,	2-mile handicap,	Cooper (scratch) first, Bald fourth.
Washington,	Oct. 5th,	Mile open,	Bald first, Cooper third.
Washington,	Oct. 5th,	$\frac{3}{8}$ -mile open,	Bald first, Cooper second.
Washington,	Oct. 5th,	2-mile handicap,	Cooper (scratch) first, Bald third.

Of these 32 races, Cooper won 18, was second in 7, third in 4, fourth in 2, and fifth in 1; while Bald won 9, was second in 8, third in 4, fourth in 2, unplaced in 6, and did not qualify in 3. Counting three points for a first, two for a second, and one for a third, Cooper made 72, while Bald made but 47.

Cooper has won more money and more races than any other rider.

Cooper is the only rider who qualified in every heat.

Cooper won all of his heats but three, far more than any other rider.

Cooper won nearly all of the great races of the year, including four of the six National championships and the mile record at Springfield.

COOPER IS CHAMPION OF AMERICA.

Ride a Monarch and be a Cooper.

Chicago.

New York.

MONARCH CYCLE MFG. CO.

San Francisco. Toronto.

Kindly mention The Wheel.

SPACES ALLOTTED.

The Board of Trade Divides the Floor Room of Both Shows in a Thoroughly Equitable Manner.

With President Coleman's exhibit—that of the Western Wheel Works—located on the third floor, and Director Spalding's on the same floor, no room is left for charges of favoritism in the allotment of the spaces at the New York show. Nearly all of the other bicycle concerns secured room on the second floor, where the overflow of applicants were also provided for by leasing quarters at present in use for office purposes.

In all, there are 523 spaces, with 241 exhibitors at the New York show, and several spaces on the ground floor still to let. Of the exhibitors 106 make bicycles, 18 are tire makers, 16 parts and cycle fittings, 7 saddles, 7 lamps and 6 wood rims.

NEW YORK SHOW.

SECOND FLOOR.

- 1, 2, 3 and 4, Fowler Cycle Mfg. Co.
- 5, Phillips Mfg. Co.
- 6, 7 and 8, Eagle Cycle Co.
- 9 and 10, McIntosh-Huntington Co.
- 11, 12, 45 and 46, Gendron Wheel Co.
- 13, 14, 43 and 44, Acme Mfg. Co.
- 15, 16, 41 and 42, Black Mfg. Co.
- 17 and 40, Richmond Bicycle Co.
- 18 and 29, Keating Wheel Co.
- 19, 20, 37 and 38, Adams & Westlake Co.
- 21, 22, 23 and 24, Chicago Wheel Works (W. E. Davis).
- 25, 29, 31 and 32, Keating Wheel Co.
- 27, 28, 29 and 30, Eagle Bicycle Mfg. Co.
- 33, 34, 35 and 36, Hamilton-Kenwood Cycle Co.
- 37, 38, 49 and 50, Racine Cycle Co.
- 51 and 52, Central Cycle Mfg. Co.
- 53, 54, 75 and 76, G. N. Pierce & Co.
- 55, 54, 55, 56 and 57, H. A. Lozier & Co.
- 57, 78, 79, 98, 99, 100, Sterling Cycle Works.
- 80, 97, John P. Lovell Arms Co.
- 81, 82, 95, 96, Remington Arms Co.
- 83, 84, 85, 82, 83, 84, B. C. Stevens & Co.
- 86, 87, 88, 83, 90, 91, Pope Mfg. Co.
- 101, 102, Davis Sewing Mach. Co.
- 104, 105, 106, E. Howard Watch & Clock Co.
- 107, 108, E. Horsman
- 109, Buffalo Wheel Co.
- 110, Folding Bicycle Co.
- 111, George Worthington Co.
- 112, 115, Peerless Mfg. Co.
- 113, 114, 143, 144, Schoverling, Daly & Gales.
- 115, 116, 141, Buffalo Bicycle Co.
- 117, 118, 119, 138, 139, 140, R. H. Wolff & Co., Ltd.
- 120, 137, Winton Bicycle Co.
- 121, 122, 135, 136, Iver-Johnson's Arms & Cycle Works.
- 123, 124, 133, 134, White Sewing Mach. Co.
- 125, 132, Shelby Cycle Mfg. Co.
- 136, 137, 128, 129, 130, 131, Gormully & Jeffery Mfg. Co.
- 147, 148, Union Bicycle Co.
- 149, 150, Indiana Bicycle Co.
- 151, 152, Geneva Cycle Co.
- 153, 154, Warwick Cycle Mfg. Co.
- 155, 156, McKee & Harrington.
- (Additional spaces on second floor.)
- 454, Ames & Frost Co.
- 455, 475, 480, Walton-Tinkham Mfg. Co.
- 474, Snyder & Fish's Bicycle Works.
- 457, 473, Grand Rapids Cycle Co.
- 458, 472, Light Cycle Co.
- 459, 471, Waltham Mfg. Co.
- 460, 470, Stanley Cycle Mfg. Co.
- 461, 469, 486, 493, Rouse, Hazard & Co.
- 462, 468, Elgin Cycle Co.
- 463, Demorest Mfg. Co.
- 464, 465, Miami Bicycle Mfg. Co.
- 466, 483, National Cycle Mfg. Co.
- 467, Penn Mfg. Co.
- 470, Knickerbocker Cycle Mfg. Co.
- 477, 478, 501, Worcester Cycle Mfg. Co.
- 481, 486, Hendee & Nelson Mfg. Co.
- 482, 483, 486, 497, Comanition Cycle Co.
- 485, 496, Hay & Willis Mfg. Co.
- 485, 494, Standard Bicycle Mfg. Co.
- 487, Frank Douglas.
- 489, New-Haven Chair Co.
- 491, W. H. Cole & Sons.
- 492, 512, Zimmerman Mfg. Co.
- 493, 505, T. H. Stewart.
- 500, 503, Evercy Cycle Co.
- 502, 503, Arnold Schwinn & Co.
- 507, Kankakee Mfg. Co.
- 508, The Shirk Co.
- 510, Vacant.
- 511, Am. B. & O. S. Co.
- 512, Premier Cycle Mfg. Co.
- 513, 515, Chicago Stamping Co.

THIRD FLOOR.

- 157, 158, 159, Hulbert Bros. & Co.
- 160, 161, 162, 163, 186, 187, 188, 189, John S. Leng's Sons & Co.
- 164, 165, Indiana Novelty Mfg. Co.
- 166, 167, Persons Mfg. Co.
- 168, H. G. Shepard & Sons.
- 169, 170, 179, 180, Hartford Rubber Works Co.
- 171, 172, Reed & Curtis Mach. Screw Co.
- 173, I. A. Weston & Co.
- 174, Shelby Steel Tube Co.
- 175, E. K. Trevell, Jr., & Co.
- 177, G. W. Cole & Co.
- 178, W. W. Whitten Cycle Mfg. Co.
- 181, 182, Betts Patent Headlight Co.
- 183, 184, Boston Wood Rim Co.

- 185, Fairbanks Wood Rim Co.
- 190, 191, 192, New Departure Bell Co.
- 193, 194, 195, 196, 197, 198, Iven-Brandenburg-Burgess Co.
- 199, 200, Spalding & Pepper.
- 201, 202, 239, 240, 241, 242, 243, A. G. Spalding & Bros.
- 203, Wesson-Nivison Mfg. Co.
- 204, 205, 206, Hardy Cycle Co.
- 207, 208, Gilliam Mfg. Co.
- 209, 210, 211, 246, American Dunlop Tire Co.
- 212, Foley & Williams Mfg. Co.
- 213, 214, 233, 234, P. & F. Corbin.
- 215, 216, 245, American Cycle Fittings Co.
- 216, Schlessinger & Yeomans Mfg. Co.
- 217, Arlington U. Betts & Co.
- 218, Kron India Rubber Co.
- 219, 220, Home Rattan Co.
- 221, Climax Bell Co.
- 222, Veeder Mfg. Co.
- 223, Warwick & Stockton.
- 224, Butler & Ward.
- 225, Trenton Watch Co.
- 226, 227, 228, 229 and 230, Boston Woven Hose and Rubber Co.
- 231, Lavigne & Scott.
- 235, A. Schrader's Son.
- 237, W. J. Smart.
- 238, Muller Mfg. Co.
- 244 and 245, Columbia Rubber Works Co.
- 246, 247, 267, 268, 269 and 270, Morgan & Wright.
- 248, 249, 250, 251 and 252, Western Wheel Works.
- 253, Bl. Chain Lightning Co.
- 254, P. Hawley
- 255, New Brunswick Tire Co.
- 256, Spencer Brake Co.
- 257, 258 and 259, L. C. Chase & Co.
- 260 and 261, Davis & Stevens Mfg. Co.
- 262, Fox Mach. Co.
- 263, Baldwin Adj. Cycle Chain Co.
- 264, Chas. M. Thebrath.
- 265 and 266, Newton Rubber Works.
- 271, 272, 273, 274, 303, 304, 305 and 306, A. L. Moore & Co.
- 275, 276, 277, 278, 299, 300, 301 and 302, R. B. McMullen & Co.
- 279 and 290, Bigelow & Dowse.
- 282 and 293, Turner Brass Works.
- 281, 282 and 296, N. Y. Tire Co.
- 283 and 284, Waterbury Watch Co.
- 285, 286, 287 and 288, Elastic Tip Co.
- 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

GROUND (OR FIRST) FLOOR.

- 371, Rosewald & Weil.
- 372, To Let.
- 373, Fuescher Mfg. Co.
- 374, Packer Cycle Co.
- 375, To Let.
- 376, To Let.
- 377, Reading Rubber Tire Co.
- 378, To Let.
- 380, To Let.
- 381, To Let.
- 382, M. Cullen.
- 383, To Let.
- 384, To Let.
- 385, Columbia Corrugating Mfg. Co.
- 386, To Let.
- 387, To Let.
- 388, To Let.
- 389, Francis J. Werneth.
- 390, Biddle Hdw. Co.
- 391, Roseblatt & Co.
- 392, W. H. Frost.
- 393, To Let.
- 394, G. E. Strauss.
- 395, To Let.

- 396, S. F. Hayward & Co.
- 397, 408, Turner Brass Works.
- 398, To Let.
- 399, G. A. Hosmer & Co.
- 400, Atwood Mfg. Co.
- 402, Eastern Cycle Mfg. Co.
- 403, Erwin Mfg. Co.
- 404, 405, 406, Bigelow & Dowse Co.
- 407, Wheel Light Mfg. Co.
- 409, 410, Crosby & Mayer Co.
- 411, To Let.
- 412, Tonk Mfg. Co.
- 413, Manhattan Brass Co.
- 414, Fibre-Buckram Co.
- 415, Boston Woven Hose & Rubber Co.
- 416, Schaum & Uhlinger.
- 417, Lewis Tool Co.
- 418, National Wheelmen's Supply Co.
- 419, To Let.
- 420, E. P. Gleason Mfg. Co.
- 421, Maxwell W. Mayor.
- 422, H. Lauter.
- 423, To Let.
- 424, To Let.
- 425, To Let.
- 426, Ideal Rubber Co.
- 427, W. F. Nye.
- 428, The King Mfg. Co.
- 429, S. C. Nessler (Iroquois Bl. Works).
- 430, To Let.
- 431, Elliott Mfg. Co.
- 432, U. S. Mfg. Co.
- 433, M. Garlic.
- 434, To Let.
- 435, To Let.
- 436, D. O. Wallace & Co.
- 437, Globe Cycle Works.
- 438, To Let.
- 439, To Let.
- 440, E. Howe.
- 442, Hampshire Bicycle Mfg. Co.
- 443, Aladdin Lamp Co.
- 444, To Let.
- 445, Westcott Jewell Co.
- 446, W. T. Haine Co.
- 447, Keystone Watch Co.
- 448, Independent Electric Co.
- 449, Mason & Johnson.
- 451, G. R. Johnston.

CHICAGO SHOW.

- 1 & 84, Arnold, Schwinn & Co.
- 2, Reed & Curtis Machine Screw Co.
- 6, The Shirk Co.
- 7, Geneva Cycle Co.
- 8, Whitney Mfg. Co.
- 9, Trenton Watch Co.
- 10, Atwood Mfg. Co.
- 12, Manhattan Brass Co.
- 14, Reading Rubber Tire Co.
- 15, 16, 63 & 70, P. & F. Corbin.
- 17 & 68, Elgin Cycle Co.
- 18 & 19, E. K. Tyron, jr., & Co.
- 20, 21, 64 & 65, Keating Wheel Co.
- 22, 62 & 63, Monarch Bicycle Co.
- 24, Shone-Hanna Mfg. Co.
- 25, Bean-Chamberlain Mfg. Co.
- 26, Rudolph & Krummel Machine Works.
- 28 & 26, American Dunlop Tire Co.
- 30, E. P. Gleason Mfg. Co.
- 36, Fairbanks Wood Rim Co.
- 37, S. D. Childs & Co.
- 38 & 39, Mason & Mason Co.
- 40, Whyne Mfg. Co.
- 41, Niagara Cycle Fittings Co.
- 44, Turner Brass Works.
- 45, Curtis Machine Works.
- 46, A. Wiley.
- Baldwin Adjustable Chain Co.
- G. A. Hosmer & Co.
- Plume & Atwood Mfg. Co.
- 53, 53 & 54, Iven-Brandenburg-Burgess Co.
- 55, Bridgeport Gun Implement Co.
- 57 & 53, George Worthington & Co.
- 59, 60 & 61, Fenton Metallic Mfg. Co.
- 61 & 67, John F. Lovell Arms Co.
- 71 & 72, Rouse, Hazard & Co.
- 73, W. H. Frost.
- 74, Eagle Lock Mfg. Co.
- 75, I. A. Weston & Co.
- 76, Newton Rubber Works.
- 77, Hodgeman Rubber Co.
- 78, 79, 80, 81 & 82, Chicago Tip & Tire Co.
- 83, Robbins & Myers Co.
- 85, Roseblatt & Co.
- G. W. Cole.
- 88, 89 & 90, Davis Sewing Mach. Co.
- 91 & 163, Peerless Mfg. Co.
- 92, 150 & 151, Acme Mfg. Co.
- 94, Bicycle Chain Lightning Co.
- 95 & 96, National Wheelmen's Supply Co.
- 97, Rubber Paint Co.
- 98 & 154, Remington Arms Co.
- 100, 101, 152 & 153, Eagle Bicycle Co.
- 102, 103, 104, 105, 148, 149, 150 & 151, Overman Wheel Co.
- 106, 107, 107, 109, 110, 111, 112, 141, 142, 143, 144, 145, 146 & 147, E. C. Stearns & Co.
- 113, 114, 115, 138, 139, 140, H. A. Lozier & Co.
- 116, 117, Light Cycle Co.
- 118, Aladdin Lamp Co.
- 119, 124, Turner Brass Co.
- 120, 121, 122, 131, 132, 133, A. L. Moore & Co.
- 123, Schlessinger & Yeoman.
- 124, Knickerbocker Cycle Co.
- 125, Foley & Williams.
- 129, 130, Davis & Stevens Mfg. Co.
- 132, Kelly Handle Bar Co.
- 135, Fox Machine Co.
- 137, Tonk Mfg. Co.
- 155, Betts Patent Headlight Co.
- 156, 157, 158, 159, McIntosh-Huntington Company.
- 163, Stover Bl. Mfg. Co.
- 164, Boston Wood Rim Co.
- 165, 168, N. Y. Standard Watch Co.
- 167, 168, New Departure Bell Co.
- 169, 248, Indiana Bicycle Co.
- 170, Winton Cycle Co.
- 171, Tie Co.

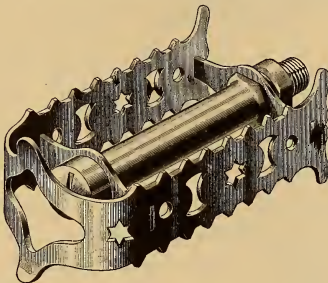
172, Luthy & Co.
 173, Indiana Novelty Mfg. Co.
 174, 175, 212, 243, Walton-Tinkham Mfg. Co.
 176, 177, 178, 239, 240, 241, The Fowler Cycle Mfg. Co.
 179, 180, 227, 238, Iver Johnson's Arms & Cycle Works.
 181, 182, 225, 226, Geo. N. Pierce & Co.
 183, 184, 185, 186, 187, 188, 229, 230, 231, 222, 233, 234, Pope Mfg. Co.
 189, 190, 191, 192, 193, 224, 225, 226, 227, 228, Western Wheel Works.
 194, 223, New York Tire Co.
 195, 196, 221 and 222, Black Mfg. Co.
 197 and 198, Ralph Temple Cycle Co.
 199 and 218, Ames & Frost Co.
 200, 201, 216 and 217, Adams & Westlake Co.
 202, 203, 204, 213, 214 and 215, Gormully & Jeffery Mfg. Co.
 205 and 212, Shelby Cycle Mfg. Co.
 206, Bikoell Co.
 208 and 209, Eugene Arnstein.
 211, H. Lauter.
 219 and 220, Marion Cycle Co.
 244, Premier Cycle Mfg. Co.
 245, Sherman Cycle Co.
 246, Smith, Seil & Co.
 247, Home Rattan Co.
 249 and 250, Schleuter Cycle Mfg. Co.
 251 and 252, Crosby & Meyer.
 253, Thomas Mfg. Co.
 254, Penn Mfg. Co.
 255 and 326, Boston Woven Hose & Rubber Co.
 256 and 325, Union Cycle Mfg. Co.
 257 and 324, Parkhurst & Wilkinson.
 258, 259, 260 and 261, Hamilton-Kenwood Cycle Co.
 262 and 319, Columbia Rubber Works.
 263 and 318, Hartford Rubber Works.
 264, Frank Douglas.
 265, Climax Bell Co.
 267, 268, 269, 312, 313, 314, 315, Sterling Cycle Works.
 270, 271, 272, 309, 310, 311, A. G. Spalding & Bros.
 272, 274, 307, 308, Griffin Cycle Co.
 275, 276, 305, 306, Syracuse Cycle Co.
 277, 278, 303, 304, White Sewing Machine Co.
 279, N. N. Hill Brass Co.
 280, 281, Relyer Tire Co.
 282, Keene Wood Rim Co.
 283, 298, Lindsay Bicycle & Mfg. Co.
 284, Waterbury Cycle Co.
 285, Armstrong Bros. Tool Co.
 286, Butler & Ward.
 287, Fibre-Buckskin Mfg. Co.
 288, Field Mfg. Co.
 292, Columbia Corrugated Mfg. Co.
 293, W. H. Fauber.
 294, 295, Dodson Mfg. Co.
 297, U. S. Mfg. Co.
 299, 300, N. Y. Belting & Packing Co.
 301, 302, Hulbert Bros. & Co.
 316, McKee & Harrington.
 320, Buescher Mfg. Co.
 321, 322, 323, Chicago Stamping Co.
 327, 328, S. C. Nessler.
 329, 330, Waltham Mfg. Co.
 331, 332, Standard Bl. Mfg. Co.
 333, 334, 335, Central Cycle Mfg. Co.
 336, Elliott Mfg. Co.
 337, Beck Bicycle Middle Co.
 338, 339, 410 and 411, Chicago Wheel Wks.
 340, 341 and 342, Richmond Bicycle Co.
 343 and 344, The H. C. Mfg. Co.
 345, 346, 403 and 404, Morgan & Wright.
 347, Grand Rapids Cycle Co.
 348, 349, 350, 351, 352, 353, 356, 357, 358, 359, 400 and 401, R. H. Mfg. Co. & Ltd.
 354, 355, 356 and 357, Barnes Cycle Co.
 358 and 359, the Gendron Wheel Co.
 368, Altron Iron Rubber Co.
 363, Geo. L. Thompson Mfg. Co.
 361 and 362, L. C. Chase & Co.
 364, A. U. Boyer & Co.
 365, 365 and 366, America Cycle Mfg. Co.
 370, Rockford Tool and Sundry Mfg. Co.
 368 and 369, U. S. Cycle Fittings Co.
 373, Berrang & Zacharias.
 371 and 372, Kalamazoo Cycle Co.
 376, Cycle Improvement Co.
 374, F. A. Hollenbeck.
 378, Westcott-Jewell Co.
 377, Spencer Brake Co.
 383, Actina Wax Mfg. Co.
 379, Chas. M. Theobald.
 382 and 383, Eastera Cycle Mfg. Co.
 381, Veeder Mfg. Co.
 387, D. D. Warner Co.
 386, Pope Tube Co.
 390, 391, 392, 393, 394 and 395, R. B. McMullen & Co.
 388, Kankakee Mfg. Co.
 405, Albany Mfg. Co.
 409, New Brunswick Tire Co.
 413 and 419, Manufacturers' and Merchants' Warehouse.
 415 and 416, Gilliam Mfg. Co.

FOR THE SILVER RAMBLER.

Out Denverway they've got it so bad that they've had a Bryan and Sewell race meet, at which, not inappropriately, efforts were made to land the silver-embossed Rambler offered by Gormully & Jeffery for the fastest mile during the year by a Rambler amateur. W. Oudkirk, behind a quint, made the effort, and did it 1:48 1-5, three-fifths of a second outside of Hughes's record, which is the best to date. At the same meeting W. P. Senger, an amateur, mounted on a Rambler racer, broke the world's two-mile unpaced record, doing 4:27 3-5.

A STAR AMONG PEDALS.

With the approach of 1897 comes the new ideas in cycle accessories. A good pedal is a potent factor in an up-to-date mount, and inasmuch as the pedal receives about the least care and attention by the average rider, it needs to be dust proof, water proof, self-oiling and almost self-cleaning. A pedal with



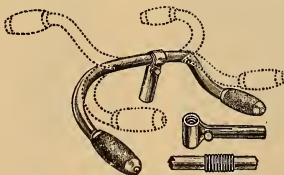
about all the good points that the human mind has conceived, and one that will not bark your shins when trundling a wheel, is being marketed by the Bridgeport Gun and Implement Company, No. 313 Broadway, New York, and is known as the Star. The company have already perfected their '97 models, one of which is illustrated herewith. The Star rat-trap weighs fourteen ounces, the combination nineteen ounces. The pedals are made on a special plant of automatic machinery, every part being interchangeable and true to gauge. The axles, sleeves, cones and caps are cut from bars of special steel, and the frame and arms from cold rolled steel. One-eighth inch balls of the best quality are used throughout.

AN IMPROVED JIG.

As an almost companion part of their radial flexible drill the Stow Manufacturing Company, Binghamton, N. Y., have produced and are marketing an improved jig which will hold any size of frame, either drop or diamond, from twenty-two to twenty-eight inches. With the Stow drill and jig one man has drilled and pinned ninety diamond frames in a day. The drill, as is fairly well known, hangs from the ceiling, requiring no floor space, and has both up and down and rotary motions. It stops automatically, and no counter shaft is needed.

TWO YEARS OF PROOF.

A two-year-old adjustable handle-bar, one that has passed through the experimental stage, is shown in detail by the accompanying illustration. It is manufactured by Charles W. Morgan, Lockport, N. Y. It al-



lows perfect adjustment to any angle desired, and is free from teeth or notches, eliminating the tendency to slip. The bar is reversible for up or down turn, is made in any shape desired under the Palmiter patents for cold welding. The manufacturer is prepared to furnish the bar in large quantities to manufacturers or jobbers at low prices.

NEW PATENTS.

568,743. Bicycle Lock.—Louie H. Clark and Ernest A. Munger, Fond du Lac, Wis., assignors to William T. Allen and Arthur C. Ewen, Brooklyn, N. Y. Filed January 28, 1896. Serial No. 577,138. No model.
 568,752. Clamp for Repairing Bicycle Tires.—William Foth, Orange, N. J. Filed December 14, 1895. Serial No. 572,122. No model.
 568,767. Crank Shaft and Bearing for Bicycles.—Robert M. Keating, Springfield, Mass. Filed December 10, 1895. Serial No. 571,615. No model.
 568,768. Crank Shaft and Bearing for Bicycles, etc.—Robert M. Keating, Springfield, Mass. Filed June 1, 1896. Serial No. 593,732. No model.
 568,794. Patch for Bicycle Tires.—Albert C. Rehben, Menominee, Mich. Filed April 11, 1895. Serial No. 545,315. No model.
 568,802. Means for Attaching Bicycle Saddles.—Benjamin S. Seaman, Canton, Ohio. Filed November 11, 1895. Serial No. 568,569. No model.
 568,813. Tire for Bicycles.—William H. Taylor, Narragansett Pier, R. I. Filed December 26, 1895. Serial No. 573,257. No model.
 568,855. Bicycle Support.—Horace G. Kennedy, Denver, Col. Filed November 30, 1895. Serial No. 570,709. No model.
 568,862. Velocipede.—Robert Miehlem, Chicago, Ill. Filed December 3, 1894. Serial No. 530,698. No model.
 568,973. Bicycle Saddle.—Arthur L. Garford, Elyria, Ohio. Filed March 12, 1895. Serial No. 541,421. No model.
 568,974. Bicycle Saddle.—Arthur L. Garford, Elyria, Ohio. Filed March 15, 1895. Serial No. 541,890. No model.
 568,977. Bicycle Seat.—Robert E. Helmore, West Bay City, Mich. Filed August 24, 1895. Serial No. 560,380. No model.
 568,995. Ball Bearing for Bicycles.—Charles T. Brown, Chicago, Ill., assignor of one-half to Flora L. Brown, same place. Filed June 8, 1896. Serial No. 594,683. No model.
 569,027. Bicycle Riding Habit.—Herman Mostkowitz, Brooklyn, N. Y. Filed January 30, 1896. Serial No. 577,358. No model.
 569,071. Pneumatic Tire.—George W. Weiss, Brooklyn, N. Y. Filed February 24, 1893. Serial No. 465,698. No model.

DESIGNS.

26,150. Foot Rest for Pedals.—William Nichols Beardsley, Bridgeport, Conn. Filed February 12, 1896. Serial No. 579,083. Term of patent three and a half years.

TRADE-MARKS.

28,973. Emery and Corundum Wheels.—The Electric Emery Wheel Company, Newark, N. J. Filed February 28, 1896. Essential Feature.—A representation of a shield provided with hills and forests, and a representation of a deer, with a spread eagle perched on said shield, all arranged on a white field in the centre of a representation of an emery wheel, and the words "The Electric." Used since December 1, 1879.

28,975. Bicycles or Like Vehicles.—William Crawford, New York, N. Y. Filed August 25, 1896. Essential Feature.—The letter "N," with the words "New York" across the diagonal member, and the word "Flyer." Used since March 30, 1896.

28,976. Bicycles.—The Stoddard Manufacturing Company, Dayton, Ohio. Filed September 8, 1896. Essential Feature.—The word "Tigres." Used since August 29, 1896.

28,977. Velocipedes and Parts Thereof.—Pope Manufacturing Company, Hartford, Conn. Filed August 16, 1895. Essential Feature.—The word "Columbia" displayed in script letters and terminating in a paraph. Used since 1878.

DIED IN HARNESS.

Rufus Chandler, of Newark, N. J., who formally manufactured stands for bicycles under the name of the A. B. C. Company, was stricken with epileptic convulsions while teaching a woman to ride a wheel at his riding school in Newark last week, and died soon afterward. He was the inventor of several styles of stands and an apparatus intended to aid beginners in maintaining their equilibrium. Mr. Chandler was about fifty years of age.

It is a wise child that knows when to ask questions of its father regarding a bicycle.

DOES your enamel flake, chip or show rust?

GLIDDEN'S STEEL CARBONITE FILLER

will prevent this universal trouble.

USE one coat of Glidden's Steel Carbonite Filler and two coats Glidden's Jewelers' Black Enamel, and get a perfect and indestructible finish. Write for samples and directions.

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THE GLIDDEN VARNISH CO., CLEVELAND, OHIO.

Mention The Wheel.



Our little pamphlet, "On Enameling," free to any finisher for the asking



SUNDRIES.

RECENT PATENTS.

568,394. VARIOUS-SPEED GEAR FOR VELOCIPEDS. REAR-ROCK WOODWARD, Chesham, England. Filed July 28, 1916. Serial No. 57,522. (No model.)



Claim.—In a varying-speed gear of the class herein described in combination therewith a clutch consisting of a sliding collar having a pin or projection at one end and a spiral groove or slot in which said pin or projection engages; a slot or recess in the driving-end in which said hole is carried; a pin or projection on each end of said hole at opposite ends of same which engage with the toothed wheel and a screwing to the shaft of which the collar is moved; a lever having a flange for operating said clutch or collar, substantially as described and illustrated herein.

568,372. BICYCLE-LOCK. ABRAHAM L. BURT, Dobson, N. H. Filed Mar. 20, 1916. Serial No. 584,169. (No model.)



Claim.—1. In a bicycle-lock, a case composed of the upper and lower sections, said lower section having a longitudinal recess with the depression in the bottom—the guide pin extending across said recess, the key adapted to fit upon said guide pin, the longitudinal movable bolt cut away at the exterior to receive the pin, the said serrated upper said bolt, the member-section having a longitudinal recess and supplemental recesses at the side of the main recess, the stop-pin and the rod having laterally-projecting ends, all arranged substantially as shown and described.

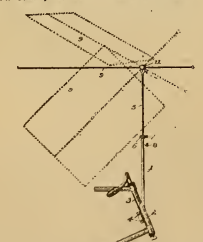
568,358. LANTERN-BRACKET FOR BICYCLES. ARNE A. BERTZ and JOHN C. WELLS, Burt, Hampton, Conn. Filed July 1, 1916. Serial No. 51,021. (No model.)

Claim.—In combination in a lamp-bracket for a bicycle, a clamp-base having a recessed surface on one side, a flexible wire clamp pivoted to fixed pivots on the clamp-base, a forked open bolt-rod located in the opposite end of the clamp-base from the pivots, a lamp-arm made of wire bent to shape and secured to the clamp-



base, a screw-bolt pivoted in the loop at the free end of the clamp, and a fastening-rod borne on the bolt and adapted to engage on the forked end of the clamp-base, all substantially as described.

568,406. BICYCLE ATTACHMENT. CHARLES R. HOWARD, Boston, U. S. Filed Apr. 10, 1916. Serial No. 587,803. (No model.)



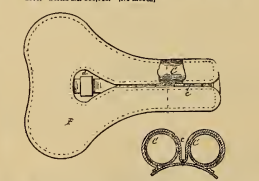
Claim.—The combination with a bicycle of a head-halt attachment therefor consisting of a hollow standard having a sleeve or collar upon its lower end which is adapted to embrace the front bar of the bicycle-frame, a telescoping rod fitting within said standard, a nut-screw passing through said standard and engaging said rod, an adjustable collar on said rod, and a head-halt support whose supporting-rod is connected to said telescoping rod by a nut-and-washer joint, substantially as and for the purpose specified.

567,245. PNEUMATIC-TIRE SHIELD. JOSEPH L. LOWERY, New York, N. Y. Filed July 8, 1915. Serial No. 557,701. (No model.)



Claim.—A removable shield for pneumatic tires composed of flexible armor, an oppositely-disposed pair of twin hoops adapted to the opposite or base edge of said shield, and a series of laterally-disposed clamps for securing said hoops, substantially as and for the purpose specified.

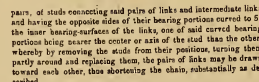
568,474. BICYCLE-BRACKET. CHARLES H. CLARK, Rochester, N. Y. Assigned to The Rubber Stamp Company, Chicago, Ill. Filed Nov. 14, 1916. Serial No. 569,918. (No model.)



Claim.—1. In a bicycle-seat, the combination of a base-plate wide in the rear narrow in front and convex in cross-section; an inflatable tube consisting of a single length bent double, the free ends resting on opposite inclined sides of the convex end of the plate and the bent portion engaging the rear wide portion of the same, and a covering including the tube and secured down to the plate between the ends of the tube, thereby having them free to move laterally on the inflated plate as herein shown and described.

1,571,171. DRIVE-GEAR. ELMER A. BALDWIN, Utica, Mass., assigned to Amos J. Ocker, Framingham, Mass. Filed May 28, 1916. Serial No. 582,522. Original No. 53,877. Filed July 31, 1914.

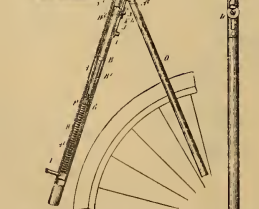
Claim.—1. In a parallel-link drive-chain, the combination with the pair of links and the links intermediate of and connecting said



pair of studs connecting said pair of links and intermediate links and having the opposite sides of their bearing portions curved to fit the inner bearing-surfaces of the links, one of said curved bearing-portion being convex the outer or axis of the stud that the other, whereby by rotating the studs from their positions, turning them partly around and replacing them, the pairs of links may be drawn toward each other, thus shortening the chain, substantially as described.

568,593. BICYCLE-SEAT SUPPORT. CHRISTOPHER H. WATSON, Everett, Cal. Filed Nov. 20, 1915. Serial No. 570,538. (No model.)

Claim.—1. A bicycle-seat support, comprising a saddle-tube fitting in the center-brace of the bicycle in the upper end of which the



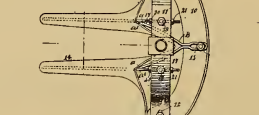
saddle-post is secured, said tube having a lower reduced portion, a spring-tube rigidly secured in the lower portion of said center-brace, its upper open end surrounding said reduced portion of said saddle-tube, a piston secured to said reduced portion and arranged to move in said spring-tube, an air-tight valve whereby air may be compressed in said spring-tube to support said piston and said saddle-tube, and a link in said spring-tube having its upper end secured to a keeper extending from said piston, its lower end resting on the bottom of said tube, as and for the purpose specified.

567,967. FOOT-REST AND CLAMP FOR BICYCLES. FREDERICK C. DUNN, New York, N. Y., assigned to Arthur R. Lee, Philadelphia, Pa. Filed July 17, 1915. Serial No. 563,301. (No model.)



Claim.—The combination, with the bicycle-stem, of a hand-clamp adapted to embrace said stem, and having an outwardly-projecting extension, substantially as set forth; a foot rest clamp adapted to embrace said outward extension of the holding-bow, and having bowed end portions provided with inwardly-projecting lips.

568,524. BICYCLE-SADDLE. ROBERT L. FRENCH and JOSEPH R. PALM, Brooklyn, N. Y. Filed Mar. 11, 1916. Serial No. 568,990. (No model.)



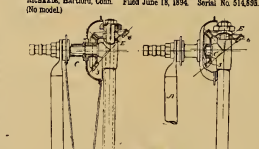
Claim.—1. A saddle, comprising a conical and a conical formed of two spaced-apart halves approximately circular in position, said halves being free to move vertically and laterally, as end for the purpose specified.

568,693. BELL. NORMAN T. MILLA, Everett, Mass., assignor of said bell to Alvin T. Morris, Brooklyn, Mass. Filed Oct. 5, 1915. Serial No. 564,760. (No model.)

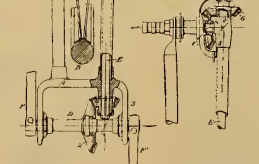


Claim.—1. The base, its attached gong, a vibrating actuator having a support-gong, a rotatable hammer-carrier having an actuated piston, and connecting gearing, including a locking-gear, between the sequential actuating-gear and the hammer-carrier, substantially as described.

568,581. VARIABLE-SPEED ROCKER BICYCLE. FLEMING H. REICHARD, Hartford, Conn. Filed June 18, 1916. Serial No. 514,939. (No model.)



Claim.—1. The combination of a drive-wheel having its diameter at right angles to the rotating axis of said wheel and an obliquely-disposed gear on that end of the side shaft adjacent to the drive-wheel, and gear meshing with each other, and creating, one at each end of the crank-shaft, having their longitudinal axis in horizontal planes extending with the plane of the longer radii of the gears of the one side to one train at each complete rotation of said one-to-one train, the speed of the pedal-rockers is accelerated as they approach the dead-centers of their movements and is reduced at the mid-stroke portions of their ascending and descending movements.



568,667. STAYD BRACE FOR BICYCLES. SAMUEL S. BARACK, New York, N. Y. Filed Oct. 21, 1915. Serial No. 568,588. (No model.)

Claim.—1. The combination of a clamp-yoke connected to embrace a part of a bicycle frame and having one of its side arms provided with a projecting flange, locking-tongue, a transverse clamp-lob extending through the arm of the yoke and serving to clamp

568,404. BICYCLE-TOOL. ROBERT C. FAWCETT, Burlington, Ohio. Filed June 23, 1916. Serial No. 526,674. (No model.)



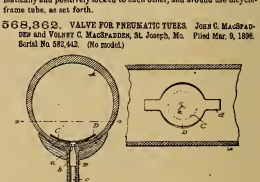
Claim.—In a combined wrench and air-pump, the combination substantially as heretofore described, of an outer jaw having a stem provided with a piston, an inner jaw freely slidable on said stem, a tabular handle which also serves as a pump-barrel firmly attached to the base of said inner jaw, and a valve device for not only locking and releasing the jaws for engaging the two jaws to cooperate as wrench-nutcracker, but also for sucking said jaw, for forcing it and the handle or barrel to slide freely on the stem and cooperate for service as an air-pump.

568,649. BICYCLE LAMP BRACKET. JOHN M. WHITFIELD, Buffalo, N. Y., assignor to the Fourth Manufacturing Company, same place. Filed Jan. 24, 1916. Serial No. 579,653.



Claim.—1. In a bicycle-lamp bracket, the combination of two mutually-recessing spring portions, hinges for each other, means for detachably securing them together at the opposite ends, outward-extending arms located on each of said clamping portions, and a spring lamp-supporting bracket having its ends mounted in said recessed lamp-supporting brackets being formed by the side pieces of its upward extending lamp-receiving portion, extending gradually from each other from the top downward, whereby when the lamp is engaged on said receiving portion, the two clamping portions are automatically and positively locked to each other, and around the bicycle-frame tube, as set forth.

568,662. VALVE FOR PNEUMATIC TIRES. JAMES H. MADDOCK and WALTER C. MADDOCK, New York, N. Y. Filed Mar. 1, 1916. Serial No. 583,842. (No model.)



Claim.—The combination of a device such as a wheel-rim adapted to be inflated and having an aperture, a annular elastic-rubber O. ring arranged upon the inside of the tire and around the aperture, and secured to the rubber cement to each inside of the tire, and the valve formed of a sheet of flexible material arranged within the tire and over the seat of said aperture, and connected by rubber cement to the tire, substantially as and for the purpose set forth.

568,667. STAYD BRACE FOR BICYCLES. SAMUEL S. BARACK, New York, N. Y. Filed Oct. 21, 1915. Serial No. 568,588. (No model.)

Claim.—1. The combination of a clamp-yoke connected to embrace a part of a bicycle frame and having one of its side arms provided with a projecting flange, locking-tongue, a transverse clamp-lob extending through the arm of the yoke and serving to clamp



the latter in a desired position upon a part of the bicycle frame, and a supporting arm mounted on the clamping-lob and having the inner side of its pivoted end portion provided with a depression or groove into which the clamping-lob fittingly springs when the supporting arm is in the position it occupies to sustain the bicycle, substantially as described.

If you shut your eyes to quality and style, the world is full of bargains; but if you are desirous of handling wheels worth their money, write to the

Reading Standard Mfg. Co.,

READING, PA.,

Makers of High-Grade Wheels Only.

We want pushing, reliable agents for every State in the Union, and every dealer to sell our wheels.

Catalogue for '97 under preparation. Correspondence solicited.

Also makers of an unexcelled line of Bicycle Tools, sold through SHONHANNA MANUFACTURING COMPANY, of Rochester, N. Y., sole agents for the United States.

Kindly mention The Wheel.

Hercules

Seamless Drawn Tubes.

FINEST TOOL-STEEL QUALITY.

Unrivalled
in
STRENGTH
and
Toughness.



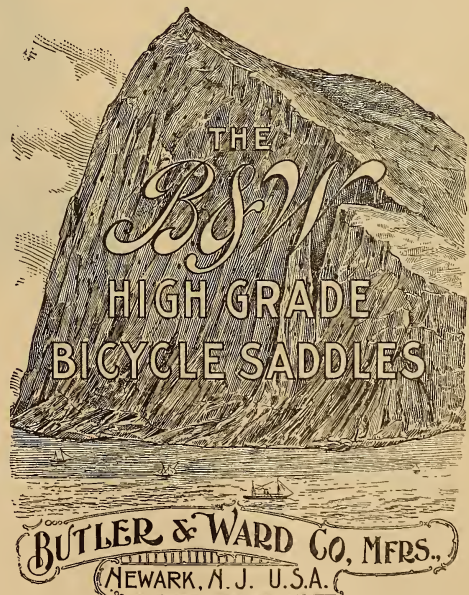
Accuracy
of
Size
and
Finish.

HERCULES SEAMLESS DRAWN TUBE CO.

Works: Garwood, N. J.

New York Office: 513 Postal Telegraph Building.

Kindly mention The Wheel.



SELLING AGENTS

John Caldwell & Co. Chicago, Ill. Elastic Tire Co. Boston, Mass.
Toledo Cycle Supply Co. Toledo, O.

Kindly mention The Wheel.

THE CYCLE TRADES' FOREIGN LISTS.

Contains the leading bicycle agencies and manufacturers in the following countries:

England,	Sweden,	Finland,	India,	Japan,
Italy,	Turkey,	New S. Wales,	S. Australia,	China,
France,	Holland,	Jamaica,	Burmah,	Transvaal,
Switzerland,	Greece,	Victoria,	W. Australia,	Barbados,
Germany,	Belgium,	Bahama Islands,	Cape Colony,	Egypt,
Austria,	Russia,	New Zealand,	Ceylon,	Trinidad,
Denmark,	Spain,	Cuba,	Straits Settlements,	Algiers,
Hungary,	Servia,	Queensland,	Natal,	Antigua,
Norway,	Portugal,	British Guiana,	Java,	Mexico.
Roumania,	Poland,	Tasmania,	Griguland, West,	

ALSO

A selected number of foreign buyers resident in the principal cities throughout Europe.

ALSO

A selected list of exporters of bicycles resident in New York.

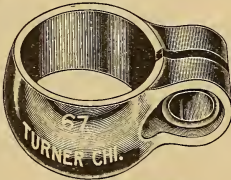
All of the firms whose names are listed in this book are houses of first-class reputation.

BOOK NOW READY.

Published by F. P. PRIAL, 88 West Broadway, New York.

MADE OF BICYCLE BRONZE.

Several new features are incorporated in the Turner compression clamp, manufactured by the Turner Brass Works, Chicago. Instead of a drop forging, bicycle bronze is used in its construction, which is fully equal in strength, it is claimed.



The sides of the Turner clamp are of graduated thickness, being slightly tapered from the centre to the ends. This shape puts the strength where it ought to be and makes a perfect bearing, so that when the clamp is compressed, it tightens up evenly all around the tube. This construction makes a tighter clamp on the fork stem, it is claimed, than is possible to get with any drop forging.

Another excellent feature is the ball and socket bearing of the bolt and clamp, which prevents the head of the bolt breaking off, as often happens with the drop forging clamps. The shoulder on the bolt and counterbore of the clamp are on the same curve, thus making a perfect seat, stronger and more durable than the drop forging and permitting the bolt to be tightened up snug without breaking.

WHERE HAS HE GONE?

Ernest W. Fellows, formerly a bicycle dealer in One-hundred-and-twenty-fifth-st., between Fifth and Lenox avenues, New York, agent for the Majestic line of wheels and Hulbert Bros.' sporting goods, and who, later, with one McDonald—now with the Home Rattan Company of Chicago—opened a cycle agency in Asbury Park, under the name of Harris & McDonald, is wanted. He recently obtained a Columbia drop-frame tandem from Amos Shirley's Harlem store, on the instalment plan, and a diamond frame tandem from S. B. Bowman's Harlem store. With these wheels and over \$1,000 worth of goods from the Hulbert Company, he decamped, and at last accounts was reported to be in Canada. The manner in which the goods were disposed of has not been discovered.

The Pope Company have already secured space for their exhibit in the International Exhibition which is to be held in Brussels next year.

WINS ON HIS MERITS.

To come in contact with a man like H. F. Hering means to meet an excellent example of the type of men who have brought the cycle trade to the point it occupies to-day—one of the largest and most powerful in the industrial world. Earnest, energetic, full of business and with a large amount of what we Americans call "push," Mr. Hering came to New-York from Boston to assume the management of the Boston Woven Hose and Rubber Company's branch house. Though yet a young man, Mr. Hering has made an unqualified success, so much so that a month ago a removal to larger quarters was absolutely necessary, and the new depot of the Boston Woven Hose and Rubber Company to-day occupies the greater part of 71 Reade street, extending through the block. In addition to the well-known Vim tires, the full line of the home company will here be handled by Mr. Hering, through a territory em-



H. F. Hering.

bracing not alone the metropolitan district, but Pennsylvania and the entire South as well.

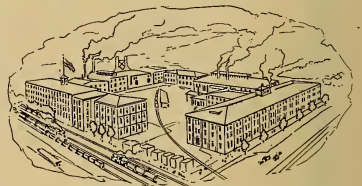
Mr. Hering is not a new-comer in the rubber business, and while his connection with the Boston Company dates only from 1893, he was virtually raised in an "elastic atmosphere," since his father has been an expert in rubber for the last twenty-five years. The old saying that nothing succeeds like success is still true, and in Mr. Hering's case is found but another example of a successful man in a successful business.

GONE TO PHILADELPHIA.

C. A. Mussellman, the former advertising man of the Remington Arms Company, is now located in Philadelphia as the representative of Chase Tough Thread Tire Company. The Quaker City is a fertile field for everything connected with cycling, and the Chase Company will undoubtedly find a branch in that city profitable.

BEEN FIFTY YEARS IN BUSINESS.

This is the plant of the W. O. Hickok Manufacturing Company, Harrisburg, Pa., a concern that was established by W. O. Hickok, now deceased, in 1846. Next year the firm will place on the market a line of finest type of high-grade wheels. Their machine depart-



ment, which has been in operation for the past fifty years, is supplied with all the modern tools, the best of workmen are employed, and the superintendent of the cycle department has had twenty-eight years' experience in bicycle manufacture. Samples of their machines will be seen at the shows.

SITTING ON GLYCERINE.

E. D. Thompson, of Lawrence, Kan., is the inventor of an anti-vibration bicycle, a model of which has just been completed by the Syracuse Specialty Company. The device provides an air-cushion for the seat post, obtained by pumping the tube above the crank hanger full of air. The seat post works up and down at the pleasure of the rider in a packing box similar to those used in pneumatic presses. Leakage is absolutely prevented by a liquid seal composed of water and glycerine, which is compressed by the air pressure immediately under the butt of the seat post. The rider governs the pressure according to his weight, the object being to make the cushion stiff enough to hold him firmly up when moving over an even surface. When the path is uneven, the cushion yields to his weight by compression of the liquid and air, and the adjustment is so perfect that the seat post only comes back to the position under pressure of the pedal.

WILL BE A GOOD YEAR FOR GOOD WHEELS.

Manager F. I. Johnson, of the Iver Johnson Arms and Cycle Works, feels no anxiety as to the prospects of '97 trade, and believes that the present depression is only a precursor of magnificent business next year. He is now traveling through the West and South with '97 Iver Johnson and Fitchburg cycles, and has closed several large deals.

NEW WOOD-RIMMERS.

North Tonawanda, N. Y., has a new wood-rim factory. Gilie, Goddard & Fries is the name of the concern.

The Wheel

THE YOUNG TRADE REVIEW

Copyright 1896, by F. P. PRAL Co.

VOL. XVIII, No. 10.

NEW YORK AND CHICAGO, OCTOBER 23, 1896.

WHOLE No. 452.

POTTER OR ELLIOTT?

Which Will It Be? Some Reasons Why It May Not Possibly Be The Latter Gentleman.

Between Isaac B. Potter and the presidency of the League of American Wheelmen there stands but a pledge.

If Sterling Elliott, the present incumbent, stands for re-election—and, unless the heat of the political pot drives out his intention, he will stand for it—Mr. Potter will remain true to his pledge, a promise to support the Massachusetts man.

If Mr. Elliott should change his mind, Mr. Potter, almost beyond peradventure, will succeed to the office. THE WHEEL believes that before the National Assembly convenes Mr. Elliott will undergo such a change, and that Mr. Potter will be the next president; more than this, the belief is as profound that Mr. Potter will be president anyway; that he will be chosen whether or no Elliott does perform the affecting act of withdrawing himself. Things are already shaping that way.

Mr. Potter himself declares that he is not a candidate, and that he will remain true to his word and support Elliott if Elliott remains in the field. But he cannot conceal that he really would like to be president.

"I did say to Elliott," he went on in answer to THE WHEEL'S questioning, "that having done a good deal of work for the League, I would like to round it out by serving a term as president, but I will not fight for the office with any worthy man. I will vote for Mr. Elliott if he remains a candidate, but I really do not believe he will receive the undivided support of the New York delegation."

Mr. Potter believes that as election time approaches a warm "scramble," as he defined it, for the office will ensue. He could not or would not explain upon what he based the belief.

The National Assembly will meet in February at Albany, N. Y. The L. A. W. Executive Committee so decided at its meeting in this city on Friday last. Albany County is Mr. Potter's native heath, and in the course of the interview Mr. Potter remarked the fact, and left little room for doubt that he would like nothing better than to have Mr. Elliott stand down or release him from his pledge, that amid the scenes of his boyhood he might begin the "rounding out" of a cycling career which has made him known from ocean to ocean.

That there exists in this State an anti-Elliott sentiment is not generally known. That it is destined to grow is certain. An anti-Elliott delegate, who is quite close to Mr. Potter, made this very evident.

"I will not vote for Elliott under any circumstances whatsoever," he asserted, with considerable warmth. "I am for Potter, and, unless he expressly forbids, I shall vote for him; and, let me tell you, I am not alone in

my position. The delegation is now too big to be controlled by one man; most of the delegates are new men, and I do not believe Potter or any one else can make them vote as a unit."

That the free-silver States in the West and South have been offended by Mr. Elliott's espousal of the gold or sound-money cause in the official organ is well known, and that they will help turn his picture to the wall at the first opportunity is as sure. In certain Eastern States there is a feeling that Elliott's compromise with the New England railroads in the baggage matter showed a lack of backbone that has embarrassed the cyclists' cause in other States, and, after the successful fight in New York, was in the nature of a reflection on Chief Consul Potter. In this division there is a growing disposition to resent it, and to use it as political capital. It is reasonably certain when the disgruntled delegates of both sections put their heads together that the undoing of Elliott and the nomination of Potter will result.

New York, which will go to the Assembly with more than a hundred votes, will prove an immensely powerful factor.

ONE TO THE RECEIVER.

The New York Bicycle Equipment Company, a concern with a very large paper capital, marketing a very small article, the Minute Repair Kit, is in the hands of a receiver, S. B. Lawrence, who was director of the concern. Although this action was not taken until Tuesday last it was not unlooked for; it has been known for some time that the company was in financial straits and unable to meet its obligations. The receiver was appointed on the application of the directors of the company, viz., John D. Cheever, president; David H. Darling, treasurer; Christopher W. Youngman, vice-president and general manager, and S. B. Lawrence. The company was incorporated on January 15 last, with a capital stock of \$500,000. The liabilities are \$10,331, and assets \$5,896. Unfulfilled contracts aggregate \$62,000. The principal stockholders are C. W. Youngman, \$206,200; David H. Darling, trustee, \$141,200, and John D. Cheever, \$51,000.

WANT THEIR MONEY.

Washington, D. C., Oct. 17.—Suit for \$1,525.57 has been entered by the Bellis Cycle Company of Indiana against the Washington Cycle Company, composed of Wilber A. Marmaduke, A. F. Perry, and Calvin A. Holland. The plaintiff company claims to have sold bicycles and supplies to the defendant which have not been paid for.

STEEL TUBING ONLY.

Bloomsburg, Pa.—The Bloomsburg Brass and Copper Co. have temporarily abandoned the manufacture of brass and copper tubing, and are now devoting their attention to the manufacture of steel bicycle tubing.

THAT M. & W. DEAL.

Considerable Smoke; and Some Fire—The Few Facts Which Are Known About the Affair.

Early in August of the present year reports reached THE WHEEL that efforts were being made in London to capitalize the Morgan & Wright interests for some \$15,000,000. When asked at that time concerning its truth Chicago's famous tire makers promptly wired back "Nothing in it." These facts were published in THE WHEEL of August 7.

Last week some one resurrected the item and heralded it as "news." Morgan & Wright promptly published this card to the public: "We wish to say to our friends that we have no intention of going out of the tire business. We will continue to manufacture 'good' tires at the old stand, taking care of our customers as heretofore, and hope to do so for many years to come."

To THE WHEEL'S Chicago representative they added an unqualified denial of any change whatever in their business. Much has been made of the matter, however, the fact that Messrs. Frank W. Morgan and William Herrick quietly sailed for Europe on October 7 giving color to the printed reports.

The names of Attorney Auerbach, of H. B. Hollins & Co., New York bankers and brokers, and Mr. Alden, of the New York Commercial Company, have been connected with the reported negotiations. Mr. Auerbach is in Europe. Mr. Alden refuses to either affirm or deny the reports, or to say anything whatsoever concerning them. Mr. Hollins takes practically the same stand. After refusing to either deny or affirm knowledge or connection with the matter he added, "The garbled reports are likely to continue for a long time."

"Then the matter has not proceeded beyond mere negotiations," he was asked.

"Exactly so," he replied.

Other sources stated that returning Americans had told the Morgan & Wright people that their foreign business was not being done full justice, and this, it is said, is the real reason of the visit of Messrs. Morgan and Herrick.

LOZIER'S REPORTED SALE.

Two years ago the gossips had the Lozier interests sold to a foreign syndicate.

Two weeks ago, and closely following the tube-trust fiasco, the Lozier item was dug up and given a semblance of life. Certain papers accepted it with little or no reserve. It was too strongly colored for THE WHEEL to digest without salt, and, as expected, the yarn proves to be without foundation. In response to inquiries, Mr. H. A. Lozier writes:

"Who started it I do not know, but there is no truth whatever in the report. I have not sold, and do not expect to sell, to an English syndicate. It is like a great many other foolish reports which are being circulated."

THE COURT SAYS

Morgan & Wright Have the Best of Their Legal Argument With the Goodrich People.

After three years of legal fencing Morgan & Wright have scored over the B. F. Goodrich Company, of Akron, Ohio.

The fencing comprised test suits on the various claims of the Morgan & Wright patents which are the vital points of the Morgan & Wright tire. The Goodrich Company was selected to fight because of its size and importance in the trade. Volumes of testimony were taken during the three years, but the suit was not decided by the United States Circuit Court until October 15 last.

Every one of the claims which the Goodrich Company was alleged to infringe was allowed, and the validity of the Morgan & Wright patents thus assured. The decrees were entered by consent, and waive costs and damages.

The following are the claims on which suit was brought, and which the decree of the Court declared valid: All claims of patent No. 490,035, covering process of making Morgan & Wright tire sheath on a mandril; first, second, third, fourth, fifth, sixth and seventh claims of patent No. 502,047, covering two different features, the inside tube having flattened ends and the process of making the same; secondly, the feature of the ends of the inside tube overlapping each other; and fourth, sixth and eighth claims of patent No. 502,048, covering, firstly, a normally flattened air tube in a sheath which has a limited opening; and, secondly, the flattened tube having closed flattened ends.

The decrees in full are as follows: United States Circuit Court, Northern District of Ohio, Eastern Division.

DECREE No. 5,146.

DECREE.

And now, on this 15th day of October, A. D. 1896, this cause came on for hearing upon the bill of complaints, answers, replications and an agreement in writing between the complainants and the defendants (filed in case No. 5,147), wherein the defendants consent to the entry of a decree in this cause, waiving damages and costs, sustaining the validity of the first, second, third, fourth, fifth, sixth and seventh claims of the complainants' letters, patent No. 502,047, dated July 25, 1893, for an improvement in pneumatic tires, and holding the defendants to have infringed the same; and, the Court having duly considered the premises, and being fully advised thereof, it is, with the consent of the parties hereto, hereby adjudged, ordered and decreed, that said letters, patent No. 502,047 is a good and valid patent as to the first, second, third, fourth, fifth, sixth and seventh claims thereof; that the defendants have infringed each and every of said claims; and that an injunction be and is hereby awarded to the complainants, perpetually enjoining and restraining the defendants and each of them, their and each of their attorneys, agents, servants, workmen and employees, from directly or indirectly making, using, selling or practising the inventions, or any of the inventions, set forth in said claims or any thereof. And this decree is final.

AUGUSTUS J. RICKS, Judge.
DECREE No. 5,147.

And now, on this 15th day of October, A. D. 1896, this cause came on for hearing upon the bill of complaint, answers, replications and an agreement in writing between the complainants and the defendants, filed in this cause, wherein the defendants consent to the entry of a decree waiving damages and costs, sustaining the validity of the four claims of the complainants' letters patent No. 490,035, dated January 17, 1893, for improvements in the manufacture of pneumatic tires, and holding the defendants to have infringed the same; and, the court having duly considered the premises, and being fully advised thereof, it is, with the consent of the parties hereto, hereby adjudged, ordered and decreed that said letters patent No. 490,035 is a good and

valid patent as to all the claims thereof; that the defendants have infringed each and every of said claims; and that an injunction be and is hereby awarded to the complainants, perpetually enjoining and restraining the defendants, and each of them, their and each of their attorneys, agents, servants, workmen and employees, from directly or indirectly making, using, selling or practising the inventions, or any of the inventions, set forth in said claims or any thereof. And this decree is final.

AUGUSTUS J. RICKS, Judge.
DECREE No. 5,148.

And now, on this 15th day of October, A. D. 1896, this cause came on for hearing upon the bill of complaint, answers, replications, and an agreement in writing between the complainants and the defendants (filed in case No. 5,147), wherein the defendants consent to the entry of a decree in this cause, waiving damages and costs, sustaining the validity of the fourth, sixth and eighth claims of the complainants' letters patent No. 502,048, dated July 25, 1893, for an improvement in pneumatic tires, and holding the defendants to have infringed the same, and, the court having duly considered the premises, and being duly advised thereof, it is, with the consent of the parties hereto, hereby adjudged, ordered and decreed that said letters patent No. 502,048 is a good and valid patent as to the fourth, sixth and eighth claims thereof; that the defendants have infringed each and every of said three claims; and that an injunction be and is hereby awarded to the complainants perpetually enjoining and restraining the defendants and each of them, their and each of their attorneys, agents, servants, workmen and employees from directly or indirectly making, selling, using or practising the invention, or any of the inventions set forth in the fourth, sixth or eighth claims of said letters patent respectively. And this decree is final.

AUGUSTUS J. RICKS, Judge.

WHERE THEY WENT TO.

Exports of bicycles from the port of New York for the week ending October 13 were:

Antwerp, 19 cases bicycles, \$1,129.
Amsterdam, 1 case bicycles, \$40; 14 cases bicycles, \$320.
British Honduras, 9 crates bicycles, \$580; 1 case bicycle material, \$34.
Bremen, 22 cases bicycles, \$1,340; 2 cases bicycle material, \$1,340; 2 cases bicycle material, \$115; 3 cases velocipedes, \$32.
Brussels, 3 cases bicycles, \$600.
Brazil, 5 cases velocipedes, \$158; 1 case tricycles, \$15; 1 bicycle, \$60.
British Guiana, 7 crates bicycles, \$490.
British possessions in Africa, 9 cases bicycle material, \$329; 40 cases bicycles, \$4,157; 4 cases velocipedes, \$71.
British West Indies, 3 cases bicycle material, \$36; 30 packages bicycles, \$2,121; 2 crates tricycles, \$75; 3 cases bicycle material, \$245.
British Australia, 151 cases bicycles, \$9,292.
Central America, 2 cases bicycles, \$136; 2 packages bicycle material, \$32.
Copenhagen, 1 case bicycles, \$70.
Dutch East Indies, 4 crates bicycles, \$175.
Ecuador, 4 bicycles, \$255.
French West Indies, 7 crates bicycles, \$490.
Genoa, 9 packages bicycles, \$453.
Hamburg, 3 crates bicycles, \$125; 1 case bicycle material, \$39.
Havre, 1 case bicycle material, \$60; 5 cases bicycles, \$71.
London, 251 cases bicycles, \$30,211; 10 packages bicycle material, \$443; 15 cases cyclometers, \$3,100.
Liverpool, 10 cases bicycles, \$1,000; 5 cases cyclometers, \$21.
Mexico, 23 packages bicycles, \$1,128; 2 cases velocipedes, \$26.
Portuguese possessions in Africa, 1 case bicycles, \$110.
Rotterdam, 2 cases bicycles, \$181; 1 case bicycle material, \$32.
Southampton, 2 cases bicycles, \$200.
San Domingo, 2 cases bicycles, \$200.
Turin, 13 cases bicycles, \$1,375.
United States of Colombia, 3 cases bicycle material, \$202; 1 case bicycles, \$35.
Vienna, 15 packages bicycle material, \$2,251.
Venezuela, 4 cases bicycles, \$200; 1 case bicycle material, \$15; 1 case velocipedes, \$13.
Berlin, 2 cases bicycles, \$45.
Brisbane, 4 cases velocipedes, \$50.
Fondo, 1 case bicycles, \$40.
Sydney, 5 cases bicycle material, \$206; 18 cases bicycles, \$3,545.

OFFICIAL GUARANTEES.

These Are the Ones Authorized For Wheel and Tires For the Ensuing Year.

Both the Cycle Board of Trade and the Rubber Tire Association have completed the final drafts of the six months' guarantees which will be in force with the issuance of the '97 catalogue.

The bicycle guarantee will be as follows: We agree with the purchaser of each bicycle to make good, by repair or replacement, when delivered at our factory, transportation prepaid, any imperfection or defect in material or manufacture of such bicycle not caused by misuse or neglect; provided that the factory serial number shall be on such bicycle at the time the claim is made, and that all imperfect or defective parts shall be referred to us before any claim for repair or replacement shall be allowed. This guarantee continues for six months from the date of the sale by the agent.

Among those who have signed the agreement to insert such guarantee in their catalogues for 1897 are: R. L. Coleman, for West-ern Wheel Works; George H. Day, for the Pope Manufacturing Company; C. W. Dickerson, for the Sterling Cycle Works; Joseph L. Yost, for the Yost Manufacturing Company; E. C. Stearns & Co.; Syracuse Cycle Company; A. G. Spalding, for A. G. Spalding & Bros.; Charles F. Smith, for the Indiana Bicycle Company; William J. Bruff, for the Remington Arms Company; Joseph McKee, for McKee & Harrington; A. L. Garford, for the Garford Manufacturing Company; R. Philip Gormully, for Gormully & Jeffery.

The guarantee on tires as it will appear hereafter is in this form:

We agree with the purchaser of each tire to make good, by repair or replacement, when delivered to us, transportation prepaid, any imperfection or defect in material or manufacture of such tire not caused by misuse or neglect, provided such tire is accompanied by a signed statement from the owner giving the date on which the tire was purchased by him, together with the name and number of the wheel on which it was used, and that all imperfect or defective parts shall be referred to us before any claim for repairs or replacement shall be allowed.

We agree to repair, free of charge, any tire that can be repaired, providing such tire is delivered to us, transportation prepaid.

This guarantee continues for six months from the date of the sale by the agent, but expires in any event on May 1, 1898.

This agreement does not apply to tires into which any so-called anti-leak preparation has been introduced.

SINGLE PACING ONLY.

Single pacing only was permitted in the N. C. U. fifty-mile championship run on the Catford track, October 3, making it an interesting fight up to the last ten miles. Then the men dropped out one by one, until at the close but three of the twenty-three contestants remained. J. Silver, the Scottish champion, with a 90-gear, held the pace admirably and looked the winner up to the last five miles, when the high gear proved too much for him and he was repeatedly lapped by W. H. Bardsley, who won in 1 hr. 57 min. 28.45 sec. Silver finished four minutes later. But a handful of spectators witnessed the race.

HELL DO.

W. W. Armstrong, the Republican member of the New York House of Representatives who engineered the Bicycle Baggage bill through the Legislature last fall, has been nominated as one of the representatives to the State Board of Officers, L. A. W., from the Rochester district.

THOSE WHO CONTROL.

League Magnates Meet and Act Upon Several Important and Knotty Questions.

Bids from bill posters will probably be invited by the League of American Wheelmen before the year 1897 is very old.

The Executive Committee has been attacked by the "poster craze" and means that dead walls and weather-beaten barns and fences shall not be pre-empted by patent medicine men and theatrical folk. The League means to issue a poster of its own and paste it up wherever pasting up is possible. At a meeting of the committee in this city on Friday last this means of advertising was decided on, and an appropriation made which will be offered as a prize to the artist submitting the most acceptable design.

At the meeting every member was in attendance, viz., President Sterling Elliott, First Vice-President Charles F. Cossum, fresh from free-silvered Mexico, and Second Vice-President A. Cressy Morrison, from Brewsterville.

The poster idea was not the only surprise developed. President Elliott, via Secretary Bassett, turned up one of his own. The secretary was not in evidence, but his report was. It showed a balance on hand of \$14,495.93, of which \$7,214.70 was a free will offering from Publisher-President Elliott.

After running the official organ at a weekly loss of \$600 or \$700 for more than a year, the membership boom turned the tide and enabled Mr. Elliott to clear a profit. Although the profit was due to a strictly business transaction and there was no apparent reason for it, Mr. Elliott's League sentiment prevailed, and he voluntarily rebated to the League the amount stated. It was a gift which comparatively few will appreciate. When the fight is on his political opponents will almost certainly hound and pound him as relentlessly as other sacrificing officials have been pounded.

Under the discretion allowed them by the rule adopted at the last National Assembly to avoid the unwholesome trickery, wire-pulling and vote-trading politics which have always characterized the selection of the place for the annual National meet, the Executive Committee decided to accept President Elliott's suggestion that the place be chosen by a mail vote of the membership at large, the ballots to be cut from the official organ. The vote will be taken during January.

Albany, N. Y., was selected as the meeting place of the National Assembly on the second Monday in February next. The first day, as provided for in the bylaws, will be devoted entirely to road improvement discussion. One thousand dollars was appropriated to defray the expenses of the day. Another appropriation of \$500 was made to cover the expense of preparing matter relating to road improvement for publication in newspapers. This money will be expended under the direction of Otto Dornier, of Wisconsin, who is a member of the National Highway Improvement Committee.

ONE OFFICE LESS.

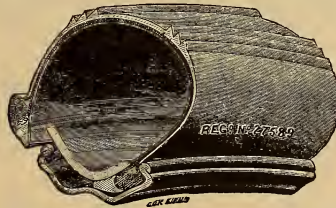
While it is a problem whether Sterling Elliott will be re-elected president of the League, it is a certainty that he won't hold the office of chief consul of the Massachusetts division next year. The nominating committee of that division have overlooked him completely. J. E. Tippet, Boston, will be his successor. A. D. Peck will again act as secretary-treasurer, with D. E. Miller vice-consul. There is no opposition in the Bay State this year.

ALWAYS IN ORDER.

Another fight has broken out in the Michigan division. An independent ticket has been placed in the field by the Detroit element, and the war is on. The regular ticket is headed by A. B. Richmond for Chief Consul, who held that position from 1888 to 1891, while Leo A. Caro is renominated for secretary-treasurer. The Detroiters have placed E. H. Hines at the head of their banner, and are working tooth and nail for his election as Chief Consul. The present incumbent, R. G. Steel, refused a renomination. Steel has held the office since J. M. Bresler was deposed from office and expelled from the League in 1893 on a charge of endeavoring to disrupt the organization. The Bresler episode brought the division's membership down to 400 members, but it has since increased to over 900. When deposed from office, Bresler refused to turn over the \$600 or \$700 in the treasury, and he still has it. It is now stated that if Hines is elected Bresler will return the funds. The division has shown a sorry lack of pluck and combativeness in not obtaining possession of the money ever since Bresler's attitude of hostility. But with Richmond in the field, the Detroit faction's candidate has but little chance.

A TUBELESS TIRE.

This is a possible "tire of the future," the Fleuss tubeless tire, to which THE WHEEL first called attention. It is now being marketed by the "Tubeless Pneumatic Tire and



Capon Heaton," No. 31 Moor street, Birmingham, England, and is attracting a deal of attention. As will be seen, it is detachable and of the clincher variety, but requires no inner tube.

RUCTIONS IN OLD PENNSY.

The Pennsylvania division is stirred up over the action of the friends of Dr. W. H. Mercur, of Pittsburg, who is running for vice-president in opposition to T. J. Keenan. Last week they mailed to all the members of the division illegal tickets containing only the name of Dr. Mercur as a candidate for the vice-presidency. It was known that the ticket sent out by the division officials would not be mailed before October 15, and it was thought that many of the "smooth-bore" tickets would be voted by those who would not know that Mr. Keenan was a candidate.

Under the by-laws adopted last August these votes could not be counted, but the friends of Mr. Mercur claim that the clause which would invalidate them is technically unconstitutional, which question will have to be decided by the Rules and Regulations Committee.

The regular tickets containing the names of all the nominees were issued this week.

East Brookfield, Mass.—E. H. Stoddard has purchased the entire plant of the Greyhound Bicycle Co. for \$8,000. He will dispose of the finished product at once and will begin designs for his 1897 wheels. The old name will be retained and an experienced manager will be in charge. Mr. Stoddard was the former president of the concern.

BYE BYE, BUTLERS.

Across the Stormy Ocean: After a Few French and Foreign Purses Sail the Brothers.

Although advertised to appear at a race meet in Philadelphia on Saturday, Tom Butler, accompanied by his brother Nat and Manager George S. McLeish, sailed on the St. Paul Wednesday for an extensive campaign abroad. E. A. McDuffee, the Malden crack, sailed on the same steamer, independent of the Butler party. After spending a few days in London they will proceed to Paris, where they will go into training prior to meeting all the foreign cracks. During their stay abroad they will appear at Nice, Naples, Madrid, Vienna, Antwerp and Brussels, and, if successful, will proceed to Australia to ride next summer.

Although all the Americans who have gone abroad this year have met with indifferent success, it is generally believed that the Butlers will be more successful. Tom Butler has been styled the "Michael of America." He is but nineteen years of age, and small of stature, but has done some wonderful work this season. After winning his novice race in June, 1894, he jumped at once into the top ranks of the amateurs. As a professional this year he has repeatedly defeated all the big men of the circuit, including Bald and Cooper. At the National meet at Louisville he captured two of the championships—the half and mile—and at Springfield won the international race (so-called). He rides with his head as well as his legs, and is one of the squarest riders on the path.

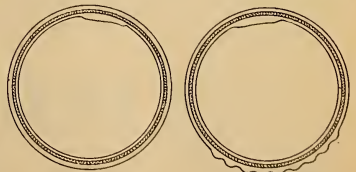
Nat Butler first became famous as a road rider, and has figured as scratch man in numerous "twenty-fives." He is twenty-five years of age, and considerable larger than his brother Tom. He has been on the path since 1893. He has a number of records and many brilliant victories to his credit. Nat has been off the path for the last six weeks on account of a broken collarbone. The Butlers are backed by E. C. Stearns & Co. McDuffee will ride a Waltham Comet. They were given a royal send-off when they left Boston on Monday.

PATEE WILL PUSH THINGS.

Illinois, with almost as large a cycling population to draw on as New York, Massachusetts and Pennsylvania, needs stirring up. It is sadly behind these leading States in League membership. Its lethargic condition is unaccountable, but there is going to be strife for the chief consulship this year, so there are hopes. The present incumbent, L. C. Jaquish, has been renominated, but he has a running mate in Fred Patee, known far and wide, both in sport and in the trade. George D. Locke, the present secretary-treasurer, has also been renominated.

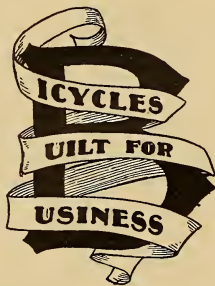
HAS RIBS ON IT.

Ribbed or corrugated single tube tires promise to be a feature of next year's trade. The Brooklyn (N. Y.) Rubber Company's



Bernard tire will be of that type. It is shown herewith and looks a likely article. The Brooklyn concern has had twenty years' experience in rubber working and has facilities that will insure the quality of both grade and price.

Special Run On Clippers....



"GOUVERNEUR, N. Y., October 2, 1896.

"GRAND RAPIDS CYCLE Co., Grand Rapids, Mich.

"Dear Sirs: I am so well satisfied with the business associations we have had that I am pleased to say your postal of October 1st is correct in every way. Better value, better service and better treatment than we get as a rule from bicycle houses. *I especially value your promptness and willingness in the repair line.* I have not sold as many wheels as I anticipated this year, but shall make a special run on New Clippers next year, and hope, the times being better perhaps, to do a good business. Thanking you for all favors, I remain,

"Yours very truly,

"E. D. BARRY."

MADE
BY
THE **GRAND RAPIDS CYCLE CO.**
GRAND RAPIDS, MICH.

No 217.

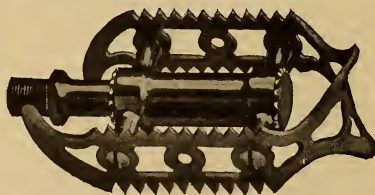
Kindly mention The Wheel.

A Perfect Pedal...

THE JANNEY FOR '97.

SIMPLE, ARTISTIC AND THEREFORE ATTRACTIVE.

A pedal made on scientific lines with **no loose cones** and **no check nuts**. It will not bind and will not tighten. This is so important that you cannot afford to be without it in '97



By an improved process in hardening, the axles are rendered nearly twice as strong as steel hardened in the ordinary way.

The velvet dust shield makes it **dust and water proof**. The oil is retained in the bearings, and thus they are constantly supplied with lubricant.

MADE BY

CYCLE IMPROVEMENT CO.,

WESTBORO, MASS., U. S. A.

Kindly mention The Wheel.



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Editing and Managing Staff.

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J. J. PRIAL, W. D. CALLENDER, W. V. BELKNAP,
T. I. LEE, L. GEYLER, J. W. HOLMAN,
A. T. MERRICK, Illustrator.

Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

TO FOREIGN INFORMATION SEEKERS.

Owing to the number of inquiries received from abroad in regard to the status of American firms, THE WHEEL announces that it will give to all such inquiries the most careful attention, and all foreign merchants desiring advice or information regarding American trade are invited to correspond with THE WHEEL.

SIZE OF ELECTROTYPES.

Patrons who may send illustrations of machines or machinery for publication in THE WHEEL will please bear in mind that such electrotypes should not exceed 2¼ inches in width.

THEORIES OF SUCCESS.

AS man has seven ages, so has a business—or concern divers and different stages—as, for instance, birth, prime, climax and fins. Of all the stages through which a business passes, from the first young, solid, pushing, hopeful, enterprising days to the end, the most dangerous stage is that in which it is most susceptible to "dry rot."

By "dry rot" is meant old-fogysm, fossilism, blind and unreasonable conservatism—in brief, a gentle and general state of mental obfuscation. The disease is imperceptibly insidious; and, like all mortal ills, it is least apparent to those whom it most afflicts. They fancy they are still in the heyday of youth and vigor and activity, and are the last to realize that, day after day, they are dropping behind their competitors, are being elbowed out of their field. Then, one day, some one passes it

about the market place that they are no longer in the field, are non-competitive, non-progressive, on the shelf, out of the running. If the rumor be based on truth—and nothing be done—the day of "winding up," of "voluntary dissolution," or some other highly respectable finishing touch is not far off.

Every business must continually have brought into it new vitality to offset the natural disintegration and cobwebbery which affects business as well as all things in nature. The business must have injected into it new men with fresh ideas, men who have not been worked out, men who are still looking forward, who have yet to make their names, who are yet on the verge of their careers. These are the men who are inexhaustibly active, interested and creative. Their best talents and time are not devoted to assets, property, riches and reminiscence. Their talent is devoted to acquisition, not to calculation. They are of the present and the future—not of the past.

Usually a young man creates a business, and the business grows with his growth, and in time it often outruns him and his desires often outrun it. The made merchant longs for leisure, for pleasure, for vacation. In his double decade of grind, during which he has earned a niche and his competency, he has burned something out of himself, and nature suggests and sometimes compels a halt. And so he unconsciously lets up on that close scrutiny of details, that intense attention, that never-failing application, which has made the business a success.

At this stage a man of genuine perception and of true sight either retires and enjoys his competency and his honor, or if he does keep in harness he must gradually shed some of his burden of responsibility and activity upon shoulders that are able and willing to bear it. He should have about him a staff of men among whom he can distribute his labor and his leadership. If he has not, by a liberal policy and with the exercise of judgment, prudence and courtesy, gathered about him men of the necessary types, he is indeed unfortunate, and it is impossible for him to escape "dry rot" and failure. He is sure to be engulfed and dismayed.

On the other hand, a great many men of natural but untrained mental powers build up businesses which become entirely too big for them. Their success has been made by special development in one direction and in one line. So when a big business imposes upon them leading tasks of a different nature they stagger under the load. For instance, one man is a master of manufacture, but lost in finance; whereas another man may be shrewd at finance, but entirely at sea at the producing end. Yet, again, another man may be a great seller or distributor of material, but entirely at a loss inside the office or inside the factory. The business man who is essentially shrewd is he who most truly realizes his powers; and he is particularly shrewd if his limitations and deficiencies appeal to him with more force than to his triumphs and his talents. A business man must continuously attempt a proper realization of himself. His deficiencies he must

offset by the employment of men who have the qualities in which he is lacking. Such men are all about him and may be secured by perseverance and the exercise of discrimination.

A great many men in the very climax of their careers have speedily come to their end. The promise of greatness has never been fulfilled. The very bigness of their business makes them stagger under it. They develop a habit of uncertainty and of procrastination; they loiter and linger over new propositions; they decline or shrink from new suggestions; they refuse to reach out into new markets, to enter new avenues of trade; they have, in brief, lost the quality of leadership; they are no longer captains and are in splendid condition for the encroachment of the "dry rot" microbe, which is ever on the alert for promising material.

All business must have a head, a master, a leader. This leader must be open to suggestions from every point of the compass, from every person in whom he has vested employment; but he should sift, digest and weigh, and, in the end, he should lead, initiate and inaugurate. Leaders should have men about them capable of giving advice, not mere mannikins, but men who are themselves endowed with original and creative thought, and who are themselves leaders in their particular way and so far as their opportunities have permitted. The leader should be on the lookout for new methods of doing business, for fast and improved machinery if he is a manufacturer, for new methods of marketing, new customs in finance. He must look out for all these things or he should have pilots on the lookout for him. In this way he is sure not to fall behind the times. He is sure to be shouldered to shoulder with his competitors.

Some men in some concerns, especially if they are very old and very rich and used to triumphs, bank too much on experience, reputation and old-establishment. But, while these are matters of great import in old countries, they do not cut so large a swath in this newer country, in which men pass from class to class, from lowest to highest, with wonderful rapidity. The winning elements in trade to-day are products and prices, and the fineness of the one and comparative merit of the other count for everything. When these are wrong, when the product is too poor or the price is too high, then the business is wrong, and in crises of this kind, heroic efforts must at once be made to get right. One is then on the wrong road and must not pursue it in the vain hope of finding a side path leading back to the main highway; he must at once return to the original point and start over again—right.

One of the most important things to remember in connection with business is that very little on either side of the scales means success or failure. The dividing line between success and failure is not as sharply marked as most people think it is. It is almost as fine as the distinction between talent and genius. The scale can be turned, if there is half a chance, by courage, perseverance and judgment.

WHERE THE L. A. W. HAS ARRIVED.

AROUND the business and legislative structure of the L. A. W. there is no evergreen—no clinging evergreen—so securely and yet so insecurely rooted as the "Bulletin matter." Each year it has been pruned and grafted and re-fertilized; each time the tending has seemed to assure an increase of hardness, but as regularly as the month comes round each February finds the vine, or "matter," in need of renewed attention. Though sick, it will neither die nor live a life of unperfumed usefulness.

As February draws nearer the evergreen shows the old familiar signs. To the "new element" which will so largely compose the next National Assembly the subject may be fresh and interesting. It will afford them golden opportunities to spout and hear spoutings, and when it is all over the dear old matter will seem settled for aye, and in all probability recur as regularly the following year.

Just now the official organ, the "L. A. W. Bulletin," is draining most of the phosphate in the national treasury. When Mr. Elliott made the arrangements they seemed as usual to have finally solved the vexed question. He agreed to supply the membership with a weekly paper on a sliding scale. Up to 35,000 members the price would be 25 cents each. For each additional 5,000 the price would be increased five cents per member until 50 cents was reached, the money, of course, to be paid out of the National treasury, and the contract to be terminable on ninety days' notice.

At that time, March, 1895, the present membership of the League was a remote speck on the horizon, but during the present year New York, Pennsylvania and Massachusetts put on seven league boots and kept moving so well that the roll now bears more than 70,000 names. Of the renewal fee of \$1 per member, the national body receives 65 cents, and the State division 35 cents. The \$1 initiation fee of new applicants goes entirely to divisions.

From these figures it will be seen that since the membership reached 50,000 the L. A. W. after paying 50 cents per member for the "Bulletin" and mailing the member's card has had a net working capital of but 13 cents per capita.

For the eleven months ending February, 1896, when the membership was 39,000, the cost of running the League was \$12,000. Those who incline to a dabbling in figures may use this as a basis for finding where the League will land on the 13-cent plan.

The publisher-president—all praise to him—has this year done the handsome by voluntarily rebating some \$7,000 of the money received by him as publisher, else the situation at the end of the fiscal year might have suggested bankruptcy, as it did before the publisher's contribution was made public.

President Elliott's generosity has saved the day, but that some of his political opponents are almost eagerly awaiting an itemized statement of the League's finances, and

that the "Bulletin" contract in some form or other is again to be pounced upon and made the basis of political capital, there is reason to believe; indeed, it was an apparently innocent, but intentionally dropped remark of one skilled in the pastime of cycling politics that first directed attention to the dangerously close margin on which the L. A. W. is being operated. It is well to be prepared for an outburst.

PLAYING AT POLITICS.

WHAT a fascinating game is the game of politics as played in the League of American Wheelmen and its various divisions! It is superior to poker, baseball, chess, craps, golf, euchre, bowling, football, dice, chuck-farthing, lawn tennis, fakring, logic or the gift enterprise business. It is often played by experts sharper than many engaged in the shoving of the queer. There is more excitement in it than in moonshining among the mountains of Georgia.

There are some high old players at the game of League politics in New York. Their betters can't be found anywhere.

The countenances of the crack players are apt to be tinged with melancholy when seen in public. They do their laughing behind doors.

Not in all those parts of the world that lie outside the United States are there such ingenious players at the game of cycling politics as the American players.

The game in politics at which we are looking these days is one for which sharp wits are needed; but the National game that is to be played next year with the League presidency, pull and power as the prize, will be a game for the master players of the whole country, and it will be a stirring one, too.

PERCENTAGE FALLACY.

ALTHOUGH a good thing for the clever man who originated it, the percentage system of reckoning the standing of the racing men on the National Circuit is a magnificent fallacy; nothing more; nothing less. To be truthful, the exact position of every man in every race must be obtained. With this as the foundation of the system, we care not who he is, nor how experienced he may be, we maintain it to be a physical impossibility for any one, in the press stand, or out of it, to perform the feat with more than such accuracy as is entitled to the term by a broad stretch of courtesy. Too many big fields and close finishes have marked the racing year for any man to set up himself as referee, judge, scorer, umpire, and, in the vernacular, "the whole thing." With so many bricks of straw—of guess work—for a foundation, the entire system must be unstable, must totter and must fall.

All must be thankful that temporarily the bicycle as a pulpit theme has given place to the financial question.

SOME FACTS AND FIGURES.

"Besides, who knows precisely what brand new device may surprise the wheeling fraternity with the appearance of the fully guaranteed chainless bicycle for 1897, sold for the rational and up-to-date price of \$50?"

This is the tail-end of an editorial by our astute and potent contemporary, the New York Sun. Such is the way the "great dailies" mislead the public. THE WHEEL understands that it would cost thousands of dollars to build enough machinery to produce the first few chainless bicycles, because of the complicated nature of the bevelled gear, and because of the cost of that gear. No first-class bicycle can be sold for \$50; no perfected chainless bicycle can be sold for \$50. The price will be nearer \$150, and it is doubtful if the wheel will be guaranteed; rather will it be put out and left to earn its own reputation.

President Brock, of the Metropolitan Association of Cycling Clubs, is making a laudable and energetic effort to combine the interests of the several similar associations which exist in this vicinity. To that end he has called a meeting of club presidents for Wednesday evening next at the Bartholdi. He has letters of support from Presidents Keer, of the New Jersey Association, and Fuller, of the Long Island organization, which merit the belief that petty jealousies and differences will be buried, and an association befitting the first city in the land the result.

New York will go to the L. A. W. National Assembly with more than one hundred delegates. Pennsylvania will have seventy or eighty, and Massachusetts almost as many. It means that the League has become topheavy and unwieldy. A pruning—a new basis of representation—is imperative, else the great weight of legislative talent will swamp the ship.

Had Seneca been a wheelman he certainly would have been one of those Samaritans of the road who are ever ready and equipped to help a fellow-rider who has come to grief. For did he not declare: "To find one thankful man, I would oblige many that are not so"?

There is something for every man to be thankful for. Man should be thankful that he has the measles only once, and his first lesson on a wheel only the same number of times.

Men ridicule women because they waste so much time and thought on their cycle dress; but the woman who doesn't do it they unani-mously look down on as a frump.

The scorcher fails to understand that the pleasures of cycling descend gently upon those who ride like evening dew, but do not patter down like a hailstorm.

A pretty woman can lose her head on a wheel about as easily as she can her heart,

GO AS BAGGAGE HEREAFTER.

Missouri has decided that bicycles are baggage, and must be accepted as such by railway corporations. Judge Russell rendered the ruling.

The case in which the decision was made was that of J. R. Bettis vs. the Missouri Pacific Railroad Company. In his petition Bettis, who lives at Webster Groves, a suburb of St. Louis, stated that on April 2 last he bought a ticket, but the company refused to carry his wheel until he paid excess baggage rates on it, although up to that time no objection had been made to carrying it free. He obtained an alternative writ of mandamus compelling the railroad company to carry his bicycle free, and the company filed a motion to quash the writ. The latter motion was overruled by Judge Russell.

In his decision the Judge first reviewed the facts set forth in the plaintiff's petition. He said that in the motion to quash the alternative writ the railroad claimed that a private person could not set on foot a proceeding of this nature without the sanction of the official representatives of the State, and that a writ of mandamus would not lie because there was an adequate remedy for damages growing out of the refusal of the company to carry the bicycle free. The first point was overruled on the grounds that a railroad corporation was compellable by mandamus to exercise its duties of freight and carriage, and the fact that remedy by damages might be obtained did not preclude the remedy by mandamus. The Judge went into particulars as to what constituted baggage, and incidentally relieved himself of some individual opinions in this wise:

"Nothing which a crank or an eccentric person would take with him would be considered baggage," said he. "It is true that it has not been very many years since those who, like the plaintiff, were addicted to bicycle riding, were regarded as cranks, but his class has grown and his tribe multiplied, until it threatens to include all mankind, and we are forced to accord the wheelmen the average human intelligence; we cannot now say that only a crank would carry a wheel."

WHAT CONSTITUTES "ASSAULT."

A Jersey City lawyer was forced to dismount from his bicycle by the road hoghish tactics of a truckman, who persisted in zigzagging across the road in front of the wheelman. The lawyer promptly had the truckman arrested, charging him with assault. Justice Potts, before whom the case was tried, rendered the following decision: "It is an assault to ride dangerously near a person, thus causing him to fear injury to his person. (State vs. Sims, 35 S. C., 137, and Morton vs. Shoppe, 3 C. and P., 373). An assault is an attempt unlawfully to apply any or the least actual force to the person of another directly or indirectly, or, in other words, an assault is an unsuccessful attempt to do harm to the person of another, thereby causing a well-founded apprehension of immediate peril."

FORTY MILES, COST \$50,000.

Another scheme to build a cycle path between Washington and Baltimore has been floated. The project is a private enterprise, proposing the construction of a macadam path forty miles long and ten feet wide at a cost of about \$50,000. Half way between the two points it is proposed to build a clubhouse. The path will be supported by a toll of 25 cents. It is claimed that Baltimore and Washington capitalists are willing to invest money in the scheme.

GRAY WOLF AND PISTOL PETE.

A lugubrious story emanates from Reading, Penn. Its cycling coloring lies solely with a little circular card with advertising matter printed thereon, to boom the race meet held by the Electric Wheelmen in that city several weeks ago. It was provided with a red string, and many cyclists wore them around their necks. Some of these cards were used by a Reading manufacturer as packing paper in crating wheels shipped to Arizona. This week one of the cards, it is alleged by a "Ledger" correspondent, was returned to the club with a bullet hole through the centre. Accompanying it was this letter:

"Enclosed you will find one of your advertisements of a race meet held by your people. You will wonder how I got it out here and why I send it back. It has quite a history, I assure you. Last week a drunken Ute Indian, 'Gray Wolf' by name, came to our ranch and was looking for trouble. He had this card on him right over the heart. He started the fun with 'Bronco Ben,' one of my cowboys, and, well—there is not much to tell. The hole in the card explains it all. Bronco Ben uses a shooter and he shoots straight. I thought, no doubt, you would be glad to receive the card when you knew its history. Yours truly,

"PISTOL PETE."

"Foreman Santa Marie Ranch.
"N. E.—We buried 'Gray Wolf' the same day."

"BICYCLE" OLIVER.

Oliver is one of the cycling characters of the metropolitan district. No one knows his given name. His cards, his signs, his advertisements all read "Bicycle Oliver," and the name now comes as easily as Tom or Dick. His appearance was contemporaneous with the completion of the Coney Island wheelway. First he sold score cards at race meets and road events, and haunted the cycle path



with a foot pump and a kit of tools, in an endeavor to earn an honest penny by fixing a disabled wheel or mending a punctured tire. Then he purchased a tent and established a "repair shop" in the woods which adjoin the path. He soon became widely known. Latterly he has been in evidence at most of the race meets at Manhattan beach, his pump and tools near at hand, and a modest stock of small sundries displayed on a barrel, as shown in the picture. He is an earnest, obliging, energetic and thoroughly deserving fellow.

SUFFERED FROM COLD.

In celebration of the opening of Glenmore avenue, Brooklyn, as a macadamized boulevard, giving the long desired outlet from the city to the good roads of Queens County, a parade was held on Saturday last under the management of the Brooklyn Good Roads Association. About twenty-five clubs and several hundred unattached riders took part, with Charles H. Luscomb grand marshal. The parade was reviewed at the Union League Club by a number of the city officials.

PAID HIS LIFE FOR A PEDAL PIN.

For years the festive bandits and the genial bank burglars have utilized the horse to make good their escape after playfully holding up a train or filling the ever timid cashier full of neat, round holes. All this, however, is likely to be changed. Already the enterprising law-breaker has recognized in the wheel an instrument that to his class is destined to fill a long felt want. It is faster than a horse.

The two robbers who rode into Sherburne, Minn., shot two men dead in the Bank of Sherburne, helped themselves to \$1,000 in cash and then merrily scorched out of town were enterprising, up-to-date young men, and unless they came to a most untimely end in the immediate vicinity of a scaffold a new and hitherto unfiled field, in which by strict parsimony and close attention to business they might have in a few years eked out fortunes, is opened up to them.

Just imagine the possibilities of a cycle school for thugs! A place where crooks could be taught how to scorch out of a policeman's reach in three lessons. And to go still further in stimulating their enterprise, they might offer club rates to select parties of five or more burglars. Then, too, a cycle lamp might be invented that could be used in case of emergency as a dark lantern. Unfortunately, one of these Sherburne bank depleters was mounted on a bargain-counter wheel, and when gayly riding off with the wealth he had pre-empted, broke a pedal pin and was shot. Moral: When indulging in bicycle bank looting, ride a high-grade wheel.

INDOOR CENTURIONS.

Century riding has been so popular among Philadelphia riders this season that the proprietors of the Armory Bicycle Academy have conceived the idea of catering to the 100-mile grinders during the reign of cold and windy weather. Commencing November 2, and continuing two weeks, from 9 a. m. to 7 p. m., a century tournament will be inaugurated, open to amateurs, male or female, under these rules: Contestants must ride their own wheels, equipped with cyclometers; must ride 100 miles between 9 a. m. and 7 p. m. on any one day during the tournament to become eligible for a medal. Those who make 100 miles on more days than one shall receive a bar for each 100 miles made. Contestants can enter any day; re-entries allowed. The three ladies and gentlemen that ride the greatest number of miles over 100 between 9 a. m. and 7 p. m. on any one day during the tournament will be awarded special prizes.

ROOM FOR THE WHEELMEN.

New York cyclists who ride on the Boulevard will, in a measure, be protected from the recklessness of truck drivers in the future. Alderman Olcott's ordinance, passed by the Board of Aldermen several weeks ago, has been signed by the Mayor, and will be enforced by the police at once. The new law provides that all trucks shall pursue their courses north or south in single file, next to either gutters, and that the inner sides of the Western Boulevard—those nearest the strip of parkway that divides the thoroughfares—shall be used exclusively by bicyclists, light wagons, road wagons and other pleasure vehicles. The penalty for an infractor of this law is \$5.

NEW JERSEY IN LINE.

A bill will be introduced in the New Jersey Legislature this winter, similar to the Armstrong bill, compelling railroads to carry wheels free. The New Jersey Division will also attempt to have all toll roads abolished.

WHAT A WHEELWOMAN FAILS IN.

She can't for the life of her make head or tail of the catalogue which describes the wheel she rides.

She can't appreciate the finest scenery when riding amid it, if she knows her hair is out of curl.

She cannot, not even when the most daring of riders, scratch a match on the sole of her boot with which to light her lamp—at least in an unconcerned manner.

She can't help gauging every other wheelwoman she meets on the road by her clothes, even though experience has taught her that beggars sometimes ride in fine coaches.

She can't pay a bet, even the simple little race-meet wager of violets or bonbons, without the fiercest sort of a struggle with herself to relinquish the forfeit.

MADE A GOD OF HIM.

It is not a far cry to 1870, and yet in June of that year Mr. Kemp, an English druggist, rode through Hindostan on a bicycle, was taken by the Hindoos for the god Vishnu and worshipped in a temple. The English authorities were actually compelled to send an armed expedition to rescue the deified druggist from his gilded prison.

COMPARING DOG METHODS.

An English remedy for the discouraging of an offensive dog is the tying of a string to the monkey-wrench, then dropping the wrench on the head of the offending canine. Such cures for this sort of annoyance seem rather obsolete. In America the usual remedy is for the rider to dismount and tickle the dog with a hickory club or half a brick.

NOT WORTH TWENTY.

New York has a law which allows a wheelman arrested for a misdemeanor to leave his wheel as security for his future appearance in court. For the first time on record a rider has failed to redeem his wheel, and a \$20 fine against a scorcher is to be satisfied by the city selling the wheel he left for security.

HANDLE POISONING.

Here is a brand new one. Mr. McIntosh, of Beaver Falls, deposes that he is suffering from a painful eruption on his hands, feet and lips, which aforesaid eruption he deposes is the direct result of poison communicated to his system from the handles of his wheel.

ALMOST FORGOTTEN.

How many people are there who will recognize in Thomas Stevens, acting manager of an English theatrical company, which landed in New York last week, the famous Tom Stevens who first put the wheel marks of a bicycle around the world?

THE LEGS OF HIS LEVIES.

Think of what Napoleon the Great got out of the legs of his levies! Think of what to that consummate strategist and tactician infantry mounted on the noiseless and swiftly revolving wheel would have meant!

COMPARING THEM.

The supremacy of the cycle makes the question of good roads not a matter of policy only, but of right. A bridle path constitutes a portion of every city park in this country, yet the number of equestrians is scarcely a fraction of the army of cyclists.

CAME HIGH.

Two tandem riders of Washington, Ind., ran over a pedestrian, severely injuring him. The victim sued for \$2,000 damages, and a jury awarded him \$400.

HAS MET KINGS AND PRINCES.

Henry A. Spaulding, whose features are here pictured, is president of the Spaulding-Pepper Company, Chicopee Falls, Mass. Mr. Spaulding has been in the tire trade since 1894. Previously he was for twenty-five years one of the most prominent men in the jewelry trade. He was Tiffany & Co.'s representative in Paris for eighteen years, and during that period visited every crowned head and prominent dignitary in Europe. He takes great pride in an antique scrap book, which is kept carefully locked in a safe, and which contains personal letters and mementoes of various sorts from the royalties of Europe.

In 1888 he sold his interest in Tiffany & Co. and founded the now famous firm of Spaulding & Co., Chicago. In 1893 overwork and the climate of Chicago, which did not agree with him, compelled him to take a trip to Japan for his health. On his return he purchased an interest in the Spaulding & Pepper Company, and succeeded his cousin, T. H. Spaulding, as president.



Henry A. Spaulding.

Mr. Spaulding is one of the men whose ideas of business are based upon conservatism and dignity, in addition to enterprise. He believes in producing and marketing a tire that is as perfect as money, machinery and brains can make it.

He has been a member of the Chicago Club, Standard Club, of Paris; the Japan Fine Arts Society (of which he was made a member by the Emperor of Japan) and the Historical Society.

DIAMONDS TO MEET DEMANDS.

After having been made under contract for years, Lovell Diamonds are now being built in a home entirely their own. This home—the new factory in Portland, Me., has been splendidly equipped, and will manufacture everything except the tires, tubing, spokes and rims. More high-grade Lovells will be turned out than in the past. Medium grades will still be made, but not in such quantities as in past years; the bulk of the product will be high-grade. While the wheels will be made in Portland, the general business will, as always, be conducted from the Lovell Arms Co.'s main office in Boston.

GOING TO INSURE MEMBERS.

The proposition of adding an insurance scheme to the list of L. A. W. benefits, which has so often been talked of, has been taken up in Australia by the League of Victorian Wheelmen, which has arranged that its members shall be insured against cycling accidents. Membership includes the annual premium, sufficient to cover \$750 in the event of death, and weekly payments in proportion.

MORE TROUBLE.

After satisfactorily arranging the internal ructions among the stockholders, the Howard & Nichols Cycle Company, of Newark, N. J., makers of the Howard chainless wheel, struck another snag. At the close of last week all their employes quit work, because, in theatrical parlance, "the ghost failed to walk." The men claimed that they had not been paid their wages for two weeks, and were tired of promises. Subsequently all but four of the men were induced to return to work. Speaking of the trouble, President C. O. Howard, said:

"For two weeks we have been working night and day to fill an order for thirty wheels. We were unable to fill it, and so yesterday I went to New York to have the order held over. When I returned home the men were complaining because they had received nothing for two weeks. I had placed my hopes on the order, and told the men that if they could not trust the company for their wages to leave. Only four men did so. There has been no Sheriff's notice posted on the door."

GOING AND COMING.

Cleveland, Oct. 19.—The local branch of the Yost Manufacturing Company will be closed in a few days. Falcons will probably be sold here through an agency next year, though in case satisfactory arrangements cannot be made the branch will be reopened in the spring.

Cleveland must have been unusually attractive for tire people the past few days. Among those in town were John F. Palmer, president of the Palmer Company; C. M. Fairchild, of The New York Tire Company; J. D. Anderson, Jr., Hartford Rubber Works Company; Bert Work, Goodrich Rubber Company; Kirk Brown and W. M. Perrett, Dunlop Tire Company, and Arthur E. Flavell, New Brunswick Tire Company.

SOUNDS A WARNING.

"Ironmonger," of London, says: "It is imagined by some that many American makers who have been flocking to our shores have only come here temporarily, having overestimated the demands of the American trade, and finding themselves saddled with surplus stock. We do not in the least suppose that many of the largest American concerns have the slightest idea of relinquishing the hold they have obtained on the English market; and this view is borne out by the announcement that the Lozier Manufacturing Company intend making 10,000 low-priced machines next year for the English trade."

HULBERT ON TOP.

Messrs. Hulbert Bros. report that the business of the Messinger Saddle Company is moving along apace. In a few days they will have their travellers on the road. All will be glad to hear that the doors of their old stand on Twenty-third street will shortly be thrown open to the public and that Hulbert Bros. will resume their sporting goods business.

MET AND PARTED.

The man upon the bicycle,
The man upon his feet,
Collide, and quickly both of them
Lie dead upon the street.
The man upon his feet has gone
Unto a rest eternal;
The man who scorched is scorching yet
In the regions called infernal.

WHAT HAS MADE SINGLE-TUBE TIRES FAMOUS?

Hartford Tires, OF COURSE.

Whenever you think of single-tube tires you connect them with the name
Hartford.

The public do likewise.



THE HARTFORD RUBBER WORKS CO., - - HARTFORD, CONN.

BRANCH HOUSES:

100 Chambers Street, New York.
136 Lake Street, Chicago, Ill.
910 Filbert Street, Philadelphia, Pa.
8 Queen Street, East, Toronto, Ont.
251 First Avenue, South, Minneapolis, Minn.

Kindly mention The Wheel.

To Bicycle Riders: We Make Our Tube OF FIFTY CARBON STEEL

Because a Tube like this of



Is just as strong as

a Tube like this of



This diagram does not show how much stronger and more durable our tube is than the usual quality in the market because it does not include the always bad and more or less uncertain effects of "pickling." By ordinary methods tube is annealed in the open fire and pickled from eight to twenty times, according to finished size. By the use of a patented annealing process, controlled by us for tube making, our tube never comes in contact with the fire and is never pickled. There is no "theory" about this. Our thorough tests show that even with the greatest precautions in pickling (not usually taken), pickled tube is weaker and more brittle than tube made of the same material without pickling. Send for a Catalogue.

THE POPE TUBE CO.,
HARTFORD, CONN.

While weight for weight in a Bicycle FIFTY CARBON Steel will last so long

and TWENTY-FIVE CARBON Steel will last only so long

Kindly mention The Wheel.

STRAW IN HIS MOUTH.

That Was Part of Michael's Record-Breaking Equipment—Johnson Tries the Game and Fails.

Chicago, Oct. 15.—With a piece of straw between his teeth and aided by several crews of local pacemakers, James Michael to-day wiped out all of Tom Linton's world's records from two to five miles. The Garfield Park track was the scene of the onslaught. Eighteen thousand people were present, and owing to their wild cheering at the close Michael was unaware of the fact that he was riding the last lap and made no finishing sprint, losing thereby the opportunity of cutting off another second or so.

He was paced by two quads and three triplets. One quad was manned by Waller (steersman), Myers, Lawson and Staver. On the other were seated Fitzgerald (first), Simkin, Bicker and Newhouse.

The Jallu brothers and Stenson rode one of the triplets, while Phillips, Van Ness and Bradis manned the second, and Stewart, Davis and Edwards handled the third.

Michael rode two miles in warming up and then huffed the rear wheel of the triplet steered by Stewart, as they started on the sprint for the first half-mile. The triplet got away from the tape in poor style, and the start was greeted with groans.

He was carried to the three-eighths pole, where the Jallu brothers picked him up neatly and hurried him over the line for the first half in 0:53 3-5. The pace grew hotter as the wiry Frenchmen took him the entire next lap, riding the half in 0:54 3-5, and the mile was covered in 1:50 1-5.

At the mile and one-eighth pole the Fitzgerald quad made a fair pick-up and led the way to the completion of the mile and a half. This half was ridden in 0:51 4-5.

Phillips, Van Ness and Bradis made a pretty pick-up just before taking the lower turn and carried Michael the remaining distance of the two miles. The time for this half was 0:53.

He had ridden two miles in 3:35, smashing John S. Johnson's world's record of 3:38 3-5 for the same distance made last Thursday on the same track.

After completing the two miles the Jallu team took him under its wing for the following three-quarters of a mile, where the quad manned by Waller, Myers, Lawson and Staver took him the rest of the distance.

Two and one-half miles were covered in 4:13 1-5. Three miles were reeled off in 5:29 4-5, three and one-half in 6:28 3-5, four in 7:25, four and one-half in 8:21, and five miles in 9:17 1-5. The last half was ridden in 0:56 1-5.

In three trials the little Welshman has pulled the American record from 9:51 to the present world's record figures.

Johnson made a try at the world's figures for the mile yesterday morning, and while he created no new marks rode a very fast mile in 1:43 2-5. The quarter was done in 0:25 4-5, the half in 0:49 2-5 and the three-quarters in 1:16 2-5. Faulty pacing in the last half by one of the quads probably prevented him from riding it in 1:41 or 1:42. Summary of Michael's times:

One mile	1:50 1-5
Two miles	3:35
Three miles	5:29 4-5
Four miles	7:25
Five miles	9:17 1-5

American racing men with an eye on Australia prize-money will be interested to know that \$8,250 is to be hung up at Melbourne on January 26.

HOW FAST AND HOW FAR?

How fast can a mile be ridden on a bicycle? How far can one be ridden in an hour? These are the twin questions of the cycle speed world. The first question is so often answered and so often altered that it has ceased to be as interesting a problem as the last-named one. A study of the hour record reveals the fact that the first half of eight countries' records belong to British riders. The records and their holders are:

Country.	Riders.	Miles.	Yards.
England.....	J. W. Stocks.....	31	548
France.....	T. Linton.....	30	197
Denmark.....	A. A. Chase.....	28	1,500
America.....	J. Michael.....	27	1,690
Belgium.....	J. Michael.....	27	498
Germany.....	J. Michael.....	25	1,547
Scotland.....	R. C. Crawford.....	26	1,000
Italy.....	Fischer.....	26	752
Austria.....	Haderer.....	26	544
Africa.....	Greathead.....	26	36
Switzerland.....	Portier.....	25	988
Russia.....	Puresoff.....	24	1,510
Spain.....	Lacasa.....	24	1,836
Holland.....	Witterveen.....	24	827
Australia.....	Carpenter.....	23	97

COLUMBIA LANDS DAWSON.

Columbia College next season will have a brilliant addition to its cycling team in the person of Ray Dawson, the Boonton (N. J.)



Ray Dawson.

crack. Dawson is the son of a Boonton merchant, who takes more pride and interest in his son's career on the track than does the genial young rider himself. He has been on the track about three years, but not until this season did he present championship form. Dawson, with Harrison, Ripley and Roome, has been the life of the amateur events held in New Jersey this year, a battle of the very tape ensuing at each meeting, and they all have beaten each other. Dawson has a room full of prizes, won this season in the metropolitan district. He is the sort of amateur that causes no work for the Racing Board, and the kind that delights the heart of the chairman. He has abandoned the wheel for the present for a course of study at Columbia College.

FIVE ON THE ROAD.

San Francisco, Cal., Oct. 18.—C. M. Smith, of the Garden City Cyclers, San Jose, broke the five-mile road record to-day, covering the Millitas (San Jose) course in 10 min. 20 sec. flat. He was paced by a tandem for the first two miles, and a second tandem then paced him for the last three miles of the course. The best previous record was 11 min. 11 2-5 sec., made by George Hardin, of the San Francisco Road Club.

IN SIXTY MINUTES.

England Puts Up a Number of New Figures Within the Hour for Both Singles and Tandems.

Close to thirty-one and a half miles in the hour!

A couple of years ago no one would have believed it. It was then the great ambition to get within sight of thirty miles, and it was not until this season, but a few months ago, that the long-cherished dream became a reality. But thirty miles an hour is now a back mark. Even a thirty-one-mile-an-hour clip will not place one's name on the record scale of world's achievements on the track. Each mile now must be reeled off at about an average speed of 1:55 to make an impression on the latest figures.

The present record holders are McGregor and Nelson, English tandemites, comparatively unknown to fame. They have the distinction of travelling faster for an hour than any one else on any style of cycle. Their tandem record, established on the Catford track, is 31 miles, 610 yards—62 yards to the good of Stocks's single figures. During their ride they cut all tandem records from six miles on, and world's best for any style of cycle from twenty-four miles. The figures follow:

Miles.	M.	S.	Miles.	M.	S.
1.....	1:56	1-5	17.....	22:22	2-5
2.....	3:47	2-5	18.....	34:16	1-5
3.....	5:41	1-5	19.....	35:09	1-5
4.....	7:33	1-5	20.....	38:03	1-5
5.....	9:29	21	21.....	40:00	2-5
6.....	11:22	4-5	22.....	41:55	2-5
7.....	13:15	1-5	23.....	43:52	2-5
8.....	15:09	1-5	24.....	*45:44	4-5
9.....	17:02	25	25.....	47:39	2-5
10.....	18:56	3-5	26.....	49:36	1-5
11.....	20:53	4-5	27.....	51:32	2-5
12.....	22:50	2-5	28.....	53:28	4-5
13.....	24:44	29	29.....	55:27	2-5
14.....	26:37	1-5	30.....	57:25	3-5
15.....	28:32	3-5	31.....	59:20	4-5
16.....	30:27	2-5	31 miles 610 yds.	in hour.	

*World's tandem bests from here.

*World's bests any cycle from here.

An analysis of the figures put up by J. W. Stocks in his hour record ride on the Crystal Palace track, London, when he cut Tom Linton's record by 543 yards, shows what a phenomenal rider the Catford crack is. Although handicapped somewhat by deficiencies in pacing at the start, he reeled off mile after mile under two minutes and succeeded in getting under Linton's figures at twenty-eight miles. The twenty-fourth mile was ridden in 1:49 3-5, within two-fifths of the English amateur record. He rode the first mile in 1:58 2-5 and the last in 1:50. His first ten miles occupied 19:02 3-5, the second 19:13 3-5, and the third 19:17 3-5. Had faster pacing been available he would probably have covered over thirty-one and a half miles. His principal times follow, all being records below twenty-eight miles:

Miles.	Stocks.	Linton.
5	9:28 4-5	9:17 3-5
10	19:02 2-5	18:41 3-5
15	28:12 2-5	28:12 2-5
20	38:16	37:53 4-5
25	47:58 3-5	47:41
26	49:53 4-5	49:40 3-5
27	51:49 4-5	51:47 4-5
28	53:42 4-5	53:48 2-5
29	55:38 3-5	55:50
30	57:33 3-5	57:56 2-5
31	59:23 3-5	59:59 3-5

Distance in one hour, 31 miles 548 yards. Time for 50 kilometres (31 miles 123 yards), 59:31 1-5, also record.

RECORD GONE ABOARD.

London, Oct. 19.—Not to be outdone by Michael, Tom Linton regained the five-mile record to-day at the Crystal Palace track, and beat as well the three, four and five mile records. He rode the five miles in 9:16 flat, against Michael's 9:17 1-5 at Chicago.

RACING BOARD'S BULLETIN.

F. A. Kellar, Pigeon, Pa., is suspended pending investigation.

Suspension placed upon W. C. Mills, Kearney, Neb., has been removed.

PERMANENT SUSPENSIONS.

W. E. Harmon and Godfrey Schmidt, Los Angeles, Cal., for competing in unsanctioned races during term of suspension.

T. Q. Hall, Los Angeles, Cal., for officiating at unsanctioned races during term of suspension.

La Crosse County Agricultural Society, West Salem, Wis., and Dowagiac County Fair Association, Dowagiac, Mich., have been placed upon the list of those to whom the sanction privilege is denied.

The F. Miller, announced in last week's Bulletin as connected with the Iroquois Wheelmen is not a member of that organization.

SUSPENDED.

For competing at unsanctioned races, Jesse James, Latham, Mo.; James Adams, California, Mo.; Ivy Newton, High Point, Mo., suspended for sixty days from October 12.

For competing while under suspension, six months have been added to the term of Arthur Dakin, New Orleans, La., making his suspension expire January 17, 1898.

Charles A. Griffin, Bayonne, N. J., suspended pending return of prize.

For competing in unsanctioned races, Charles Bell, John Briggs, Warren Wilson, Frank Parmley, Frank Rue, Burlington, Kans.; Harry Johnson, W. Shillingford, W. Phillips, D. Gracey, — Hessler and — Parker, Newton, Kans., are suspended for sixty days from October 15.

For false entry, F. B. Maxwell, Anderson, S. C., suspended for six months from October 15.

For repeated false entry after warning, Thornley Hudson, Phillipsburg, Pa., suspended for ninety days from October 15, and thereafter until entry fees are paid.

For repeated false entry, J. J. Heiges, Brockwayville, Pa., is suspended for ninety days from October 15, and thereafter until entry fees are paid and prize returned.

For competing at unsanctioned races, W. F. Selby, of Peoria, Ill.; W. S. Turnbull, Peoria, Ill.; Ed Harkins, Marshfield, Wis.; Bert Hicks, Merrillan, Wis.; — Kittell, Nellsville, Wis., are suspended for ninety days from October 15.

For competing at unsanctioned races after warning, Hugh Bennett, Hartford, Mich.; H. W. Williams, Michigan City, Ind.; Fred Northrop, Benton Harbor, Mich.; Charles Tuttle, Dowagiac, Mich.; Claude Babcock, Dowagiac, Mich.; George Salters, Dowagiac, Mich.; C. M. Sesor, Dowagiac, Mich.; John Austin, Dowagiac, Mich.; Ed Emmons, Dowagiac, Mich.; James Smith, Dowagiac, Mich.; Frank E. Mosher, Dowagiac, Mich.; George Martin, West Salem, Wis.; S. M. Johnson, West Salem, Wis.; M. Nutting, Midway, Wis.; H. M. Pierson, Sparta, Wis.; Harry Kurtzman, Sparta, Wis.; J. Jensen, O. Gundersen, H. Perkins, A. Wenterton, O. Paul, O. Erickson, A. Gundersen, A. Anderson, H. N. Hudson, Joseph Ness, John Bremberg, E. A. Rudolf, John Sheridan, Robert Currie, G. W. Klein, H. P. Johnson, Fred Larson, Fred Johnson, Charles Johnson, Monte Street, T. McCormick, W. G. Brockman, F. K. Felberger, Joseph Maha, A. Pouley, P. Altringer, A. C. Ispen, Charles H. Moyer, Joseph Sekal, C. F. Carlson, V. Fleming, James Joric, F. Hendry, Al King, all of Chicago, Ill., are suspended for six months from October 16.

For competing at unsanctioned races, L. P. Helm, H. Hoag, Jesse Noyes, Corwin Slenz, Bert De Koyer, W. M. Dickerson, of Baraboo, Wis.; Ross Kellogg and Ed A. Rockwood, of Portage, Wis., are suspended for sixty days from October 16.

For competing while under suspension, one year has been added to the term of J. J. Penzenek, Chicago, Ill., making same expire December 3, 1897.

For false entry, W. H. Sutherland, Milo, Ill., is suspended for sixty days.

PROFESSIONALIZED.

Allan Boyle, Topeka, Kans., clause (b). Albert C. Abbott, New Orleans, La., clause (f). James Adams, California, Mo., clause (a). Ivy Newton, High Point, Mo., clause (a).

Jesse James, Latham, Mo., clause (a). Charles L. Case, New Orleans, La., clause (b). Arthur Dakin, New Orleans, La., clause (b). A. J. Michael, New Orleans, La., clause (a). Frank T. Gunther, Lakeview, Ore., clause (a). Alfred Smith, Medford, Ore., clause (a). Dave Brichaux, Baker City, Ore., clause (a). Walter Palmer, Baker City, Ore., clause (a). Robert Palmer, Baker City, Ore., clause (a). Tom Robinson, Baker City, Ore., clause (a). A. V. Starke, Ferndale, Cal., clause (b). A. A. Johnson, Aberdeen, Wash., clause (d). Pau Powell, Evansville, Ind., clause (a). J. F. McCann, Corpus Christi, Tex., clause (b). F. B. Maxwell, Anderson, S. C., clause (a). Robert E. Wolfe, Anderson, Ind., own request. W. F. Becker, Indianapolis, Ind., own request. Leslie Tucker, Cortland, N. Y., vote of Board (circumstantial case).

F. A. Gately, Cortland, N. Y., vote of Board (suspicious circumstances). L. W. Smeizer, North Peoria, Ill., clause (a). E. O. Glenn, Cheyenne, Wyo., clause (b). John Green, Cheyenne, Wyo., clause (b). Amos B. Hughes, Denver, Col., clause (a). J. A. Matheson, Chicago, Ill., clause (b). C. M. Bennett, Chicago, Ill., clause (b). J. B. Ruff, Chicago, Ill., clause (b). Gus Steele, Chicago, Ill., clause (b).

OF COURSE IT IS NOT OUR ZIM.

In the several interviews Zimmerman has had with reporters lately, he has declared that he was too taken up with business to devote any time to answering challenges now for next year's racing. It has not, however, transpired just what line of business Zimmy was engaged in. Perhaps the following advertisement in a Buffalo paper may shed some light upon the question, though it hardly seems possible that the genuine A. A. could have become a mere twanger of the guitar and a teacher of the art of dancing. Here is the advertisement, nevertheless:

PROF. A. A. ZIMMERMAN'S
Academy of Dancing and Music
220-224 Genesee Street, Near Michigan, First Floor.
SOCIETY, STAGE AND FANCY DANCES

OF EVERY DESCRIPTION TAUGHT.

Beginners' class every Tuesday. Social every Thursday evening. Advanced classes every Saturday. Children's class Saturday afternoon. Walking taught rapidly. Private lessons given at any hour. Thorough and scientific instruction given on zither, guitar, mandolin and banjo. Send for circular.

Joseph Houseman, Chicago, Ill., clause (b). Anton Stolz, Milwaukee, Wis., own request. George Hathaway, Spring Green, Wis., clause (b).

Elmer Linn, Aurora, Ill., clause (f). W. C. Mills, Kearney, Neb., clause (d).

SANCTIONS GRANTED.

October 23—Jefferson County Fair Association, De Soto, Mo.

October 23—West Florida Cycle and Good Roads Club, Pensacola, Fla.

October 24—S. B. Lucy, Richmond, Va.

October 24—Inter. Athletic Park and American Co., Washington, D. C.

October 21—Montour Agricultural Society, Danville, Pa.

October 19—Princeton University Track Athletic Association, Princeton, N. J.

October 21—Federalburg Cycle Club, Federalburg, Md.

October 21—The Hustlers, Philadelphia, Pa.

POSITIVELY THE LAST.

One more race meet remains for the delectation of Philadelphians. It takes place at the Tioga track to-morrow. The chief feature is an attempt by Robert McCurdy to lower the hour record.

ECK AND HIS EXPECTATIONS.

Chicago, Oct. 15.—Plans are being arranged by Tom Eck for extensive record-breaking attempts in the South. If perfected, Nashville will be the scene of the first attacks. Michael and Johnson will, of course, be the stars of the party. They will have a small army of pace-makers, so far arranged as follows: Weing, Mertens, Davis and Newhouse, first "quad"; Waller, Myers, Kenyon and Staver, "kindergarten quad"; Victor, Henry and Bonnet Jallu, first triplet; Stevenson, Wing and O'Connor, second triplet; Lund, Skelton, Bowler, Bainbridge and Kennedy, quintet.

At Nashville it is intended to use the Cumberland mile track by day, and give exhibitions at the Coliseum at night. From there the men will go to Chillicothe, where records will be attacked on the kite-shaped track.

After Nashville and Chillicothe the party will go to New Orleans for two weeks. At that city Michael will try to reduce the hour record recently made by Stocks. He will also go for all records from 3 to 100 miles, leaving Johnson to care for all marks up to the third mile.

From New Orleans the party will return to Chicago and disband, after which Johnson will prepare for his annual attempt at reducing skating records, and Michael, it is said, will go to New York. He will sail for England early in November.

ZIMMY SETTLES CHALLENGE TALK.

All the talk of a match race between Zimmerman and Bald, which has been going the rounds for the last ten days, has been summarily squelched by the ex-champion himself. In a statement to the press he says:

"This talk of a match race between E. C. Bald and myself is all rot. There is absolutely nothing in it. I have received many letters and telegrams concerning the matter, and I believe Bald will be here to see me. In the first place, it is all foolishness to talk now of arranging a match race for next season, as there is no telling what might happen to either of us during the winter, and as for a race within the next ten days, that is out of the question. Besides, my personal business at present occupies all my time, and I could not afford to give it up in its present prosperous state to race. It seems ridiculous at this late date to talk of match races for \$5,000 and \$10,000. I have not the slightest idea at present what my intentions for next year will be, but I will not give up my business to race if it remains as it is at present. Personally, I do not care to race again, and the chances are that I will not. Further than this I do not care to say anything in reference to the match race with Bald."

The story was floated by the publication of the statement that Zimmy was ready to meet any of the "men of the year" for \$5,000, a "challenge" which Bald took up.

THEY WON'T RACE.

Chicago, Oct. 19.—All efforts to arrange a match between Bald and Cooper have proved futile, and Bald has left this city for the East. Bald offered to place his check in a stakeholder's hand for any amount up to \$1,000 to bind a match, but Cooper and his employers, it is said, declined.

KISER WANTS SANGER.

Earl Kiser has an idea that he can beat Sanger hands down, and is hot after a match race with the Milwaukeean. Sanger has failed to secure backing for his proposed Denver record-breaking trip, but expects to go at his own expense.

MONTE WANTS MORE.

Denver, Oct. 14.—By his thorough sportsmanship and gameness Monte Scott has gained many friends in this city. Although beaten by Hackenberger in the twenty-five-mile match race, Scott is not at all cast down, and has challenged the "buttermilk boy," as Hackenberger is dubbed, to another race, to be run in opposite directions, conceding Hackenberger the regular way and the pole. Scott is not satisfied with the first race, because it was ridden from opposite sides of the track instead of in opposite directions. Hackenberger has not as yet accepted the challenge, although Scott's money is up.

As previously stated, Scott lays the blame for his defeat to the rarefied air.

He had been advised to reach Denver just before the race, so that the altitude would not affect him. The advice proved ill-timed and Scott felt the effects of the air before he had ridden the first mile. He suffered exceedingly during the race, and was prevented from doing his best in the contest, though he gave his opponent a hard game throughout.

WILL KNOW THE TIME.

Three gold watches fell to the prowess of W. C. Roome on Saturday last. He won all the open events at the meet of the Hudson County Wheelmen on the famous Guttenburg, N. J., trotting track, a track which has stood idle for many months, and which, in consequence, was in a heavy condition. A cold wind made it uncomfortable for both spectators and contestants. Summary:

Half-mile, scratch—1, W. C. Roome; 2, J. Jasper, H. W.; 3, W. H. Crane, jr. Time—1:10.

One mile, scratch—1, W. C. Roome; 2, J. Jasper; 3, B. T. Allen. Time—2:38.

Two-mile, handicap—1, W. C. Roome (scratch); 2, C. Deury (140 yards); 3, F. W. Richt (80 yards). Time—5:08.

One-mile club handicap—Won by Howard Storer (80 yards). Time—2:23.

Five-mile club championship—Won by George E. Blakeslee. Time—15:20.

FELT LOST WITHOUT IT.

For the first time since early spring Philadelphians had no race meet to attend on Saturday last. So, as a matter of habit, the professionals of the Quaker City journeyed to the meet at Hazleton, Pa., where they took everything in sight, Church and Starbuck dividing honors. Summary:

One mile, open—1, G. A. Dewitt, Wilkesbarre; 2, S. K. Stutzman, Reading. Time—2:47.

One mile open, professional—1, C. A. Church, Philadelphia; 2, E. P. Acker, Philadelphia; 3, Robert McCurdy. Time—2:27.

Two-mile handicap—1, DeWitt; 2, Stutzman. Time—5:11.

Three miles, professional—1, Starbuck; 2, Church; 3, Jack; 4, Bartholomew. Time—7:41.

Five-mile handicap—1, Stutzman; 2, DeWitt. No time.

NO FUN IN THIS KIND OF A RACE.

A race that had but few witnesses, and one that resulted in two of the participants being mulcted \$5 each instead of gaining laurels, took place over the Coney Island Path one night last week. The contest was between the Kings County Wheelmen's triplet and the Greenwich Wheelmen's sextuplet. The teams met by chance at the Coney Island end of the Path and agreed to race to Prospect Park. When the triplet reached the Brooklyn end of the Path the sex was not in sight. The crew had been overhauled by an officer and two of them were placed under arrest for scorching. The other four took to their heels and escaped. The captured riders were fined \$5 the next morning by Judge Steers.

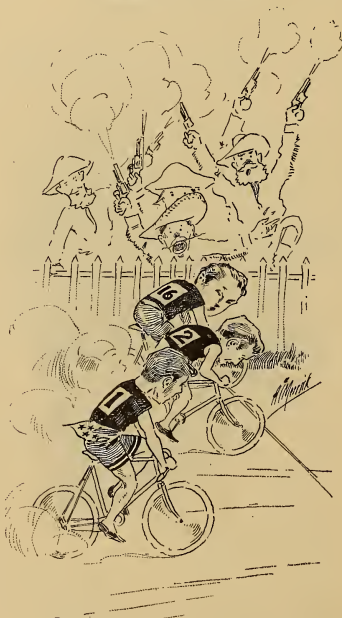
HE WEIGHED IN.

Because Sidney Whitmer, of the Black Rock C. C., Buffalo, N. Y., tips the scales at 234 pounds, he was given ten minutes' handicap in the club annual ten-mile road race on Saturday last. It was expected that two or three miles of riding would wind him. Therefore the astonishment of the handicapper and officials can be imagined when he crossed the tape first in 31:07. Whitmer stands five feet three inches in height, and now awaits all comers of his weight for a challenge ten-mile race. He wants it to be understood that although somewhat fleshy he is still a scorcher.

TWO EXPELLED.

Two members of the Kings County Wheelmen, Brooklyn, who took Captain Needham's quad from the clubhouse without permission and damaged it to the extent of \$80, have been expelled from membership.

SEEMED SIGNIFICANT



When the Announcer at the Tin Cup Gulch Race Meet called off the Winners as "Sixteen-Two-One."

BELGIUM WINS.

An international tandem race took place in Paris on Sunday, October 4, between three teams representing England, France and Belgium. The first and third heats went to the Belgians, Havet and Buchner, while Edwards and Barden, English, took the second. The Frenchmen, Jacquelin and Morin, were vanquished completely in all three heats.

JAY TOOK TWO OUT OF THREE.

Jay Eaton defeated Conn Baker in a match race at the Coliseum, Nashville, Tenn., last week, winning two out of three heats. Each heat resulted in a sensational finish. "The first Eaton won by barely the width of his tire; the second went to Baker by a length; the third Eaton caught by half a length. The times were 2:14 2-5, 2:12, 2:15 3-5.

WON ONE WAY.

E. S. Edwards made a second unsuccessful attempt to lower the New-York-Philadelphia and return record on Sunday last. He started at 2:05 a. m., and reached the Quaker City in 7h. 51m. Rain and mud compelled him to abandon the return trip. His time is 59 minutes under Staubach's time for the outward trip.

At 5:50 a. m. Albert Peitscher, of Yorkville, also started for Philadelphia with record-breaking intentions. At New-Brunswick his wheel broke down. He returned to New-York by train.

"I SHALL RACE NO MORE."

Defeat has evidently disheartened Cabanne. Since the match race with Coburn, in which he was beaten two straight heats, he has announced his determination to retire from the track and devote himself to business. "I like the sport," he is quoted as saying, "but I like my business better. I shall not give up my wheel, but I shall race no more."

RED-HOT COURSE.

Many English road records have been broken over a road bearing the peculiar title of the Devil's Highway. "Scorching" would seem to come naturally over such a road, since, if it leads to its namesake's abiding place, it must be broad and well paved with good intentions.

WILL NOT RACE ON SUNDAY.

Timely warning from the Racing Board caused the Niantic Wheelmen, of Jersey City, to abandon their race meet billed for Sunday last. The events were for members only, and the promoters had an idea that the Board's sanction was unnecessary. On Election Day the club will hold an open meet on the Guttenburg track.

BACK TO HIS TOLLGATE.

C. W. Krick, Pennsylvania's champion amateur, rode his last race of the season at Bloomsburg, Pa., last week. He was thrown by a collision and had his collarbone broken. Krick has had an exceptionally successful year on the path, having won close to 100 prizes.

SIXTY-FOUR AND A WINNER.

G. and J.'s offer of a gold souvenir to all Ramblerites covering 3,000 miles during the year has developed a 64-year-old who has proven his claim to one of the trinkets—W. H. Bentley, of Grand Meadow, Minn.

SARATOGA IN SNOWTIME.

A series of winter cycle races will be held at the Casino Cycling Academy, Saratoga, N. Y., on a twelve-lap track, scientifically banked, starting to-night. A twenty-four-hour race will be the opening attraction.

TOO HOT FOR HIM.

Satan entered the gate of his stronghold. He looked about him.

"It used to be a place of torture, but"—
(He had just returned from the earth. A week he had spent in dodging scorchers).
"Sheel isn't what it used to be," he sighed.

Tom Linton has pledged himself before the season ends to crowd thirty-two miles of riding within sixty miles of time.

Don't call the man who bets on a race a fool; wait till the men get across the finishing tape.

Frank T. Fowler has withdrawn his suit against F. M. Sprohne, of the Fowler Cycle Mfg. Co., and arranged matters satisfactorily to all concerned.

SHE WAS DOING SPLENDIDLY.

At Least Her Friend Told the Fleshy
 Novice That She Seemed To Be
 So Doing.

She was moving laboriously around the floor of an uptown cycle academy, with an expression of ineffable self-consciousness on her face. She varied this look, occasionally, by a deprecatory simper that broadened into a smile when she reached the end of the room where her friend sat. When the instructor had rolled her down to that point, this enthusiastic friend never failed to lean over the railing, which separated her from the floor of the rink and call out: "Why, Mary, you're doing splendid!"

Mary always received this compliment with a smile which might have been intended as a protest against such flattery. But it was in reality a modest indorsement of her friend's opinion. Mary felt that she was doing splendidly. It was her first lesson. Three times around the rink she had rolled her 180 pounds. She has grown red in the face, very red. Her hair was coming down and her hat was badly listed to port. Perspiration was streaming down her cheeks. But the bicycle was moving and she was on top of it and she had been able to stay there, so it was natural enough that people should say she was doing splendidly. It seemed only the acknowledgment that her expertness had earned.

In this feeling of self-satisfaction, which she justified to herself as she rolled around the room, Mary eliminated one factor. She was conscious of the instructor's presence. She couldn't have forgotten him, for one of his arms was around her waist and with one hand on the handle-bar he was guiding the machine. If she could have overlooked these realities it is not likely that the puffing and grunting which accompanied her triumphant progress around the rink could have escaped her, for his face was only a few inches from her ear and he was laboring mightily. Undoubtedly Mary was vividly conscious of all these signs of the instructor's presence. It was only in apportioning his share in her success that she ignored him completely. It would not have been flattering to her if she realized that, beyond sitting in the saddle and putting her feet on the pedals, she had no more to do with the progress of the wheel around the room than her friend who was sitting at the other end of the hall. The instructor pushed the bicycle, Mary's feet involuntarily responded to the revolution of the pedals while he held her up, and in this way the first lesson was a success. She had done all she could to send the machine over to one side or the other, and she clutched the handle-bars in a desperate grip; but the man managed to keep her upright. He did it bravely through the half hour, pushing against her with all his force when the wheel started to fall toward him, and clinging to it as desperately as a drowning man, when it fell to the other side. He dragged the machine back to its stall and, as he sank into a chair, Mary was heard telling her friend that it was really a great deal easier than she had ever supposed, and that she thought herself, for a first lesson, she hadn't done half badly.

That is the usual result of a woman's first lesson in a cycle school. The staggering attendant keeps the bicycle up and pushes her around. Beyond keeping her seat in the saddle she has nothing to do with the affair, but she is delighted. "So much simpler than I thought," she tells her friends. It is generally the second or third lesson that changes her view of the matter. From the time the instructor's belt leaves its place around her

waist and the front wheel wobbles with no expert hand to steady it, the thing begins to look a little more difficult. Sometimes it doesn't happen as early as the third lesson. The solemn procession of the lady beginner leaning all of her weight that the bicycle does not support against the instructor's chest, continues sometimes through eight or ten lessons. But cases of arrested development as aggravated as these always said, after the first lesson, that it was a great deal easier than they had ever supposed.

DECORATING A TABLE.

At a recent dinner given by a couple of aristocratic wheelmen to a party of their own and the fair sex, the cycle idea was carried out in the table decoration in a manner most original. In the centre of the table was a bicycle made of wire with wheels of black velvet and gray satin outlined with roses. There was a lamp in front lighted by electricity, while from the handles fell creepers, smilax and tuberose. Graceful streamers of ribbons escaped from the bouquets which

SLOW DOWN-HILL MATCHES.

A new variation of the hill-climbing-coasting contests has appeared in France. A steep hill is chosen, brakelless wheels are used, and the rider consuming the greatest amount of time in descending wins the contest. Recently a paper promoted one of these new-fangled downhill events. All contestants were compelled to ride in a straight line, without zigzagging, and of course a competitor putting a foot on the ground was disqualified. The length of the hill was one-quarter of a mile, and very steep. There was a large number of competitors, divided into a dozen heats. In one of the heats not a single man succeeded in reaching the bottom of the hill on his wheel.

The successful man allowed the others to cut the pace at the rate of a mile an hour, and at no time did he show any disposition to push the field along. The pace told on the leaders, who dropped out, while the winner, by a magnificent display of back pedalling, rapidly increased the distance that separated him from the others.

After going half the distance he had the race



On the "WISSAHICKON"

covered the saddle, and from the tool bag, left half-open, roses were escaping. On the cloth were wheels formed of roses, the circles and spokes of gray and black velvet. The candles had shades made like bicycle lamps, while ribbons of various colors of narrow width were caught across the table, laid on the cloth, and suspended over it from the centre bicycle. The menus were in the form of bicycles made of cardboard.

ROOM IN SPAIN.

The senioritas of Spain have at last taken up cycling, and it is expected that this innovation will, in time, relieve them from the espionage of the ever-present duenna. A machine called "L'Americaine," embellished with a spread eagle and the United States coat of arms, is being advertised. There seems to be room for American cycles in Spain, for Germany is barred out by tariff discrimination, and the French and English wheels have proven unsatisfactory.

at his mercy, being the only one left in the contest. The winner covered the quarter of a mile in twenty-two minutes, which almost touches the record of a suburban train.

READY IN FORTY SECONDS.

An interesting feature of the recent French manoeuvres was the use of a company of cyclists to gain the flank of opposing cavalry by using a hilly path through woods. The wheelmen made their way successfully to the place assigned, surmounting or clearing away obstacles, and, opening fire on the cavalry force opposing them, forced it to abandon the position it was holding. It was found that the folding wheels could be got upon the backs of the riders in fifty seconds and unloaded and made ready for riding in forty. This use of bicycles for the rapid transportation of men to the flank of the enemy is seen to be one of the most effective where the wheel is relied upon for other than dispatch carrying.

THE
United States Projectile Co.,

BROOKLYN, N. Y.,

MANUFACTURERS OF



**"PROJECTILE BRAND" HIGH-GRADE, COLD-DRAWN,
 SEAMLESS STEEL TUBING,**

For Bicycles, Boilers and Manufacturing Purposes.

— ALSO —

Seamless Forksides and Handle-Bars (Plain or Internally Tapered) and Tapered Tubes,

Can Make IMMEDIATE DELIVERY.

Write for Prices.

Kindly mention The Wheel.

**AGENTS
 WANTED**

In every city and
 town in the United
 States to
 represent . . .

**The Standard Wheel
 of America.**

Write for terms and catalogue.

STANDARD BICYCLE MANUFACTURING CO.,

71 Jackson Boulevard, Chicago, Ill.

Kindly mention The Wheel.

TRADE IN THE SOUTH.

Theodore F. Merselles, of the Western Wheel Works, is a freshly returned Southern traveller. He made a flying trip, in Crescent interests, as far as St. Augustine. The Southern agents are already alert for 1897 wheels, because, on account of the climate, their season is an all-the-year-round season. At present the weather is delightful in this Southern country, and a sea bath at St. Augustine is one of the enjoyments of the times. The cotton crop has been sold, and Southern people feel in good condition over it, and the returns from cotton offset, in a measure, the frost which took the life out of the orange crop last season, and which, by the way, will leave orange trees without fruit-bearing capacity for four or five seasons.

This, however, has had a beneficial side, since orange-growers have turned their attention to other phases of commercial life, the result being of great advantage to Florida and the Southern States. Jacksonville is the chief distributing coast port. One of the features of Southern trade is the number of bicycle stores that have been closed up, though this is not by any means confined to that territory. Legitimate agents who hung on through the devastating cut-price career of their contemporaries have now taken heart and are looking forward to a legitimate and substantial season.

BACK TO AMERICA.

Men who make bicycle machinery will be specially interested to learn that Harvey Du Cros, Jr., is again in America.

He left here last season after a residence of two years as the head of the Dunlop tire interests in this country. His present visit will be of short duration, and has to do more with cycle machinery than cycle tires. On the other side they are now making Dunlop bicycles as well as Dunlop tires, and Mr. Du Cros is here to make heavy purchases of tools and machinery that will increase the facilities of the Dunlop cycle factory. He has already placed large orders with the Cleveland Machine Screw Co., the Garvin Mfg. Co., and others and before leaving will have contracted for well over \$100,000 worth of American goods. Those who know the great wealth of the Du Cros interests will realize how desirable is the patronage of Mr. Du Cros. He is, of course, making his headquarters in New York at the American Dunlop tire factory, on West Fourteenth street.

TWO POPULAR MEN.

A Boston man, George H. Strout, who has for two years been with Horace Partridge & Co., will be manager of the sales department of the Monarch Cycle Co.'s Eastern branch in New-York. He succeeds George S. Macdonald, who took charge of the Worcester Co.'s business on Tuesday of this week. Before leaving, Mr. Chandler Robbins, head of the Monarch Co.'s eastern business, made Mr. Macdonald a handsome present, while the employees presented him with a silver smoking set as a testimonial of their regard.

HE FLEW IN.

A brilliant-hued and extremely large sized fly alighted in the office of THE WHEEL this week after a safe journey from Cleveland, Ohio. It was delegated to this office by the Glidden Varnish Company, the name of which firm adorns its wings. The fly's only ambition is to hold matches. It is ornamental and handy.

Sympathy for the loser in a race is usually strongest when your money is on him.

WILL RESIST 330 POUNDS PRESSURE.

Founded twelve years ago by Anton C. Eggers, the Ideal Rubber Company, of No. 28 Rodney street, Brooklyn, N. Y. soon earned for itself, by quality, workmanship and business methods, a prominent place in the fine rubber goods business, their speciality being druggists' wares.

A year and a half ago they began the manufacture of pneumatic tires, which were of such merit as to be used on the Wolf-American, Lovell Diamond, Tribune and Owen bicycles. Next year the Ideal people are going into this branch of the business on a more extended scale, and with redoubled energy. A ribbed or corrugated single tube will be a feature of their product.

A. C. Eggers, the president, has been in the rubber business for eighteen years. He is well known on the road as a clever salesman, and a good all-around business man. George Simpson, vice-president of the company, and Adolph Van Braag, treasurer, are also well known to the trade.



A. C. Eggers.

The Ideal factory, Nos. 631 to 630 Kent avenue, Brooklyn, occupies 20,000 square feet of space. It is equipped with modern machinery, and has every facility for turning out high-grade work.

The tires are made of pure rubber and the finest Sea Island cotton. They contain no dead weight compounds, and consequently produce little or no friction. The ribbed tread prevents slipping on smooth surfaces, and a broad guarantee covers each tire shipped from the factory. They are manufactured to resist 330 pounds hydraulic pressure to the square inch.

AN INSTALMENT DECISION.

A \$59 bicycle, claimed to be a first-class machine, was the cause of a suit at Pawtucket, R. I., last week. It was claimed by the plaintiffs, Shartenberg & Robinson, that they sold the defendant, Thomas Maxon, the wheel last May on the instalment plan. The defendant paid \$10 down and the balance was to be paid at the rate of \$8 a month. Since the purchase of the bicycle the defendant paid in all \$21. Last month Maxon brought the machine to the store, and informed the firm that he did not want it. The machine was considerably damaged, and the tires were badly punctured. Hence the suit.

The defendant claimed that the bicycle was not as represented. He was given to understand that it was as good as any in the market, and after he had the machine a few months he saw that it was an inferior article.

Judgment was for the plaintiff, but the defendant took an appeal.

CHAINLESS TRIED AND PRAISED.

"The London Field" has this to say regarding the French chainless wheel which has been so successfully ridden by Riviere: "We have had the opportunity of trying the chainless gearing on a light machine of French construction. The ingenious simplicity with which it has been applied cannot fail to please the eye, and on this account alone it is sure to prove attractive. There is no emission of oil to soil the dress and attract the dust, and the ease with which it can be cleaned will commend it to many. A couple of weeks' riding has impressed us very favorably with its merits, and as far as that experience permits us to form an opinion we have no reason to regard the chainless gearing as in any respect inferior to the chain. The gear we used was about 70-inch, and it seemed quite capable of developing any speed required with no more than the customary persuasion. We rode up Woodcock Hill, near Barnet, with as much ease as we have ever ascended it on a machine of equal gear, so we do not think it will exhibit any deficiency as a hill-climber. The questions of weight and cost often determined the fate of useful devices, but in the case of the chainless gear we are assured that the machine complete will not cost more than a chain-driven safety of equal quality that is furnished with a gear case, nor will it weigh more."

SEEING IS BELIEVING.

Among the strangers within Gotham's gates is John L. Tillotson, of the big Tillotson publishing house in Bolton, England, which, as an incidental feature, prints the "Wheeler." He brought with him an English wheel, gear case, mud guards and all, but seems already enamored of American mounts, and has his heart set on taking one home with him. He came prepared to believe the English stories that American wheels are no lighter than those of foreign make, but has already convinced himself. Mr. Tillotson states what was half suspected, that the big cycling boom of the present year has caused every other butcher, baker and candlestick maker to consider the advisability of turning cycle manufacturer—a condition which existed here last season.

EUROPEAN REPRESENTATIVES.

The foreign representative of the Syracuse Cycle Company is W. O. Turrell. George N. Pierce & Co., of Buffalo, have a representative on the other side, with a view to introducing their Pierce bicycle. The Buffalo Cycle Company, of Buffalo, have appointed the London hardware men, J. C. Plimpton & Co., as their English representatives. The America cycles are on view at No. 1 High street, Aldgate, London, England. The Overman Wheel Company and the Royal Cycle Company have also representatives abroad. The first-named company will exhibit at the Stanley show. The Warwick cycles are handled at Hunt & Co.'s, Dufferin street, Golden Lane, London. They are built with narrow tread, detachable tires and steel rims if desired.

COMES TO NEW YORK.

S. Y. l'Hommedieu, for many years general manager of the Columbia Rubber Works, has resigned his position and sold his interest in the company. His successor is H. C. Corson, vice-president and general manager of the Goodrich Rubber Company, of Akron, Ohio. The Columbia Rubber Works are selling agents for the Goodrich Company, and Mr. Corson will spend only a portion of his time in New York. He is a New Yorker by birth, but went West some years ago.

National Board of Trade of Cycle Manufacturers.

271 BROADWAY, NEW YORK.
Phone No. 4117 Cortlandt.

President, R. L. COLEMAN.
Second Vice-President, GEORGE H. DAY.
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Secretary, KIRK BROWN,
504-506 West Fourteenth Street, New York.

NATIONAL CYCLE SHOWS.

Under the auspices of the National Board of Trade of Cycle Manufacturers.

January 23-30—Chicago, Coliseum.
February 6-13—New York, Grand Central Palace.

FOREIGN CYCLE SHOWS.

Nov. 20-28—Stanley; Agricultural Hall, Islington, London, N.; E. A. Lamb, Secretary, 57 Chancery Lane, W. C. Telegraphic address: "Insuppressible, London."
Dec. 4-12—London, National Show, Crystal Palace; Frank Peach, Secretary, 48 Holborn Viaduct, London.
Dec. 12-17—Paris, Palais d' Industrie, Champs Elysees; M. Bivort, Manager.
Jan. 2-9—Manchester, Eng.
Jan. 16-23—Dublin, Ireland; Royal Dublin Society Building, Belle Bridge; R. Wilson, Secretary, 14 D'Oiler Street.
Jan. 23-30—Glasgow, Scotland; A. G. Rennie, Secretary, 49 Lilybark Gardens.

TRADE CHANGES.

CALIFORNIA.

Ventura—Brakey & Jones. Dissolved. O. T. Jones continues.

CANADA

Galt, Ont.—Angus Cameron. Assigned to W. S. Turnbull.

CONNECTICUT.

Bridgeport—Premier Cycle Manufacturing Company. J. C. Cassidy, formerly vice-president, now receiver.

DELAWARE.

Wilmington—Bradford & Breneman, succeeded by J. C. Bradford.

GEORGIA.

Columbus—Ross Bicycle Exchange, removed to larger quarters, corner of Twelfth street and Third avenue.

ILLINOIS.

Chicago—Royal Pedal Company, incorporated. Sold out under mortgage, \$750.

Chicago—Western Union Bicycle Manufacturing Company. Judgment by default, \$1,312.62. Defendant enters motion to re-open.

Chicago—The John Grant Company. Sued, \$300.

Mt. Sterling.—H. Ross will open bicycle store.

INDIANA.

Indianapolis—Munger Cycle Company. Judgments aggregating \$4,055.88.

Melrose—Stephen W. Harvey. Real estate mortgage, \$1,000.

KANSAS.

Topeka.—Ed Lacey, bicycles, moving from 837 Kansas avenue to room formerly occupied by Mrs. W. C. Sly.

MAINE.

Portland.—The Atlantic Rubber Co., organized, with Henry J. Dougherty president, and Frank E. Tingley treasurer; to manufacture pneumatic tires, etc. Capital stock, \$100,000.

MICHIGAN.

Manistee.—C. H. Haskins and Ed Olson, new store.

MINNESOTA.

New Trier.—Fred Kaufman, William Ista and John Denn, new store.
St. Peter.—Klein & Co., furniture dealers, have added bicycles, handling the Columbia.

MISSOURI.

Kansas City—Missouri Cycle Company. (John A. Conrad.) Judgment prof. Accounts worthless.

NEW JERSEY.

Jersey City—Savonette Manufacturing Company. Ask for appointment of receiver.

Jersey City—George B. Spearin & Co. William G. Gerhardt appointed trustee.

Newark—Howard-Nichols Cycle Manufacturing Company. Judgment, \$229.

NEW YORK.

Buffalo.—The Globe Cycle Works, incorporated for \$50,000 by William H. Penseyres, Charles Haberer, A. Penseyres and A. E. Haberer.

Elbridge—Elbridge Cycle Company. Court orders assignee to re-sell.

New York.—Forcipe Co. incorporated by W. E. Prall, Charles T. Hunt, Fernando Baltes; to manufacture bicycles and a patented appliance for same. Capital stock, \$500,000.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK-REPAIR TIRE
ASK EXPERIENCED REPAIRMEN
WHICH TIRES THEY LIKE BEST

MORGAN & WRIGHT
CHICAGO

New York—J. H. Dietz & Co. Judgment, \$114.79.

New York—S. F. Myers & Co. Additional judgments aggregating \$36,171.

Tonawanda—Tonawanda Bicycle Company. Asking extension.

OHIO.

Cincinnati—Clermont & Co. Harris retires; John H. Clermont continues.

Newark.—Theodore M. Ball & Son, bicycles, etc., assigned to Judge Rees. Assets and liabilities not given.

Sandusky.—W. A. Glicher has taken agency for Quaker bicycle.

Springfield.—The Lagonda Cycle Co., incorporated by C. E. Petrie, J. M. Goods, I. W. Frey and C. H. Pierce; to manufacture bicycles. Capital stock, \$200,000.

Toledo.—Ed M. Falke assigned to P. MacGahan.

Toledo.—The National Bicycle Co., incorporated by E. N. Crook, D. S. Helpmen and M. N. Crery. Capital stock, \$30,000.

Toledo—Thomas D. Cochran. Sold out.

Toledo—Colton Manufacturing Company. Not incorporated. Succeeded by Summit Cycle Company.

PENNSYLVANIA.

Erie.—J. Roth, new store, at 1,018 State street.

Huntingdon.—H. H. Lane Manufacturing Company. H. H. Lane asking creditors to petition court for removal of assignee and appointment of receiver. Sale advertised for October 22.

Pittsburg.—S. M. Jones & Co. Sued, \$4,776.97.

WISCONSIN.

Ripon.—P. S. Soranson and Ed Eekles, of Fond du Lac, have established a plant here and will manufacture bicycles.

VERMONT.

Barre.—F. W. Sherburne. Sold out to Frank Nicholas.

VIRGINIA.

Richmond.—T. J. Haas. Sells stock, tools, etc., to Sol Haas, \$300.

RECENT PATENTS.

No. 569,158. Bicycle Alarm.—Benjamin Arnold, East Greenwich, R. I. Filed July 13, 1896. Serial No. 598,976. No model.

No. 569,172. Bicycle Tire.—John W. Carns and Edward Fallor, Pierce, Ohio. Filed December 30, 1895. Serial No. 573,691. No model.

No. 569,216. Sprocket Wheel.—John Lindsay, Millbury, Mass. Filed September 26, 1895. Serial No. 563,729. No model.

No. 569,289. Support for Bicycles.—James S. Lynch, Brooklyn, N. Y. Filed January 27, 1896. Serial No. 576,919. No model.

No. 569,322. Cyclometer.—Charles H. Clawson, Everett, Mass., assignor to John W. Wilson, Boston, Mass. Filed September 5, 1895. Serial No. 561,512. No model.

No. 569,326. Bicycle Saddle. Alfred C. Drury and George E. Sims, Chicago, Ill. Filed March 25, 1896. Serial No. 564,803. No model.

No. 569,349. Adjustable Bicycle Handle-Bar.—Benjamin Porter, Ellendale, N. D. Filed May 29, 1896. Serial No. 563,621. No model.

No. 569,354. Folding Bicycle.—Michael B. Ryan, Bridgeport, Conn. Filed March 25, 1896. Serial No. 564,921. No model.

No. 569,370. Wheel Tire.—William Corliss, Providence, R. I. Filed December 11, 1895. Serial No. 571,819. No model.

No. 569,394. Bicycle.—Hezekiah J. Thompson, Nassau, Bahama Islands. Filed January 8, 1896. Serial No. 574,776. No model.

No. 569,438. Bicycle Handle.—Charles O. Spurr, Brockton, Mass. Filed February 4, 1896. Serial No. 578,026. No model.

No. 569,493. Bicycle Stand.—Ferraud Giacinto, New York, N. Y. Filed October 31, 1895. Serial No. 567,540. No model.

No. 569,594. Bicycle Lock.—Charles B. Woodbury, Washington, D. C. Filed February 11, 1896. Serial No. 578,892. No model.

DESIGNS.

No. 26,177. Bicycle Lamp Body.—George Havell, Newark, N. J., assignor to the Havell Manufacturing Company, same place. Filed May 22, 1896. Serial No. 592,681. Term of patent, fourteen years.

No. 26,173. Bicycle Frame.—Luther G. Billings, Clifton, N. Y. Filed August 28, 1896. Serial No. 604,224. Term of patent, fourteen years.

TRADE-MARKS.

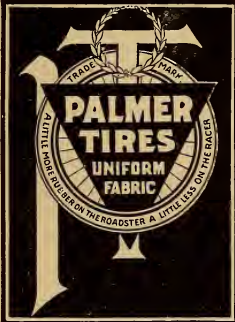
No. 29,008. Bicycles, Velocipedes and Articles Accessory Thereo.—The Lozier Manufacturing Company, Toledo, Ohio. Filed August 19, 1896. Essential feature, shield-like figures and connecting and intersecting bars, displayed on a background of contrasting color or tint. Used since October 21, 1895.

No. 29,009. Bicycles.—The Stoddard Manufacturing Company, Dayton, Ohio. Filed September 8, 1895. Essential feature, the word "Tiger" or a representation of a tiger. Used since January 5, 1895.

FOR A TRIPLE OUTPUT.

Out in Fon du Lac, Wis., the United States Manufacturing Company are having the pleasure of moving into a new building which will allow them to triple their output of U. S. cyclometers and lamp brackets. While the cyclometer the United States people have made such a success with weighs only 1 1/4 ounces, and is barely an inch in length, it accurately registers up to 10,000, three features which have undoubtedly been the foundation stones of its success.

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THE PALMER
PNEUMATIC TIRE CO.
CHICAGO, ILL.

A FOUR-TIME WINNER.

Last week we announced that again more prizes had been won on PALMER TIRES on the National Circuit than had been won on any other tires, and we have the figures to prove it. A summary of all the meets from Oakland to Washington (excepting Lima, Ohio, for which our report is incomplete), shows that 491 prizes were won on PALMER TIRES, whereas the nearest competitor had only 451 prizes to his credit (not counting the Lima meet, which offered 21 prizes). Thus, in 1896, as in 1893, 1894 and 1895, PALMER TIRES are winners on the National Circuit

More Prizes Have Been Won on Palmer Tires Than on All Other Tires Combined

Since PALMER TIRES were first offered to the public (season of 1892-1893), and this has been accomplished in the face of the most extravagant expenditures of money by jealous competitors, whose tires racing men will not ride unless big inducements are offered. The riders know that only PALMER TIRES are fast.

A MISSTATEMENT CORRECTED.

New York, October 5, 1896.

THE PALMER PNEUMATIC TIRE CO.

GENTLEMEN—I wish to state for your information and record that in the *Brooklyn Citizen* 10 mile road race, held on September 30th, I rode a Sterling wheel, fitted with Palmer Tires, and not _____ tires.

GEORGE H. BELL.

THE PALMER PNEUMATIC TIRE CO.,
133-135 S. Clinton St., Chicago.

For prices address: SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.,
66 Reade St., New York, and 159 Lake St., Chicago.

Kindly mention The Wheel when writing.

A SEPTEMBER OUTING

WILSON R. YARD



PART IV.

TICONDEROGA—NORTH ADAMS.

Re-embarking, we row along the rock-bound eastern shore, with the treeclad slopes rising abruptly from the water's edge to the gory-gray rock crest of Moosalamo, and land at a huge boulder by three silvery-peaked niches, for a wood ramble to Ethan Allen's cave, in which he is said to have taken shelter for several days with some of his trusty followers. The pathway lies upward through the whispering woods, where dying thunders roll from the far cascade, over mossy rocks and fallen forest giants, soft beds of pine needles and tinted birch leaves. There to the left is a smaller cave, beneath a massive rock fragment, that mayhap has given snug shelter to some hardy patriot or prowling bear; there, another, and now a climb up the ledge side, and there stands a huge, jagged fragment, one of those unaccountable freaks of Nature, bearing at its base the dark, tunnel-like entrance to the tiny cave. Overhead the giant trees form a dense network of branches, shutting out the sun's penetrating rays, and making a "time-exposure" necessary, but, alas, as none have the necessary tripod, for once our cameras are naught.



Lake of Catherine

We return in time for luncheon, and then spin over the smooth shaded lake drive, cross the lake outlet by the Mountain Spring House, and skirt the brook wandering through the vale to the right, to the town of Salisbury (3½ miles—143½ miles).

Here we turn to the left uphill over a poor piece of road, then down, keeping right at the fork. Still on downgrade with pleasing views of the vale and stream, straight ahead at the crossroads, over a succession of hills and

hollows. As the road improves we pass "Forest Park," the stockfarm and private trotting track of Mr. Watson. Opposite on the hill slope stands the village cemetery, which combination, says the Bloomer Girl, calls up Amelle Rives's novel, "The Quick and the Dead." We bear around to the left and into the neat town of Brandon, to the Brandon House (L. A. W., \$2) on the square (7¼ miles—150¾ miles).

We take the centre road leading from the hotel, to the right of the monument, fine macadam from a mile, then a clay pike, which grows very poor. A long upgrade, then a down that can be coasted with a brake. The road winds past marble quarries, and we keep to the right at both forks. Now over the hills with a charming valley view, in the centre of which lies the little town of Proctor, a culminating point of cumulation hill contours, and we roll down into the hamlet of Pitsford to the Mountain View House (\$2) (7¾ miles—158½ miles.)

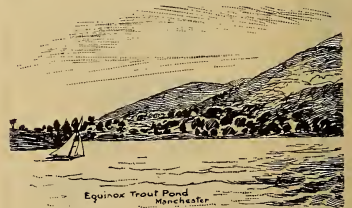
To the left here down the hill, then up over a clay pike into Rutland and turn to the right at the square on Centre street to the Berwick House (L. A. W., \$2.50), (8¾ miles—167¼ miles).

The town is very pretty and businesslike, the public buildings are handsome and the streets well paved, some of asphalt. Large

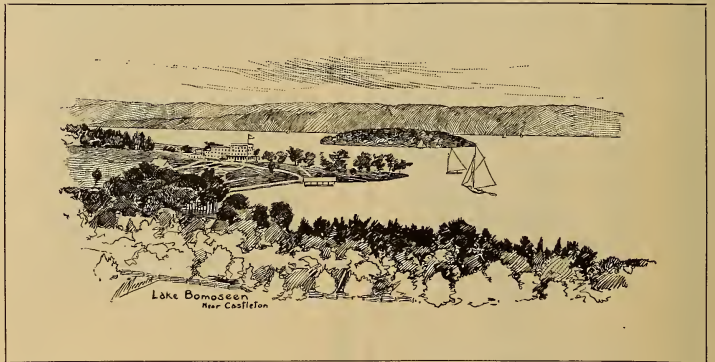
the second largest sheet of water in the State. A road that skirts the lake shore for several miles is reached via Hydeville, affording a pretty run.

The morn breaks a bit cloudy, but as all are provided with gossamer capes an early start is made. Soon the dark rolling clouds majestically sail across the dome of sky, leaving but fleecy flecks in their wake, to tint the blue and soften the bright sun's rays.

We push on the straight, smooth road through Hydeville, where the tongue of the lake narrows down to canal-like proportions. Here we again encroach upon the sidewalk to avoid a bit of sand. Now a view of the spires and housetops of Fair Haven, with a rich background of hills, and we lead to the left at the fork into the town (5 miles—183¾ miles). We keep to the left by the band square, and on down the hill. The town surrounding the square reminds one forcibly of some of the towns of the north of England, with its low, trim, stone buildings, shaded park and bandstand.



Equinox Trout Pond, Manchester



Lake Bomoseen
Near Castleton

marble quarries pierce the nearby hills. Leaving, we continue our Centre street to Grove, and turn to the right, following the trolley tracks to State street, where they diverge; we follow the left branch of the hill by the House of Correction buildings, from where we have a pleasant bird's-eye of the town. Then on down the valley, taking the sidepath when the road is poor, bear to the right across the bridge, low-falls on the left, and run into West Rutland, following the track to the fork (4¾ miles—171½ miles).

Here we keep to the left by the old White House, leaving the tracks, and take the next road to the left under the shadow of Jack Hanley's Mountains, which loom up in a double peak across the narrow vale.

The road swings up, around and along a ledge, away from which slopes the deep valley, traversed by the railroad and a pretty stream. The roadbed is smooth and hard and we make a rapid spin to Castleton to the Bomoseen House (L. A. W., \$2) (7¾ miles—178¾ miles).

Castleton is situated near the lower end of Lake Bomoseen, a noted fishing resort, and

We cross the bridge and keep to the left up a short, steep hill, then along under a rocky ledge, through a pastoral region, and at two miles bear to the right as the road forks over an iron bridge, shortly passing "Elwinoma," the neat stock farm of Maxey McGregor, a local celebrity.

On over another bridge and straight ahead to a fork where we bear left for Poultney, keeping to the left across the tracks to the Poultney House (\$2) (5¾ miles—189½ miles.)

From here we take the first turn to the right, then first left, and then to the right again, over a covered bridge and up a grade, from which we get a charming view of Lake St. Catherine in the distance in a cleft of the mountains.

The roadway is very pretty, though the surface but fair for a way. A road branches to the right to the Lake View House on the upper lake end. We keep to the left, winding along the base of the mountain, which rises precipitously a series of rocky ledges and crags, to which the stunted trees cling tenaciously. Through a shady bower and a turn brings the waters close to the roadside; now

we skirt the lake shore over a fine bit of road to the steamboat dock (3¼ miles—197¼ miles), opposite which, on a low promontory, deep in a grove of fine trees, stands the St. Catherine House (\$3). We cross the bridge just below and pull up for dinner.

Continuing, we recross the bridge and take the road southward, still skirting the lower lake over a good downgrade, to the tiny town of Wells (3½ miles—200¼ miles). We keep to the right of the wee triangular park with its three churches, and turn to the left on the crossroad, down over the bridge. Now for a long climb, a long coast and another long climb, over a fine road surface, with charming views down the valley, across the lower end of which stretches a wall of green mountains, straight on at the crossroad, a swing to the left, a rise and a long, steep, downgrade that requires care as the road sways sharply to the left near the bottom. We bear to the left, then a swing to the right, and as the valley broadens into rich pasture and farmlands we follow the winding course of the Manchester River, which seems to be digressing one of the laws of nature and flow uphill, so easy is the road grade. A bend now affords a bright view of the town of Pawlet on the hillside.

We cross the bridge below the mill pond, and keep to the centre road up the hill by the red brick house, and have a smooth road with a continuous, everchanging panorama of hill and valley into East Rupert (9¼ miles—210¼ miles).

Straight ahead over a prettily shaded wood road, with the town of Dorset coloring the landscape to the left, up a slight hill, and we take the left fork. (The straight fork is more direct, but poorer.)

Straight on down the valley through Dorset (2½ miles—213 miles). A smooth, firm road led downgrade through the vale to Manchester Station (7 miles—220 miles). Here we turn to the right by the Colburn House, as the valley swings westward along the base of Equinox Mountain, with the broad, fertile meadows through which flows the Battenkill River on our left, surmounted by the high Taconic range beyond. The roadway is lined with neat cottages as we enter the main street of Manchester and pull up at the Equinox House (\$4) (1½ miles—221¼ miles).

The house is large, well appointed and beautifully situated on the mountain side, while the view from its wide piazzas is superb. The main street is broad and shaded by a double row of century-old elms and maples. The Equinox golf links are near by, and numerous and varied are the attractions of this ideal mountain retreat. Notably among them are Table Rock, commanding an extensive view, and Skinner Hollow, a vast, natural amphitheatre in which is a disappearing stream, and an extensive but partially explored cavern containing perpetual snow. The numerous streams and mountain tarns abound in trout, and the drives and walks are many and interesting.

Mr. Charles F. Orvis, the village postmaster, has in his store the fine collection of fishing tackle, flies and mountain scenes that was exhibited at the World's Fair. He is also the authority on all the choice retreats haunted by the gamey trout. We've plenty of time for a visit to the spring, the cascades and other nearby attractions ere the declining orb of day hides his resplendent face behind Equinox.

The Fair Novice makes some rare sketches with her deft pencil, and regales us with choice poetic bits, while the Fat Man, who is an ardent disciple of Isaac Walton, endeavors to beguile us into a day's stay in this charming spot, and essays to work upon the religious scruples of the Chaperon, as the

morrow is Sunday. But she fails to see the fine distinction between Sunday riding and Sunday fishing. However, a test vote carries the day, and we remain over to give all a rest. The day proves cloudy and showery, with bits of bright sunshine, and each is to his own pleasure bent.

Monday dawns, bright, clear and balmy, and we all start with renewed vigor for a long run.

Leaving, we take the right fork up the hill by the pretty cemetery of Dellwood, then on over Ormsby Hill as the road winds, and turn to the left at Bentley's store down over the sparkling Battenkill, and crossing the tracks keep straight on through Sunderland, which boasts no hotel. We cross and recross the tracks over a fair but rolling road, and have a down run into East Arlington (9 miles—230½ miles).

We keep straight on over two bridges and turn to the left as the road forks over a good, level valley road. This is part of the old stage line from Burlington northward to Burlington and St. Albans, and several old mossy, time-stained mile stones are still to be seen on the right of the road. We bear to the left at the fork where sign reads "Shaftsbury, 3 miles," cross tracks and run along under the hillside over a poor bit of road to Shaftsbury station (4 miles—235 miles).

Now over the tracks and up a long hill through to farm lands, then down through



a small settlement with a fine view of the valley southward, the houses of South Shaftsbury and the tall obelisk-like shaft of Bennington Monument, o'ertopping all, against the sky, an unsurpassed landscape of upwards of eight miles.

Down hill again, over the tracks into South Shaftsbury (2½ miles). We keep straight on at the crossroad, taking the sidepath, then up, over a rolling dirt road, with another magnificent scene from the top of the hills, the distant town, the monument and grim emerald-clad Mount Anthony, a vista that calls forth exclamations of delight from even the prosaic Fatman.

A long, steep downgrade, in which numerous thank-e-mam's preclude coasting unless under rigid use of brake, to the right over the bridge, then to the left over a covered bridge, where the river winds very prettily, and again to the left over a smooth, shaded roadway, skirting the grounds of the Soldiers' Home, whose neat, yellow-hued buildings stand off in a grove to the left, and we turn into Hunt street, two blocks to North street, taking that direct to the Putnam House (\$2) for lunch (10¼ miles—245¼ miles). Here in the lobby a mountain spring gushes up fountain-like, cool and refreshing. The town is neat and pretty and quite businesslike.

For the monument we go out North street a block to the stone blacksmith shop, and turn to the right to Monument avenue, direct

to the shaft, which is over 200 feet high and is accessible to the height of 188 feet up a tedious climb of more than 300 steps. The view, however, repays the knee-cracking ascent, for we have an admirable overlook of the hills and valley for miles in every direction, and all it costs is 10 cents. Here again the Fair Novice grows enthusiastic and murmurs a quotation from Burns, which she deems appropriate:

The lawns wood-fringed in Nature's native taste;
The hillocks draped in Nature's careless haste;
The arches striding o'er the silvery stream;
The village glittering in the noontide beam.

September is "fair time" in this district, but we have the questionable misfortune to just miss dates, much to the disappointment of the Novice, who does so love to enthuse over colossal hogs, huce oxen and mammoth pumpkins, to say nothing of country bumpkins.

From the hotel we continue out North street up a stiff hill, with a charming view of the fast-receding town and then of the valley before us as we reach a down run. We bear to the right on the main road of good dirt surface, following the line of poles, and then at about two miles to the left for Pownall. The road now is rolling and not overgood, but the scenery is superb, and we roll into North Pownall just on the State line (6¼ miles—251½ miles). We keep on to the right as a road forks by the brown church, around under the hill on a bluff, with an entrancing view of the Hoosac Valley to the westward. Then, as we swing around to the left on a bit of downgrade we see the town of Pownall, calm and peaceful in the valley below. Upward slope the glorious Berkshires, a succession of well-tilled fields to their summits, while the river winds in and out in serpentine twists through the vale; here broadening to lake-like proportions, there rushing through a narrow confine of mossy banks, while over all hangs a charmingly pastoral quiet.

A long down plunge into the upper precincts of the town to a small hostelry, the Pownall House (2¼ miles—254¼ miles).

We keep straight ahead, the road skirting the river bank, with the hills rising abruptly on our left. Now under a rocky ledge, now over a deep, wooded ravine, now by a trim farm, now through a bit of wood, until a rise brings the houses of the pretty college town of Williamstown to the fore, and we cross the covered bridge. Here the road forks, one leading to the town, the other to the left to the railroad station and up the valley to North Adams, the Tunnel City, the metropolis of the Hoosac Valley. The Centurion and Scorchers prevail in making it the terminus of a side run, so we turn to the left and shortly striking the trolley track follow them directly into the town, passing the large factories at Centerville on Blackinton—then crossing the railroad and mounting to the right side by the cemetery, from which vantage point we have a fine bird's-eye view of the town, in which stand prominently the churches and the new Berkshire Sanitarium. We roll down into the town and turn on Main street to the Wilson House (\$3) (9¼ miles—263½ miles).

The streets of the city are broad, well paved and tree-bordered. Main street is the business thoroughfare, and branching from it to the right at the monument is Church street, the principal residential avenue, lined with handsome, velvety lawned houses.

Here the Berkshires reach their grandest culmination, for near by towers Old Graylock, the highest peak in the State; and within sight of the city the lofty range is pierced by the world-famous Hoosac Tunnel, a gigantic piece of engineering skill.

(To be Continued)

Peoria Tires

The Great Centurian,

THOS. W. DAVIS,

Rides a Pair of Peoria Tires

6,233 MILES!

SEE WHAT HE SAYS OF THEM:

PEORIA RUBBER & MFG. CO.

PEORIA, ILL., Sept. 12th, 1896.

GENTLEMEN—I take pleasure in giving you an unsolicited testimonial in regard to the high grade and durability of Peoria Tires. I have your single-tube tires on my wheel, and they have run since the 19th of May to the 12th of September, 6,233 miles. During that time I have had neither puncture nor leak of any kind, and they are still in good condition. I have ridden nearly 30,000 miles on other and different makes of tires, and never could get over 1,800 miles on any of them without puncture or other trouble. I ride on all kinds of roads and have given your tires a thorough test, and consider that you have one of the best tires ever made, and would recommend them to riders as such.

Yours very truly,

THOMAS W. DAVIS.

Every wheelman in Illinois will agree that the best of Illinois roads are bad enough and that the average is mighty poor. Mr. Davis' mileage was made within 100 miles of Peoria, and almost every city and town in every direction within that distance was visited during his many long rides on Peoria Tires. What better test can tires be subjected to?

Do not be skeptical. Try a pair of Peoria Tires. They are all we represent them to be. Full of life and resilience, and made of the best material obtainable.

Peoria Single-Tubes, fitted to any bicycle, . . . \$8.00 per pair.

Web Tread, Double Tube, fitted to any bicycle, . . . 7.00 per pair.

Peoria Rubber and Mfg. Co.,

PEORIA, ILL.

Kindly mention The Wheel.

Peoria Rubber and Mfg. Co.

JUST OVER THE BORDER.

The Market Mexico Offers Americans and the Inadequate Methods Adopted to Secure It.

United States Consul Donnelly, resident in Mexico, is responsible for some excellent advice to American manufacturers which should not be lost upon the cycle makers, now they are so thoroughly awake to the good business existing in a foreign market for the surplus product of bicycles. Consul Donnelly says that the United States does more business with the 5,000,000 English-speaking people in Canada than with the 30,000,000 and more Spanish-speaking people in South America, although the latter people are more naturally our allies, all being parts of one great American republic. Yet, notwithstanding this and even in the face of the fact that their ports are much nearer to ours than to those of Europe, Europeans get there ahead of us and take the trade because they know the language of the country better than we do. Consul Donnelly has the following interesting remarks to make concerning Mexico:

"Within a few hours' ride by rail from our frontier are 14,000,000 people—one-half the population of England—a people advancing rapidly in all the arts of civilization, a people who will soon require as necessities what are now luxuries, who will be housed, fed and clad as well as any people of Europe. What a field this would be if worked with that skill and industry and tireless vigor which have made our domestic trade the wonder of the world! But it is not so worked. Ignorance of the language makes our usual business methods impossible. The Spanish tongue builds about the country, for American trade, a barrier bigger than the tariff.

"To many of our merchants Mexico appears to be as remote as China or Japan, and they strive for her trade by methods that might serve with countries of the Orient. They depend upon consuls for information, an effort which, to be of any avail, should have the full time and best energies of competent Spanish-speaking agents. Almost daily the mail brings to my office letters containing circulars which I am requested to distribute among Mexican merchants. Some of these are in English and are utterly useless; the rest, in Spanish, have even less effect than circulars at home.

"Would any manufacturer of mining machinery send as agent to Cripple Creek, for instance, some Russian emigrant, whatever his fluency in his own tongue, who is ignorant of English? Yet American agents and principals, too, come to Mexico from the United States knowing as little Spanish as Sanscrit. Good talkers, these, around home, no doubt; but once across the Rio Grande the alert, keen, quick-witted American is stricken dumb and tongue-tied. He readily turns his American dollars into Mexican pesos, but he cannot turn his English into Spanish. He goes through the land envying the graduate of an institute for the deaf. He may do some business—money and goods talk—but money and goods, be their merit ever so great, nowadays need the advocacy of a ready tongue. Be it known that in the ever-quickening competition in Mexican markets circulars won't do, nor letters, nor the friendly offices of consuls. Mexican trade must be talked for and it must be talked for in Spanish.

"The influence of language on trade is well understood in America; nowhere else is it so powerfully exercised. 'Talking business' is our national gift; surely this gift should not forsake us at our southern border. Ignorance of Spanish bars the way to intercourse with nearly half the people of our continent. Knowledge of Spanish takes down that bar and leaves clear to American methods the whole field of American trade."

BACK TO THE GOOD OLD DAYS.

Whether or no there will be a reaction in favor of the rubbered pedal, once so universally used, is for the future to decide. But that cycling is in the early days of what may be termed the age of comfort is fairly plain. The cushioned frame, the padded saddle, the wood handle-bar, the upturned bar, the gear case, the lessened and lessening talk of weight and gear, are each and all straws that point to the one direction.

It would not be strange, therefore, if interest in the rubbered pedal should revive, for certainly it is a contribution to cycling comfort, if anything is. The man accustomed to the rat-trap pattern has but to put his feet on the rubber-plated article to convince himself. The velvety feeling is little short of amazing.

That there is an undercurrent in favor of the rubber-slight, perhaps, but nevertheless noticeable—at least one pedal-making concern, the Cycle Improvement Company, believes. Their Janney pedal is made in both patterns, so they can have no particular object in exploiting the idea. Inquiries and orders are the foundation of the belief.

While expressing this conviction, Secretary Grey was showing THE WHEEL man through the factory at Westboro, Mass., which was an eye opener in more than one respect. Those who have an idea that pedal-making is a comparatively trifling industry need but visit the Janney factory to have the idea removed. Not only is everything well arranged and well kept, but the floor space and number of metal-working and polishing machines, and the nickeling plant, would do credit to a bicycle factory of no small pretensions. Over all and directly overlooking the work is the inventor of the pedal, Mr. Janney himself, who impresses one as a particularly bright and painstaking man. To produce only high-class work is the firm's aim. It is but fair to say that every facility seems at hand to make the aim unerring and easy.

SPRAIN CURING.

Sprains of the ankle come to novice and expert alike, and the cure thereof is not always as easy as it might be. The most successful treatment is use of hot foot baths for fifteen minutes three times a day; follow each bath with massage for fifteen minutes, then apply snugly a rubber bandage from toes as high as ankle and have patient walk. Ballet dancers use this method with such success that they are seldom incapacitated for work longer than a week.

SPICK AND SPAN.

"Heard you sold your team and bought a wheel?"

"Yep. I prefer the present spin to the past span."

AS IT IS SPOKE.

"They froze me out of that heat."

"How?"

"Made it too hot for me."



MR. ERNEST TERAH HOOLEY.

He Goes For New Fields to Capitalize and Conquer—The Foreign Stock Gamble Continues.

London, Oct. 10.—Mr. Ernest Terah Hooley has been straying from the paths of cycle finance as a relaxation during the dullness, and his opening move has fairly startled the financial world. What he chooses to do with cycling concerns is treated as a matter of a man setting his own house in order. By suddenly purchasing the well-advertised business of "Bovril, Ltd.," for £2,000,000 he has upset some gallipots and sent up the £1 shares from £3 5s to £4 10s.

Satisfied with this incursion into the open market he has returned to his first love, and the prospectus of Clement, Gladiator & Humber (France), Ltd., with a trifle of £900,000 as a registered capital, has been launched this morning. Of this sum £200,000 consists of 6 per cent cumulative preference shares of £1 each, and the remainder of the issue ordinary £1 shares. The directorate consists of Earl de la Warr, Hon. Derrick Keppel (aide-de-camp to the Duke of York), M. Clement, M. Darraac and M. D. Rucker. It is stated that the turnover of the three businesses which are being amalgamated, for between eighteen months and two years ending August 31, amounted to over £600,000, while the profits of the Clement & Gladiator companies amounted to £87,000; but the profits of Humber's are not stated, which is a matter of comment. The purchase price is £900,000, but the promoter agrees to provide a working capital of £150,000.

I am told that the Board of the Rover Cycle Co., Ltd., have decided to apply the profits earned for the last year to a reserve fund instead of declaring a 10 per cent dividend. This of course has sent the stock down. I also am told that the dividend of Humber's Extension for the current year will amount to 25 per cent, and that the Dunlop deferred dividend will be 12½ per cent. As Humber's Extensions are at the same figure as Dunlop deferred (30s), it is obvious that the former are worth buying at present. These figures won't be declared for some weeks yet.

Another flotation which will appear next week is that of Lamplugh & Middlemore, Ltd., a fusion of two of our leading cycle saddle, horse saddle and accessory makers. The share capital is £130,000, divided into 80,000 £1 ordinary shares and 10,000 6 per cent cumulative preference shares of £5 each. The directors include John Griffith, the head of the great retail house of that name, and Mr. H. A. Lamplugh. The certified profits of Middlemore for the last six months is shown at £5,800 and of the Lamplugh at £4,400. The purchase price is fixed at £165,000, which I can only say is quite sufficient.

The Davis Sewing Machine Company will show twenty Dayton's at the Stanley Show, and the Monarch Cycle Company thirty Monarchs at the Palace, all the wheels being built on English lines.

TEACHING THE ENGLISH LANGUAGE.

British sticklers for correct diction declare that there is no philological justification in America's use of the word "wheel" as a synonym for "bicycle." Says one of the sticklers: "Our American cousins may defend its use if they can, though it is difficult to reconcile it with the purity of diction which survives in their permanent literature; but against its adoption over here a timely protest is emphatically required."

Among all sports cycling is the only one which may unite an entire family in the same exercises and pleasures.

WORLD CYCLES ARE FASTEST OF ALL.

Michael
Breaks
World's
Records....

ON HIS LITTLE _____



WORLD
RACER...

CHICAGO, OCT. 15, 1896.

Jimmy Michael has proven himself king of bicycle riders On a World Bicycle, fitted with M. & W. Tires, he lowered the two, three, four and five-mile World Records.

	1 mile,	-	1.50	1-5
World's Record,	2 miles,	-	3.35	
"	" 3 "	-	5.29	4-5
"	" 4 "	-	7.25	
"	" 5 "	-	9.17	1-5

JOHN S. JOHNSON, on his World Racer, will hang up new short-distance figures shortly. Agents—you know.

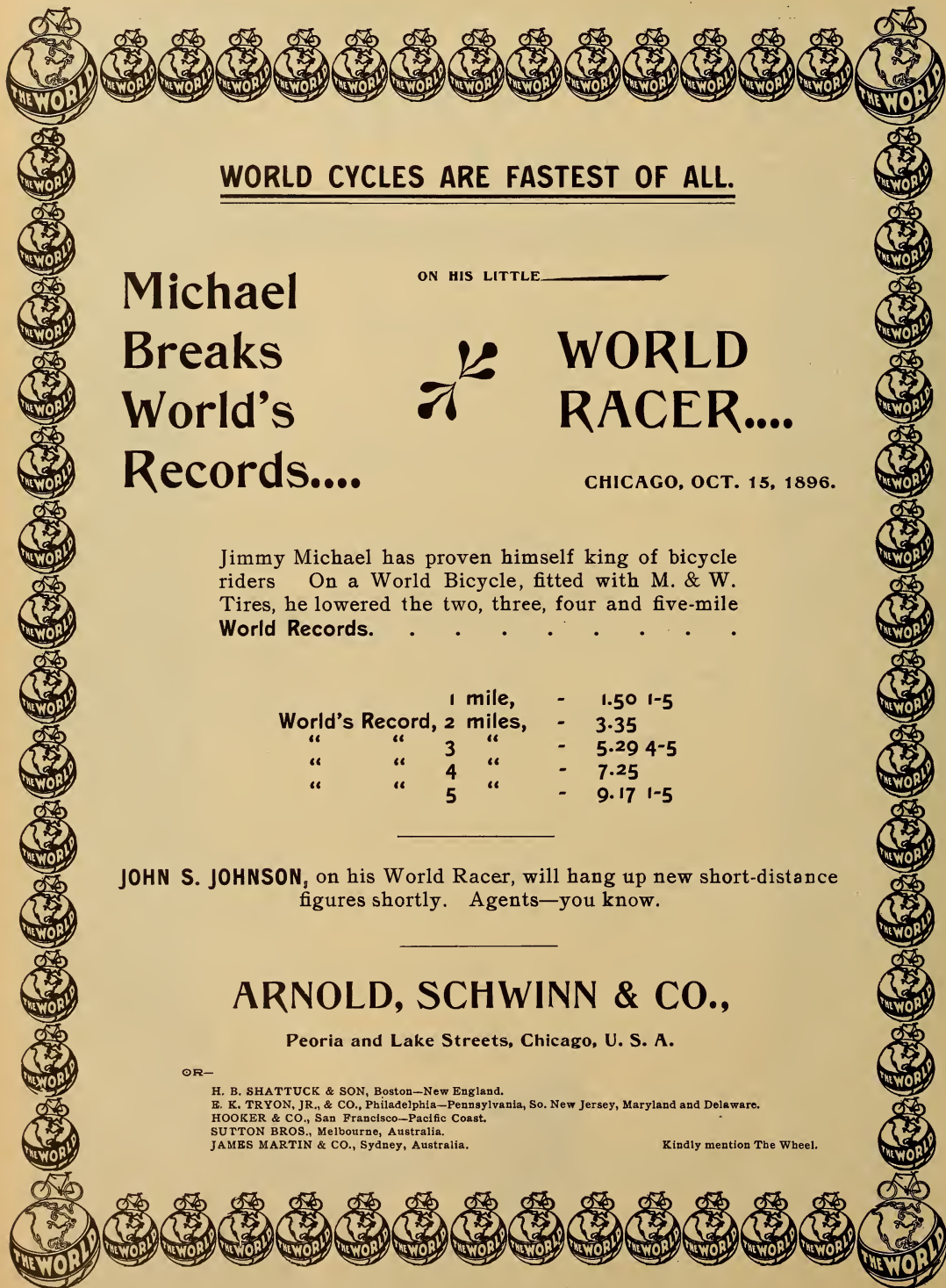
ARNOLD, SCHWINN & CO.,

Peoria and Lake Streets, Chicago, U. S. A.

OR—

H. B. SHATTUCK & SON, Boston—New England.
E. K. TRYON, JR., & CO., Philadelphia—Pennsylvania, So. New Jersey, Maryland and Delaware.
HOOKER & CO., San Francisco—Pacific Coast.
SUTTON BROS., Melbourne, Australia.
JAMES MARTIN & CO., Sydney, Australia.

Kindly mention The Wheel.



WANTED, A TOOLROOM.

What Is Needed in Every Cycle Factory Where Good Work and Time Saving Is Sought.

Most factories have a toolroom. Every shop should have a nucleus thereof at least. Tools are simply helps. Their value depends on their helpfulness. They should be as good as possible, provided they are not too good to be used. The man whose tools are too good to use did not exercise good judgment in buying them. But whether good or poor, their helpfulness depends very largely on their handiness and on their condition. These two features are the important reasons for maintaining a toolroom. The tools in a neighboring hardware store, although many and various and in good condition, are of

worn off the drills, if there ever were any on them, does not count, for the block is numbered. A second or third trial finds the right size, or if there is no right size there, it finds a larger and smaller each nearest the right size. Their difference is greater than the error of using either would be, and as their difference is known, the man decides knowingly as to which to use, and the result thereof. If there is a right size belonging to the assortment, but temporarily absent (in other hands for instance), its vacant place in the block indicates the fact, and no time is wasted.

So much for the drill block; but it can be misused. Drills can be mislaid, and the smaller drills dropped into the larger holes till the whole value as a classifying device is lost.

Here is where the toolroom comes in and

a mere "office help." He should be a tool-maker and user. If the shop is small, he may do other work, but it should be secondary. The objection that "his time is too valuable to permit him to be kept around to simply hand out tools as wanted," is based on a misunderstanding of the matter. The many minutes of the cheaper man's time and the better quality of the work will far more than repay the cost of the few minutes of the toolkeeper's time. When tools are taken out of the toolkeeper's hands for use, there should be left with him some evidence as to who has them.

An excellent method is for each man to have metal checks about the size of a dime or nickel, bearing his name, or, what is simpler, a number by which he is designated. When he takes a tool he leaves a check which is put in the place of the tool and remains

MAKES A DIFFERENCE WHOSE OX IS GORED.



8 A. M.—Mr. Suburb scorns to be seen carrying a bundle for his wife.



7 P. M.—He brings home a few things for himself, however.

little service to the shop man because of the time and money required to get them. How much better are the drills in the average cigarbox full of mixed sizes?

The workman desires to duplicate a certain hole. He fishes around in the box for a drill, tries it in the hole, finds it wrong, drops it back, hunts for another with like result, and continues the haphazard search till, finally growing desperate, he pours the aggregation out on the bench and goes through it from one side toward the other, only to find that there is no drill of the right size in that mixture. In all probability he has to partly repeat the process now in order to find a drill nearest the right size and use. The result is lost time, higher cost, poorer work and a dissatisfied feeling in the workman, all because of no fault of his.

How different the result would have been if those drills were kept points up in a drill block.

The fact that the numbers were mostly

shows its value. The keeper of said room sees that the drills are returned after using, that they are in their places, and last but not least, that they are in fit order to do work well and rapidly. The rule that every user is supposed to return tools in good order may not be a bad one, but it will not keep tools in order. The workman is judged by his work, and he gets small thanks or credit for putting the general tools in order, so that in a short while all are so dull or so badly ground (for not every one can grind a drill correctly) that more than half their cutting speed is lost.

The foregoing remarks apply with even greater force to taps and dies. They vary more widely than drills, for they are of different thread pitch for the same size frequently, much time is wasted and many a thread stripped or tap broken in laborious endeavors to cut threads with dull tools.

The gist of the matter is that every shop should have a toolkeeper. He should not be

there till the tool returns. The workman must not be allowed to make the exchange in either direction. That is the toolkeeper's business, and he must see to and handle it both ways, so he may know its condition at all times. If the factory keeps the toolkeeper busy even most of the time, he should have a toolroom and tool sharpening and making appliances. He will, if the right man, prove the most economical man on the job, although it might be hard to show direct proof to that effect. A comparison of cost cards with similar factory not having a toolkeeper would probably tell the story.

It has been said that "a good workman can get along with poor tools, but a novice needs the best." While this is true, it is equally true that the best tools are none too good for any user, and if men are supplied with good tools they will do more work, better work, and feel better about it, all of which is to be desired.

Moral—Have good tools and keep them so.

CHARLES E. DURYEA.

BLUSH PROVOKING PREVALENT.

The wheelwoman who desires to blush unseen—and there are such women—has a pretty hard time of it nowadays. All the cycle-frequented streets are infested by an interested and hypercritical throng of spectators. These gather upon the curbstone and view the passing wheel folk just as they would a procession of National or civic interest.

As in any other show, it is the women participants who receive the most attention. All eyes are fixed upon the wheelwomen, and when a particularly handsome hat or an especially fetching costume strikes the fancy of the crowd it is not low murmurs of appreciation that are heard. All this is in superlative evidence on Sunday.

It consequently does much to discourage Sunday riding. There are women, of course, to whom the idea of riding upon Sunday is unwelcome for many reasons, but this attention of the New York police is not likely to make the idea any more welcome.

Sabbath day riding upon the Boulevard for instance, has become just about as private and secluded a performance as an "act" upon the dramatic stage. More so, indeed, for the Boulevard is free to all.

UNCLE EPH'S IDEAS.

De bad luck of mos' riders hain't nuffin but dar own bad judgment.

Try an keep yo'r trubbles toe yo'se'f; no udder riker wants dem.

Eddy crank kin lay ideas about a bysickle, but it takes a label-headed man toe hatch dem.

Eben death kain't cure de disease ob advertising what hain't so; hit breaks out on de tombstone.

De rider who calls hisse'f an idiot ebber-time anything happens his bysickle wid neb-bah fo'gib you fo' agreein' wid him.

Hit's a pe'r kind ob politeness dat won' wurk as well on a bysickle as in a parlor.

Doan' you think cause yer can ride faster dan some udder folks dat yoe knows ebber-tying dar is about bysickling. De Lawd doan nebbet bestow all His gifts on one indivijle. De lightnin' bug ain' got no stinger, an' de skeeter ain' got no lamp.

TICKLED THE OLD MAN.

His City Niece (visiting the farm)—Oh, uncle! Here comes a lot of wheelmen pedaling down the road.

Uncle Josh—Pedlin', eh? Waal, I'm mighty glad them fellers has found somethin' useful to do besides tryin' to make us farmers build stone roads for 'em to ride their bysickles on.

WHERE WHEEL TAX IS HIGH.

If a practical unicycle is ever invented during the time Spain controls Manila, there will be a place where the one-wheeled vehicle would meet with a warm reception. Every vehicle in the Philippines is taxed \$3 per year or each wheel it runs on.

SORRY FOR HER.

Every woman who rides a wheel either inwardly or outwardly pities the one who doesn't, and firmly believes that if the uninitiated is strong riding would make her stronger, and if she is weak it would make her strong.

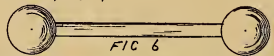
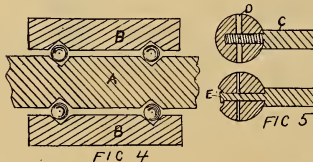
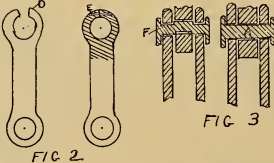
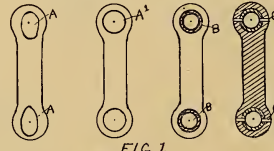
DOING STUNTS.

As an acrobatic rider,
Your baby's not a dunce;
For ev'ry day within the week
He rides four wheels at once.

BALL AND CHAIN REPAIRS.

When a link of a chain wears out at the holes indicated at A, A, fig. 1, the link need not be thrown away, as it can be fixed for further use by boring the oblong holes large enough to make them round, as shown at A1 in the next link, and a collar inserted the correct size, as indicated by B in the next view. This brings the hole down to right size for the rivet. In order to make the inserted collar remain firmly in place drill a small hole and put in a pin, as illustrated at C in the finished link.

If a link breaks out at one end, as presented at D in fig. 2, the same can be fixed by closing up the fracture (after heating it) and inserting a steel pin in the manner shown at F in adjoining view. When the rivets of sprocket chains wear down in the way signified by F in fig. 3, the chain becomes very loose and wobbly, even if the proper chain adjustments are tightened up. Besides it will run irregularly, and at times mount the cogs of the gears. A new chain is advisable, although the old one may be fixed quite cheaply by substituting new rivets, as



marked A, in same figure, in which it may be seen that the stud of the new rivet closes up all slackness, thus making the chain practically as good as new.

There are just about enough wheels in use where the wheel bearings are of the type shown in fig. 4 to make it an object for repair people to keep in touch with such wheels. The trouble with pattern of bearing is that one series of balls has a tendency to run ahead of the other series, thus creating unequal wear in a few months. This bearing consists of the axle A and bearings B, B.

When a man brings a wheel to us with these bearings we effect a remedy by taking out the balls and pinning them in pairs, as indicated in fig. 6, in which it may be seen that a rod extends from one to the other. The manner of attaching the rod ends is presented in fig. 5, in which two ways are shown. In the first, the rod is threaded and screwed in at C, and keyed with the pin D. In the other, the rod is inserted into the bored hole without a thread and headed up at E. Either way serves the purpose, allowing the balls to have something by which to govern their movements regularly, and each series works in harmony with the other.

GEO. D. RICE.

WANDERERS IN THE ROADWAY.

It could be demonstrated without any great difficulty that most cycle accidents, and the number is much smaller than is generally supposed, are due to pedestrians who often carelessly, and frequently with deliberation, step down from the curb and out into the roadway covered with vehicles without attempting to dodge the procession.

Sometimes they seem to get in the way purposely in order to express their contempt for riders and drivers, and it is not unusual to see covneys of these unclassified bipeds sauntering along the road, where they have no business at all, for blocks at a time.

Such people cannot be protected by law. It is doubtful whether they deserve to be. Having no regard for the safety or comfort of others, and willing to risk almost anything to prove that they are just as good as anybody, if not better, and can walk where they have a mind to if it takes a leg, they do not deserve very much consideration from the lawgivers.

Invariably these very people are the very ones who would run for a policeman if they chanced to see a wheelman riding a dozen feet on the sidewalk.

YOU SEE THEM EVERYWHERE.

"Ismallah!"

"Khallyed, seest thou yon form upon the dim horizon?"

"What is it, lad?"

"By the Prophet's beard, my eyes are dim with age."

"Yea, my father, I am looking. I see two humps, and"—

"Either a Bactrian camel or a couple of those around-the-world-without-a-cent wheelmen."

"We are safe! Praise be to Allah!"

MERELY AIRY PERSIFLAGE.

"Officer Jones," said the Chicago Chief of Police, severely, "it is charged that you said 'Ah, there!' to a wheelwoman in bloomers, at the park entrance."

"Faith, an' I did, sor. Sure, 'twas meself a-thinkin' no leddy 'ud resent a dillicate compliment loike that."

HAD PUT HIS MONEY THERE.

"There's money in bicycles," said the man who is young and single.

"Yes," replied his seasoned and married friend. "I'm sure there is. I have been putting half my salary in them for the last four years, and my family is not all supplied yet."

MORE THAN ALL OTHERS.

The bicycle is used as a mode of motion by more citizens than the number which covers all other vehicles combined. And yet few communities seem to know that there is a wheel within their limits, if the provision they have made for wheelmen is any criterion.

HORSE AND HORSE.

"Taking it altogether," remarked the Horse, reflectively, "I can't say that I regret the bicycle. You see, the red-haired girl joke was bringing reproach upon my gray hairs. Death before dishonor, don't you know."

NOTHING IS NEW.

It is folly to call the bicycle new. Even mythology recognized it and, curiously enough, made its divinity a female. The significance of her name has been strangely overlooked for centuries. It was Psyche.

The "EASY RUNNING" GENDRON

is made from the best materials, by expert mechanics, and every part (no matter how small) is exhaustively tested.

TRUEST BEARINGS

MOST RIGID FRAME

SWIFT, STRONG SURE

*We want Good Agents to sell Gendrons and
Good Riders to Ride Gendrons in '97.*

Send for our Catalogue.

Gendron Wheel Co., Toledo, Ohio.

Kindly mention The Wheel.

BALD and Ziegler, with a ❀ ❀

BALDWIN CHAIN,

Win at Wilkes-Barre on Barnes wheels. Cooper and J. S. Johnson used the BALDWIN CHAIN in their contest at the Quill Club Meet.

Professionals and amateurs discard all other chains for the BALDWIN. Smoothest running and most correct chain made for all purposes.

Baldwin Adjustable Cycle Chain Co.,
Worcester, Mass., U. S. A.

Kindly mention The Wheel.

BRIEF BITS FOR BUSY MEN.

France is the home of the motor vehicle.

The Singer Cycle Company in 1896 earned a net profit of \$250,000 for English stockholders.

First-class horseless carriages command a ready sale abroad at an average price of about \$1,250.

The Raleigh Cycle Company have netted a profit of over \$100,000 on the last seven months' business.

As the year closes the famous be-boomed Simpson chain gradually disappears from the foreign record list.

An inventor expects a fortune from a combined bell and lamp, whereby the heat from the latter is used to ring the former.

Antwerp, owing to its dock facilities and low charges therefor, has become a favorite port of entry for American wheels shipped abroad.

In 1893 a first-class wheel in England retailed at \$140; to-day the same machine, improved in every way, can be bought for \$100.

Italian wheelmen have been granted by the Government permission to use the telegraph poles for the purpose of attaching signboards.

One American in every twenty-five rides a wheel, while in France, despite its great admiration for the bicycle, only one French citizen in each 250 of population rides.

Attaching a cyclometer, built upon the pedometer principle, to the leg of the rider, in place of upon the wheel itself, is the fortune-winner one inventor thinks he has found.

Almost without exception, American concerns exhibiting at the Stanley show were given the worst spaces possible. What a queer thing the British idea of fair play is.

"The American invasion" of the British cycle market, it is estimated, will reach 40,000 to 50,000 wheels in 1897, unless there is some entirely unforeseen check put upon it.

Pneumatic tires are genuine gold producers to patent lawyers. Any number of people outside the cycle trade, and more in it, all think they have a "good thing" in a new or improved tire.

A strike of cycle dealers has broken out at Madrid. On October 1 every cycle depot in the Spanish capital closed its doors as a protest against the new taxes, which are nearly twice as heavy as the old ones.

Heretofore very nearly all motor vehicles have depended upon the chain for the transmission of their motive power. Now, however, one is being built with a bevelled gear similar to that which is to be used in driving the bicycle.

Bicycle exports from New York: July, \$342,202; August, \$211,769; September, \$241,391; total for three months, \$795,362. Four hundred and two thousand nine hundred and sixty-six dollars of the total went to Great Britain.

A new brand of crude rubber called "Mollendo" is being quoted with increasing frequency. A Liverpool paper reports. "It comes from Mollendo, a Peruvian seaport, and is quoted at from 2d. to 2½d. below the corresponding grades of tire rubber." By the way, it is classified as "fine," right alongside of the Para article.

Japan has a complete india rubber factory. The entire plant, together with the material, machinery and operatives, was supplied by a New York house. The rubber mill was constructed by the Birmingham Iron Foundry, Birmingham, Conn.

A French motor tricycle weighing 130 pounds and costing \$320, has successfully carried a weight of 230 pounds sixty miles over the roads without a refilling of the oil tanks. On level stretches the machine has shown a speed of better than twenty-five miles per hour.

English corporations have come to the conclusion that they give their affairs too much publicity in their annual reports. Some of the largest have already changed, and others intend to make alterations, in their bylaws which will keep such details as capital invested, net profits and the like from the public eye.



"An Expert in Rubber."

The results of the various motor-vehicle races in France show that these conveyances are still in the experimental stage. A very large proportion break down, though it must be admitted that they are exposed to great and unusual strains in being driven at their top speed for hours at a time, and this often exceeds twenty miles an hour.

The Japanese ask for exhibits of manufactured merchandise for the Commercial Museum at Osaka, which is to be a Government institution in the nature of a permanent industrial exposition. American cycle-makers might find this an excellent opening for their machines in Japan. Particulars can be had by addressing the American Consul.

George H. Petit.—Aluminium is the form preferred by the best writers, as well as by the chemists and persons who extract aluminium and use it. The original name was aluminium; but that was confounded with alumina, the clay from which the metal is extracted; so to prevent confusion the German chemists proposed aluminium.

Some one has estimated that the manufacturing and business houses of the United States pay out annually \$750,000,000 for commercial travellers, \$300,000,000 of which is for expenses and \$450,000,000 for salaries and commissions.

It is intended to establish at Binghamton, N. Y., a home for indigent commercial travellers and their dependent widows and children. One hundred and fifty thousand dollars is needed for the charity. An attempt will be made to realize that sum at the Commercial Travellers' Fair, to be held in Madison Square Garden from December 15 to December 28.

The Horseshoers' Protective Association, which has been holding its annual convention at New-York, "declares that, in spite of the bicycles, there are more horses in the country now than ever before." The great majority of bicyclists, he explains, would not own horses anyway. In Ohio there are 19,000 more horses than a year ago. New York has 12,500 and Michigan 17,000 more.

The question among English riders of 28 versus 30 inch front wheels seems to have solved itself. Equal-sized wheels are now the standard for most British types. It was considered for a long time by British riders that the 30-inch driver steered more steadily than the 28; but evidence seemed to show that there was nothing to choose between the two, when both machines were equally well made; and the 30-inch was at least a pound heavier.

An excellent way for a dealer to keep his stock fully up to the demands of his trade is to provide each clerk with a small "want" book. When a customer asks for an article not in the shop, the clerk to whom the request is made should immediately jot it down under the date of the day. A glance over the book for a month back will give the proprietor an idea of whether it would pay to keep certain sundries and parts, and if so, what quantities to order.

The preparations being made for the Tennessee Centennial Exhibition which will open in Nashville on May 7 next, confirm the impression that it will be an event of National importance. The grounds have been carefully laid out, and a number of the largest buildings are nearing completion. According to an article appearing elsewhere in this issue, the South is the great unworked field for cycle selling now left in this country. Whether this be true or not, no cycle manufacturer will make a mistake in exhibiting his wares at Nashville.

Two rivals of the steam engine in its usual form are now receiving much attention—the steam turbine and the gas engine. Which one is eventually to displace the reciprocating steam engine for the direct driving of dynamos is a matter of doubt, but the Westinghouse Machine Company, which builds the well-known Westinghouse steam engine, is preparing itself for either event by embarking in the manufacture of both steam turbines and gas engines. It has recently placed both upon the market. The turbine is of the Parsons type, which has for some years been on the market in England. The gas engine is a new design, the result of some years of experiment by Mr. George Westinghouse. It is a two-cylinder engine, using the Otto cycle, but with a governor which controls the admission of both air and gas in such a way that an explosion occurs at every stroke. The result is a very good regulation, such that dynamos driven directly on the shaft of the engine furnish an entirely satisfactory light, free from flickering.

WARNER GOES EAST.

D. D. Warner, manager of the D. D. Warner Co., of Madison, Wis., left for a ten-day trip East on Saturday last in the interest of his concern, who manufacture the Warner Special.

The Warner Co., with '96 as its initial year, has scored a success in the achievement of a top-notch position for itself among the high-grade makers.

In a talk with Mr. Warner just prior to his departure for Eastern fields, he expressed the utmost confidence in next year's situation.

"Election or no election, Bryan or McKinley, gold or silver, we are manufacturing, and shall continue to manufacture, bicycles," is the way Mr. Warner puts it, and the expression is the keynote to his position as regards getting ready for next season's game. With a firm belief in the steadiness of the general demand for wheels, and confidence in their ability to make a high-grade wheel as economically as any one, they have made every preparation for a legitimate increase in their output for '97, and the factory wheels have been turning on '97 product for some time.

The '97 model has excellent distinctive features; not freakish notions, but small mechanical improvements which contribute to the elements of simplicity and appearance. The company is hardly prepared to outline them at length at the moment.

"Bicycle manufacturers have sent their teams through the South the past year, and people are rapidly waking up to the importance of the wheel as a pleasure and health medium. To show the chance for development, it is stated on good authority that Dallas, Tex., a town of 35,000 inhabitants, has only been able to boast of about 500 wheels the past season. Interest is rapidly increasing, however, and a two-weeks' race meet is now in progress there. In Springfield, Ill., a city but slightly larger than Dallas, there are probably 7,000 wheels, and in Bloomington, Ill., with a population of 25,000, the number of wheels is about 4,000. Not only in Dallas but all through Texas an excellent business is anticipated by manufacturers and jobbers next season. Throughout the South much the same state of affairs exists. Taking the view of makers and jobbers as a criterion, the South promises to be the most prominent factor in the bicycle trade next season."

SOME EXPORT FIGURES.

The German import duty amounts to only \$5.75 per 200 pounds, or 85 cents on thirty-pound wheels. Assuming the average price of a bicycle to be \$67, the duty would be about 1.3 per cent of the value. No other country in the world has as low a tariff on bicycles as Germany.

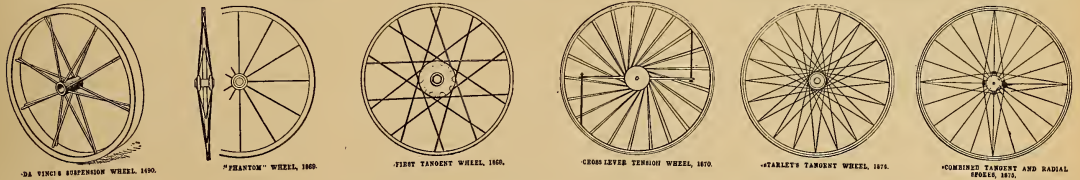
Cape Colony levies a duty of 25 per cent ad valorem, Natal 5 per cent ad valorem,

TRADE PAPERS AND TRADE PEOPLE.

There is no closer student of the trade than J. Elmer Pratt, he who has done so much to build up the Grand Rapids Cycle Co. When he is in first-class working order, his typewriter turns off some refreshing communications.

In an essay on journalistic monstrosities, he has given his ideas of what the cycle journal should be and should not be. Mr. Pratt, by-the-by, has unconsciously outlined THE WHEEL'S policy, because THE WHEEL has fulfilled his requirements of the ideal, and has, more than any other paper, refused to bring temporary fake concerns into competition with legitimate firms by giving them the use of its advertising columns.

"There is nothing that tells so forcibly with a newspaper or trade paper as the continuous advertisement of good firms," says Mr. Pratt. "It doesn't do a paper or magazine any good to carry a firm two or three months in the year. It looks to the new advertiser and possible customer as if the medium was not a paying one. The bicycle papers had much better aim to get the best customers and then keep them. Of course it is absolutely impossible to keep everything that you get, but there are a great many advertisements taken by the bicycle papers and given first-class positions, low rates, lots of trade notes and everything else to help boom them along, which are speculations pure and simple. The advertisers are in the bicycle business because



Evolution of the Suspension Wheel.—From Scientific American.

The line will be as heretofore, high-grade only. One grade only, and that the best, is the company's motto.

The list will be \$100.

The gentlemen's model will be made in 22½, 24½, 26½ and 28½ inch frames, 1½ tubing, and with choice of finish.

The ladies' wheel will be of the double drop frame type.

Warner tandems will be a new addition to the line and will list at \$150. They will be made in both double diamond and combination frames.

LOOK TO THE SOUTH.

"While it is quite probable that the number of wheels sold next year will not much exceed that of last year," says "Stoves and Hardware," "there is one field that is going to be much more thoroughly worked by manufacturers and jobbers than ever before, with the prospect of stimulating a demand equal to that in sections where the best business has heretofore been done. We refer to that important portion of the country known as the South.

"While there have been many wheels sold there the past season, more than ever before, the wheel has by no means reached the popularity it has experienced in the North. There has not been a wheel 'craze' in the South. But it appears that there is going to be a change the coming season, although it is by no means likely that the demand will reach its highest point for several years.

Transvaal 7½ per cent ad valorem, plus 5 per cent transit duty; United States, 35 per cent ad valorem; Canada, 27½ per cent ad valorem; Belgium, 12 per cent ad valorem; Bulgaria, 10½ per cent ad valorem; Denmark, 10 per cent ad valorem; Egypt, 8 per cent ad valorem; France, 18 cents per pound; Greece, 20 per cent ad valorem; Holland, 5 per cent ad valorem; Italy, \$8 per wheel; Norway, 27 per cent ad valorem; New Zealand, 20 per cent ad valorem; Portugal, 27 per cent ad valorem; Queensland, 15 per cent ad valorem; Roumania, \$1.50 per wheel; Russia, \$9 per wheel; Spain, 6½ cents per pound; Sweden, 15 per cent ad valorem; Switzerland, 6 cents per pound; Tasmania, 10 per cent ad valorem; Turkey, 8 per cent ad valorem.

According to this, a German wheel would pay in the United States an import duty of \$24, while an American wheel would have to pay in Germany only 85 cents. If it was necessary to buy American bicycles in order to satisfy the home demand, there would be no just cause for an increase of the German import duty. But apart from new cycle plants building, the existing ones have increased their capacity so that the manufacturers are already afraid of overproduction.

WHAT HE DID NOT DO.

The Rev. Mr. Harps—What did you do, Brother Isaac, when that bicycle of yours threw you off on your head?

Alkali Ike (grimly)—Wal, I didn't hold no prayer-meetin', if anybody asks you!

they think they can make a little money out of it. They are not in it because they think it is here to stay. They have not a plant or permanent business. A bicycle paper does all in its power to help these concerns to injure legitimate manufacturers by unnecessary cutting of prices and to also contaminate trade.

"Such papers as THE WHEEL, Referee, Cycling Life and American Cyclist have a strong influence with the trade and yield a power that we do not believe the papers themselves realize. A straight, profitable business, at one price and on the same terms, can be done if the man has got the backbone to stick to it. If he has not, he will have flexible prices, flexible terms, flexible opinions and an unreliable publication."

DETACHABLE CYCLE MOTOR.

Isaac H. Davis, of Boston, has patented a motor attachment for bicycles which is extremely ingenious. The motor is so arranged that it can be easily and quickly attached to a bicycle of any standard make or construction. When secured in place the motor extends to the right-hand side of the wheel far enough to allow the rider to easily dismount from the saddle, and at the same time is so arranged as not to interfere with the operation of the pedals in case the motor gets out of order or the supply of steam be shut off.

The trouble with the beginner in cycling is that he has a way of winding up his tongue, setting it going and then leaving it.

CHAIN VERSUS GEAR.

What the Advantages and Faults Are of These Two Forms of Cycle Propulsion.

A really new mode of carrying power to the wheel may be pronounced non-discoverable because non-existent; such surprises as remain are likely to come in the motor vehicle. Mere detail of construction excepted, the man-driving mode will continue to be some application of devices familiar in general mechanics and also heretofore tried. But between the G. O. and the other extreme of the "Broncho" type there is no way of placing the rider over the driven wheel-axle. So it is entirely safe to say, if anything in prediction is safe, that some device for transmitting power from what we may, for the purpose, call its centre of production to the driven axle itself will indefinitely be necessary.

One of the most important and burning questions at present is, How is the power to be thus carried? There are eight possible ways of so carrying it: (1) By a leather belt; (2) a metallic band, pierced with holes to engage projections on the sprockets or provided with projections to enter hollows thereon; (3) a wire rope, with or without projections; (4) a system of cranks and connecting-rods; (5) a row of spur gears to close the gap between the two driven centres; (6) the chain; (7) a shaft to bridge the gap, provided with bevel gears at each end; (8) some form of clutch or ratchet action at either of the centres, operated by some device of lever. To make the list complete, the plain rod with universal joints might be added to it, for that is capable of carrying power at an angle; but its inability to do anything more than "gear level" is enough to make an end of it as a bicycle possibility.

SIFTING POWER CLAIMS.

Of the above, No. 1 is obviously not worth consideration, for it shares with several others the destructive fault that while it would "carry" the power it would spillet too much of that on the way, like a bucket with holes. Nos. 2 and 3 are only the belt modified to prevent slippage; these can be passed by with the remark that their defects make them quite impracticable. No. 4 is borrowed, perhaps not in the first instance, from the double-acting engine without dead centres. It is the best practical way of converting reciprocal into rotary motion, but as a mode of merely transmitting rotary motion over a gap of distance it is highly unmechanical. In a bicycle, it would involve multiplication of parts and bearings; moreover (and much worse), although there is no dead centre, one crank being "on" when the other is "off," the radius of pull through the crank varies constantly in length, and hence it is unfit for use with man-power, which has no surplus to draw upon. A bicycle so built would run interestingly and sweetly on a stand; on the road it wouldn't. No. 5 would fill up the gap, but would involve the defects of gearing, heavy weight, cost, lost motion, and such heavy friction and wear that it is not practicable. No. 8 has some scope for variation, but any ratchet necessarily gives up back-peddalling, and rotary action is also so firmly fixed now that pedalling in only part of the circle cannot be expected to come in.

Nos. 6 and 7 remain to consider, and just now the threatened struggle seems to be between the chain and the bevel gear; the vast advantage of possession is with the former, yet changes are sometimes so rapid that this alone will not effectually bar the chainless.

The chainless or bevel-gear plan proposes to bridge the gap between crank axle and rear

axle by a simple straight shaft to carry the power. The front sprocket becomes a wheel with teeth on either its inner or outer face, the teeth being oblique to the axle instead of parallel with it; the rear sprocket becomes a similar wheel, toothed on its outer face; each end of the shaft carries a pinion, meshing into the two wheels just named, and nearly at right angles with them. Spur gears run in one plane; bevel gears carry power around a corner, and the toothed portion of such gears, instead of having teeth on lines radiating from the wheel centre, forms the outside surface of a slice from a cone. In this there is nothing at all new.

ADVANTAGES OF SPROCKETS.

Sprocket wheels, having few and coarse teeth, can have them forged on and then cut to shape, or to cut them entire from the solid is a simple piece of milling; but gears have many and small teeth, which must be cut from the solid, and the sides of the bevel tooth are not parallel, its thickness varying at every point, so that ordinary milling will not serve. This, however, is a trouble for the maker, and may be met by special tools, so that there need not be any materially increased cost over that of the present construction—at least to the largest makers. If there were an increase, however, that might not be counted a drawback to those who wish to maintain the \$100 price.

Weight will necessarily be increased, and one trouble—not very important, yet of some account as a selling consideration—is that to alter the ratio of gearing on any one machine is almost impossible. The rider cannot make the change himself; if that can practically be done at all it must be a shop process, with cost and difficulty.

The large bevel wheel on the crank shaft can easily be placed almost or quite in line with the driving-wheel; so much we readily admit is a gain, because removing the unequal and twisting strain which comes on the bearings of that shaft by having the load of work on one side as at present. The first tendency of chain pull is to drag the rear wheel and the crank shaft together, and the main office of the right-hand rear brace is to resist this. No such strain exists with the shaft plan; the first tendency, instead, is to roll the shaft to the right and to tear it, together with its accompanying brace, away from the wheel. The bearings on the shaft must meet this stress, and this construction evidently introduces a lateral—or we might call it a spreading or splitting—pressure to which the bicycle frame has not yet been subjected.

COMPARING THEIR FRICTION.

As for friction in running, provided the teeth have the most correct shape and the most perfect fit, it may be a debatable question how their friction, under heavy pressure, will compare with the friction in chain-driving, the conditions otherwise being the same in both cases. Immediately the question arises whether these conditions can be made the same in both cases, as we shall presently consider somewhat. From spur gears we cannot hope to get much better than 96 per cent of the power expended; with two pairs of the bevel, according to so good an authority as Professor Barr, of Sibley College, not more than 92 or 94 can be expected, under the best of circumstances. The frictional loss in chain transmission, chain and sprockets being well made, is said to be about 4 per cent, and some further reduction from this may reasonably be looked for. The Morse Mfg. Co.—who certainly deserve honorable mention for successful effort in a right direction—claim to have conclusively tested one of their roller joint chains, taken just as it came off a bicycle after

a season's use, and without lubrication, with the result of showing a frictional loss of less than 2-3 of 1 per cent.

Construction on the bevel-gear plan, we ought to remark here, must be of the highest, and pity should be secured in advance for the unfortunates who buy bargain-counter or even second-grade bevel-gear wheels, if any such are ever made. The gear must also be well taken care of, or it will turn fiercely rebellious. Even if it does not "run in oil," the strictest boxing of it is imperative. There is no spare space for intruding material, and no "accommodating" disposition. Any entering gravel will start a rumus instantly, and if a bit of stone should be carried in there would at once be raised a question of survival between the stone and a tooth. To look at the behavior of the chain in such cases, exposed to everything as it is, most riders have observed that running through mud causes a "snapping," which proceeds from mud forcing between the chain blocks and the sprocket teeth, but stones do not seem to get in. The explanation is that whatever falls on the upper half of the chain is kept off the sprocket by the chain itself; that there is a measure of elasticity in the chain, as we shall presently mention further; and that the mode of engagement between chain and sprocket tooth is such as to rather throw off than pull in any unyielding material.

WHEN A TOOTH BREAKS.

Breaking, or even chipping, of a tooth in the gear would obviously put the running out of action and increase the danger of further breakage. Such a break would be a serious trouble, even should it kindly not occur out on the road. We do not know of any successful mode of repair short of substituting a new toothed wheel for the broken one, nor can we suggest any temporary expedient for the rider caught by such a mishap; if away from home, he would have to get home as best he could. Nor may we refrain from pointing out that the number of teeth in contact at a time is not so large that the lack of one can pass without disturbance. Moreover, this breakage cannot be considered beyond the list of possible ordinary accidents, because contact between each pair of gears is confined to two or three teeth at a time, and the driving strain is thus concentrated upon a slight slip of metal, the usual engagement being of one tooth, in one wheel, between two teeth of another, so that in use the thrusts of driving must be borne by a single tooth. The sprocket tooth, on the contrary, is thick in the direction of the strain; that pull which tends to break off a tooth always covers at least half of each sprocket, so that it is distributed over a number of teeth. The result is that a sprocket tooth rarely breaks, nor is there any considerable percentage of break in chains. Probably this exemption proceeds largely from a measure of elasticity which the chain possesses; suddenly put a heavy forward thrust on pedal, or let some accident suddenly interrupt the forward movement more quickly than the driving power can be taken off, and the shock in either case may be lessened and absorbed, because the connection between power and load, through the chain, is not quite rigid. Whether this explanation be accepted as practical, or be deemed fanciful, it is certain that in the driving mechanism on the gear plan there is no elasticity whatever; hence any violent irregularities in driving must expend themselves—with at least a tendency to fracture by shock—upon the single tooth in action at one time as above stated.

Moreover, we cannot make an honest and complete analysis without pointing out that

the breaking of a single tooth, in either one of the four bevelled wheels, must instantly render the gear inoperative.

WHERE CONTRAST IS GREATEST.

The most marked contrast between the bevel gear and the chain is in what we may call the "accommodation" in the latter and the total absence of that agreeable quality in the former; for this we have just given one instance. The chain has now settled down to a uniform quarter-inch in width and an inch in pitch; any chain runs on any sprocket, and chains and parts are not only interchangeable, but are stock goods, procurable anywhere, almost as readily as nails. So much for comparative ease of replacing broken parts, but in respect to operation we are confronted by the most dangerous fault of the bevel gear for bicycle use, namely: its shaft must be absolutely in line. Let an extra strain or an accident of any sort cause this to be sprung, or bent a little, and the rider is in trouble forthwith, with perhaps nothing visibly wrong. The bearings will twist and "work" and the gears will bind and jam; either the rider must spend his strength grinding against a destructive friction or the parts will not move at all, and the bicycle wants the shoulder or the ambulance. This is no fancy picture; it is a simple statement of how exceedingly wrong such a device becomes when wrong at all; it is all right, or it is all wrong—it knows no middle. Chain driving is in this respect the exact reverse. The chain is loose and full of joints; therefore it has flexibility in operation. It may be loaded with mud, or the driving wheel may be out of line with the front sprocket and the frame; or the front sprocket itself may be bent so that it "works" instead of running in one plane at right angles with the crank axle; still the bicycle can be used, with more or less increase of friction, and in such cases many a strong and not very watchful rider shoves his way along without noticing any difference, the simple reason being that the flopping, bending chain adjusts itself to a kink when it encounters one and makes no fuss about it. It is flexible, not stiff and unyielding. Whatever its faults, the chain is in this important particular the ideal device for driving a bicycle.

HERE IS AN IDEA.

It occurs to us here that at least a hopeful attempt might be made to omit the shaft and connect the pairs of bevel gears by a strong, spirally wound steel wire, spring-fashion, with the coils in close or nearly close contact, being preferably so placed as to receive a twisting strain from the usual driving, since it must necessarily take the opposite pull by back-peddalling. The practical difficulties of such a device we do not stop to discuss; suffice it that they are not distinctly prohibitive, and it would substitute for the rigidity of the shaft a saving measure of yield against sudden strains and modify the alignment danger.

It must follow that, as respects the mere resistance of the moving parts between themselves, almost any springing of the rear braces or the other portions of the frame will not stop a chain-driven bicycle, unless the bearings are caused to bind. On the other hand, when we consider the properties of the bevel shaft, as above set forth, we see that the mechanical problem is more formidable than appears on the surface. The primary tendency of chain pull is to draw the two sprockets together; the secondary effect is to revolve them. The primary tendency of the bevel driving is to thrust the shaft outward, and this has to be effectually met and converted. In order to accomplish this, is it not likely that more and different trussing will

be necessary—that the frame itself must have a new design?

GOOD POINTS ABOUT GEARS.

No chainguards would be needed, and the peculiar defects of the chain would be avoided; so there is something rather taking in the general idea. An argument may also be raised on behalf of the bevel gear, from its familiar and successful use in mechanics, but such arguments easily lead to a fallacy. For example, there was a time, ball bearings not having become thoroughly established in cycle construction, when it was urged that those cannot be very helpful, or they would have long ago been applied generally, to vehicles in particular. But the matter of load has something to do with this; cost of construction and care affects it also, and in railway cars, for instance, a saving of power by reducing friction is of comparatively trifling account. In the machine-shop, the bevel gear goes into places where there is no substitute; with rare exceptions, the load on it is uniform; the objections to it above cited are of little force or do not exist at all. But in building such a specialized product as a bicycle, we have to keep in view stanchness, non-liability to derangement, and the controlling fact that the rider has no power to waste. The foundation fact—and a most interesting study, also—is that he can push along the machine and himself with greater speed and less labor than he can push himself alone; this fact, and not advertising or even the desire for athleticism, is the secret of the bicycle. Everything must be made subject to this end, and devices good elsewhere are not necessarily good here.

LARGER SPROCKETS COMING.

With the important exception that the chain has been reduced in width and pitch, that the quality of material and accuracy of fitting in it have been bettered, and that sprocket cutting has been improved, the chain is as it was at first—that is, its essence is unchanged, comparatively little inventive thought and experimental test having been directed to it. Assuredly it would be a capital error to assume that the chain is now at its best; it would be more nearly right to say that the chain has not really begun to show what it can do. The cycloidal rear sprocket, for example, has received considerable attention from some makers, and perhaps this form of curve might be usefully applied to the front one also. Here we may say that one of the well-kept trade secrets is that larger sprockets will be in vogue next year. The seven-tooth, which has been the minimum, is already quietly discarded by many makers, and in '97 we may expect to see rear sprockets with eight or ten teeth and front ones from twenty-three to twenty-eight. A slight increase in weight, necessarily, but the practical result will be a very marked decrease in strain, especially on the chain and on the hub and spokes of the driven wheel; high gear will also be more practicable, and spurting and back-peddalling, other things being equal, will be somewhat easier.

THE CHAIN'S GREATEST FAULT.

The most unmechanical feature of the chain is clearly its unprotected condition, which causes it, most absurdly when the stress laid upon the bearings is considered, to be "lubricated" with grit. Change this condition by using an effective cover, boxing it as well as the bevel gear necessarily must be, and a long stride will surely be taken toward settling the problem of propulsion. First and last, much space has been given to advocacy of the gear case by the American wheel press, and yet, after having borrowed of England nearly everything else (the wood rim always excepted),

not one American maker—whether the obstacle has been the bugbear of weight, or the cost, or the lack of demand—has covered the chain. The cases shown last winter by Singer will be remembered, and it is perhaps significant that an Englishman is now advertising a case in *THE WHEEL*. We do not stop to criticize that case, or to suggest details for the perfect one. Possibly it need not be quite boxlike in shape, it must be a complete protection; it must be light, must not rattle or have fastenings that easily work loose; it also must be very easily removable; but if it is as good as that proposed for the bevel gear, it will amply do. And all said on the proper care of chains in a recent article by Mr. Wilcox should have renewed emphasis, for an abused or neglected chain cannot possibly give the highest efficiency. No part of any piece of machinery can be counted upon to return good for evil; it is more like the echo in disposition, and a bicycle may be imagined to take delight in kicking back upon those who misuse it.

ROYALTY AND PATENT POSSIBILITIES.

There has been some flutter caused lately by statements that the bevel gear is to be put on the market next year by the oldest American concern, which has also, it is said, secured a foundation English patent and perhaps some others of importance as a support; and only a week or two ago we were treated to a "notice" in this vein, which even raised the question, What will become of the chain bicycles now made or about to be made? But this is going at a little too hot a pace. It is quite true that the company in question will control the trade and re-establish their royalty system, if they can; we need not feel savage about that, for probably any one of us would do just the same if he could. But there's the "if." Times are not as they were where the familiar list of patents, of which the Lallement was the most important, were in being. There is not now capital and established position on one side and on the other people who have mainly both yet to make; nor has everybody now got to make one type of bicycle, which in fact clearly infringes. Suppose the bevel gear proves really worth contending for, it will find large and vested interests opposed, and it must prove very seriously superior before those interests will consent to take the yoke of license.

It is said that all roads lead to Rome, and if the trade is really about to drop the chain for the gear, the latter not being free to all, like the former, the Peter's pence that go annually to Rome will be insignificant compared to the bicycle dollars that we have to be paid to the American Pontiff. But this condition has itself to meet some conditions first. Suppose the bevel gear seems likely to be a "go"; there will be in the situation itself a spur for chain improvement as an escape. Some really original chain may be possible—we do not say; at least, the prospect of a license will stimulate improvement, including the gear case. By-the-way, the English patent mentioned has only two years more to run from this date, and even if the bevel gear fulfils the utmost cry about it and proves the thing the cycling world is waiting for it will take at least the year '97 to find that out.

CONCLUSION—NOT YET.

For the reasons above set forth, we are not of the opinion—not yet—that the chain bicycle has had its day, and that there is going to be trouble in disposing of any reasonable output of reasonably well-made product. What '97 shows we shall better know next autumn; but this is the present outlook as we see it. Certainly we do not expect that all eyes—and certainly that all parties interested and all riders—will agree with our views; we should count them feeble views if they did not call out friendly dissent. If we accomplish no more than to do that, and thus to induce more light on the subject, we shall not have written quite in vain. That the bevel gear will carry the field by storm—or very rapidly by any other rate of advance—we do not expect; but it must have a fair opportunity to prove itself. We are neither for it nor against it. The best in cycles is only good enough, either for maker, dealer or rider; the best is what we are for.

JULIUS WILCOX.

ALEX. SCHWALBACH.



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Mention The Wheel.



RECENT PATENTS.

67,625. BICYCLE-SUPPORTING FRAME. EDWARD C. WATERBURY, Inverness, Mass. Filed Apr. 2, 1894. Serial No. 568,985. (No model.)



Claim.—A bicycle-supporting frame composed of a track-bar, a curved cross-piece, and a standard pivotally attached to the track-bar and arranged to swing in a line with the track-bar, substantially as specified.

68,802. MEANS FOR ATTACHING BICYCLE-SADDLES. SEYMOUR S. SHAW, Canton, Ohio. Filed Nov. 11, 1894. Serial No. 648,062. (No model.)



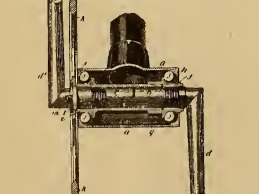
Claim.—The combination with the seat-frame and post of a bicycle, of the said frame with slots at right angles to each other through one of which said seat-frame and post pass, and the wedge-shaped blocks passing through the slots at right angles to said frame, and the screw-bolt and nut for holding said wedge-shaped blocks in place, substantially as described.

69,074. PNEUMATIC TIRE. GEORGE W. WEAVER, Brooklyn, N. Y. Filed Feb. 24, 1893. Serial No. 668,606. (No model.)



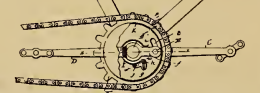
Claim.—A pneumatic tire, consisting of an outer flexible sheathing-tube, an inclosed inflatable tube, a cushion located between said tubes adjacent to the tread of the tire, the said cushion being of a substantially semi-circular form in cross section and arranged with its outer curved surface as a support to the sheathing-tube, whereby an air-space is formed between the tubes at each side thereof from a central point at the tread of the tire to the inner side of the same opposite said tread, the inflatable tube being of such dimensions in cross-section relative to the sheathing-tube as to only contact on one side with the said cushion and on the opposite side with said cushion and at a central point on the inner side, substantially as described and for the purpose set forth.

69,276. GRAB-SEAT AND BEARING FOR BICYCLES. ROBERT M. KERRIN, Springfield, Mass. Filed Dec. 1, 1894. Serial No. 591,733. (No model.)



Claim.—The combination of a crank-shaft consisting of two shaft-sections the ends of which are adapted to interlock and prevent when so interlocked rotation of one without the other, a sleeve having at one end a cone-bearing integral therewith and engaging one end of the shaft-section by an interior threaded connection and provided at its opposite end with an exterior thread, a bearing-piece having an interior thread to engage a thread on the shaft-section & bearing, an extension interiorly threaded to engage the thread on the end of the sleeve, a bracket at bearing-ribs at each end thereof and a ball interposed between the bearing-ribs and cone, substantially as shown.

67,949. BICYCLE-FRAME. EDWARD J. DE BUREAU, New Orleans, La. Filed Mar. 14, 1894. Serial No. 583,291. (No model.)

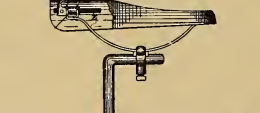


Claim.—The combination with the crank-shaft of the lever D, the dotted chain-wheel the friction disk, the brake-band connecting the chain-wheel and lever and the spring adjustably secured to the chain-wheel and bearing upon said lever at its opposite end substantially as specified.

68,794. PATCH FOR BICYCLE-TIRES. ALBERT C. REEHER, Muskegon, Mich. Filed Apr. 11, 1894. Serial No. 646,515. (No model.)

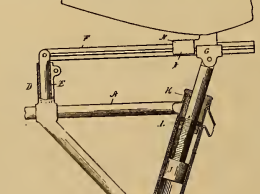
Claim.—The combination with the outer case or cover of a pneumatic tire, of a patch consisting of a piece of flexible material secured to the inner surface of the tire by means of cement, a layer of which is interposed between the adjacent faces of the tire and patch, the said patch being further secured to the tire by spaced rows of stitches extending substantially at right angles to each other, the said stitches being passed through both the patch and the tire, while the cement is in a plastic condition, whereby the said plastic cement is drawn by the thread into and caused to fill the perforations formed by the stitches, in such manner as to render both the outer case and patch impervious to air, substantially as described.

68,973. BICYCLE-SADDLE. ARTHUR L. GARBER, RYMA, Ohio. Filed Mar. 18, 1893. Serial No. 541,621. (No model.)



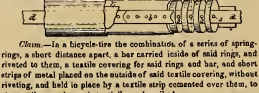
Claim.—In a bicycle saddle, the combination of a middle-seat bent downward at the sides but not at the front end, and a transverse lateral bar having side arms which are secured to the downwardly-turned sides of the seat near the front end thereof, and a rearwardly-extended arm which is secured to the outer side of the seat, with a seat support secured to the rear end of the seat, and having at its front end two separated vertical ears, a threaded screw extending between and secured to said ears, a screw which extends into said sleeve and has a cylindrical front end which passes through a cylindrical hole in the transverse plate, and an auxiliary spring which bears against the rear side of the said plate, and screw having a longitudinal slot in its front end, substantially as and for the purpose specified.

68,977. BICYCLE-SEAT. ROBERT M. BELMOR, West Bay City, Mich. Filed Aug. 24, 1894. Serial No. 660,380. (No model.)



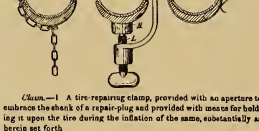
Claim.—In a bicycle, the combination with the frame, of a seat-bar hinged thereto at one end, a cylinder on the frame beneath the front end of the seat, a freely movable plate and spring connected to the seat-bar at its upper end, and a piston on its lower end engaging in the cylinder, substantially as described.

68,818. TIRE FOR BICYCLES. WILLIAM H. TAYLOR, Narragansett, R. I. Filed Dec. 20, 1893. Serial No. 571,527. (No model.)



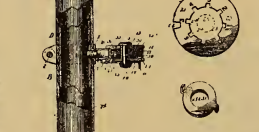
Claim.—In a bicycle-tire the combination, of a series of springs, a short distance apart, a bar carried inside of said rings, and riveted to them, a waxen covering for said rings and bar, and short strips of metal placed on the outside of said waxen covering, without riveting, and held in place by a textile strip cemented over them, to the textile covering, substantially as described.

68,753. CLAMP FOR REPAIRING BICYCLE-TIRES. WILLIAM FORB. Orange, N. J. Filed Dec. 14, 1893. Serial No. 571,183. (No model.)



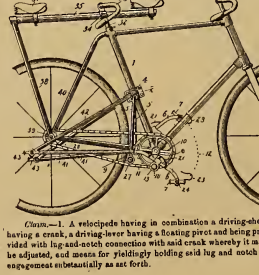
Claim.—A tire-repairing clamp, provided with an aperture to embrace the neck of a repair-patch and provided with means for holding it upon the tire during the inflation of the same, substantially as herein set forth.

68,743. BICYCLE-LOCK. LOUIS H. CLARK and RICHARD A. MORROW, Ford du Lac, Wis. Assigned to WILLIAM T. ALLEN and ARTHUR C. BROWN, Brooklyn, N. Y. Filed Aug. 28, 1894. Serial No. 571,133. (No model.)



Claim.—The combination with the lock-cases, of rotary tamblers having notched peripheries and notched interiorly, carriers located in the central openings of the tamblers and occupying the same plane, and carriers each having a projection adapted to enter one of the interior notches and project beyond the face of the carrier, a rotary dial having a projection whereby to turn the carriers, and keys to turn the tamblers and set both, substantially as set forth.

68,843. VELOCIPED. ROBERT MUELLER, Chicago, Ill. Filed Dec. 2, 1894. Serial No. 530,668. (No model.)



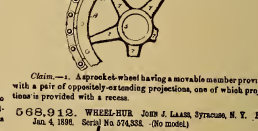
Claim.—A velocipede having in combination a driving-lever having a crank, a driving-lever having a floating pivot and being provided with lug and notch connection with said crank whereby it may be adjusted, and means for yieldingly holding said lug and notch in engagement, substantially as set forth.

68,989. SUPPORT FOR BICYCLES. JAMES S. LYMAN, Brooklyn, N. Y. Filed Jan. 27, 1894. Serial No. 571,818. (No model.)



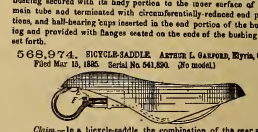
Claim.—A support for bicycles or other vehicles, comprising a frame, which is provided with four projection arms, two of which are free to swing on the frame, and each of which is provided at its outer end with a clamp, substantially as described.

68,837. SPOCKET-WHEEL. JOHN COVENS, Hartford, Conn. Filed June 19, 1894. Serial No. 574,137. (No model.)



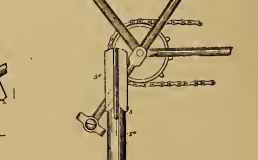
Claim.—A sprocket-wheel having a movable member provided with a pair of oppositely-extending projections, one of which projections is provided with a recess.

68,912. WHEEL-BUR. JOHN J. LARA, SYRACUSE, N. Y. Filed July 4, 1894. Serial No. 574,354. (No model.)



Claim.—A wheel-bur composed of a main tube provided with perforations in its end portion for the attachment of the spokes, a hubbing secured with its body portion to the outer surface of the main tube and terminated with circumferentially-reduced end portions, and hub-bearing-taps inserted in the end portion of the hubbing and provided with flanges seated on the ends of the hubbing as set forth.

68,974. BICYCLE-SADDLE. ARTHUR L. GARBER, RYMA, Ohio. Filed Mar. 18, 1893. Serial No. 541,800. (No model.)



Claim.—In a bicycle-saddle, the combination of the rear seat-support made of flat spring-steel having its front end upturned, and a block which embraces said end and is adapted to slide upon said seat-support, with a coiled wire spring having two strands, the rear ends of which are seated in notches in said block, and a screw which passes loosely through a hole in the upturned end of the rear seat-support and which secures the strands to the hole in the said block, and screw having a head which abuts against the front side of said upturned end, substantially as and for the purpose specified.

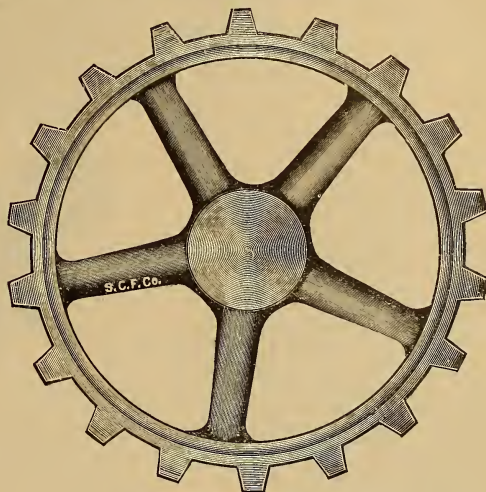
Claim.—As an improved article of manufacture, the bicycle-seat herein described, comprising the upright standard, a stabilizer bar, forked upper portion, whose arms are supported by a narrow space adapted to receive the bicycle-crank, and space being of sufficient depth to allow the crank to rock downward thereon until the pedal engages the lower part of the support on one side, and the butt of the crank the upper part of the support on the opposite side, as and for the purpose set forth.

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Accuracy
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STUDIED ON THE BOULEVARD.

He had that crafty eye which belongs to a Boulevardier. Not the Parisian boulevardier, but the cafe and sidewalk, but the New York one, the man who finds sights to interest him on New York's great wheel parade-way—the Boulevard. He evidently knew a thing or two about the game, hence his opinions are worth quoting. Said he:

"If every man and woman that has learned to ride the bicycle in New York had been compelled to do it in private, not half the scorchers who are expert now would ever have undertaken to learn. The prosperity of the cycle and its schools rests largely on the fact that a man or woman can get an audience there for 50 cents. During the full hour he, or she, is certain of the more or less exclusive regard of a good number of persons. People who have posed with uncertain results for years are able now to go to the cycle academies and be positively sure of having some one to watch them.

"If one rides well his chances are better, for there is no end of opportunity skillfully to evade unlucky beginners, and the figure eight, as well as the pedal mount, or leap into the saddle, is a play which is bound to appeal to the grand stand. It would be an unwise man who drove the spectators out of his school. Prosperity would go with them, and, knowing this, there is every inducement offered to the casual pedestrian to get him into the rink, to help make up the audience there.

"It is very much easier for the women than the men to get their 'public,' as it would be called if they were actors. They are independent of the schools, and can leave them as soon as they have learned to ride, which is not by any manner of means the course they follow.

"The woman who has the courage of her mistaken convictions can don bloomers and mount her wheel secure in the conviction that every man she passes will turn and look at her.

"She can shorten her skirts and create almost the same effect, so long as she takes enough off them. This isn't as certain, though, as the bloomers. They are still infallible, even if there are signs that their power to attract is going into decadence. They can still be relied on in the street for a certain effect, even if a few more hundreds of them on the Boulevard will satisfy a man's curiosity on the subject. The only hope of their continuing to interest is that the subject inside of them shall always be changing and yet remain the same person of manifold and inexhaustible charms that she always has been, whether she goes about bifurcated or integral."

HERE ARE TRICYCLES.

Seizing the opportunity afforded by the suggestion of Messrs. Schwabach and Wilcox that "three or four of the smaller makers should shape their plants for the production of tricycles," the Tinkham Cycle Company rise to remark that they have done that very thing. Right here in New York they are building thirty-five-pound tricycles in two patterns, which they are "willing to put alongside of any tricycle or bicycle in the world." The '97 model is already in evidence.

DIFFERENCE IN OPINION.

Doctor (to assistant)—Did you call on Mr. Fixem this morning?

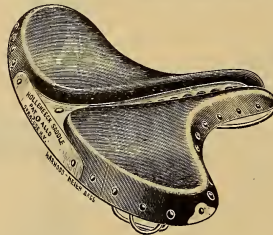
Assistant—Yes, sir; and found him at work in his repair shop, as usual.

Doctor—Did you ask him how he was?

Assistant—Certainly. He said he was worse, but I could see plainly that he was "on the mend."

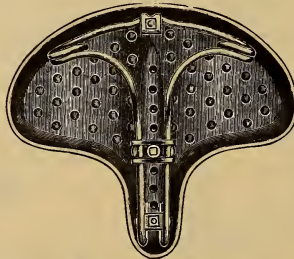
NO "BREAKING-IN" NEEDED.

The bicycle saddle of to-day may be placed in two distinct classes—the hammock pattern, consisting of leather or any other material stretched between two points of a spring, and the rigid pattern, that should more properly be called a seat. Among the latter none are better known than the "Hollenbeck," manufactured by Frank A. Hollenbeck & Co., Syracuse. During the season just past this saddle has earned a reputation that necessitated a removal to larger quarters and the



conversion of Nos. 228 and 229 Walton street into a very complete plant for the making of this article.

The '97 Hollenbeck is already in evidence. The base is a single piece of stamped metal—a splendid specimen of such work—which is entirely covered with leather, which prevents rusting of the metal parts; properly cushioned, of course, and finished in fetching style, none can be more attractive. It is claimed for the improved Hollenbeck that that decidedly uncomfortable proceeding known as "breaking in" is entirely done away with, as its construction is on such hygienic principles that



absolutely no soreness is experienced, even on the first trial.

The spring and cantle are in one piece, making it one of the lightest saddles of its size on the market. Two widths are furnished, 10½ and 8½ inches.

Merit is sure to gain its own reward, and a bedrock principle of using nothing but the best materials and a laudable desire for perfection would seem to assure a flattering call for the saddle.

FUTURE BRIGHT TO THEM.

The Demorest Manufacturing Company, Williamsport, Penn., are now turning out the 1897 models. From the orders already booked the Demorest people declare that, as far as they are concerned, they see no reason why next season should not be as excellent for the trade at large as it certainly promises to be for the Demorest.

ROLLED UP, TOO.

The fat scorcher rode o'er the stray canine
And flattened him east and west;
He hadn't a chance to omit one whine,
But his pants no doubt were pressed.

HE HAD IDEAS.

His trousers bagged at the knees, were frayed at the bottom and hung like meal sacks upon a pair of pikestaffs.

Withal, he had ideas, burning ideas, and he was bound to give them utterance. The office boy headed him off as he was making a beeline for the editorial rooms.

He explained he had something the readers of the paper wanted to read, thereupon the office boy, knowing his business, extracted the following:

"Now, what do you mean by this tirade against the bloomer costume? We sneer, we swear, we ridicule, but why should we be double-barrelled idiots on this subject? We like long dresses because, so to speak, we were born that way. But why shouldn't a woman wear clothes that fit the occasion, provided they are becoming? I draw the line there, because to be unbecomingly dressed is a crime. The women of China, Turkey, Persia, all wear short clothes. That is, about two hundred millions, and why should we raise such a howl if a few American girls do the same thing, eh?"

The office boy's only answer was "I dunno," and he turned in the story for space-filling purposes.

ADVICE TO KNOW-IT-ALLS.

In a Warren street window is exhibited an armor-clad tire which attracts any number of Johnny-know-it-alls, each of whom is bent on airing his ignorance of things in general and that tire in particular. For the benefit of those sidewalk experts the owners of the store had this sign prominently displayed alongside of the tire:

"To the Amateur Lecturer.—Don't try to explain this tire to the public, as you probably don't know what you are talking about; and as we pay a man to do this work and hate to have him idle, please step inside and get the facts."

WILL CATER TO THE CYCLE TRADE.

There has been completed during the last year at Youngstown, Ohio, one of the most complete plants of its kind in America. The concern owning the plant is the Finished Steel Company, which furnishes polished shafting from ¼ inch in diameter up to 4½ inches in diameter, being the only concern in the country that gets up to 4½ inches. They are also prepared to furnish many special makes, and will cater largely to the cycle trade.

SOME PROFIT HERE.

Some idea of the magnitude of the recent cycle boom in England may be gained from the fact that at the annual meeting of the Star Tube Company, of Birmingham, a dividend of 200 per cent and a bonus of 400 per cent for the half-year was declared, and the chairman of the company stated that the orders on the books exceeded the whole of last year's output and increased profits would be made next year.

TWICE AS MANY TEETH.

Supt. Metz, of the Waltham Mfg. Co., is experimenting with a new chain and sprocket, the latter having twice as many teeth as are on the sprockets now in general use. He is much impressed with it, but that it will be made a feature of the Orient bicycle it is yet too soon to say.

ART AND INFORMATION ALLIED.

People who like pictures, and who would learn something about wood rims, Winona rims in particular, should obtain the catalogue of the Winona (Minn.) Wood Rim Co. The photographic reproductions of the logging scenes cannot fail to interest.

The Wheel

DO
CYCLING TRADE REVIEW

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VOL. XVIII., No. 11.

NEW YORK AND CHICAGO, OCTOBER 30, 1896.

WHOLE No. 453.

FOWLER PLANTS HIMSELF.

He Purchases the Munger Plant and Will Once More Be a Trade Factor.

Frank T. Fowler has purchased the plant and business of the Munger Cycle Company, of Indianapolis. The property is at present in the hands of a receiver and the compact requires the sanction of the court to be final.

Ordinarily such a transaction would create profound surprise, but of late Fowler has been bustling about so nervously that he was on the card to "do something." That he would again engage in the manufacture of bicycles, an offer to purchase an embarrassed plant in Chicago, made early in the summer, and his negotiations with foreign folk made certain. His purchase of the Munger plant in consequence seems almost a matter of course.

The deal conveys the machinery and name to Mr. Fowler, whose intention it is to remove the property to Chicago and continue the business as the Munger Cycle Company and the manufacture of the Munger bicycle. It is understood that Fred S. Dickinson, who was formerly associated with the Munger people, will become one of Mr. Fowler's right hand men.

INTO THE RECEIVER'S HANDS.

On the application of C. G. Howard, president of the Howard and Nichols Manufacturing Company, of Newark, N. J., Elwood C. Harris was last week appointed receiver on a bond of \$80,000. The company's assets are estimated at \$60,000, while the liabilities amount to \$13,500, \$9,000 of which are contested. The concern was organized under the laws of New Jersey, with \$500,000 capital, on November 29, 1895, to engage in the manufacture of a chainless bicycle. The machine was a modification of the old League chainless. Dissension among the stockholders and slowness in the manufacture of the wheels brought about the failure. But few of the machines were on the market.

FOURDRINIER TO THE FRONT.

Boston is to have a show of its own this year. A sanction has been granted to the Boston Cycle Board of Trade for February 20 to 27, a week after the New York show. The Mechanics' Building has already been secured for the time specified. The association has been incorporated, with a capital of \$5,000, to carry the project. The show will be in charge of the Board of Directors, as follows: F. O. Very, president; J. N. Leach, vice-president; John F. Morrill, secretary; C. P. Cubberly, treasurer; Albert A. Pope, W. T. Maguire and Arthur Sidwell, C. W. Fourdrinier has been appointed general manager. It is expected that it will be a reproduction, to a great extent, of the New-York show.

FROM OVER THE OCEAN.

L. T. Wilmarth, the head of the Grand Rapids (Mich.) Cycle Co., was in New York this week en route home after a two months' sojourn in Europe. Pleasure was the main object of his trip abroad, but he could not resist a few business calls and talks. His company's foreign business is and has been handled through the great export house of Henry W. Peabody & Co., and Mr. Wilmarth feels well satisfied with the results. His visit convinced him pretty well that so far as England is concerned the American makers have not only sent too many wheels, but have injured their cause by a slashing of prices. The Continent, he believes, will be the most fruitful field. He means to assist in the tilling by issuing catalogues of the Clipper bicycles in both the French and German languages. In Germany he heard comparatively little of the anti-American sentiment which the German cycle papers were striving to create. Germany is not even using the whole of its own product, but is shipping wheels to Russia, which country Mr. Wilmarth believes also offers opportunities for the American makers. He believes that, while labor in Germany and in all Europe may be cheaper than here, American machinery will more than offset it. Mr. Wilmarth also believes that while trade in Europe may not prove permanent, Americans will ever be able to compete with South Africa, Australia or any country where water transportation equalizes matters fairly well. The Grand Rapids people have already done some little business in both of those countries.

EMPLOYEES PREFERRED CREDITORS.

An assignment was made by the Tonawanda Bicycle Company last week, naming its employes as preferred creditors. They are to receive their wages first, and after the legal expenses for the assignment are paid the other debts are to be paid in proportion. The company was organized two years ago, and was composed of William Goddard, Joel S. Drury, George Fries, Philip Perew, C. H. Walters, W. M. Gilie and George W. Quinlain. The assignee is William J. Kearney, of Lockport. The heavy loss recently entailed by fire is given as the reason for the assignment.

NO STATEMENTS YET.

Wilmington, Del., Oct. 23.—Chancellor Nicholson has appointed Alfred D. Poole receiver for the McDaniel & Merriew Manufacturing Company, manufacturers of the Robin Hood bicycle. The appointment was made on the application of Charles E. Frist, a stockholder, on the ground that the corporation is practically insolvent. No statement regarding assets and liabilities has been issued. Charles A. Lagen, of Philadelphia, is vice-president of the concern. The receivership does not affect the McDaniel & Merriew Cycle Company.

LUCAS'S NEW DEPARTURE.

England's Famous Lamps Will Now Be Made by New England's Famous Bell Makers.

Time was when Lucas's lamps, the King of the Road, in particular, practically controlled the trade of this country, despite the import tax which was paid on them. The great number of competing lamps which have come into being have compelled a sharing of honors, but the demand for Lucas luminaries has never ceased, having been fostered and met during late years by the New Departure Bell Company. On the 20th inst. definite steps were taken toward the manufacture of the lamps in this country, the Joseph Lucas & Son Company being incorporated under the laws of the State of Connecticut on that date. The factory will be located at Bristol, Conn., where the general executive headquarters of the company will also be. The incorporators are Albert F. Rockwell, John J. Jennings, William A. Graham, Charles S. Treadway, Joseph Lucas, Harry Lucas, George A. Graham and Thomas J. Atkins. The officers of the company are William A. Graham, president; John J. Jennings, vice-president, and Albert F. Rockwell, secretary and treasurer. The capital stock is \$50,000. The manufacture of the Lucas lamps will hereafter be carried on in this country by the above company, under the general management of A. F. Rockwell in connection with the New Departure Bell Company, of Bristol, the officers of which latter company are identified with those of the new company.

A large portion of the new buildings and plans for the New Departure Bell Company will be occupied by the Joseph Lucas & Son Company.

The intimate relations existing between the two companies and the closer allied interests will result in a much better satisfaction to the trade and many economies of production, the advantages of which will be given to the dealers in and users of the lamps. The new line for '97 will be much improved in both quality and finish, and will introduce many new and distinctive features in construction. John H. Graham & Co., No. 113 Chambers street, New York, are selling agents for the products of the Lucas Company.

GRAND, GLITTERING AND GIGANTIC.

Madison Square Garden will, after all, have some attraction for showgoers during cycle show week. On the evening of February 8 it will be the scene of the fancy dress cycling carnival promoted by the New York Journal. It will be a gigantic affair, so gigantic that out-of-townners who are coming to the show will do well to make a note of the date and speak well in advance for cards.

McKee & Harrington, makers of the Lyndhurst, are experimenting with a chainless bicycle.

HARD LUCK IN PLENTY.

Two years ago E. C. Yeatman on a four-tenth stretch of roadway near Washington, D. C., covered 330 $\frac{1}{2}$ miles within twenty-four hours. Later in the same year B. W. Twyman, on a Louisville, Ky., boulevard, did 340 miles. Yeatman's figures have been generally accepted by the press as the American record, but as they were not made over a fifty-mile stretch they do not appear on the Century Road Club's books, the Century Road Club's twenty-four hour record of 277 miles standing to the credit of A. W. W. Evans, of New Brunswick, N. J.

On Saturday last Arthur E. Smith, better known as Letter Carrier Smith, replaced Evans's figures by covering 295 $\frac{1}{2}$ miles on the Niles-Wheeling-Libertyville course on the outskirts of Chicago.

Smith was paced for most of the distance, but had more than a minimum of hard luck. Early in the day—he started at 1:51 p. m.—a nut came off his wheel, and while another was being hunted for he mounted his pace-makers' tandem and rode it alone for some twelve miles. Soon after he ran into his pace-makers, and in falling injured his shoulder. Later he ran into a fencerall lying in the middle of the road and fell, breaking a pedal and bruising his kneecap. He was compelled to remain idle while another wheel was being secured. On the new wheel he had not ridden more than a mile when he ran over a nail-studded plank and punctured both tires. He was much discouraged by his accidents and in addition was badly chilled by the cold during the night. He recovered, however, and finished at a 2:30 clip. Smith rode an Adlake fitted with M. & W. tires.

FATHER TIME'S MURDERERS.

Nashville, Oct. 27.—Eck's combination of record breakers and pacers began the attack on Father Time to-day. In the afternoon at Cumberland Park Johnson rode a quarter-mile, paced, in 0:22 2-5, a trifle lower than the record made at Coronado last spring. Johnson was paced to the tape by the quad captained by Frank Waller, and throughout the ride by the sex captained by Saunders, of Boston. The track was soft, not having been fully prepared for the coming trials, and the ride was unofficial, although timed by a dozen watches. Two hundred people were present.

On the previous evening at the Coliseum Michael put up new indoor figures for five and ten miles. He rode five miles in 10:35 and ten miles in 21:35 1-5. Johnson cut the track record to 2:04 4-5.

READY FOR RECORD.

Charles A. Ready, of East Orange, who rode over the New York-Philadelphia and return course in 18 hours 59 minutes on October 18, will on Sunday next endeavor to reduce the record to sixteen hours. He will be paced by five tandems. The record is credited to G. R. Richman, of Philadelphia, 17 hours 17 minutes.

CHASED A FIVE-MILE RECORD.

London, Oct. 27.—The five-mile tandem record was lowered to 9:23 to-day at Sydenham by the Chase brothers.

Shakespeare asks, "What great men have been in love?" That was before racing became a profession. The great men of the track are all in love—with themselves.

A man's estimate of his own ability as a rider is generally considerably above the contract price.

GERMANS ARE CLEVER.

Mr. J. C. Monaghan, United States Consul at Chemnitz, writes as follows concerning the prospects for American imports into Germany:

"There may be a temporary market for machines. The German imitates, as well as originates. He takes machines that have not been protected by letters patent, uses them as models and constructs from them hundreds of others.

"There is a big field for bicycles that can be sold at \$50 to \$75. For the \$100 machines the field is smaller. The craze for cycling, while not as bad, perhaps, as with us, is certainly in a somewhat advanced stage. Parties who have seen American wheels certainly prefer them to all others. Our manufacturers must learn sooner or later to 'patent' their machines in the German Empire if they want to sell them."

IRVING S. VENTRES.



Manager Union Nut and Bolt Co., Metropolitan Agents for America Cycles.

GOOD FOR HIS BUSINESS.

First Spectator—Doesn't it make you feel depressed to see young men gambling and wasting their money the way those racing men are said to do?

Second Spectator—No; I can't truly say it does, my friend. I'm a pawnbroker.

A DIGITATED DEBATE.

First Bystander—Horror! Those two riders are trying to scratch each other's eyes out.

Second Bystander—No, they are not. It's a deaf and dumb man and his wife arguing over which shall occupy the front seat of their new tandem.

SOUR-APPLE PRAISE.

"Some folks," said Uncle Eph, "doan' 'pear ter take no pride in speakin' de troof about de bysickle anudder man rides 'cep'in' when it gwine ter huht de udder man's feelin's."

WAIT!

The wisdom of the ages

Is: "Wait! Just wait!"

The wisest word of sages

Is: "Wait! Just wait!"

There is promise in the sky

Of a chainless by and by.

Keep on hoping till you die

And wait! Just wait!

HOW THE MAJOR VIEWS THINGS.

Know "Billy" Atwell, he of the silvering curls, who presides over the bicycle department of William Reid & Sons in Boston? Ever hear Atwell talk when he is in talking fettle? Then you've missed something. To hear him rattle off strings of cheery words at the rate of 250 to the minute is something of a treat. Though Atwell has a somewhat careworn look, his language is usually full of sunshine—the sort of talk that drives away the blues.

"What of next season?" he said when a WHEEL man put the question. "We're going to have a rattling year. Yes, sir, I think it will be a rattling year. Election? It doesn't matter much which way it goes, people will buy wheels. If people have been out of work, where'll they get the money? They'll get it. They'll get it, sir. Why, sir, it would surprise you to see some of the people who come in here and buy. They will buy bicycles before they'll buy clothes. If they have a bicycle, a cycling suit and a sweater they're satisfied. I know where a thousand bicycles are stored in this town waiting for the good times next year. The man offered them to us for \$21 each. He needed the ready cash, but we did not want them. He sold them to a speculator here, and next spring they'll be placed on the market, and they'll bring a good price, too."

Talking of export trade, Mr. Atwell related how a bit of courtesy resulted in bringing much business to their doors. A party of sixteen American riders of New Mail bicycles who were going abroad to tour Europe came to the Reid establishment to have their wheels crated. The work was done and money offered in payment. The money was refused, and nothing more thought of the matter. But the party and their American wheels attracted attention and inquiry, and as a direct result several shipments of New Mails—one an order for 100 wheels—have gone to European shores.

WANTED THE BEST, AND GOT IT.

The Davis & Egan Machine Tool Company, of Cincinnati, Ohio, report the closing of a contract with the Reading Standard Manufacturing Company, of Reading, Penn., for a complete outfit of machinery for the manufacture of bicycle hubs and pedals. They have also closed with the Stoddard Manufacturing Company, of Dayton, Ohio, for an equipment of machinery for manufacturing bicycle pedals.

SAVING TIME AND MONEY.

It is better to buy first-class machines and have few repairs than to buy cheap machines and have many repairs. And it is cheaper, too, in the end; much cheaper if the time the machine is unridable on account of repairs is charged against it.

SEE WHAT THEY HAVE.

Forksides, tandem forks and reinforced bottom tubes are the specialties of the Cleveland (Ohio) Brazed Fork and Tubing Co., whose facilities are such that they can talk interestingly to the trade generally.

Of the hundreds of friends a racer has when he is a king of the track, he is fortunate if he has one left when he eventuates into the "also ran" division.

While few of the arguments against scorchers are based upon Darwinian principles, still there is quite often a great deal of monkey business about them.

QUESTION OF PRICE.

Why at Least One Wheel Commands a Higher Figure Than the General Average.

During the current season, while practically all other high-grade bicycles were listed at \$100, American Humbers were selling for \$110. Later in the year, when business was depressed and the talk was of reduction of price, Humber & Co. came out with a notice of an increase from \$110 to \$115. When the news got abroad there followed a general smile-accompanied headshake. The hardihood of the firm, in the face of existing conditions, became a matter of comment. Elliott Burris, the managing director of the Humber's American interests, had, however, studied the situation and knew well what he was about when he settled on the increase in price. A WHEEL man journeyed to Westboro, Mass., to learn what Mr. Burris had to say concerning the move.

"I came," said the newspaperman, "to learn the secret of how or why Humbers are expected to bring \$15 more than other American high-grades. It will probably interest the trade generally."

Mr. Burris leaned back in his chair.

"Why do people pay \$1,800 for a Brewster landau when they can go elsewhere and purchase a landau for \$900?" was his questioning reply. "They know that Brewster reputation and Brewster quality is worth the difference," he went on, after a pause. He then picked up from his desk a letter. Before referring to it, he injected a narrative. "A few years ago," he said, "I took my cycle to a driving club of which I was a member. I left it inside the building. It had not been there a great while, when an attendant hunted me up and informed me that the chairman of the House Committee had ordered it removed from the premises. I told the man to leave it where it was. 'But, Mr. Burris,' he said, 'I do not obey orders I will lose my position.' 'You leave that cycle just where it is. Don't you dare to remove it. If you are discharged, I will take care of you.'

"A year ago," continued Mr. Burris, "when the members of the club became interested in cycling, and a cycling department was instituted, the chairman of the House Committee came to me and stated that he would like to have me place a stock of Humbers in the rental room and to agree to allow a reduction in price on such as were purchased by club members. I offered to take charge of the department if he would permit me to place my own men in it and allow me to conduct it on Humber principles, of which a cutting of price is not one. He declined and made arrangements with others." After this preface, Mr. Burris read the letter which he held. In brief, it sought to reopen negotiations between Humber & Co. and the swell driving club in question, and incidentally paid tribute to the Humber bicycles, which were in use by many of the club's members.

Mr. Burris submitted that it was this sort of thing that best disclosed the "secret."

What constituted Humber quality and Humber features? Mr. Burris did not believe in discussing such matters.

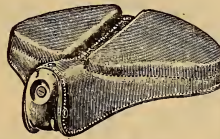
"Our men," said he, "are instructed not to discuss construction. It usually develops differences of opinion that satisfy no one and do no good."

Output? Another subject which Mr. Burris is rather inclined to taboo. In the course of conversation it came out, however, that he had figured on producing 8,000 Humbers during the current year, but when he foresaw the slump, the quantity was reduced to 7,000, of which some 1,400 went abroad. In this

connection, Mr. Burris voiced a sound business principle, which he enforces, and which is in line with what THE WHEEL recently said concerning validity of contracts. As is generally known, it is a practice of agents to contract early in the season for a specified number of wheels, or "cycles," as Mr. Burris religiously and invariably termed them. If they fail to dispose of the entire number before the close of the season, they either "beg off" or repudiate the agreement, and, so far as known, none has ever been brought to book on that account. In the Humber agreements the agents bind themselves to account for their entire order. If all the wheels specified have not been shipped from the factory, they have the option of taking what remain or paying Humber & Co. 25 per cent of their value.

"If this is not done," said Mr. Burris, "how can we properly base our output?"

Of course, Mr. Burris had something to say concerning the chainless cycle. It is a subject dear to his heart, and but for a dash of cold water thrown by the parent concern, it is more than probable that a chainless American Humber would have been on the market during 1896. Mr. Burris has been for years interested practically in bevel gears, and without unseemly egotism he says he believes he knows as much about them as any one living. It was Burris who built the chainless wheel on which "Jack" Knowles, of Brooklyn, rode sixty centuries on sixty consecutive days, two years ago, and it was Burris who "paid the freight." His experience with that type of gear has led him to believe that weight will



The Garford Ladies' Pad Saddle.

be one of the greatest difficulties to be overcome. Knowles's wheel, he explained, was fitted with racing tires and racing rims, and in every way shaved to the lowest possible limit, yet do what he might, he could not get the weight below 26 pounds. Side play will be another possible stumbling block, but this Mr. Burris believes he knows how to get around.

From chainless cycles Mr. Burris drifted to gear cases, which he is inclined to believe will be used to a limited extent, and will give those who use them a "devil's own time," to use his own words. American wheels are not built to be equipped with gear cases, and the crude cases and crude attempts to fit them will cause the trouble. Mr. Burris also sides with Mr. A. H. Overman in the opinion that gear cases offer such resistance to the wind as will militate against their extended use.

"What of the export trade?"

"The Englishmen will be able to take care of themselves," replied Mr. Burris, smilingly. He added that the cutting of prices on American wheels would not redound to their benefit.

The talk of foreign affairs induced Mr. Burris to hope that THE WHEEL would state that the much exploited advertisement of a damaged American bicycle by a London concern was not the work of Humber & Co., as had been stated. The firm responsible for it was the Marvel syndicate, who got hold of 500 Humbers by a sharp move, and then turned the guns against Humber & Co. themselves. The Marvel people foresaw the wheel famine and contracted for 500 Humbers for immedi-

ate delivery. When the rush came they insisted on their pound of flesh, and while the Humber's London branch was offering excuses for not filling orders, the Marvels were advertising. "Why wait for Humbers when you can get them from us without delay?" Mr. Burris states that so great was the demand for bicycles in London, that while there he saw aristocratic folk drive up, and, rather than assume a chance of losing the prizes, carry their long-waited for wheels away in their crested carriages.

After one obtains a proper idea of the aim and policy of Humber & Co., foreformed cynicism is apt to give way to admiration. They aspire to be the Brewsters or the Tiffanys of the cycle trade, an ambition which none can gainsay. They aim to do business on high-grade and strictly business principles; to make goods which will command the price asked and which will appeal to the high-grade people whose patronage is sought, and who are able to pay it; to make contracts which mean what they say; to divorce unhealthy sentiment and roundabout methods from business; to conduct their end of the cycle business on lines that conform to those employed by the older and age-established industries. The cycle trade is yet new; competition is still fierce. The task which Humber & Co. have set for themselves is of the uphill order. In the face of existing conditions it requires no little backbone to hew to the line. Whatever may be thought of him, it is not fulsome praise to say that Elliott Burris seems to possess the requisite inflexibility of vertebrae.

A. O. McGarrett, who is to have charge of the Humber New England interests, was in Westboro at the time of THE WHEEL'S visit. A chance remark led him to say: "I wish you could simply see the inspection that Humbers have to pass. Why, the scrap heap would make a fair output of some high-grade bicycles."

MAKING IT RIGHT.

In last week's WHEEL it was stated that the J. A. Weaver Company would open a downtown branch with Mr. William Schnauffer as manager. This is an error. The downtown branch of the Weaver Company has been opened in Reade street, by the firm of Miller & Schnauffer, consisting of Charles E. Miller, who is well and favorably known in the local cycle trade, and Mr. Schnauffer.

ONE DETAIL MISSING.

The sufferer slowly raised his eyelids.

"Where am I?" he asked.

"You were run into by another rider," answered the attendant.

Later, as he was about to breathe his last, he asked in a touching manner, "What wheel did he ride?"

NO CRIME IN THEIR EYES.

"I guess I better plead guilty," said the gentleman who was in jail on a charge of stealing a bicycle.

"Not much you won't," said the lawyer. "I've got two livery-stable keepers and a nervous, near-sighted man on the jury."

THE MEMORY HAUNTED HIM.

"Now you have hidden it, what do you think of that \$38.47 wheel of mine?"

"Es-s-s-! Don't, don't—I don't want to think of it. I'm trying hard to forget it."

EYES FRONT!

"Ah!" exclaimed the heavy weight, as he dropped into the saddle. "I may have an awful corporation on me, but still I have something to look forward to each ride I take."

NEW CLIPPER BEARINGS.



DETROIT, Mich., Oct. 5, 1896.
Grand Rapids Cycle Co., Grand Rapids, Mich.
 GENTLEMEN—I want to congratulate you on your Clipper Bicycle bearings for '96. So far we have not replaced a single bearing, nor heard of one wearing in the slightest manner. Yours truly,
J. F. MACAULEY.

Mr. Macauley sold 344 Clipper Bicycles up to September 1, 1896.

MADE BY THE



No. 218.
Kindly mention The Wheel.

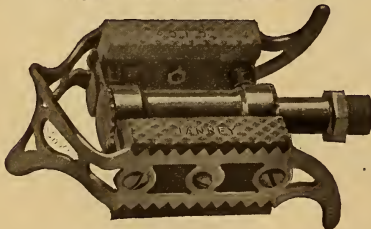
A Perfect Pedal...

THE JANNEY FOR '97.

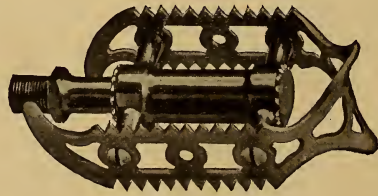
No loose cones and no check nuts—it will not bind and will not tighten. Dust and water proof. Oil always there—cannot escape.



SIMPLE, ARTISTIC AND THEREFORE ATTRACTIVE.



MEN'S COMBINATION PEDAL.



MEN'S RAT-TRAP PEDAL.

A cheap pedal injures the reputation of your wheel and costs high when all things are taken into consideration. There are other good pedals in the market—naturally we think ours is the best—so we ask you to compare.



Think what it means never to have the rider find fault with the pedals, so important, and yet so small a part of the bicycle.

MADE BY
CYCLE IMPROVEMENT CO.,

WESTBORO, MASS., U. S. A.

Kindly mention The Wheel.

The Wheel

EVOLVING IN THE REVIEW

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Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

IMPORTANT NOTICE.

The attention of the trade is called to the information blank on page 57 of this issue. Manufacturers, handlers of parts, sundries and specialties, sellers of raw material and finished material, in fact all who are interested in the wholesale bicycle trade, are requested to immediately fill out this Trade Directory blank and forward same to THE WHEEL. This information will be compiled in Directory of the American Cycling Trade, which will be accurate and up-to-date in every respect, and designed to serve as a handbook or reference book for people engaged in the cycle trade. Besides a classified list containing the name, address and class of output of the entire cycle trade, it will also have a classified index of each article or product, alphabetically arranged, so that the name of the producer can be readily ascertained. The cycle trade is now so extensive that an accurate work of this kind is needed.

THE BANKER AND THE BICYCLE.

THE bicycle trade can trace a great deal of its present distress to the unreasonable position which the banks have taken regarding all concerns connected with the cycling business. The banks started out years ago with the belief that cycling was a fad, and they still fondly hug that delusion, and nothing will rout it. The banks have also found out that some people without capital and with a more or less venturesome spirit embarked in the bicycle trade, and made ducks and drakes of their business, without regard to credit or reputation, and, in some cases, without regard to even the laws of

common honesty. Therefore, with that timidity and overcautiousness that are to be found in their highest development only in the heavily burdened capitalist, they rush to the extreme conclusion that the bicycle business is rotten to the core, and that its merchants are unworthy of credit, unworthy even of consideration.

Some firms of reputation and substantially a legacy have gone to the wall who would have stood proudly and hopefully in their working place if the banks had been half reasonable. In many cases banks have refused to advance loans upon ordinary collateral, and they have often refused to take even the average risk. On the contrary, they jumped to the extreme, and refused accommodation to cycling concerns upon any terms whatever. A frightened capitalist, by the way, is the most frightened object which it is possible for man to contemplate.

Of course we should be sorry to look for looseness in banking institutions and in banking men; they must be men of strength and prudence and conservatism. But it seems that the longer a man is a banker, and the bigger banker he is, the more he seems to become incrustured with a mail-coat most difficult to pierce. His movements on the chess-board year after year become more restricted. He casts away one rule after another, until he finally arrives at a stage which is politely called Shylockian. When the disease has well set in, this style of banker is no longer a human being, but rather a financial automaton, fingering gilt-edged paper lovingly, with daily migration between his home and his office, thinking no new thoughts, signing a few bits of paper, sipping at his club from 4 p. m. until the dinner hour, and fancying himself a big fellow. Truly, the old, conservative, successful banker is one of the most amusing specimens in the ichthyolite collection.

GET READY!

THERE is one thing the prudent man in the trade must keep in mind in these days of despondency and dull business, and this is that the history of all American industrial and commercial existence has been a series of alternate hill-climbing and coasting. Just now we are fast nearing the end of a long and dangerous coast down into the valley of dull times. But get ready to catch the pedals. The bottom has been reached, and once more the long pleasant climb up the sunny slope of the hill of prosperity is to begin.

For three years the natural and normal demand in every line of business has been depressed and repressed. Idle capital has been accumulating. Idle energies have been chafing under enforced restraint. Schemes for profitable investment have been accumulating. Cost of material and equipments and supplies has been reduced to unheard-of cheapness. The energies of the people have been curbed, but their earning powers have been greatly increased. Meantime opportunities have been multiplying. Thirty thousand miles of rail-

road have been built on paper. Equipments, materials, tools, supplies are needed by the millions of dollars' worth, a statement in which there is not an iota of exaggeration. Well! what is the matter?

Several influences conspired in 1893 to wind up the prosperous era preceding. For three years we have been restricting, economizing, liquidating. Are we through with this? We see ahead a new era of healthful prosperity. This is the encouraging probability that faces us. Our enlarged and well organized manufacturing facilities make us most thoroughly equipped for the heavier demands, without rushing us into speculative prices and values. But even great movements, such as this now looming in sight, cannot come with suddenness. The great crops now being harvested are the foundation of it. The manufacturing industries will quickly feel the reflected vigor, and the cycle maker, more than any other manufacturer, will concurrently profit by the expanding activity.

CAUSE AND EFFECT.

THE failures which have been announced in the trade during the last three or four months, and the number of chattel mortgages reported by the weekly sheets of the commercial agencies, indicate exceptional conditions and a stringency and tightness in the affairs of many concerns that are not in the throes of actual dissolution. An examination into the majority of the failures show they were due to non-collectability of accounts. This is no reflection on the good business management of the heads of these concerns, any more than a disastrous squall or storm is a reflection on the nautical skill or bravery of a sea captain.

The banks have not improved the situation by decreasing accommodations and discounting of paper. In such emergencies they never do, but look out for their own bacon. Considering what creditors could do, sheriffs have remarkably little to do in the cycle trade. A forbearing spirit prevails throughout the trade. Each man deals kindly with his business neighbor, feeling the fault is not with individuals. Foreclosures by wholesale would only make matters worse. The motive power of business—money—has been restricted.

To protect existing obligations until the motive power is again turned on, and avoid fresh ones where possible, is about all that the business world can do. The encouraging feature about most of our failures is that the creditors stand a good chance of getting their money and the workmen of continued employment as soon as legal matters are shaped up and the political bugaboo is next week put to sleep for another year. Let us be thankful that the end of all this uncertainty is so near and so surely at hand.

It is useless to fret over the little troubles which come to every rider. Fretting will never remove them, and it only weakens energy and mars enjoyment.

SHAVINGS SHOW THE WIND.

EVERY straw points to an overproduction of wood rims and wood bars. The fact is as clear as day.

At the present moment there is no need of alarm, but the situation, plainly stated, requires the serious consideration of those most interested. It must be patent to them all. A stitch in time will prevent misfortune; the present is the most opportune time.

The additions to old plants and the host of new people who have come into the business have brought about a condition similar to that which existed and which this season undid the bicycle industry itself.

The wood rim manufacturers have a splendid organization. They should "get together" and seek to avoid the slump which is casting its shadow before and by which all will suffer and some will fall.

If "hip-hip-hurrah" could build chainless bicycles they would have been quite an everyday affair by this time. The hurrahing and prophesying and shouting that have been done by space writers on the daily papers for the chainless since THE WHEEL announced its probable coming, has been, in one sense, ludicrous, and is suggestive of the little summer evening wind gusts that often precede the gentle shower that leisurely follows. We will yet have the chainless, and it will be a triumph of mechanical skill and of the cycle builder's art. The difficulties that all spasmodic efforts have developed will only serve to point the way to success. The tom-tom beaters will rest their wrists for a while and put up their drums, and give the mechanics and manufacturers a chance to hear their own voices, while they proceed with their work of building a gear-driven bicycle that will answer all the exacting requirements of the day and hour.

The man who is never positive, who in those questions affecting his own and the trade's future or present welfare attempts to stand upon the fence, balancing himself there until he thinks it will pay him best to fall on one side or the other, is a danger to himself and to the trade he has parasitically fastened himself upon. Neutrality is no favorite, for we are so formed that it is scarcely possible for us to stand neuter in our hearts, although we may deem it prudent to appear so in our actions.

Beyond a certain point in the career of a speedy racing man for him to allege his devotion to racing is born solely of his love of sport is pusillanimous. It is a temporary local substitute for moral courage. The child is carried whither his nurse thinks best; the man rides where he will. Sentiment and convention lead us until we are of a stature to act independently. After that, my wrong in a choice of a racing career may be your right—no general rule binds.

The man that holds aloof from such trade organizations as the Board of Trade and de-

nounces them as unworthy of support is the same gentleman that does the most complaining about the very trouble which merely an acquaintance with members in the trade would render impossible—and how can one belong to a trade organization without becoming acquainted with his business associates?

Those who are engaged in the quixotic fight against the bicycle as an instrument of evil and a corrupter of the morals of those who ride it would do well to study the words of Burke, wherein he says: "Wise men will apply their remedies to vices, not to names; to the causes of evil which are permanent, not the occasional organs by which they act and the transitory modes in which they appear."

The New York Aldermen have set aside Jerome and Central avenues as speedways for fast horses. To be consistent, will the considerate gentlemen now make similar provision for scorching cyclists? There is as much, if not more exhilaration in speeding a bicycle as in speeding a horse, and the former outnumber the latter 100 to 1.

Elegance of language may not be in the power of all of us; but simplicity and straightforwardness are. Write much as you would speak; speak as you think. If with your inferiors, speak no coarser than usual; if with your superiors, no finer. Be what you say, and, within the rules of prudence, say what you are.

The time for splurge has passed by, and has left on the stream not a little flotsam and jetsam to mark its reign. The time for splurge on rents has gone by. The time for splurge on catalogues has gone by. A reasonable rent and a plain catalogue are two good things to start out with.

Just at this time there is extreme virtue in those who are indebted to the agent and the manufacturer taking to themselves as a motto the revised edition of the old adage, which reads: "To owe is human, to pay up divine."

To try and make all people believe that one pattern of wheel is the best for all riders, under all circumstances, would be as likely of accomplishment as attempting to turn the sun into a snowball by fanning its face with a palmleaf fan.

There are bad women on bicycles as there are everywhere else. But the bicycle did not make them bad. Such a proposition is preposterous, and none would laugh at it more than the fallen women themselves.

What is more becoming in a woman than red cheeks? But nature ought to provide them, and if she does not, a wheel, and the judicious use thereof, will soon remedy the defect for her.

If in the moment of recovery from an unexpected spill you make a few unparliamentary remarks, the recording angel will see the provocation and omit making a note of them.

It gives a man such a mortifying shock to meet one who knows more about cycling than himself that most men give thanks daily that they have not yet met that person.

"Down with the anti-cycle legislator!" cries a contemporary. These are sizzling words; but you cannot make a Welsh rabbit by merely thinking of a strong, new cheese.

The manufacturer who does the most now to push his trade will be in the best position to push it after the political hubbub subsides, and vice versa.

To say that some women will not be attractive in bloomers is to talk nonsense. Women will be attractive in anything. Look at her sleeves.

The things a racer has done in his career on the track sometimes do not give as good an idea of his character as the things he has refrained from doing.

When you do some men the favor of aiding them in an accident, instead of appreciating it they flatter themselves that they have worked you.

Did you ever see a small dog running after a man on a bicycle and thinking it was running away from him? Some things remind us of that.

It is a poor wheel, indeed, that cannot furnish some defense for itself. Even a run-down clock is right twice in the twenty-four hours.

What is called nervousness in a woman when an accident occurs to the wheel she rides would be termed ill-temper in a man.

Prejudices for and against a wheel are, for the most part, but the shadows of truths regarding its good qualities or bad.

Every one has originality, but not every one is able to show it in the successful designing and marketing of a bicycle.

He who works hard should seek his recreation in something like cycling, that between comes and goes easy.

Amateurism that needs protection is no amateurism; love of sport that fears ordinary contacts is fragility.

No persons are more frequently wrong in regard to a wheel than those who will not admit they are wrong.

The man who thinks he would do great things in cycling if he only had time will never find the time.

It too often happens in these days the way of the transgressor of the amateur law is strewn with roses.

No entomologist has yet given us a broad, comprehensive idea of the humbug bicycle.

It does not cost much to advertise the faults of a wheel or the rider thereof.

LEAGUE VOTERS, ATTENTION!

The scene of the next League meet will be decided by a mail vote by the members of the '97 National Assembly. To overcome the squabbles that have arisen in the past this plan was decided on at the last meeting of the Assembly: All towns which desire to compete for the '97 meet should as soon as convenient file with Secretary Bassett a formal application, setting forth briefly the fact that the '97 meet is desired in that place, and if so awarded that proper arrangements will be made and carried out.

Such applications should be made and sent by some responsible organization in the town, to insure its proper standing before the L. A. W. membership.

As soon as the delegates to the National Assembly are elected a full list will be published of delegates and all others who are entitled to a vote on the meet question. About the middle of January an official ballot will be sent to each voter, who may fill out the same and return it by mail to the secretary, to be opened and counted by a

LO, THE POOR ADVERTISING CANVASSER!

To the careless observer the gentleman who calls upon the trade for its advertising patronage is a happy-go-lucky fellow with a good salary, fine clothes, a liberal supply of money for expenses, a large acquaintance among good people of cycling, and an ever-ready smile and joke for everybody. To outsiders he presents a jolly picture of unalloyed pleasure, an object of general envy to the unsuccessful. But look behind the curtain.

The advertising solicitor is employed expressly to sell space in his paper, and is expected to earn a good profit for his paper above all expenses. He is almost certain to lose his position if he cannot. He must watch the trade closely and possess a fund of timely information on all matters connected with it. He must be a good judge of human nature—one who can learn the character of his customers.

The advertising man sacrifices his meals to catch a train. He arises at daylight and travels all night. He lays the foundation for

TIRES IN THE JUNK TRADE.

"What do you pay for tire-scrap?" was asked of a junk-dealer in Ann street, in front of whose extensive shop was seen a bicycle tire on top of a heap of rubbish just received.

"At the rate of \$100 a ton for bicycle-tires, and \$75 for old rubbers." (That would make 5 cents and 3½ cents per pound respectively—lower than published quotations for scrap, but this dealer sells in turn for higher figures.)

"Do you handle tires by the ton?" was then asked.

"By the ton, or the single tire. I buy all that come in." Then he continued, in answer to more questions: "There's a good demand for them. They're worth more than rubber shoes, because there's better gum in them. It was about August last year that I first began to get old tires along with other rubber scrap that came to me in lots of rags. I looked around and found out what they were worth, and since then I've taken all that I could get of them. There are several big rag-dealers in the city that handle tire-

THE OLD, OLD STORY.



"No, old man, this trip is strictly for pleasure. I'll not think of bicycles until I return."



"My bicycles, Mr. Frenchy, are the best that skill and money can produce. You will make the mistake of your life if you do not take the agency. I have already placed agencies in fifteen cities in England, Scotland, Ireland and Germany."

special committee. The result will be announced on February 5, five days before the National Assembly, which will be held at Albany, N. Y., on February 10.

TEN CENTS FOR FIVE MILES.

In two months it is expected that the elevated cycle path over the five-mile stretch of meadows which intervenes between Atlantic City and the mainland of New Jersey will be completed. The path is to be elevated eight feet above the land, and is to be twelve feet wide. Along each side will run plain wooden railings, and incandescent electric lights will be placed at short intervals for the entire distance. A toll of ten cents will be charged for each direction.

TESTS EVEN GOODNESS.

"Good people are always happy," remarked the parson.

"But suppose a good man punctures a tire the first time he rides his new wheel?"

rheumatism, cultivates dyspepsia, robs himself of a home, and is engaged in a ceaseless, tireless struggle to fill the blank pages of his paper with the makers' advertisements. He has to push in order to do this, but to succeed he must be polite, educated and a gentleman.

WHAT TO SING ABOUT.

Sing high, sing high, for the glow of health
That blooms the cheek so cheerily
Of the maids alike who roll in wealth,
Or who toll all day unwearily;
For the sinews firm, the strength like steel,
For the muscles large, dimensional,
That come to the maid who rides the wheel,
Despite all rules conventional.

Sing high, sing high, for the lady fair,
Not quite untouched by vanity,
And who knows her chic and her dashing air
Bewitch all male humanity;
Whose eyes shine bright with a lustre glad,
And whose voice rings out so girlishly;
The lovely maid with the cycling fad,
Whom pruders deery so churlishly.

scrap, and plenty of mills ready to grind them up. A big lot of tires comes from the repair shops all over town. Solid rubber tires come in, too, but they are worth only half as much as the pneumatics. Nor are the red pneumatics worth as much as the others."

OF COURSE THEY WILL FIGHT.

The railroads of Missouri will pay no attention to Judge Russell's decision denying that bicycles are extra freight, according to the attorney of one of the roads. The Missouri Pacific will fight the case in the higher courts, and until it is fully settled none of the roads will carry wheels free.

FOR LENZ'S MURDER.

A claim for \$40,000 indemnity has been placed in the hands of Minister Terrell against the Turkish Government, on behalf of the mother of Frank Lenz, who was murdered by Kurds last year while en route on a tour round the world.

ROE AND PATCHOGUE,

Combined with Hard Luck, Brought Defeat to the Ever-Victorious Kings County Wheelmen.

For the first time in almost a decade a team from the Kings County Wheelmen has tasted defeat in a road race.

The dose was bitter, but they swallowed it like men. Misfortune contributed to the result. In sight of the tape a countryman in a wagon partly blocked the way; in attempting to dodge it, one man fell, and to save himself, Charles T. Earl, the star of the Kings County team, was compelled to run off the road and into the yard of a nearby house. He dismounted, turned and remounted, but when he again reached the road the crowd had swept by, and Earl could finish no better than fifteenth. Hendrickson, too, had been interfered with and his position affected. Despite their misfortune the club finished second. The Patchogue Wheelmen were the victors. They also had a quota of bad luck. At the very start, Bailey, of their team, broke his chain and was compelled to find another wheel, while Nat Roe fell at the turn and bent his handlebar. He recovered so quickly, however, and rode so well that he crossed the line first in a ferocious finish.

All this happened in the first team race promoted by the Associated Cycling Clubs of Long Island, which occurred on the Merrick Road on Saturday last. It was limited to Long Island clubs, and was the first successful race of the sort that has happened hereabouts in many years.

In the days of the high wheel, team road racing was immensely popular. The New York and New Jersey Team Road Racing Association fostered it, and for a time interest was at white heat. But early in the game the Kings County Wheelmen developed their mettle. Once they were beaten by the Harlem Wheelmen; once they were defeated by the Hudson County Wheelmen. This much and no more. Their repeated victories became monotonous, and finally disrupted the organization. Last year the Metropolitan Association of Cycling Clubs undertook to revive the sport. The day was set and everything in readiness, when the police interfered and caused a postponement. Another date and course were selected. It was raining pitchforks and frying-pans at the time, and only the Kings County Wheelmen turned out a full team. They rode over the course and were awarded the trophy. They would probably have won in any event.

In Saturday's race the talent again picked them to win. The distance was ten miles, five out and five back. Six teams of four men each entered. All started the full number except the Liberty Wheelmen, who were one man short.

Going out it was a fight against the wind. Coming back it was easy sailing. Two hundred yards from home in the middle of the road was an obstinate wagoner, who refused to clear the way. As they neared him the racers, who were pretty closely bunched, divided to pass on either side of the wagon. Some crowding and one fall followed. Hendrickson was forced off the macadam road, and Earl, as already narrated, was compelled to run into a yard to save himself. The others got clear and a vicious sprint to the tape followed. Nat Roe got the best of the argument by a length; "Wally" Owens, the man who is never in condition surprised himself by finishing second, a length in front of Harry Roe. This was the order of finish:

	Points.
Nat Roe, Patchogue Wheelmen.....	24
Wallace Owen, S. B. W.....	23

H. K. Roe, P. W.....	22
George Schofield, Tamaqua W.....	21
W. N. Valk, Tamaqua W.....	20
A. G. Relyea, K. C. W.....	19
B. T. Allen, Liberty W.....	18
E. A. Lord, K. C. W.....	17
F. W. Egelhoff, S. B. W.....	16
C. Berger, Bushwick W.....	15
A. Kirsch, Bushwick W.....	14
Clarence Ruland, P. W.....	13
C. M. Hendrickson, K. C. W.....	12
Joseph Cacavigo, L. W.....	11
C. T. Earl, K. C. W.....	10
H. Denninger, S. B. W.....	9
W. K. Sibley, S. B. W.....	8
William Bethel, T. W.....	7
Oscar Gette, B. W.....	6
R. Van Sicklen, T. W.....	5
R. Bailey, P. W.....	4
Julius Blindrim, L. W.....	3
L. Huneken, B. W.....	2

The scores.		Points.
Patchogue Wheelmen.....	63	
Kings County Wheelmen.....	58	
South Brooklyn Wheelmen.....	56	
Tamaqua Wheelmen.....	53	
Bushwick Wheelmen.....	35	
Liberty Wheelmen.....	32	

When the first bunch came in sight a tandem manned by G. Bennett Smith and Frank D. White, was blazing the way. Instantly a cry of illegal pacemaking arose, and after the finish the tandems were orally mobbed by a maddened crowd. They explained that they were merely trying to beat the racers home, and had no intention of pacing any one, but as both men are old hands at road racing, their tactics are inexcusable and merit the condemnation which they have received. Several protests resulted, but Referee Will R. Pitman disallowed all of them.

THE NAME TOLD THE GAME.

Philadelphia was to have had a race meet at Tioga on Saturday, but it did not take place. A handful of people arrived at the gates to the grounds at the advertised time, but "The Hustlers," the promoters, announced that the meet would not take place until next Saturday. The promoting organization bearing the above euphonious title, is said to be a body of racing men who intend to revolutionize cycle racing by conducting their own meets, and sharing the profits. They started out in business by advertising the appearance of Tom Butler, despite the fact that he had left the country. "The Hustlers" next season intend to apply for a sanction for every Saturday and holiday that will be allotted to Philadelphia, so as to shut off all the clubs and other promoters. If the scheme is successful, they contemplate forming branches in all the principal cities, and eventually control all the racing in the country.

VERY VICHY.

Saratoga air and water, while invigorating to many, are apparently not particularly stimulating to long-distance riders. In the twenty-four-hour race at the Casino on Friday and Saturday last, the winner, W. A. Elkes, covered 306 miles, just about 250 miles short of the distance the Frenchmen are in the habit of travelling in the same time. The track at Saratoga is of wood, ten laps to the mile. The scores of the other contestants were: E. C. Smith, 300 miles 1 lap; W. A. French, 211; G. T. Schulze, 133. A match race was run between W. J. Hofstetter, who rode a bicycle eight miles, against M. F. Donovan, who walked three miles. The cyclist won.

PRINCE'S PARADISE.

His Newest Coliseum Opened with Eclat, Records, and a Claim for "Fastest in America."

Of course, a new indoor track cannot be opened in an up-to-date and proper manner without clipping a record or two, and the inaugural meet at the Memphis Coliseum was no exception to the rule. Tom Cooper started the jig by riding a lap in 17 3-5 seconds in practice, which time Con Baker demolished on the following day by negotiating a lap in 17 1-5 seconds. Then, just to get even, Cooper, on the opening night of the three-night meet, October 22, took a try at Baker's quarter-mile record, unpaced, of 26 3-5 seconds, and when he finished all the Memphis watches had stopped at 26 2-5 seconds, which, according to the enthusiastic press men, shows that the track is the fastest indoor track in America. There was a large aggregation of both amateur and professional riders present, and a good attendance. Summary:

1/2 Mile professional, handicap—1, Jay Eaton; 2, Tom Cooper; 3, Clarence Woodward, Nashville. Time, 2:28.

1/2 Mile, amateur—1, Gilbert Logue, Nashville; 2, J. Keith, Nashville; 3, E. Hipple, Memphis. Time, 2:17 3-5.

Professional, mile—1, Zach Oliver, Memphis; 2, Creston Barrick, Nashville; 3, George Hooper, Springfield, Tenn. Time, 3 minutes.

1/2 Mile, professional, scratch—1, Clarence Woodward; 2, Eli Winsett, Portland, Ore.; 3, Benjamin Stowers, Atalla, Ala. Time 2:11 1-5.

Cooper went against the half-mile indoor record of 0:59 1-5, held by Parsons on the second night. With a flying start he covered the distance in 0:58 2-5. Summary:

One mile, professional—1, Tom Cooper; 2, Jay Eaton; 3, Con Baker. Time, 2:34.

1/2 Mile, amateur—1, Gilbert Logue; 2, J. Keith; 3, Andrew Sanders. Time, 2:23 3-5.

One mile, professional, consolation—1, Robert Walthour, Atlanta; 2, Ross Gill, Nashville; 3, H. Smith, Atlanta. Time, 2:16 1-5.

1/2 Mile, professional, invitation—1, Lewis Dorris, Nashville; 2, George Quinn, Mobile; 3, W. H. Pickens, Birmingham. Time, 2:14 4-5.

BRIGHT WAS THE BRIGHTON FLYER.

Although finishing twenty-ninth in the Brighton Flyer ten-mile road race, at West Medford, Mass., October 24, Thomas Barnaby won time prize from scratch, in 21:14 1-5, from a field of 140 riders. Urquhart, the other scratch man, sustained a fall, and was compelled to drop out. Barnaby and Turner, a 10-second man, worked together, and the two mowed down the field in a lively fashion, Turner winning by scarcely half a wheel in the final sprint. The race was one of the most spirited held in the vicinity of Boston, and was practically the last of the season. The winner, Collette, finished twenty seconds ahead of the second man, who led a bunch of a dozen. The first ten men to finish were: 1, F. Collette (2:30), 25:22; 2, J. E. Ballentine (2:20), 25:40; 3, B. E. Brewster (2:40), 25:40; 4, C. E. Woodworth (2:20), 26:31; 5, J. W. Mann (1:50), 25:22; 6, C. E. Larson (2:40), 26:14; 7, Fred Warren (1:40), 25:15; 8, W. V. Olson (1:30), 25:07; 9, L. J. Solari (1:40), 25:17 1/2; 10, A. E. Darlow (1:50), 25:27 3-5.

EVERYTHING FROM TWO TO FIVE.

London, Oct. 22.—All tandem records from two to five miles were lowered at the Crystal Park track to-day by McGregor and Nelson. They covered the latter distance in 9:24 3-5.

TWO MAIDENS RODE.

One maid was plump and one was not. Their pace on wheels was scorching hot; And folks cried, as their flight was seen: "A streak of fat and one of lean."

WHAT HAS MADE SINGLE-TUBE TIRES FAMOUS?

Hartford Tires, OF COURSE.

Whenever you think of single-tube tires you connect them with the name
Hartford.

The public do likewise.



THE HARTFORD RUBBER WORKS CO., - - HARTFORD, CONN.

BRANCH HOUSES:

100 Chambers Street, New York.
136 Lake Street, Chicago, Ill.
910 Filbert Street, Philadelphia, Pa.
8 Queen Street, East, Toronto, Ont.
251 First Avenue, South, Minneapolis, Minn.

Kindly mention The Wheel.

To Bicycle Riders: We Make Our Tube OF FIFTY CARBON STEEL

Because a Tube like this of



Is just as strong as

a Tube like this of



This diagram does not show how much stronger and more durable our tube is than the usual quality in the market because it does not include the always bad and more or less uncertain effects of "pickling." By ordinary methods tube is annealed in the open fire and pickled from eight to twenty times, according to finished size. By the use of a patented annealing process, controlled by us for tube making, our tube never comes in contact with the fire and is never pickled. There is no "theory" about this. Our thorough tests show that even with the greatest precautions in pickling (not usually taken), pickled tube is weaker and more brittle than tube made of the same material without pickling. Send for a Catalogue.

THE POPE TUBE CO.,
HARTFORD, CONN.

While weight for weight in a Bicycle FIFTY CARBON Steel will last so long

and TWENTY-FIVE CARBON Steel will last only so long

Kindly mention The Wheel.

COOPER'S CASH IS UP.

A check for \$500, as a guarantee, has been put up by L. M. Richardson in behalf of Tom Cooper for a series of match races with Bald. It is stipulated that the races shall be for \$1,000 a side, best two in three, to take place within thirty days. Cooper does not care whether the races are paced or not, and is not particular where they are held, indoors or out. Bald has accepted the challenge and has agreed to ride within thirty days after the articles are signed.

When Bald returned home from Chicago recently, after failing to get on a series of races with Cooper, he said he fully expected to hear from his rival when the latter had gotten himself in trim, which it was said he was diligently engaged in doing. Bald has been taking things easy since the close of the National circuit, and has been keeping himself in such condition that comparatively little training will be required to put him on edge. Bald intimated that in the condition he and Cooper finished the National circuit the latter was afraid to meet him. A close friend of Bald stated that Cooper had been in active training since then, and, now that he was fit, was looking for a match with Bald, whom he expected to find out of condition. Bald will begin at once to put himself in shape.

RACERS ORGANIZED.

Melbourne, Aus., Sept. 25.—The racing men here have formed themselves into an association for mutual aid and benefit, which result was brought about by the inertness of the governing body in matters relating to the path. Most of the prominent racing men are connected with the trade directly or indirectly, and as the trade is debarred from the council table of the League, racing matters did not get the consideration due to them. The League Council does not half like it, and have been endeavoring to permeate a feeling around that the new association is for opposing the League, whereas the racing men merely wish to suggest, not only things necessary, but point out the best methods of application to the governing faction.

The relay ride from Melbourne to Sydney has just ended. Forty-two hours and 35 minutes was the time for the 604 miles. The ride was run under adverse circumstances, headwinds and rain almost all the way. The last man who bore the message to the Governor received a tremendous reception.

CHATHAM CRACKED, BRANTFORD BROKEN.

Record-breaking is now the proper game among the Canadian cracks. At the Chatham track, October 23, Harley Davidson lowered the mile record, flying start, paced, from 2:05 to 2:03 $\frac{1}{2}$, while Parkins and Humphrey cut the mile tandem record down to 1:01 $\frac{1}{2}$. John Davidson, an amateur, went for the hour record of twenty-three miles. He is not a Stocks or Linton by any manner of means, but he got the record, covering twenty-four miles 200 yards. Davidson also lowered the mile amateur record to 2:08 2-5. Its life was short, however. At Brantford, on October 26, R. O. Blayney brought it down to 2:06 2-5. R. E. Axton, on the same track, essayed to break the hour record. Although not successful with the record, he succeeded in breaking his collar bone in a collision with a tandem, and is now willing to let some one else hack at the figures. He got under record at thirteen miles, and was still under the figures at nineteen miles, when he fell. The Canadian hour record is open to improvement by three or four miles before it becomes a mark worthy of the foeman's steel.

COULD NOT CHILL THEIR ENTHUSIASM.

Although cold and windy, H. K. Roe rode five miles in 11:19 4-5 at the Patchogue, L. I., Wheelmen's meet October 21. A multicycle race was a feature that greatly interested the Long Islanders, which a triplet crew won from scratch. Summary:

One-mile novice—1, Joseph T. Losee; 2, W. B. Dickerson; 3, S. D. Ferguson. Time—3:17 3-5.

One-mile scratch—1, H. K. Roe; 2, C. W. Ruland; 3, Henry Homan. Time—2:10 4-5.

One-mile handicap—1, Frank Shaw, scratch; 2, Walter Overton, scratch; 3, Benj. Oven, scratch. Time—3:01.

One-mile multicycle race, standing start—1 Arthur Terry. "Nat" Roe and Edward Woodruff on triplet, scratch; 2, H. K. Roe and C. W. Ruland, tandem, 100 yards; 3, Henry Howard, single, 300 yards. Time—2:09 3-5.

Record trial, one mile, flying start—"Nat" Roe, paced by triplet and tandem. Time—2:07 1-5.

TWO ROUNDS OF THE CLOCK.

After Rivierre established a twenty-four-hour record of over 537 miles for twenty-four hours several weeks ago, Huret challenged him to a twice-around-the-clock race. The event was run on an indoor winter track in Paris, and resulted in a complete downfall for Rivierre and the demolishment of his time. Huret rode strongly from the start, and established a fresh record by covering 545 miles 1,292 yards. He got under records at four hours, and never went outside thereafter. At twelve hours he had ridden 294 miles. Rivierre lost ground from the start, and finally dropped out. It is said for him that he was not well, and should not have started.

WILLIAM WAS AT HOME.

William Martin, now racing in Australia, is as mild a spoken man as ever scuttled a ship, otherwise William's mildness is deceptive. An Australian hoodlum, who objected to something Martin had done or had failed to do, recently forced his way into Martin's dressing-room, declaring he was going to take it out of gentle Billy's hide. In less than thirty seconds an ambulance call was sent, and the most damaged Australian in the Antipodes was borne away in it, to slowly recover consciousness in a hospital and to learn that men are always not as mild as their speech might possibly indicate.

QUICK AS A WINK.

A new timing instrument called a "pendulumchronoscope" was recently exhibited at the Brooklyn Institute of Arts and Sciences. It is said to measure accurately down to one thousandth part of a second. The speed of a cannon ball can be determined by the new timer, and it will tell the lapse of time between the firing of the starter's pistol and the starting of the racer, or determine how long it takes a boxer to deliver a blow, to say nothing of recording the time required to pronounce the name of the instrument itself. It is claimed to be the most remarkable timing instrument in the world.

BEATING THE RECORD BUSH.

Johnson, Michael & Eck's brigade of pacemakers left Chicago late last week for Nashville on a hunt after records. They will try for records of all distances at Nashville, Memphis and New Orleans. At the last-named place Frank Waller, the Dutchman, will try for the world's twenty-four-hour record, and at Memphis he will attempt 300 miles in twelve hours on the indoor track. Michael will also try for records at Memphis. Eck is taking South with him the greatest pace-breaking aggregation ever sent to record-breaking camp, including sextuplet, quad and triplet teams.

TWO LEGS FASTER THAN FOUR.

An interesting hour race took place at the Crystal Palace track October 10, between J. W. Stocks, the holder of the hour record on a single, and McGregor and Nelson, the tandem hour champions. All the contestants had numerous pacemakers. At fifteen miles Stocks gained half a lap and held it to the end, winning by 577 yards, the figures being: Stocks, 29 miles 1,012 yards; McGregor and Nelson, 29 miles 435 yards. These figures are inferior to the records put up the previous week by the same men by about two miles.

"HACK" HEMMED AND HAWED.

After hemming and hawing for a week, Hackenberger has agreed to meet Monte Scott again in a twenty-five-mile race. The date set is November 6, on the Denver Wheel Club's track. This time the riders will start from the same mark, but will ride in opposite directions. Scott has conceded the regular way, or left arm to the pole, to Hackenberger. The purse is \$800 and net gate receipts, all expenses to be paid by the winner. A number of races will be added to make an interesting programme.

SUNDAY CENTURY SCORCHING.

Departing from the monotony of century runs, the Long Island City Wheelmen promoted a hundred-mile race on Sunday last, over the Valley Stream course. Sixty-five riders started in the scorch. W. J. White took the honors for time, although he twice lost the proper road, finishing in 6:25:00. He rode the first fifty miles in 2:35:00. Frederick Hildebrandt, jr., finished second, in 6:50:00. None of the other contestants finished under seven hours.

HE SENT POSTAL CARDS.

G. Raymond Richman, a Philadelphian, is credited with cutting down the New York-Philadelphia and return record to 17 hours and 17 minutes, starting and finishing at the City Hall, New York. Richman started at 3:55 a. m. on Friday morning, and reached Philadelphia in 12:50 p. m. Three timers clocked him on both ends, and he was checked by a series of postal cards. The entire distance is 226 miles.

TURNING OUT A JOKE.

Your Frenchman is ever a wit. Huret, the famous racer, when asked by the census-taker what was his profession, in place of replying "professional racer," answered "turner on wood and cement." This reply was literally correct, when the surfacing of foreign tracks is remembered.

FORTY IN THE WIND.

Although cold and windy, forty men started in the Pierce ten-mile road race, Buffalo, October 24. The scratch man, J. A. Finn, won time prize in 25:22, finishing third. E. Eagles, 4 minutes, won in 29:20.

BELONGS IN THE LINTON FAMILY.

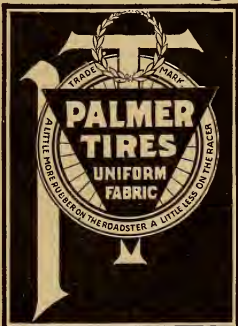
London, Oct. 21.—Tom Linton again holds the hour record. At the Crystal Palace track to-day, he covered a distance of 31 miles 582 yards. This is 34 yards to the good of Stock's record.

NO POPE RACING TEAM.

At Denver last week Colonel Pope, in an interview, denied the report that the Pope Company would back a racing team next season.

Lewis, Megson and Payne, the Australian champions, have left London for the Continent. They met with but little success in England.

PALMER



TIRES

THE PALMER PNEUMATIC TIRE CO. CHICAGO, ILL.

PALMER PRIZES

We won the prizes on the National Circuit this year without trying. Others strove to do the same thing; bent every energy to accomplish it, and failed.

Try as much as they can, it is impossible for other makers to equal the speed of Palmer Tires.

Competitors have made every effort to secure the results we obtain without the least exertion.

Thousands and thousands of dollars have been spent by envious rivals in high-salaried teams to secure the majority of the prizes offered on the National Circuit, but Palmer Tires have always distanced the field.

Palmer Tires first appeared on the racetrack in 1893, and in that year every racing man in America, and many in Europe, rode them. Each year following a great majority of the prizes have been won on Palmer Tires.

Fast tires are easy-running tires. Palmer Tires are fast tires—the fastest in the world.

It's the fabric—Palmer fabric—that makes them fast, and we put it in all tires—tandem tires, quad tires, road tires, and the lightest of light racers, the only difference being that the roadster contains more rubber than the racer.



THE PALMER PNEUMATIC TIRE COMPANY

133-139 S. CLINTON ST., CHICAGO

NEW YORK REPAIR DEPARTMENT,
66 READE STREET

SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO., NEW YORK AND CHICAGO

Kindly mention The Wheel.

BEARING THE AMATEUR MARKET.

Some of the true inwardness of British amateurism came out in a recent trial in London, where a racing man was brought into court by a tire company which sought to restrain him from riding a wheel equipped with tires made by a rival concern. The attorney for the tire company declared that the racer had bound himself by an agreement to ride only the plaintiff's tires and rims for one year. In return for this the racer was to receive \$2.50 per week and two pairs of tires and rims, his expenses when racing away from London, and so much extra for pacemaking. Not thoroughly appreciating the good thing he had the racer signed with another tire company for a salary of \$15 per week. The suit then followed.

When the manager of the tire company's racing department took the stand to testify against the racing man, the following interesting dialogue between witness and judge took place:

Judge—In February did you cease to pay him 10s. a week for nine weeks?

Witness—Yes.

"Why was that?"

"There was some dispute with the authorities about his license as an amateur."

"Was he suspended?"

"Yes."

"When the agreement was signed, was he an amateur?"

"Yes."

"How can you pay an 'amateur' 10s. a week for riding? When he signed the agreement, did you, as the manager of this great concern, regard him as an amateur or a professional?"

"As a professional."

"Yet you held him out as an amateur before the sporting public. Are you surprised to hear that when the authorities heard how he was employed they ceased to regard him as an amateur?"

"They need not have heard of it."

The Judge then declared he should order a non-suit on the ground that when the licensing authorities of the sport very properly stopped defendant's career as an amateur the company broke their agreement in not paying him his weekly salary.

BIASED JUDGMENT.

It's one of the phenomena of devotion to the wheel that as soon as a man stops riding he believes cycling has begun to decline. He will tell you that he does not see half as many people riding, as he did about two weeks ago. He will explain that for a whole day he went without seeing a single rider, and on the next day saw only two.

When he begins to ride again the proof that the habit has been resumed lies close at hand. "It's curious," he will say, "what a brace cycling has taken lately. I guess it must be the weather, or people coming back to town. Two weeks ago it looked as though the whole thing was dying out."

He believes that implicitly, when, as a matter of fact, probably nobody else had stopped riding.

CHANCE FOR SENSATION SPRINGERS.

According to the figure fiend, if all the people in the world were gathered together a wheelman could ride around them in less than four hours. Sensation loving newspapers should not allow this chance to escape them. The people of the world should be assembled and a reporter should be given orders to see if he could accomplish what the figure claims is possible.

Black lead is preferred by many old riders to any other form of chain lubricant.

RACING BOARD'S BULLETIN.

SUSPENDED PENDING INVESTIGATION.
F. F. Goodman, New York.
D. Herman, Jr., Roy Hunsaker, F. Nichols, Will Irwin, Vic. Labady, Leon Hawley, Henry Lewis, all of Galveston, Texas.

SUSPENDED.

Six months from October 19, for competing in a novice race after having won a prize, A. L. Richardson, Milwaukee, Wis.

Ninety days from October 19, for competing in a novice race after having won a prize, and thereafter pending return of prize won, Charles Holway, Chicago, Ill.

Six months from October 19, competing while under suspension, J. H. Crooks, Galesburg, Ill.

Six months from October 19, for competing as an amateur after having accepted expenses, W. A. Barbeau, New York City, N. Y.

Six months from October 19, for conduct detrimental to the best interests of cycling, F. E. Paige, Batavia, N. Y.

One year from October 3, for competing in unsanctioned Sunday races, after warning, — Shumam, Robert Mason, — Heller, — Thesler, — Ketzler, Harry Rellie, Joseph McGraff, all of Elizabeth, N. Y.

Thirty days from October 21, unsanctioned races, — McCarthy, — Butler, — Rauber, — Moquin, — Ryan, and Shanahan, Worcester, Mass.

Sixty days, from October 21, unsanctioned races, after warning, M. H. Sylvia, E. K. Vanderwalker, H. Dudley, W. Hewitt, F. E. Knowles, P. J. Rellie, C. Burt, — Carroll, A. Dary and — Cranshaw, Tounton, Mass.

PROFESSIONALIZED.

Charles Holway, Chicago, Ill., Clause B. Dennis McCarthy, Chicago, Ill., Clause B. J. H. Crooks, Galesburg, Ill., Clause I.

W. P. Burhans, Ionia, Mich., Clause D, vote of Racing Board.

F. E. Paige, Batavia, N. Y., vote of Racing Board.

Jack B. Oliver, Memphis, Tenn., own request. H. Prestilidge, Memphis, Tenn., own request. Dick Yeates, Memphis, Tenn., own request.

SANCTIONS GRANTED.

October 31, University of Pennsylvania, Philadelphia, Pa.

November 21, Twenty-third Regiment Athletic Association, Brooklyn, N. Y.

RECORD ACCEPTED.

One mile, paced, flying start against time, amateur record 1:41-5, by Amos B. Hughes, Denver, Col., June 19, 1896.

HELPING THE SALESMAN.

What travelling man is there who does not prefer to work for a firm whose wheels are known rather than for the unknown? He does not relish creating a reputation for himself and for his goods. It is his firm's business to create the reputation. He has sufficient toil and trouble aside from this. His business is increased and his trouble lessened by the firm's advertising.

The manufacturer who is wise will always advertise his goods to the consumer, although he does not sell direct to him or even to the retailer. The jobber and the retailer buy what they know their customers want. The wheels with the best reputation enjoy their favor and command the best prices. Advertising which educates the consumer and builds up a standing for the wheels is the most effective "plugging" for the drummer.

MADE HIM MAD.

"Wise men hesitate about buying those bargain-counter wheels; only fools are certain," he observed, in the course of a conversation with his tender spouse.

"I don't know about that," she said, testily.

"Well, I am certain of it," he exclaimed. And for a long time he was puzzled why she burst out laughing at him. And then he felt angry with himself.

The "melancholy days" came when the tame wheel poet began to write about them.

LEGS AS CHARACTER DELINEATORS.

"Did you ever notice," asked the observant man, "that you could never tell what the general character of a man for efficiency and ability is simply by seeing his head and face and the upper part of his body? It is a fact. You have got to see a man's legs to be able to give a fair estimate of him, and if this rule applies as surely to women—and of that I can't speak with anything like certainty from lack of chances to make observations—then the quicker universal cycle riding comes in the better it will be for the young men who are seeking wives; that is, of course, supposing that they are going to exercise some judgment in making their selections.

"The manner in which I was first led to observe this was through a man who occupied the humble place of cashier in a cheap restaurant. Why a man with such an intellectual face should be occupying such a cheap place was a fresh source of wonder to me every time I saw him there. His head was well formed, his voice and manners were those of a man well brought up, his hands were shapely, and the whole of his body, so far as could be seen as he stood behind the cash counter, was that of an active, well-formed, vigorous man.

"But one day I saw him riding a bicycle on the Boulevard, and there was then no room to question why he was a sort of mental. It was all in his legs. There was no lack of mere physical strength in his legs apparently, for he rode all right, but the trouble is best expressed in the term sloppy. They were uncertain, indeterminate legs, that had a sort of unfinished look about them, and the man's feet, instead of matching his hands, were just as sloppy in form as his legs. I have seen many such pairs of legs in an idiot asylum.

"Since that time I have noted the appearance of the legs of many of the persons whom I know, and compared their character with the known histories of those persons, and in no case have I failed to find that a sloppy pair of legs was the mark of the man who were failures in life, despite the possession of good health, good habits, good natural talents, and these often combined with all the advantages which education and well-off parents could give to them in beginning the world.

"On the other hand, whenever I see a man pass me on a wheel with a good clean cut pair of legs answering to those of a race-horse, or with a sturdy, emphatic pair of legs, I am just as certain as I can be that that man is going to get there. Can it be, do you suppose, that it is because of an instinctive knowledge of this that we seek so naturally to see what sort of ankles the women have, and will spend hours in that study on a rainy day without wearying? Applied by my rule it would certainly be a profitable study, and the coming days when cycling will have made general the wearing of knickerbockers will aid it; but I still fear that we shall never be able to make sure of the character of the women we see unless the law were to step in to aid us."

NEEDS DAILY GROOMING.

A good horse is groomed every day, and a good wheel deserves the same treatment. If cleaned after every trip it prolongs the life of the wheel, and in the end saves time and temper. A clean wheel reflects the habits of its rider. The rider of a dirty wheel is generally slovenly in person.

HAD HEARD IT BEFORE.

"That is a very familiar air," remarked the owner of a bargain-counter wheel, as for the twentieth time he heard the hiss of a punctured tire.

GREAT BOOK THIS WOULD BE.

Some day somebody will write a book upon "What Not to Wear Upon a Bicycle." Its first chapter will treat of veils. If there is any article of apparel that appears to more out-of-place advantage upon the wheel, the woman of good taste does not know it. And yet one is continually encountering veiled wheelwomen. They wear all kinds of veils. There is the little mask affair that the up-to-date Mary of the rural districts straps across her sharp nose when she hies her forth to call the chattle home. There is the fluffy mass that envelops and supposedly lends enchantment to the whole head. Indeed, the bridal veil is about the only article of the species that the woman cyclist has failed to appropriate. Mourning veils of the deepest dye have been many times in floating evidence upon the wheel.

But whatever the veil, its combination with the wheel is always incongruous and in miserable taste. Veils are not needed in riding the bicycle, for hats that need veils should not be worn.

And this will be the subject of Chapter II—hats. However charming and acceptable the big hat may be in the theatre, it should never be worn when cycling. The reason for this is appealing. In the theatre the big hat only bothers other people, but upon the wheel it is No. 1 herself who is incommode. She soon finds out that flapping brims catch the wind and retard her progress. The wearing of fancy bonnets upon the bicycle should also be discouraged. In summer, of course, a straw sailor is the most popular headgear for the bicycle, although its breadth of brim is apt to catch the wind. But for both summer, winter and all seasons practical experience declares for a cap. Still there are caps and caps.

In color the cap should match, or at least harmonize with, the suit, but the dark blue cap is always the most becoming. For comfort it should choose the jockey shape—that which has been adopted by the golfing girl. The yachting cap is popular with many women cyclists, but it is warmer and weightier than the light, close-fitting jockey. Some dashing damsels take kindly to the military cap for wheel wear—gilt braid, brass buttons and all; but this clashes with good taste.

The book's remaining chapters will, of course, concern the rest of the cycling costume. The woman awheel in the Park the other morning in a sleek black velvet gown, with vest and epaulettes of white chiffon, will have a page all to herself. Much attention will also be given to the girl who has just been stricken with the cycling fever, and who contemplates slashing off a foot or so from her last summer's serge skirt, with the idea that it will "do." The advice to all who thus contemplate conquering with economy will be "Don't."

An interesting chapter will deal with that portentous problem, "How to keep the skirt of the cycle costume from riding up." One way to help the matter is to line the skirt with silk, another is to put weights about the skirt edge. It isn't necessary to line the skirt throughout with silk, the front breadths so treated being sufficient, but it must be stout, well wearing silk. The weights, too, need only to appear upon the edge of the front breadths.

PROVING HIS LOVE.

"Love the racing man?" gurgled old Eagle Eye, as he swung the suspension bar into action, "Why, I fairly ideleize him!"

HARDY PERENNIALS.

There are lots of blooming flowers,
That the frost nips in the patch;
But we've other kinds of bloomers,
That the frost can never catch.

THE MAN AND THE MAID.

There is nothing pleasanter in all one's recollections of those halcyon days of a wabbling novitiate than the recollection which comes of an experience with an instructor in a cycle school who has been forced to take charge of your wabbling self when he does not feel like it. He never does feel like it, and when it comes to old women and men, no matter what their ages may be. It is only the hope of substantial financial reward that ever induces instructors to look at this class of pupils, much less bother with them. The old ladies—meaning old from a cycle instructor's point of view, who classes as old any woman over thirty—have to be handled gently; but the men—they can look out for themselves, and they generally have to.

"Too bad I can't have you now," she said to him, as the line was waiting to get a chance for an instructor, "My check's 15; this fellow here is ahead of me."

This to the instructor in an audible tone for the benefit of the "fellow," but he never budged. For nearly an hour, while this same girl and instructor careered around the rink, men had been waiting. He wanted a lesson. "Git on!" said the instructor, pushing a wheel toward him. "Ever rode before?"

The man made a crude effort to get into the saddle. The instructor was holding the wheel with one hand and talking over his shoulder with the girl. The bicycle fell, and so did the man. "This is a wise guy I've got, ain't it?" said the instructor to the girl, as he stooped to

pick up the wheel. "You just keep your eye on him."

The man got into the saddle again, the instructor grumbled. "Don't hold so tight to the handle-bars; they ain't going to keep you on," and pushed the wheel forward. It was a hard half hour that followed, but it ended promptly. There was no lapping over in this lesson. The instructors are too conscientious to allow that in the case of a man or an old woman. The case is different, of course, when it comes to something that goes about in a shirt waist and sailor hat.

Sometimes when you think your companion on the road is enjoying himself because he is annoying you, he really annoys you because he is enjoying himself.

Speaking of the now popular cycle parade, Berlin should easily score a win. One is billed for next year there, the first prize in which is \$2,500.

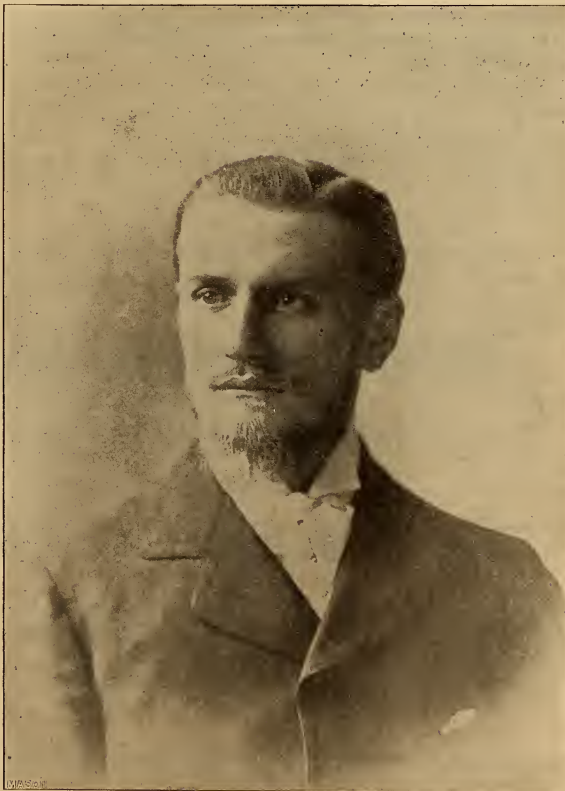
If the finish of a hard ride finds you "too tired to sleep," try the drinking of a glass of hot milk, and sleep will usually follow.

The man who makes a fool of himself on a wheel invariably tries to throw the blame of the job on some one else.

The pleasantest of all fellows to tour with is the one who foots the bill.

No woman cares to know why she rides a wheel.

C BERTRAND.



President American Importing Co., Paris, who handles Cleveland Bicycles and American Sundries in France, and who is now in this country.

They All Hit Cooper.

Twenty representative publications fire a volley at
the championship target and they
ALL HIT COOPER.

TEN SHOTS FROM TEN CYCLE PAPERS.

"Cooper has done the best work this year."—*Wheel*, New York.

"Cooper is champion."—*Cycling Gazette*, Cleveland.

"Cooper is champion of the year"—*Inter-State Cycler*, Des Moines.

"Cooper has established his right to the title of 1896 champion."—*Bicycling World*, Boston.

"Cooper would lead easily in both the points and percentage tables, without the disqualifications at Louisville and Springfield."—*Bearings*, Chicago.

"Cooper is champion of 1896."—*Cycling Toronto*.

"Cooper's 1896 record is the best."—*Cyclist and Sportsman*, Dallas.

"Cooper overtops them all."—*Western Cyclist*, Omaha.

"Cooper is champion."—*Cycling West*, Denver.

"Cooper is the 1896 champion."—*Southern Cycler*, Louisville.

TEN SHOTS FROM TEN DAILY PAPERS.

"Cooper heads the list in the race for championship honors."—*Chicago Tribune*.

"Cooper's work is the best of the year."—*New York World*.

"Cooper is unquestionably champion."—*Philadelphia Call*.

"Cooper is champion."—*San Francisco Examiner*.

"Cooper has the best all-round record of any man of the year."—*Springfield Mass. Republican*.

"Cooper is the acknowledged champion of 1896."—*Cincinnati Enquirer*.

"Cooper is champion."—*Toronto Globe*.

"Cooper has decisively proved his claim to the title of champion."—*Cleveland Press*.

"Cooper has been the most consistent performer of the year."—*Louisville Courier-Journal*.

"Cooper's brilliant record during the season stamps him indisputably as champion of 1896."—*Detroit Free Press*.

Such unanimity of expert opinion most emphatically settles the question of the championship of 1896. It belongs to Tom Monarch Cooper.

Cooper did it all on a Monarch.

RIDE A MONARCH AND BE A COOPER.

MONARCH CYCLE MFG. CO.,

Chicago,

New York.



San Francisco,

Toronto.

"Ride a Monarch and Keep in Front."

Kindly mention The Wheel.

WHERE THE INSTRUCTOR COMES IN.

Unthinking people there are who have been heard to declare that bicycle schools are conducted solely for the amusement and profit of those gentlemen who, for a consideration, have sacrificed their spotless amateurism to act as instructors. This is manifestly an exaggeration.

Primarily, riding schools are run to boom a certain make of wheels, and this fact is never lost sight of, even in the effort to make it pleasant for the instructors; but they do not have a good time; they manage to combine work and play in such proportions that it has been said the former never suffers from the latter. Instructors are notoriously models of impartiality in doing their duty, as they understand it.

If a young thing—not too young, however—in a pink shirt waist, a tailor-made short skirt and a sailor hat, has paid for half an hour, and rides just three times as long as that, the instructor takes just as much care of her as though she had stopped when her time was up.

The flat-chested girl with glasses who has been waiting patiently for forty minutes to get a wheel cannot swerve him from the path of duty. He simply allows her to wait. She does wait, until the superintendent gets on to the game, calls in the wheel and its pink-waisted rider, and threatens to fire the instructor if anything of the sort happens again, which is enough, in its way, to show that the amusement of the instructor is not the sole object of a man putting his money and time into running a cycle school.

SOME LIGHT LITERATURE.

Buy a good lamp—there are numbers of them—and enjoy riding your wheel at night. You will feel fully repaid for the small extra expense, when out with a less fortunate companion who is constantly dismounting and begging matches to light his cheap lantern.

Many riders complain about their lamps continually going out and blame it on the lamp, when the fault, in many cases, is entirely their own, and can be easily remedied. A cycle lamp, like any other lamp, must be kept clean, the wick kept trimmed and the right kind of oil used. When lighted, the flame should not be turned up too high.

In connection with the foregoing, it might be well to say that before starting out see that your lamp is filled; do not wait until you are several miles from home, when you find to your dismay there is no oil in the font, for it is very doubtful whether your lamp will burn a dry wick, no matter how expensive a lamp you have.

GET THEE TO A REPAIRER!

"Don't monkey with a buzz saw," or, in other words, when you find anything about your wheel out of order, fix it immediately or take it to some repair shop, if you can't do it yourself. Many a rider has had a day's riding spoiled through some neglect of this kind. Always examine the wheel before going out, otherwise you may find it necessary to walk home when you least expect it.

THE TROTTING-HORSE CYCLE.

A bicycle is shortly to be placed on the French market, called "La Trotteuse," in which the rider does not sit on a saddle, but stands straight up on the machine, pedals and walks, or, more correctly perhaps, slides along.

PUTTING HIM ON.

Johnny—Papa, what is mileage?

Papa—Mileage is what the Government pays Congressmen for travelling on passes, and bicycle clubs give foolish members medals for.

TESTING AND TIRE PLUGGING.

There is always something in the repair shop needing testing. Steel balls, tubing, parts of frames, shafts, studs and the like require to be tested to ascertain their strength. A regular testing machine is an expensive piece of property. Here, however, is a very cheap all-around testing device which may be rigged up by any one who desires it, as the contrivance is not patented.

Procure an iron frame of a second-hand cylinder printing press or something like it, and use one side, this being represented by A in Fig. 1. To this frame bolt boxes firmly for the several shafts shown in the cut. The driving belt is indicated F, and this drives the gears, G, these in turn driving the shafts, H H, the latter being run in bearings fastened to the uprights B B. The shafts H H are cut with a screw press thread, so when revolved they operate upon the iron press

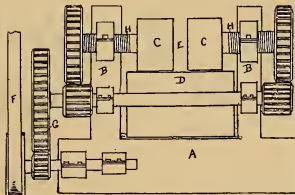


FIG 1

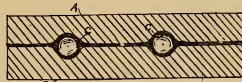


FIG 2

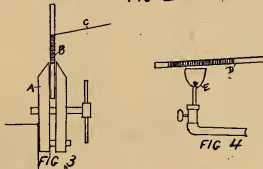


FIG 5

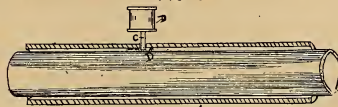


FIG 6

blocks, C C, and compress whatever object is placed between them at E D, which is simply a foundation block.

Suppose some steel balls are to be tested. Two or three would be placed between sheets of wrought iron and subjected to heavy pressure between the blocks C C of testing machine. If the balls were pressed into the metal as represented by C C in Fig. 2, in which A and B are the sheets of wrought iron, it would indicate that the balls could stand severe pressure. Inferior balls would elongate, flatten, crush or crack under the strain.

Making spiral steel springs is a part of the cycle repairer's trade. There are not so many spiral steel springs on the average bicycle as to warrant keeping a supply on hand, therefore it is customary to wait until it is known just what sort of a spring is needed before making one. A very simple way of turning out serviceable spiral steel springs requires the use of a rod and gas jet only. First

select a steel rod of the right proportions for the spring desired, and secure it in an upright position in a bench vise, as shown in Fig. 3, in which A is the vise and B the rod. Wind the wire around this rod as shown by C, first taking out the temper if the rod is too stiff.

Wind the wire closely and evenly, securing the ends so they will not unwind; heat both rod and wire to a red heat, and plunge into cold water. If an open spring is desired, draw to right dimensions before tempering. The final process requires the wire to be rubbed with oil and held over the flame, as shown in Fig. 4, until the oil is burned or dried off. The rod and wire are marked D. The spring is now ready for use.

Wheelmen often come to a repair shop with a punctured tire, and ask that the leak be fixed at once so they can continue their ride. A combination patch like A in Fig. 5 may be made in about fifteen minutes, or the leak plugged as represented by B in a short while, or an outer patch, C, put on in a few moments. For repairing an ordinary outer tire puncture hastily, however, keep a sort of a syringe arrangement, filled with a quick healing composition, on hand, and repair a leak after the manner shown in Fig. 6. The composition is made of printer's roller compound, fish glue, borax, degrass and chalk. Keep the syringe, D, filled and in a warm place, and when a wheelman wants an average puncture fixed quickly, insert the syringe nozzle, C, into the puncture as shown, and deposit about a teaspoonful of the composition around the break inside the tubing. The inner tube, D, is not interfered with. It serves, however, to press the composition up against the leak, closing the latter, and the machine can be used at once.

GEORGE D. RICE.

PAID HIM WELL.

Louys, the young Greek who, at the revived Olympic games at Athens, won the prize of Marathon, is the object of the greatest admiration among his countrymen, and has received innumerable valuable presents. One is a pretty piece of property in Ainarrousse, his native village. The Athens-Laurriain Railway Company has bestowed on him a perpetual free ticket for the passage of himself and his wheel over its line; a barber has vowed to shave him and a tailor to clothe him gratis as long as he lives. And best of all it is whispered in Athens that the young hero of the stadium is engaged to marry an American girl.

IN DEAR OLD ERIN.

Corkonian pedestrians have been warned by the Irish police "to be careful not to step off the pavement after dark, as they are likely to be knocked down by a cyclist." To relieve the situation a Cork newspaper suggests that wheelmen light their lamps on dark nights.

WISE UNTO HIS GENERATION.

Teacher—Can any one explain how much the earth is divided?

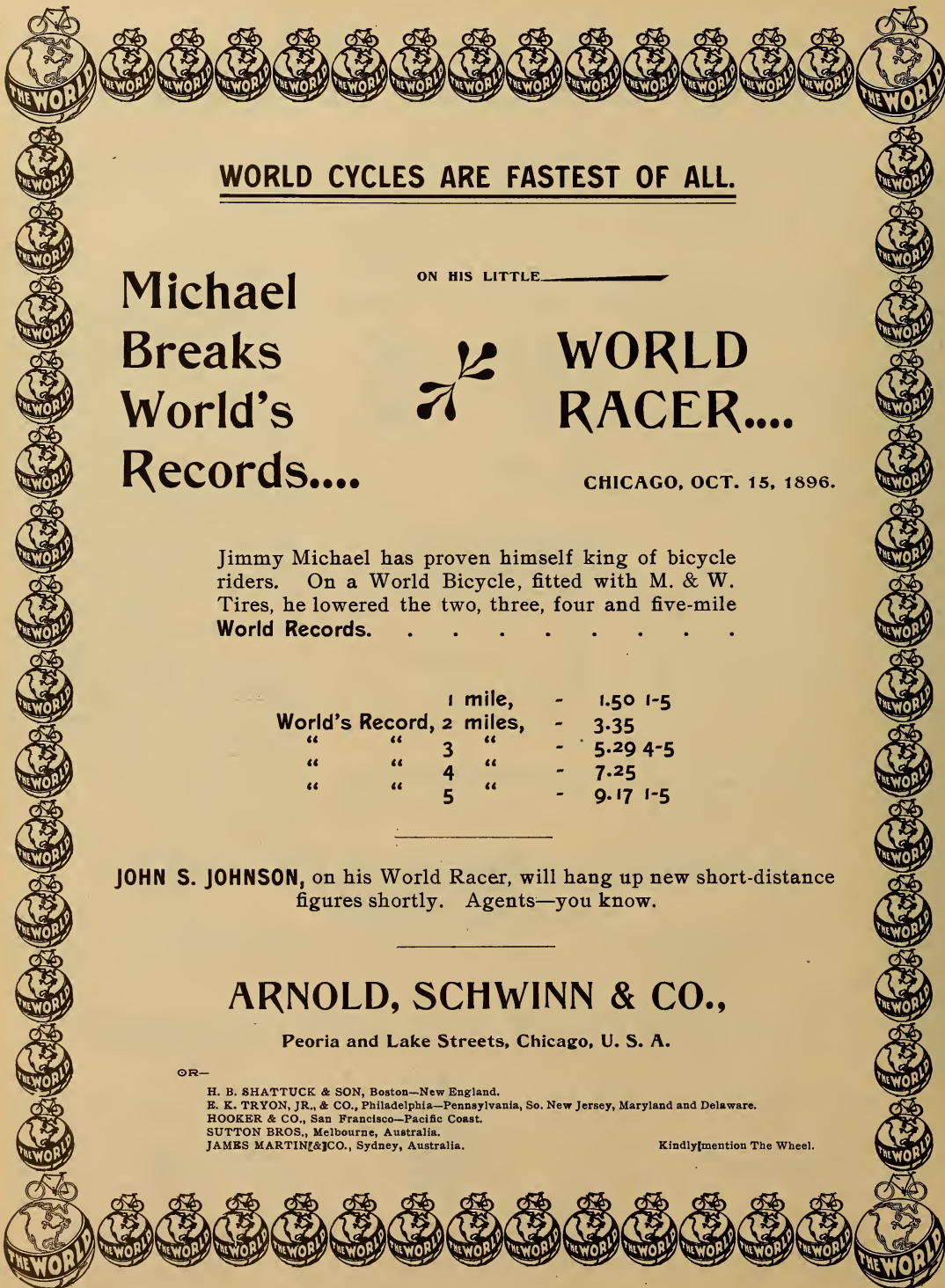
Willie (with very important air)—Between them that's got a bysickle and them what would like to have one.

BOOKED FOR A LONG SCHOOLING.

"De man," said Uncle Eph, "dat won' learn nuffin 'bout bysickling, 'cep'in by experience, am mighty 'lible ter spen' his intiah time in school."

INFLATORS OR POLITICIANS?

They come to blow,
But not to blow,
Who can they be?
Who knows?



WORLD CYCLES ARE FASTEST OF ALL.

**Michael
Breaks
World's
Records...**

ON HIS LITTLE _____



**WORLD
RACER...**

CHICAGO, OCT. 15, 1896.

Jimmy Michael has proven himself king of bicycle riders. On a World Bicycle, fitted with M. & W. Tires, he lowered the two, three, four and five-mile World Records.

	1 mile,	-	1.50 1-5
World's Record,	2 miles,	-	3-35
"	" 3 "	-	5.29 4-5
"	" 4 "	-	7.25
"	" 5 "	-	9.17 1-5

JOHN S. JOHNSON, on his World Racer, will hang up new short-distance figures shortly. Agents—you know.

ARNOLD, SCHWINN & CO.,

Peoria and Lake Streets, Chicago, U. S. A.

OR—

H. B. SHATTUCK & SON, Boston—New England.
 E. K. TRYON, JR., & CO., Philadelphia—Pennsylvania, So. New Jersey, Maryland and Delaware.
 HOOKER & CO., San Francisco—Pacific Coast.
 SUTTON BROS., Melbourne, Australia.
 JAMES MARTIN & CO., Sydney, Australia.

Kindly mention The Wheel.

WARM UNDER THE COLLAR.

He was mad clear through. Any one with half an eye could see that. His shoes were in such a dilapidated condition that he had to wind cord around them to keep them on his feet; his knickerbockers were torn and covered with dirt, likewise his stockings and sweater, while blood oozed out of a big rent in his coat sleeve. He had a deep cut over his left eye, his nose was skinned, and three front teeth were missing from his upper jaw. He yanked his wrecked wheel into the little office of the country tavern with such savage fury that the cat jumped out of the window, upsetting three flower pots that were on the sill, and the innkeeper awoke from his dreams with such a start that he fell from his chair.

"Say, old man, did you ever see a genuine, pig-headed, Ignoramus and double-distilled fool? Well, look at me, then; I'm one. Yes, sir, I am! Look pretty, don't I? All I want is a dunce cap two feet high. You wouldn't believe it, but yesterday morning I started out on a little tour, as spick and span as could be. Expected a fine trip. Look at my ignominious end! Oh, if I only had him here a minute! Just a minute!" but at this instant he was interrupted by the entrance of a dapper young man with a whip in his hand.

"Guess I'll have to put up here all night, my good man," he said to the proprietor. "My horse has gone lame, you see. I'm the cycle editor of the 'Daily Bazon,' and"—

"You are, hey?" put in the dilapidated wheelman. "Then you're just the man I'm looking for. Do you advise young, inexperienced and trusting readers of your measly sheet the best roads to take when they ask questions while temporarily insane?"

"Well, I have that honor. What of it?"

"What of it? Just pick out a soft place on the floor and prepare to get licked, young man. Look at me! Look at me good! I'm one of your many victims. See my clothes, my broken wheel, my bruises and torn flesh? What of it? Bang! You will make a trusting reader ride twenty miles out of his way—bang!—you will put him on in the worst roads on God's footstool, eh?—bang!—you will make him walk over two mountains or sleep in the grass?—bang!" And then he stopped for lack of wind.

And as he washed the gore from his hands the proprietor telephoned for a doctor and told the hired girl to prepare a room for a boarder, who would probably desire to remain abed for at least a week.

TIME TO MAKE A MOVE.

"Yes," said little Jim to his juvenile friend, "I'm goin'er run away from home."

"And fight Indians?"

"I don't know about that. But I'm goin' to get away from whut's comin'. I've had paw's trousers cut down to fit me, an' never found fault. But since maw got a wheel and is wearin' bloomers, I'm taking no more chances."

LACIONIC.

"Hello! Been racing?"

"Yep."

"Get anything?"

"Yep."

"What?"

"Left."

FAILED TO PAT HIM ON THE BACK.

The fat novice was full of enthusiasm but empty of experience. He came in with a rush, saying: "I'm off for a tour through the Berkshires. It'll be two weeks before I'm back in my flat again."

"Oh!" said his friend who knew his riding ability. "Bet it won't be two hours before you're flat on your back again."

A PALACIOUS CLUBHOUSE.

Every once in a while some club possessed of a lengthy membership roll, puts forth the claim of being the largest cycling club in the universe. If the various claims were sifted down, there is little doubt that the distinction would fall to either the Century Wheelmen of Philadelphia, the Century Wheelmen of New York, or the Illinois Cycling Club of Chicago, with the chances largely in favor of the latter. The Illinois club has a membership of over 600, of whom all are active wheelmen except twenty-five. The associate membership list is limited to that number, and has been full for a long time.

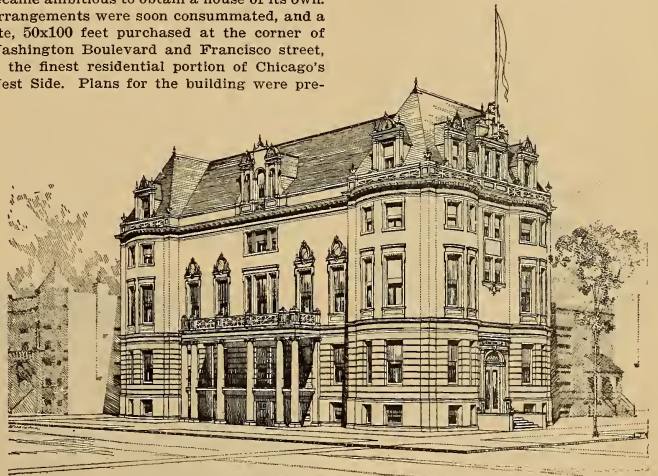
The club was organized ten years ago, in August, 1886, with a charter membership of fourteen. It has been a League club from the time of its organization. It has had its ups and downs, of course, but the ups have largely outnumbered the downs. With the great growth of cycling, it has expanded in a marvellous manner, as the length of the roll at present attests. In the spring of '95 the club became ambitious to obtain a house of its own. Arrangements were soon consummated, and a site, 50x100 feet purchased at the corner of Washington Boulevard and Francisco street, in the finest residential portion of Chicago's West Side. Plans for the building were pre-

baths. Above the bathrooms are the lockers.

The formal opening of the clubhouse occurred on the 22d inst. The building was draped in cardinal and gold, the colors of the club, and cut flowers and palms distributed in proper profusion. A mandolin orchestra on the first floor and an orchestra on the stage furnished music for the dancing. The exercises were brief, consisting of an address of welcome by President Frank Gerlach, an address by Frank Hamlin, Corporation Counsel of Chicago, and another by Judge John Barton Payne.

Any history or quasi-history of the club which failed to mention W. A. Davis would be scarcely complete. Mr. Davis is at present secretary of the organization, but has been continuously in harness, and in one position or another, from president and captain down, almost since the inception of the club. Without Davis it is possible there would have been no Illinois Cycling Club.

The policy of the club has been conservative



Illinois C. C.'s New Clubhouse, Chicago.

pared by Messrs. Watson and Hazelton, both of whom are members of the club. The cornerstone was laid January 18 last, but it was not until August 1 that the club took possession.

The house is believed to be the very swellest cycling club structure in the country. The illustration shows that the belief is at least fairly well founded. The basement is of Bedford stone, and the upper stories of buff-colored brick, the first floor being of a slightly darker shade than the second and third. In the basement are located a barber shop, wheelroom, bowling alleys, engine and store rooms. The entrance to the parlor floor is on Washington Boulevard, and leads to an octagonal rotunda. A circular well runs from the ceiling of the vestibule to the floor above. On the first floor, in addition to the parlors, are reading-rooms, library and café; also the secretary's and quartermaster's offices, with the steward's quarters in the extreme rear of the building. An angular staircase leads to the floor above, where are lounging rooms, card rooms, and a billiard-room, containing six billiard and two pool tables. On the third floor is the gymnasium, 37x60 feet, also the cloak and sparing rooms, and ladies' retiring-rooms. The gymnasium is so arranged that it may be cleared for dancing purposes, and as it also contains a stage, for theatrical or entertainment purposes. Back of the stage are the bathrooms, which contain both shower and tub

but progressive. It has representatives on the track, an exceptionally strong football team, a baseball nine, and an amateur minstrel troupe.

FILLED HER WITH FUNERAL FEELING

The attraction of gravitation is as nothing compared to the attraction of the bicycle. There was an excellent example of this upon the Boulevard the other day. A fair scorcher was bowling along the highway. Her suit was the smartest, her wheel the trimmest of the army feeting past. Altogether she was an effective specimen of the wheelwoman. It is difficult to connect her with anything like a fall or a collision.

But presently a large black hearse, unattached to any funeral train, came trotting along in that rapid, jocund fashion common to that vehicle when off duty, and at once the attraction of the bicycle was evident. It immediately marked the hearse for its own, and in spite of all the efforts of the natty rider the two vehicles banged straight into each other.

Nobody was injured; indeed, it didn't take a minute to resolve the tangled heap into its original elements. But the combination was irresistibly funny. And as the scorchers brushed the dust from her draperies she was heard to murmur: "Well, of all things—a hearse!"

A SEPTEMBER OUTING Wilson R. TARD



PART V. NORTH ADAMS—ALBANY.

The drives and walks are enchanting, while the principal scenic attractions are Witt's Ledges, from which an enticing panorama may be enjoyed; the charming water-hewn foundations of the Natural Bridge, a mile or so out Eagle street, a span of pure white marble over a picturesque chasm, through which tumble the sparkling waters of Hudson's Brook; and the cascade, a little over a mile to the west, where a mountain rill comes tumbling down the eastern side of Graylock with a fall of nearly a thousand feet in the course of two miles, forming a beautiful cascade in an abrupt plunge of some forty feet. The walk up the notch road is romantic and wild to the extreme and rouses all the romance and poetry latent in the bosom of the Fair Novice, while the climb to Graylock's lofty summit is but seven miles over a fine road of easy grades, where from the brow is claimed a vision of 100 miles, embracing sections of five States.

Leaving this fair manufacturing town, we retrace our way about five miles, following the trolley line to where it crosses the railroad, and thence direct to Main street, Williamstown. (6 miles—269½ miles.)



On this broad elm-bowered avenue are situated all the college buildings, and at the street end stands the handsome, well-appointed Graylock Hotel. (\$3.)

This pretty college town, named for the founder of Williams College, Colonel Ephraim Williams, a hero of the French and Indian War, is picturesquely located among the hills, surrounded by the prominent peaks of Graylock, Mount Williams, the Dome and other lesser points of the Tatic and Hoosac ranges, while the beauty of its streets make it one of the prettiest towns through which our route lays. Again does the Fair Novice enthuse, and her irresistible pleadings cause

the stern janitor to show us through the buildings. Here President Garfield was educated, and here he sent his sons. It was while en route to visit one that he was made the target of a brutal assassin's aim.

With a half-regretful adieu to the charming village we wheel out South street—straight, level and smooth—and from now on have fine riding—so fine, in fact, that the Centurian and the Scorcher talk earnestly of a century run, but are prevailed upon not to so basely desert the ladies.

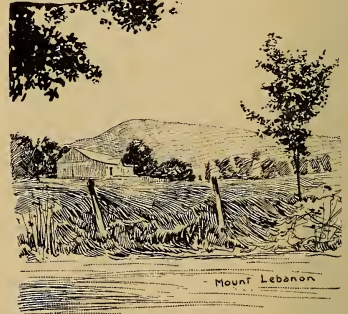
In and out by the roadside, now through mossy meadows, now through woodland and tangle thickets flows a singing brook, rippling over a pebbly bed. We spin on through groves and dells, bearing to the right into South Williamstown, with its little stone chapel. (3¾ miles.)

Now to the left as the road branches with the charming mountain resort of Idlewild on the right when some one suggests luncheon. 'Tis a bit early but we stop. (4½ miles—27¾ miles.)

From here the road winds around down into the valley smooth and fine, with easy grades. We cross and recross the babbling brook; through farmlands, by orchards of ripening fruit, bits of woodland, shaded dells and rocky ravines; now the trees obscure our view; now the valley opens out—a new scene at every rise, a new charm at every turn.

down a rocky tree-clad gorge in a series of miniature rapids and falls. We turn to the left now, and then to the right, the road rolling, smooth and good; an upclimb and a long, jolly coast from the chimney ruins at the hill top. As we whiz down, the Fair Novice calls our attention to a quaint old stone house, prettily festooned with richly tinted ivy from base to roof peak. On through a neat grove and we make a sharp turn to the left, as the road branches near a red grist mill, then a swing around to the right and into the town of Lanesboro. (4¾ miles—28½ miles.)

As we spin through the town over a fine, level piece of smooth macadam we see in the distance the shining waters of Lake Pontou-suc. The road approaches the lake, and soon



Kinderhook Creek.

We take the right fork now for Lanesboro, through a pleasing bit of woodland; the road is a bit hilly, but smooth and good, with the ever-changing scenery of hill and dell. Down on the left winds a stream through a shaded ravine, and upward comes the musical rhythmic ripple of the waters on the summer air, while the twittering of the feathery denizens of the yon waving boughs mingle pleasantly with the murmuring buzz of insect life and the saucy chatter of a frisky chipmunk that skips before us along the fence-rail. Now by a rumbling mill, its motive power flowing

we are skirting its shores through a fine grove of pines. The southern shore is lined with neat summer cottages and at its extreme lower end is a succession of picnic grounds and like resorts, by which we dash and enter North street, following the trolley lines directly into town.

On the left of the roadside flows a branch of the Housatonic River, the outlet of the lake. Here it broadens into a pretty millpond, and there plunges over a dam in a very charming falls. The roadbed is superb. We pass the massive and impressive stone-arched entrance

to Pittsfield Cemetery and swing on through North street, with its bordering of fine residences, into the bustling business portion of the town. ($5\frac{1}{4}$ m.—2904m.) The Berkshire, the L. A. W. hotel (\$2.50), is just to the right, on West street, near the depot.

Pittsfield is very charming, and numerous and many are the drives round about over the finest roads in the country.

The beautiful town of Lenox lies seven miles southward, directly out South street, and Stockbridge an equal distance below, over a magnificent road, replete with charming views and skirting a beautiful sheet of water embedded in the hills—Lake Shrevoerac.

The Fair Novice is very desirous of passing through the quaint Shaker settlements, of which she has heard so much; so, as they lie directly west of Pittsfield, on the slopes of the Lebanon Mountains, and are on the best and prettiest route to Albany, our Journey's end, we conclude to stay over and enjoy a few of the beauties of Pittsfield, while the Scorcher and the Centurion start off for a lively spin to Lenox and are eagerly joined by the Bloomer Girl. The rest take in the park, the residential streets and pretty Silver Lake, and thus add a few more miles to their score.

Bright and early we wheel out South street to West Housatonic, on which we turn westward, down over the bridge and up under the railroad span, where we take the cycle path at the roadside. The views are charming; behind us lies the town, its houses dotting the hillsides and peeping here and there through the rich waving trees, while before us rise the tops of the Lebanon range. Now over another bridge, still following the path to its termination, which we deeply regret, though the road is all that can be desired. Through a straggling settlement and a sharp turn to the right up over the hill by the red brick blacksmith shop and through the settlement of the Pittsfield Shakers, with their queer, bare-looking, boxlike houses, neat and well kept in their coat of white.

Now we cross the Shaker brook, and, as the road forks, take the right branch straight up over the hill; poor, but the other and prettier road is under repairs at present.



Main Street
New Lebanon

The Shakers, so the Fair Novice informs us, are a communistic-religious sect of English origin, somewhat on the Quaker order, and believing in Christ's second appearance. They received their cognomen in derision, arising from their queer movements in their religious dances. They were once quite numerous in this region, where they first settled over a century ago. They are quiet, conservative and very industrious. Their houses and farms are surprisingly neat and well kept—a rather agreeable contrast to some of the farms by which we have spun, and an example deserving emulation from some of our shiftless, paint-shunning brethren of the fields, whose spare time is spent around the postoffice or village store in rambling discussions of political and financial subjects which their attenuated brains can never comprehensively grasp.

The New Lebanon Shakers in the past held open services on Sunday, which drew large

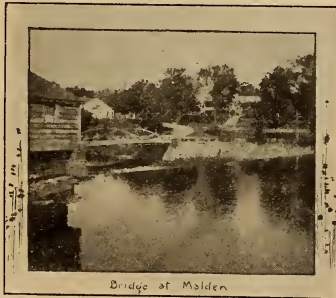
crowds of the curious from all parts, but lately, owing probably to a lack of order on the part of the sightsees, they have closed them to the prying public.

Now begins a mountain climb up a long rideable grade, through a double row of well-trimmed willows. Here again do this curious people show their love of neatness, for theirs are the hands that trim these graceful waving trees. Down on the left is a pretty gorge, echoing with the cry of the quail and discordant croak of the crow, while from its fastness comes the low, musical murmur of a mountain stream. On through the avenue of well-trimmed willows till the hilltop is reached, and we see before us a steep decline that prudence bids us walk—no, back-pedaling can withstand it.

'Tis only a short mile, and the charming run as the valley broadens out through the vista of trees deserves all our attention. Then below us lies the quiet settlement of the Lebanon Shakers, their huge barnlike houses looking trim and neat, despite their plainness; their well-tilled fields and extensive outbuildings.

The road forks and we bear to the right under the brow of the hill, passing the meeting-house on the left, and on down a long hill which we coast. Off to the west spreads the rich valley, dotted with houses and inclosed with a ridge of verdure-clad hills. We rush down and turn to the right by the neat stone chapel direct to Lebanon Springs ($11\frac{1}{4}$ m.—3013m.), where the Field Inn caters to the wants of the wheelmen.

The Springs was once a favorite summer resort, but of late, for some unaccountable reason, it has lost its prestige. No more charming or salubrious spot could well be found. The



Bridge at Malden

huge caravansary on the hillside—the Columbia Hotel—still makes a feeble pretence of life and gaiety.

Right by its entrance is the famous spring, discharging its health-giving mineral waters at the rate of 500 gallons a minute and maintaining the remarkable temperature of 73 degrees the year round.

From the broad hotel piazzas an extensive view of the valley is enjoyed, while the environments are wild and picturesque. After a short rest during which the Fair Novice gives vent to her pent-up feelings, we remount and retrace the main road to the little stone kirk and here branch to the right on a fine piece of road, over the bridge and then to the left into the quiet hamlet of West Lebanon.

Off across the fields eastward rises the wooded height of Mount Lebanon, reflecting a myriad of color tints in the morning sun.

We thread the village street, bordered by several well-appointed residences and swing to the right by the church. The road is level and fine, the broad fields resplendent in autumnal tints and the hills cool and refreshing.

We spin on, with a backward glance at the receding mountains, through farm lands and small settlements; now up a rise through a grove of pines in which a colony of crows are holding a political caucus; now through a small town boasting a store, postoffice and hotel, over a bridge and straight on till as the road forks we bear to the left, noting the friendly signboard.

The roadbed is fine, and the grades hardly perceptible. Again we keep the straight road by a yellow farmhouse (the left branch leading to Brainard Station); now down a long coastable grade through the town, over two bridges and up a rise. Here the low hills rise a series of rounded, velvety-clad knobs in every direction.

We keep to the left on the main road over a bridge and down with care—the bottom is very rough—then we keep left again as the road forks through a pretty bit of woodland, with a stream wandering through the vale below.

The road winds, following the course of the stream, now through open farming country, now through tree-bordered lanes, with the stream rippling over its rocky bed close beside us, till it expands into a pretty isle-dotted mill pond, and we swing around to the right over Malden Bridge into the town of Malden. ($13\frac{1}{4}$ m.—315m.)



The stream is the Kinderhook Creek, which flows southwestward many a mile ere it reaches its terminus in the Hudson.

Through the town, and at the first fork bear to the right over a dirt road that shortly improves to macadam; around under the hill, then up a long grade with a magnificent view from the top, even to the distant river's edge, then a long down grade requiring care into the town of Nassau to the band square—Nassau House \$2. ($3\frac{3}{4}$ m.)

Here we turn to the left, over the bridge and straight on, up rise and down bank until we reach an iron bridge, just this side of which leads off to the left the old post road to New York.

The Centurion and the Scorcher are bent on making the run of a century and a half, so after a rest and a chat a sorrowful adieu is said, and they dash off, leaving the ladies to the fatherly care of the Fat Man. The Bloomer Girl would fain share their luck, but the chaperone demurs.

We continue through Shodack Centre over a fine roadway of easy grades, dash through to the tollgate and reaching the top of the hill see the imposing mass of the Capitol before us, then a roll down into East Greenbush, a turn left to the river road of smooth asphalt, over which we roll to the bridge, pay our toll of two pennies each, and enter Albany, our journey's end, at Broadway, with a score of 351 miles to our credit and an expense account, says the Fair Novice, who has also a head for figures, of \$35, for the ten days' trip—including one fare to gay New York.



BOLTING THE DOOR.

Dunlops Seeking to Shut Out Competition— Cycle Show Premiums—Chainless Arguments.

London, Oct. 17.—The Dunlop Tire Company have made a move which bids fair to convulse the cycle trade. It is simply the issue of an agreement whereby all signatories bind themselves for five years not to supply any other tires on their machines than Dunlops or those specially exempted.

The exemptions are few and are controlled by percentages. The favored few are the Beeston, Warwick and Clincher. The inducement offered is a rebate of 7s. per pair of tires, and as this is a serious matter for the smaller firms there is much heart-burning and protest. The large firms can afford to stand out, as by purchasing the maximum number per season they can obtain a discount of 5s. per pair, so that the extra 2s. is not worth binding themselves for. It is quite different, however, with the smaller fry, who, generally speaking, do a lower-priced trade, and consequently could appreciate such a heavy reduction as 7s. It is understood that Humbers, the Raleigh, the Coventry Machinists Company, Trent, Quadrant, Triumph and Rover among the big firms have adopted it, but in all full forty firms have adopted it.

It is plainly a very businesslike attempt to obtain a guaranteed trade for five years to come, and is probably inspired by the projected opposition of the Pleus Tubeless and other firms with which the Dunlop is in grips with in the law courts.

The others have not been idle and attempts have been made to induce the Cycle Manufacturers' Trade Protective Association to interfere, but trade jealousies have prevented any policy being formulated up to date. The Palmer Tire Company have decided to reduce the price of their tires to equal the rebate offered by the Dunlop Company, and in addition to run a second quality tire to compete with the Warwick and Beeston.

The only grievance for the makers that I can see in the proposal is the danger of a more successful tire than the Dunlop being invented and marketed, but even were that to occur I am confident that the weight of money at the command of the Dunlop Company would permit them to buy out any competitor no matter how powerful. The success of the Tubeless tire would introduce such, but even admitting its ultimate success I know that Mr. Du Cros would possess its patents on the day after that success was made evident. At present quite nine-tenths of our English machines are sold with Dunlop tires fitted to them, so that in a trade sense the cycle makers are merely binding the future if they sign.

The authorities of the Brussels Cycle Show have adopted a very sensible method of attracting trade attention to their show by offering prizes for—

1. The best wrench exhibited which will not cut or burr the nut by use.
 2. A motor for machines which must weigh twenty-one pounds or under and develop one horse-power indicated and be inexplosive in action.
 3. A means of transmitting power evenly to both sides of the driving wheel.
 4. The best frame for a bicycle having regard to design, weight and its distribution.
- The idea may be worth imitating, but the jurors should first insure their lives. I can well remember the wraith which Douglass Leechman called down on his head for awarding a medal which had been put up by the promoters of the first Birmingham show in '90 or '91 for the best designed safety

which was exhibited. A comparatively unknown local tinworker won the medal against several firms with world-wide reputations, and the spectacle has warned show promoters in England from repeating the experiment.

The promised boom of the chainless bicycle has not yet come here, and the squabble between Rivierre and the Acatens gearmakers, which is being thrashed out in the French cycle press, is not likely to assist it. The great long-distance crack has won his name and fame on one of their machines, but having fallen out with the makers he is now riding a Simpson chained bicycle, and is engaged in blackguarding the machine for all he is worth. If what he says be true, then Rivierre must be a wonderful rider—much more wonderful than his easy defeat by Huret would lead one to imagine. He beat Huret's records on a chainless machine, but on the Simpson he fell a very easy victim.

PASSING OF THE SAD SEASON.

Cycling has laid the melancholy days on the shelf. Those who do not believe this should make a trip to the Coney Island Cycle Path



G. W. Weymouth,
Manager Simonds Rolling Machine Co., Fitchburg, Mass.
He has been nominated for Congress.

some fine October afternoon, and if the passing show isn't enough to convince them that this is not the saddest but the gayest time of the year, then argument is useless. From the time the pedestrian gets off the trolley car at the Willink entrance of Prospect Park, walks through to the south gate, and follows the Cycle Path to the water's edge at West Brighton, there is color and gayety and motion in nature and humanity. The brown, gold, red and green leaves rustle in the crisp breeze and fall down in fits of ecstasy as the flocks of riders fly past.

TELLS THE WHOLE STORY.

When English cycle manufacturers complain of being undersold by Germans they unconsciously advertise their inability to meet German competition. When, in turn, Germans complain of being undersold by Americans, they not only show their own inability to compete with the cycle manufacturers of America, but also prove that the English are fast losing their former supremacy in the trade.

Frederic Villiers, the famous war artist, is having a specially constructed bicycle built for his use on battlefields.

"COULDN'T GIVE THEM AWAY."

An English Trade Magnate's Opinion of Some of America's Pet Cycle Fittings.

With the name Du Cros so intricately interwoven in the English cycle trade, it is natural that almost anything said by any member of the remarkable family should be of some interest, the utterances of Harvey Du Cros, jr., who lived a term of business years in this country, because of the fact, being of more particular interest, perhaps. His return on a machinery-buying mission, after an absence of some two years, afforded THE WHEEL an opportunity of having him talk on matters of more than less moment to Americans generally.

"What was the English output during the current year?" he was asked.

"About 450,000 or 500,000 machines."

"How much greater will it be next season?"

"Not very much, if any, unless the makers are able to get machinery fast enough."

"Are not a lot of new people rushing into the business?"

"No; I don't think anyone can name more than six new concerns. But the old makers are all extending and increasing their facilities."

"What is the price of high grades?"

"One hundred and twenty-five dollars. There has been no change in twelve years and none is likely."

"How about cheap wheels?"

"They list at about \$65. I don't believe there's a \$50 wheel on the market."

"What discounts are allowed agents?"

"They range from 30 to 45 per cent. The agents usually allow purchasers 5 or 10 off."

"What is your opinion of the chances of American wheels in England?"

"They won't go—not unless they are rebuilt."

"What's the matter with them?"

"Gingerbreadry."

"In what respects?"

At the time of the conversation the interviewer had with him an \$150 American tandem. Mr. Du Cros held an umbrella. Using it as a pointer, and in answer to the question, Mr. Du Cros first tapped the brake.

"You couldn't give that away in England," he remarked. The brake in question is not a particularly praiseworthy article, and as much was admitted.

"They wouldn't have such a saddle," went on Mr. Du Cros, pointing to one of the hammock pattern, which was on the tandem.

"Why not?"

"They want spring saddles, and rightly, too."

The Du Cros umbrella next tapped the lugs and bolts.

"They wouldn't have such things. Look at the size of them," was his comment. "And those round cranks! You couldn't give them away. In England they will have square cranks or nothing."

The maroon enamel, the exposed chain, the idler adjustment, the offset of the rear fork ends and stays, and the pedals were other subjects of criticism.

"The Englishmen want something solid," Mr. Du Cros remarked, as a summing up.

Relative to the magnificently prolonged boom in cycle and tire stocks, which has amazed the average American, Mr. Du Cros explained that it was largely due to the tremendous amount of English capital which was withdrawn from Africa because of the upheavals there. All that has been necessary to attract this idle money, said Mr. Du Cros was a flotation bearing the names of a prominent directorate. He believes, however, that the boom has been pretty well punctured.

VICTORS AT HOME.

Springfield, Mass., Oct. 26.—Victors have placed another coasting contest to their credit, this time the much-heralded contest of the Massasoit Bicycle Club, which was held this afternoon on Meeting Hill in West Springfield. The famous Massasoit road races must hereafter share their popularity with the coasting contests. The weather was favorable, and the sport was witnessed by not less than 2,000 people. Victors won, but in the preliminary heats Spaldings and Orients made a strong showing.

The prize winners were F. E. Halley, of Chicopeg Falls; H. A. Woodward, of New York, and J. E. Whittlesey, of New York. Halley and Whittlesey rode Victors and Woodward rode a Humber. The distances were 2,798, 2,789 and 2,761 feet respectively.

In addition to the three winners those who qualified in the semi-final heat were H. B. Sargent, Spalding, 2,717 feet; William Firman, Victor, 2,714 feet; W. H. Wells, Spalding, 2,705 feet; F. M. Coe, Orient, 2,695 feet; I. G. Perry, Spalding, 2,634 feet; H. H. Janeway, Victor, 2,625 feet; A. O. McGarrett, Humber, 2,597 feet; G. A. Campbell, Victor, 2,571 feet, and William Crompton, Victor, 2,542 feet.

DURVEA GOING ABROAD.

The Durvea Motor Wagon Company, of Springfield, Mass., will enter three wagons in an English motor wagon parade from London to Brighton, early next month. The parade is to celebrate the removal by Parliament of restrictions which compelled motor wagons in London to display a red flag and to travel at a pace not faster than three miles an hour. The Durvea representatives will also make arrangements for the formation of an English company.

LOZIER LEADS A LAND BOOM.

Springfield, Mass., Oct. 26.—The building of the Lozier factory at Westfield has enormously increased the value of real estate in the part of the town in which the factory is located. A syndicate has bought the land near the factory, and a good-sized town is springing up thereabouts. Sixty houses, worth from \$5,000 to \$4,000 each, will be built immediately. The coming of the Loziers will also increase the town's income from taxes many thousands of dollars.

SOMETHING OF INTEREST.

"The material it is made of and its splendid finish will commend it to the most exacting buyer," is the pleasing manner in which the Reading (Pa.) Cycle Mfg. Co. launch their Vindex wheel. The Reading people are level-headed folk who do not expect to set the world afire, but who believe that if merit tells, it will tell them something as interesting as they are in position to tell agents.

AN AUSTRALIAN WARNING.

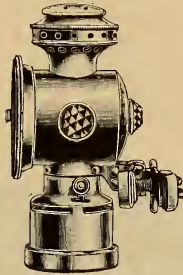
THE WHEEL'S Melbourne correspondent writes that there is danger of a glut of American wheels in the Australian market. Australia, he says, must no longer be considered a profitable dumping ground, else some one will be very, very sorry ere the end comes. The note of warning is worth heeding.

ROOM FOR EXPANSION.

That their plant may be like unto their name, the Ideal Machine Company, Hartford, Conn., have added over 4,000 square feet of floor space, in which will be placed new additional machinery for the purpose of turning out cycle parts.

RED AS A ROSE.

With the great number of lamps which have been marketed, it is a bit surprising that until the introduction of the Neverout none has embodied that feature thought indispensable in the lanterns used on high wheels—a ruby lens as a rear signal. Of course, when the lamp is attached to the head of the wheel such a lens is valueless; but fork brackets are now so largely in use that it will prove of real service. The Rose Manufacturing Company, of Philadelphia, who make the Neverout, think so well of it that the combination of ruby lens and reflector has been patented. The idea, of course, necessitates the placing of the clamp of the lamp in a different position, which is



accomplished in the manner shown in the illustration; the bracket is made a part of the clamp, and is such that it may be fastened on either side of the front forks.

The lower part of the body of the lamp is elongated and completely incloses the oil tank, which is fastened and securely held by a spring clamp cap, which automatically locks the wick. At the top of the elongation made for the tank there is special ventilation to keep the entire lamp from getting hot, rendering it non-explosive. In New York the selling agents for the Neverout will be Waldron Brothers, who have temporary offices at No. 634 Columbus avenue.

HAS A HOST OF FRIENDS.

J. W. Murphy, "Big Jim" Murphy, as he is affectionately called by those who know him best, has severed his connection with R. H. Wolf & Co. Ill-health is stated as the cause of severance. Murphy is one of your big, whole-souled, good-natured fellows, who makes friends almost wherever he goes.

ANOTHER IN SYRACUSE.

The Olive Wheel Company, who have succeeded to the factory of the Dodge Cycle Company, of Syracuse, will market two lines of wheels next year, the Olive, their leader, and a cheaper grade. They will also make a bid for foreign trade. A. T. Jones will "do" Europe in their interests.

DEPEND UPON ELECTION.

J. W. Van Praag, of the Ideal Rubber Company, Brooklyn, returned last week from the West. He reports a very favorable outlook for '97 trade, and brought home with him several big contracts, but, as seems to be usual nowadays, they depend upon the result of the coming election.

MIGHT DO.

"Great idea, my boy! Bound to make me rich beyond the wildest dream of avarice."

"What is it?"

"A wheelless wheel."

ON THE MISSOURI'S BANKS.

Kansas City, Oct. 23.—The cycle trade of this city and vicinity has been rather dull for the past three months. Early in the season all dealers were looking forward to this being the banner year in the bicycle business, but in the latter part of the summer everything tightened down, and business in this line, as in all others, has been very quiet ever since.

W. M. Young, of the Midland Cycle Company, has just returned from a Texas trip, and reports that trade is pretty good yet in that Southern country, and there appears to be no reason for a dull season in the winter down there, as they can ride wheels the year around.

The Waltham Manufacturing Company, Waltham, Mass., have sold out their branch establishment in this city to the Aladdin Cycle Company, who purchased their stock, furniture and fixtures, and will move their business from the old stand to the building now occupied by the Waltham Manufacturing Company, 1,111 Grand avenue. Mr. James S. Holmes, jr., the vice-president and general manager of the Waltham Manufacturing Company, has been in the city several days, and attended to the transfer in person. It has been the desire of the home office for some time to place their wheels with some agency here who would give them the proper attention, and thus do away with the branch office, and they are particularly pleased with the arrangements just completed.

J. C. Merrill, travelling for the Stover Manufacturing Company, makers of the Phoenix, has been in the city, and went from here direct to St. Louis.

E. P. Moriarity expects to soon go on the road for the H. A. Lozier Manufacturing Company, and will cover Missouri, Kansas and the Northwestern territory.

The Kansas City branch of the E. W. Walker, Stutz Company, which has been under the management of S. P. Yeakel, is now temporarily closed, and J. G. Roth is now attending to what little business the firm is transacting from this point. It is understood that the office will be opened again soon after election.

Parlin & Orendorff Company, during an interview, remarked that they had worked up quite a Mexican trade on their line of bicycles, and while there was considerable bother, owing to small technicalities with the customs authorities, they expect to continue working up this export business.

When spoken to in regard to handling bicycles, the Buford & George Manufacturing Company said that they were as yet undecided about the matter; they did not know exactly how that report got abroad. They volunteered the information, however, that they had been handling a line of implements manufactured by the Stoddard Manufacturing Company, Dayton, Ohio, and as this firm has a large factory building now lying idle, they have decided to open it up as a bicycle factory, and it was possible that they would act as the Kansas City agents for that wheel.

WAS A BOY WONDER ONCE.

W. M. Haradon will hereafter talk Orients instead of Remingtons, having severed his connection with the Remington Arms Company last week to accept a position with the Waltham Manufacturing Company. Few who read this will recognize in Haradon the business man, Haradon the one-time boy wonder and hill climber. Time was when he was one of Springfield's pets, second perhaps to Hendee only.

When a man gets ahead of his expectations, they spurt and pass him.

BRIEF BITS FOR BUSY MEN.

Don't waste time on a tour in fretting about the time you have wasted.

Sterling Elliott has invented a new locking nut which prevents the nut from working loose under any and all circumstances.

The "Ironmonger" states that it is expected that American lamps, pedals and other sundries will be imported for next season's trade.

There are now bicycles with electric motors and electric lights, but there is still a class that is not happy; it wants a beer-pump attachment.

The Guatemalan Exposition will open March 15, 1897. Space can be secured until November 15 of this year. The principal manufacturing countries have already secured space.

The fact that a superintendent assures a workman that there is no danger, and tells him to return to work, does not relieve the workman of the assumption of risk; he being of full age, and knowing the danger.

Some one has told the London Times that in America there are more than 500 factories, each with an annual output of not less than 1,000 bicycles, and between eight and nine thousand turning out smaller quantities.

An employer is not bound to anticipate every probable risk which may happen in the use of a machine, but discharges his duty if he gives such general instructions as will enable the employe to comprehend the danger.

Americans are commencing to push even their steel tubing in England, instead of buying from that country as they did in the past. The Ellwood Weldless Tube Company have already opened an office on Holborn Viaduct, London.

Where an employe's duty to inspect and repair the machinery is incident to his use of the machinery in a common employment with other workmen, the employer is not liable to fellow-workmen for the negligence of such employe.

The estimated richest nation in the world is the United States, its pile being figured up at \$64,000,000,000. Great Britain manages to exist with \$47,000,000,000; France, \$42,000,000,000; Germany, \$31,000,000,000, and Russia, \$25,000,000,000.

American bicycles are shipped to Australia via San Francisco, then by the Oceanic Steamship Company to Sydney, which is a distributing point. The Australian papers acknowledge a great increase of American shipments to Australia and New Zealand.

The United States Commercial Agent at Firth, Scotland, Mr. Carpenter, writes that the bicycle trade has struck that country hard. Two local manufacturers have enlarged their plants, and two new companies are already announced. Mr. Carpenter invites competition.

An employe who calls a surgeon to aid an injured employe is not liable for the negligence or malpractice of the surgeon, provided the latter had knowledge and skill ordinarily possessed by other surgeons, and the employer had no reason to suspect that the surgeon would fail in his duty.

The manufacturers of the United States have been invited to compete in an exhibition of machinery at Munich, Bavaria, in 1898. Every invitation of this kind should be gladly accepted by the wheel trade. No other cycle makers in the world have so much to gain and so little to lose by such competitive exhibitions.

Australia imports \$600,000 worth of goods per year, per capita, as against \$120,000 per year, per capita, in the United States, and supports four hundred lines of steamers to Europe, and one to the United States, also a fleet of coast steamers. Australians, by the way, are friendly to America, and so half the commercial battle is won for us.

The South Dakota Supreme Court has rendered a decision supporting a law passed by the State Legislature at its last session denying rights to foreign corporations doing business in the State without filing with the Secretary of State a copy of articles of incorporation and appointing resident agents upon whom process can be served.

An employe of mature years, who was removed from one employment and set to work in another, without objection by him, cannot recover from his employer for injuries received through his unfamiliarity with the machinery which he was required to operate, unless his employer knew of his inexperience in that direction, or was informed of it by the employee.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE

**MORGAN & WRIGHT
QUICK-REPAIR TIRE**

ASK EXPERIENCED REPAIRMEN
WHICH TIRES THEY LIKE BEST

MORGAN & WRIGHT
CHICAGO

Certain fire insurance companies have the following clause in their policies: "In the adjustment of any loss under this policy the value of all bicycles shall be considered the retail catalogue price less 40 per cent, and parts of bicycles and bicycle sundries supplied by the Blank Company 25 per cent less than the price at which they are invoiced to the branch hereby insured."

When the condition of a factory and the relative situations of the deceased and his fellow-workmen would suggest, to a person of common intelligence, menacing and obvious perils from the use and operation of the machinery, an employe who continues to work in it assumes the risk, though it arises from the negligence of the employer, and the latter is not liable for the death of the employe.

Notice has been given that the Argentine Republic has made an important concession, giving manufacturers in the United States the privilege of importing their products into that country under bond, free of duty, until sold. All goods must be sent in through the regular ports, and may be taken to any city of the Republic. If sold, the duty is to be paid, and if they are not disposed of the goods can be reshipped to the United States without paying any duty. Such a concession had been previously made by the Venezuelan Republic.

France has been doing quite a fair export trade this year. The value of the French cycles sent out amounted to \$900,000 for the first seven months of the year, which is a considerable increase upon the previous exports for the same period of other seasons.

Fancy cycles being ridden in the Cannibal Islands, in youth the object of such fervid fancy! A number of American bicycles have been sent to the South Sea Islands, and one of the features is that the natives do not have to dress in order to ride. Already race meets have been held at Papeiti, which is on the Island of Tahiti. In Hawaii American wheels are in great favor, while a San Francisco firm has just booked an order from the Cook Islands.

A sample warehouse, for exhibiting American products of various kinds, is to be opened at Caracas, Venezuela, under the auspices of the National Association of Manufacturers of the United States. The concession obtained from the Venezuelan Government permits the entry of goods for exhibit free of duty, with the dues to be paid only in case of actual sale. The association, with its headquarters at No. 1,751 North Fourth street, Philadelphia, issues a circular of information describing the building proposed for the permanent exhibition, with a plan of the spaces allotted for goods.

The names of two prominent racing men are associated in an odd manner by the town of McDonald, Penn., coming to the front with a proposed new industry in the shape of a paper shirt factory. J. S. Johnson is the projector, and the garment he proposes to make is to be worn between the under and outer shirts as a protection against the frosty winds of winter, a fact which Johnson thinks will give the garment quite a sale among wheelmen. Johnson is now having paper manufactured especially for this purpose, and expects to be able to give employment to about twenty women.

Few American manufacturers who in their export trade came in contact with the pound sterling are aware that it was originally a pound weight of silver. It was divided into twenty parts called shillings, and each of these was divided into twelve parts, called pennies or pennyweights. Thus the penny was originally a silver coin weighing the 240th part of a pound. This was the starting point of the English monetary system. At the time when the silver pound, with its subdivisions, was established by royal decree there was no gold coinage in England, but it was introduced in the year 1345, at which time another royal decree prescribed that one pound weight of coined gold should pass as the equivalent of 12½ pounds of coined silver.

It is suggested that on January 1, 1900, a new division of the year into thirteen months be instituted. It is claimed that this is not so preposterous as most people would be likely to consider it at the first thought. The promulgator of the idea says that if such a division were made, the first twelve months would have just twenty-eight days, or four weeks each, and the new month twenty-nine, to make 365, and thirty in leap years. After a few days there would be no need to refer to calendars, as the same day of the week would have the same date through the year. If January 1 were, say, Monday, every Monday would be the 1st, 8th, 15th and 22d; every Tuesday the 2d, 9th, 16th and 23d, and so throughout the year. The changes of the moon would be on about the same dates through the year, and many calculations, like interest, dates of maturing notes and other important dates, would be simplified.

MAKING THE VERY BEST THEY KNOW HOW.

Certainly the B. F. Goodrich Company, of Akron, Ohio, should be competent to make a good tire—good in the highest sense of the term.

As the largest and one of the most prominent manufacturers of general rubber goods in America, they have experience in and facilities for rubber working that are not to be gainsaid. Then, too, they were among the first to engage in the manufacture of cycle tires, having been engaged in it practically at the inception of the business. They have not only made tires bearing their own name, but have produced under contract the tires of a large number of the best American cycle makers. Latterly they have turned their attention to the Goodrich single-tube tire, which they are now prepared to supply to the trade in large or small quantities. The tire, they say, is the culmination of their years of manufacturing experience. It will be made with both plain and corrugated or ribbed tread, the latter being one of the developments of the present season. They state their case very nicely in these words:

"To say that our tire is the best single-tube is a bit stereotyped, and might be considered egotism, so we simply state to the trade and to the user that we don't know how to make a better tire than this. If it cost twice as much to make, we couldn't put better stuff in it nor make it more carefully."

J. F. Ives, recently of the Mechanical Rubber Company, of Cleveland, who left them to become manager of the tire department of the Goodrich Company, is now on the road for his concern, calling on the larger makers. Mr. Ives's friends will be agreeably surprised to learn that on October 8 he quietly went and got married.

WHEN SAUNTERING UP MAIN STREET.

If one should walk Main street in the pretty town of Auburn, N. Y., the pounding of steam hammers would easily draw attention to the drop-forge establishment of the E. D. Clapp Manufacturing Company, where everything in the nature of drop forgings is manufactured. Carriage hardware forms the greater part of the business, but within the last two years the making of cycle forgings has had its full share of attention. Cranks of all shapes and sizes are a specialty, but every other style of forging used in the modern wheel can be furnished with equal facility. Many large orders for next year have already been booked, and those who require or are likely to require forgings must needs be up and doing lest the matter of deliveries return to worry them. The Clapp Company are good people to get in touch with in any event.

WHERE METALLIC OXIDES COME IN.

The cracking of tires, so annoying, is believed to be caused by the oxidation of the caoutchouc, the essential oil of caoutchouc. Vulcanization does not lessen the affinity of this substance for oxygen. The compounds used tend to fill the pores of the rubber and thus somewhat reduce the opportunity for oxidation, but the metallic oxides and other substances which it is the custom to introduce in vulcanization and dyeing, including sulphuric acid from antimony sulphide, are found to be often injurious, and boiling in caustic soda to remove the "bloom" left on by an excess of sulphur may also cause injury. The result of a comparison of analysis of the damaged tire with those of the sound article is stated to be a very great increase in the percentage of oxygen and some loss of carbon and sulphur.

WORTH THE PRICE ASKED.

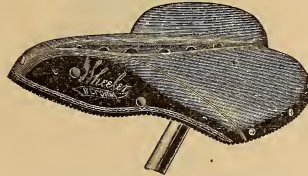
After all, there will be a hundred-dollar Humber on the market. Excepting the tire, it will, however, be a reproduction of the '96 model, and will not embody any of the new features which will characterize the '97 mounts. Humber & Co. came to this decision because, in their own words, the special machinery and special tools which were necessary in the manufacture of '96 Humpers, costing many thousands of dollars, would be lost entirely should they discontinue the manufacture of 1896 models, and also because their workmen can now make '96 parts cheaper than they could last season. The hundred-dollar wheel will embody Humber quality in every respect. It is not to be understood that Humber & Co. will manufacture two grades of wheels.

A CREDIT TO ITS MAKERS.

To many of the anti-vibratory devices which have been introduced during recent years are of the sort that mar the make-up of the wheel, and while their value may be undoubted their appearances are against them. The improved Lund Pneumatic Grip is among the exceptions. As now made, it is far superior to the original. The air chamber has been perfected, and will hold air for a much longer period than formerly. A new tip has been fitted, which improves the appearance considerably, and pigskin instead of ordinary leather is used as a covering, the whole being a credit to its makers, the Lund Pneumatic Grip Company, Aqueduct Building, Rochester, N. Y.

THRONES FOR SPEED KINGS.

A racing-saddle has been added to the stock of the Wheeler Saddle Company, of Detroit, Mich. It is illustrated herewith. It is designed to permit the freest possible action of the legs, and at the same time give a



secure and natural support to the rider. The frame is entirely of wood, the nose narrower than in other styles. The leather is secured to the frame at both nose and cantle, and rests upon a felt pad mounted on the frame. The construction of the clip permits the saddle to accommodate any position of the rider. The tread is very narrow, and for lightness, comfort and speed this saddle is claimed to be unsurpassed.

NO CONTEST IN THIS ELECTION.

All of the old officers of the Hall-Shone Company, of Rochester, N. Y., were re-elected at the annual meeting last week, viz.: E. H. Hall, president and treasurer; F. A. Norcott, vice-president, and H. L. Hall, secretary. The company is planning for extensive business in its cycle accessories during 1897. Removal to larger quarters in January will be one of the first steps.

AN UNEXPECTED DEATH.

The sudden death from typhoid pneumonia of J. Oram Gormully, of Coventry, England, a cousin of R. Philip Gormully, of the G. & J. Co., who, for the past four years has been in charge of the Gormully & Jeffery interests in England, is announced. A widow survives him.

CREATING CRANKS TO ORDER.

In the good old days one of the cyclophobists of the time described a bicycle as a toy propelled by three cranks, two of steel and one of flesh, the latter seated in the saddle. The alleged joke is almost due for resurrection. It is here used merely to preface the fact that Richard Eccles, of Auburn, N. Y., is a crank-maker—that is, a manufacturer of cranks—the steel kind. For years Mr. Eccles has been engaged extensively in the forging of carriage trimmings, and as the manufacture of bicycle forgings is not wholly dissimilar, a year or two since he added that branch of work to his business. His work has proven satisfactory wherever used, and as a result the business has been profitable to the gentleman of Auburn. While he makes cycle forgings of all kinds, sprockets, bottom sprockets and the like, cranks are his specialty. He has experimented extensively, in order to secure the proper steel for the purpose, and has, he believes, hit it just right. He carries in stock cranks of both flat and round patterns, but is able to manufacture them in any size, style or shape required. To those who are in want of anything of the sort, he is well worth seeing.

WILL OPEN THEIR EYES.

English showgoers will have opportunity to rail at something else American. Gormully & Jeffery's Tiffanyized silver embossed and jeweled Rambler has been sent abroad for exhibit at the shows in London and Paris. There is small doubt that it will create something of a furor, and enable the Yankee-phobists to once more turn their teeth this way. This Rambler is the same which is being offered for the fastest mile by a Rambler amateur before November 1; there is small doubt that it will fall to A. B. Hughes, of Denver, who has negotiated a mile in competition in 1:47.35.

HAIL TO THE CHIEF!

One of Milwaukee's infants, the Chief Cycle Manufacturing Company, is moving about in a manner wonderful for one so young. It is now in its new quarters, 213 to 218 West Water street, where it has ample room and will turn out several thousand bicycles during '97. The new models are already in evidence, and embody several decided changes, which it is believed will add greatly to their selling qualities. President Hyman states that while the Chief will, as ever, be the concern's leader, and will continue to be listed at \$100, several cheaper grades will also be produced.

A VETERAN OF '76.

Edward Bufum, than whom few men are better known to the New England trade, has been chosen as general manager of the Stearns factory in Toronto, Canada. Mr. Bufum has been connected with the firm of H. B. Shattuck & Co., Stearns's agents in New England, and knows the game from A to Z. He has been salesman, traveller, dealer and pretty much everything else. Years ago he was a racing man of some pretensions, having held the championship of Rhode Island. He has been a wheelman since 1876.

STARLIGHT AND LAMPLIGHT.

Cycle lamps are to be manufactured in Newark, N. J., by the Starlight Lamp Company, a concern that was incorporated last week. The capital stock is fixed at \$50,000, of which \$2,000 has been paid in. The incorporators are E. J. S. Van Houten, of Nyack; Charles F. Cole, of Brooklyn, and James D. Clark, of Elizabeth.

National Board of Trade of Cycle Manufacturers.

271 BROADWAY, NEW YORK.
Phone No. 4117 Cortlandt.

President, R. L. COLEMAN. First Vice-President, R. P. GORMULLY.
Second Vice-President, GEORGE H. DAY. Treasurer, W. A. REDDING.

Secretary,
ERNEST R. FRANKS.

Mercantile Agency, Collection Department and Information Bureau.

Rubber Tire Association.

President, THEODORE A. DODGE. First Vice-President, L. K. McCLYMONDS.
Second Vice-President, GEORGE T. PERKINS. Treasurer, GEORGE F. HODGMAN.

Secretary,
KIRK BROWN,
504-506 West Fourteenth Street, New York.

NATIONAL CYCLE SHOWS.

Under the auspices of the National Board of Trade of Cycle Manufacturers.

January 23-30—Chicago, Coliseum.
February 6-13—New York, Grand Central Palace.
February 20-27—Boston, Mechanics' Building; C. W. Fourdrinier, Mgr. Boston Cycle Board of Trade.

FOREIGN CYCLE SHOWS.

Nov. 20-28—Stanley; Agricultural Hall, Islington, London, N.; E. A. Lamb, Secretary, 57 Chancery Lane, W. C. Telegraphic address: "Insuperable, London."
Dec. 4-12—London, National Show, Crystal Palace; Frank Peach, Secretary, 48 Holborn Viaduct, London.
Dec. 12-19—Paris, Palais d' Industrie, Champs Elysees; M. Bivort, Manager.
Jan. 2-9—Manchester, Eng.
Jan. 16-23—Dublin, Ireland; Royal Dublin Society Building, Balls Bridge; R. Wilson, Secretary, 14 D'Olier Street.
Jan. 23-30—Glasgow, Scotland; A. G. Rennie, Secretary, 49 Lilybank Gardens.

TRADE CHANGES.

ALABAMA.

Montgomery.—Jackson & Ross, new store at 28 Dexter avenue.

CALIFORNIA.

Stockton.—W. J. Goldsworthy & Co., meeting of creditors called.

St. Helena.—T. J. Creer, business leased to H. Baublitz and Charles Jessen.

San Francisco.—The Robert Malcolm Co., incorporated by P. W. Pratt, Robt. Malcolm, Emma Quitzow, H. W. Quitzow, E. H. Mattner; to manufacture metal goods and bicycle materials. Capital stock, \$50,000.

Santa Barbara.—John Frechel, moved into larger quarters.

Ventura.—Brakey & Jones, reported dissolved.

COLORADO.

Denver.—Knight Music Co. Mortgagee in possession, representing local creditors.

CONNECTICUT.

Danbury.—Folding Bicycle Company. Offering compromise 50 per cent. Liabilities, \$7,000; assets, value not estimated.

Waterbury.—Waterbury Wrench Company. Factory destroyed by fire.

DELAWARE.

Wilmington.—McDaniel & Merrihew Cycle Company. Receiver appointed.

ILLINOIS.

Chicago.—The Dodson Manufacturing Company, incorporated by J. H. Dodson, Maris T. Kendig and Albert E. Dacey; to manufacture bicycles. Capital stock, \$10,000.

Chicago.—Gladiator Cycle Works. Receiver applied for. Application will probably be denied.

Chicago.—F. S. Waters Co. Owen A. Wheeler sues F. S. Waters individually for an accounting.

Dixon.—Smith & Coe. Dissolved.

Freeport.—Michael Redlinger, reported recorded chattel mortgage for \$303.

INDIANA.

Logansport.—Burgman Cycle Co. Closing out.

Rushville.—Albert L. Allen, succeeded by the Mauzy Co.

IOWA.

Boone.—S. E. Burnham Co., new bicycle factory on Elm street. Will manufacture the Topic bicycle.

Keokuk.—Fanning Ball Bearing Chain Co., reported attached \$1,133.

Mt. Pleasant.—Mt. Pleasant Cycle Co. Chattel mortgage \$560.

MASSACHUSETTS.

Chicopee Falls.—Chicopee Falls Wheel Co. Attachment dissolved, directors having filed bond for \$2,000.

Franklin.—O. J. Daniels. Assigned.

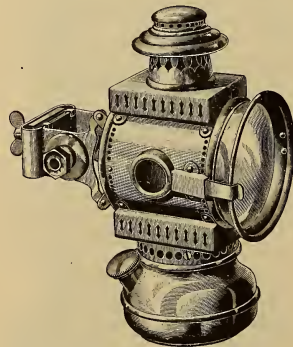
MICHIGAN.

Chelsea.—The Glazier Stove Works will manufacture bicycles. Estimated cost of plant, \$50,000.

Flint.—H. H. Bickford, stock and business purchased by G. C. Abraham.

Marshall.—Royal Cycle Works. The following directors were elected at the annual meeting: J. L. Dobbins, J. Wiseman, S. H. Gorham, L. F. Page, J. F. Smiley and others.

Schoolcraft.—Howard Cook. Removed to Battle Creek, Mich.



The Improved Tally-Ho Lamp—Bridgport Gun Implement Co., N. Y.

MISSOURI.

St. Louis.—Century Cycle Co., chattel mortgage for \$751.

NEBRASKA.

Omaha.—Ak-Sar-Ben Cycle Co., reported given judgment for \$458.

NEW BRUNSWICK.

St. John.—March Bros. Reported given judgment for \$28.

NEW HAMPSHIRE.

Keene.—Richards & Dana. Discontinue. J. T. Abbott, agent, settling claims.

NEW JERSEY.

Camden.—Edward Reeder's bicycle cement factory damaged by fire. Loss, \$500; covered by insurance.

Newark.—Howard & Nichols Manufacturing Company. On application of C. G. Howard, president of the company, Ethel C. Harris appointed receiver. Liabilities, \$13,500; estimated assets, \$60,000.

Newark.—Searles & Starr Company. Requesting extension.

NEW MEXICO.

Raton.—J. C. Trimble, new store.

NEW YORK.

Binghamton.—Ogden & Green. Porter L. Green withdraws. George H. Ogden continues.

Brooklyn.—W. C. & F. J. Dunham. Judgment, \$270.33.

Brooklyn.—Bosse & Co. Out of business. Whereabouts unknown.

New York.—Roberts & Brinkerhoff, carriages, sleighs and Fox bicycles, No. 117 Chambers street, in hands of Sheriff, on claims in favor of the J. B. McFarlan Carriage Company, of Connellsville, Ind., for \$3,275, and in favor of Thomas L. Curley and Robert L. Hedges, as surviving partners of Roland Davis, of Hamilton, Ohio, for \$1,420.

Syracuse.—American League Cycle Association. Attached, \$374.49.

Tonawanda.—Tonawanda Bicycle Company. Assigned to William J. Kearney. George Fries, of this company, makes personal assignment to Charles Much.

Utica.—Richard Mortimer, of the late Unique Cycle Company, arrested, charged with grand larceny on claim of the Keating Cycle Company, for \$220.

OHIO.

Cincinnati.—Francis Van Meerbeke, bicycles, reported given real estate mortgage for \$2,200.

Cleveland.—The Plugine Company. Requesting twelve months' extension.

Columbus.—A. L. Baker's bicycle store damaged by fire to the extent of \$1,000; partially insured.

Lucas.—J. S. Charles, hardware, will add bicycles and desires agency.

Springfield.—H. W. Potter, reported gone out of business.

ONTARIO.

Galt.—Angus Cameron, reported assigned. Smith's Falls.—Wheelmen's Headquarters destroyed by fire; insured.

PENNSYLVANIA.

Harrisburg.—Given & Hossenberger. Hossenberger withdraws. J. Roberts Given continues.

Lancaster.—Hurst & Herr. Assigned. Execution, \$450.

Philadelphia.—Chashmore & Greenhalgh. Sold out by Sheriff.

SOUTH CAROLINA.

Florence.—John Trevathan, bicycle repair shop in rear of "Reform Advocate" office.

LOYAL AS EVER.

Hereafter the Wesson-Nivison Manufacturing Company, who make the Loyal bicycle and Loyal bicycle parts at Cortland, N. Y., will be known as the Wesson Manufacturing Company. The Supreme Court of the State has authorized the change of name.

NEW PATENTS.

569,813. Baggage support for bicycles. Daniel Chamberlain, Boston, Mass. Filed May 6, 1896. Serial No. 590,428. (No model.)

569,877. Handle for velocipedes. Henry H. Luscomb, Hartford, Conn. Filed November 5, 1895. Serial No. 568,016. (No model.)

569,977. Cycle saddle. Lucien Perisse, Paris, France. Filed March 25, 1896. Serial No. 584,821. (No model.) Patented in France January 13, 1896, No. 250,468.

569,981. Bicycle saddle. Edgar Strakosch, Baltimore, Md. Filed May 16, 1896. Serial No. 581,748. (No model.)

Trade-marks:

23,028. Athletic, bicyclists' and sportsmen's wear. A. G. Spalding & Brothers, Chicago, Ill. Filed September 14, 1896. Essential feature, a representation of a baseball. Used since 1884.

23,022. Velocipedes and their parts and bicycle sundries. A. G. Spalding & Brothers, Chicago, Ill. Filed September 14, 1896. Essential feature, a representation of a baseball. Used since 1882.

23,032. Bicycles. National Sewing Machine Company, Belvidere, Ill. Filed September 25, 1896. Essential feature, a representation of a wheel and a sewing-machine head inclosed by the rim thereof. Used since May 4, 1896.

BROUGHT FROM ABROAD.

Washington, D. C., Oct. 23.—The latest statistics compiled by the Treasury Department gives the following imports of bicycle sundries entered for "immediate consumption" during the years ending June 30, 1895 and 1896:

Cycles and parts of same, 1895—Duty 35 per cent. Imports valued at \$576; total duties on importations, \$201 60. Average ad valorem rate of duty, 35 per cent.

Wicking, lamp or candle, woven, braided or twisted; lining for bicycle tires, and spindle binding, 1895—Duty 45 per cent. Imports valued at \$8,548 99; total duties on importations, \$3,806 55. Average ad valorem rate of duty, 45 per cent.

Imports of bicycles and parts of the same for the year ending June 30, 1896—Duty 35 per cent. Imports valued at \$56,960; total duties on importations, \$19,936. Average ad valorem rate of duty, 35 per cent.

Wicking, lamp or candle, woven, braided or twisted; lining for bicycle tires, and spindle binding—Duty 45 per cent. Imports valued at \$4,103; total duties on importations, \$1,846 25. Average ad valorem rate of duty, 45 per cent.

Imports of rubber for immediate consumption, 1894—Duty 30 per cent. Imports valued at \$241,967 97; total duties collected, \$72,500 37. Average ad valorem rate of duty, 30 per cent. 1895—Duty 30 per cent. Imports valued at \$44,785; total duties collected, \$13,435 50. Average ad valorem rate of duty, 30 per cent.

The free imports of crude rubber during the year ending June 30, 1896, were: 1,873,675 pounds, valued at \$134,492. Average value per unit of quantity, 7 2-10 cents.

Cement, for bicycles, 1894—Duty 20 per cent. Valued at \$5,726 48; total duties collected, \$1,145 30. Average ad valorem rate of duty, 20 per cent. 1895—Duty 20 per cent. Valued at \$3,285; total duties collected, \$657. Average ad valorem rate of duty, 20 per cent.

WHERE WHEELS COME HIGH.

According to the report of the French Consul at Rio Janeiro, the cycle business there must be an exceedingly profitable one. He says:

"Since the opening of the Paulo bicycle rink in September, 1895, the trade in bicycles, tri-cycles and similar articles has taken considerable extension in San Paulo, in which the population exceeds 180,000 inhabitants, of all nationalities. The wheels imported brought high prices. The English wheels were worth from \$200 to \$220, and the French wheels from \$150 to \$200. As yet, few American bicycles have been imported, but what few dealers are receiving bring from \$50 to \$100 more than they cost in their own country."

NORWEGIAN TRADE.

C. E. Soutum & Co., of Christiania, Norway, who import bicycles into Norway, report that American bicycles are getting on in that country, and they also make special mention of the popularity of the M. & W., G. & J., Hartford and Akron tires. The roads are not rough, but they are filled in with stone, so that the tires are put to a hard test. They suggest heavier tires for their country.

IN HATTON GARDEN.

As THE WHEEL announced a week or two since, the foreign inquiry which has reached the Newton Rubber Works has been sufficient to justify the establishment of a foreign branch. The Newton people have just completed arrangements with Griffith Coit, 47 Hatton Garden, London, to act as their representative. He will carry a full line of Newton tires and other goods.

An advertisement in a Sunday paper calls for "a safety for a young lady with 54-inch wheels."

INFORMATION BLANK.

DIRECTORY OF THE AMERICAN CYCLE TRADE.

(WHOLESALE.)

- 1. Name _____
- 2. Street address _____
- 3. City _____ State _____
- 4. Officers or Managing Head _____

- 5. MANUFACTURES. (Give name of each article manufactured by you.) _____

- 6. AGENTS FOR. (Give name of every article for which you have the exclusive agency.) _____

- 7. IMPORTERS. (Give the name of articles or materials which you import.) _____

- 8. REPRESENTING. (Give the name of articles or materials for which you have the exclusive representation.) _____

"Ideal" Wood Rims

WITH INTERLOCKING JOINT.
PATENTED.

The simplest, most ingenious, and strongest joint made—so expert wheel manufacturers say. Holds with and without glue. Can't pull it apart; nothing like it yet in the market. The most careful and critical examination invited. Write us for samples; they will cost you nothing. Investigate before placing your '97 contract. We are not beginners—twenty-five successful years' experience in turning and bending woods. Use us and we will do you good

"IDEAL" WOOD HANDLE-BARS.

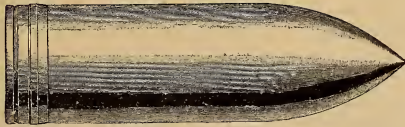
Made of second-growth timber. Correct patterns. Excellent finish and mountings. Prices right. Use us and we will do you good.

KERR BROTHERS & CO.,
Hicksville, Ohio, U. S. A.

Kindly mention The Wheel.

You Run No Risk

WHEN USING
"PROJECTILE BRAND"



**COLD-DRAWN SEAMLESS STEEL TUBING,
FORKSIDES,
HANDLE-BARS,
TAPERED TUBES.**

Manufactured from the **BEST SWEDISH STEEL**
by

The United States Projectile Co.,
BROOKLYN, N. Y.

Used by the Highest-Grade Manufacturers.
We Solicit Correspondence.

Kindly mention The Wheel.

The Luthy Wheel

\$150.

WE GUARANTEE THE LUTHY WHEEL TO BE:

THE HANDSOMEST IN DESIGN AND FINISH.
THE BEST IN MATERIAL AND WORKMANSHIP.
THE MOST PERFECT IN ITS LINES AND BEARINGS.
THE EASIEST AND SMOOTHEST RUNNING WHEEL
IN THE WORLD. A FEW SELECT AGENCIES SELECTED.

LUTHY & CO.
MAKERS,
PEORIA, ILLS.

A NOVEL BICYCLE . . .

Not exactly like other bicycles, but a **marvel of strength and beauty**. The only factory in the U. S. running night and day to fill orders. Write for circulars and price list.

AMERICAN LEAGUE CYCLE ASSOCIATION,
SYRACUSE, N. Y., U. S. A.

Kindly mention The Wheel.

A
NECESSARY
PART
OF THE
BEST
'97
BICYCLES.



Seamless
**STRONG
TUBES.**

UNRIVALED IN QUALITY, ACCURACY
OF SIZE AND FINISH.

Address

**HERCULES
SEAMLESS DRAWN TUBE CO.,**
513 POSTAL TELEGRAPH BUILDING,
NEW YORK.

Kindly mention The Wheel.



THE CYCLE TRADES' FOREIGN LISTS.

Contains the leading bicycle agencies and manufacturers in the following countries:

England,
Italy,
France,
Switzerland,
Germany,
Austria,
Denmark,
Hungary,
Norway,
Roumania,

Sweden,
Turkey,
Holland,
Greece,
Belgium,
Russia,
Spain,
Serbia,
Portugal,
Poland,

Finland,
New S. Wales,
Jamaica,
Victoria,
Bahama Islands,
New Zealand,
Cuba,
Queensland,
British Guiana,
Tasmania,

India,
S. Australia,
Burmah,
W. Australia,
Cape Colony,
Ceylon,
Straits Settlements,
Natal,
Java,
Griguland, West,

Japan,
China,
Transvaal,
Barbados,
Egypt,
Trinidad,
Algiers,
Antigua,
Mexico.

ALSO

A selected number of foreign buyers resident in the principal cities throughout Europe.

ALSO

A selected list of exporters of bicycles resident in New York.

All of the firms whose names are listed in this book are houses of first-class reputation.

BOOK NOW READY.

Published by F. P. PRIAL, 88 West Broadway, New York.

LOOK OUT FOR POLICEMEN!

There are those in the world who have such an uncomplimentary opinion of policemen that they have been known to declare that it is safest when possessing anything of value never to show it to a policeman. The Warman-Schub Cycle House has lately been convinced that this opinion of a policeman is not without considerable foundation in fact.

Along in May the Warman-Schub house exhibited a very clever cycle ambulance, which same ambulance first came under a Chicago police captain's notice some time in August. The captain at once hid himself to Warman-Schub, dilated upon his "pull," promised a writup in the daily papers on the strength thereof, and induced Mr. J. I. Warman, the inventor and patentee of the ambulance, to allow the captain to exploit the same as a timely and much-needed invention.

All this Mr. Warman did, and now he has the satisfaction of seeing his invention appear in print as the result of the stupendous thought of the police captain aforementioned. Verily, police captains have an unusually taking way, and the foregoing is sufficient proof thereof!

WILL KEEP OPEN HOUSE.

One of the absentees from the New York Show will be the Tinkham Cycle Co. of this city. They state that they could not obtain such position as they desired. They will, however, show their full line of bicycles, tri-cycles and carriers at the Fifty-ninth street store, and will loan wheels to all visiting agents who desire to see the city a wheel.

MAKING THEIR "MARK."

Adams & Westlake mean to impress "a mark of high degree" more thoroughly on the Pacific Coast. To that end they are establishing a branch house in San Francisco. It will be opened November 1. E. H. Kimball, who was connected with the Golden State and Miners' Iron Works, the former Adlake agents, will be in charge.

STRINGENT SUNDAY AGREEMENT.

The Chattanooga, Tenn., bicycle dealers have entered into an ironclad agreement to suspend business on Sunday. By the terms of the agreement, any dealer who rents or repairs a wheel, or does any business whatsoever on Sunday, forfeits \$25, the amount to be divided among his competitors.

TO HELP THE LION ROAR.

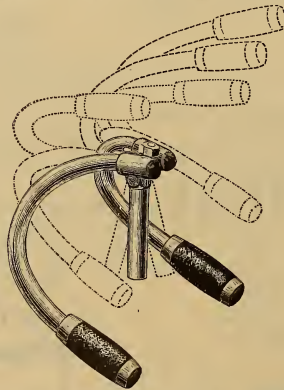
L. S. Seidelin, of the Monarch Cycle Manufacturing Company, sailed for Europe on Saturday to look after the interests of the firm on the Continent.

C. W. Fourdrinier will be general manager of the Boston cycle show. He has been in New York getting points at Board of Trade headquarters.

OBTAINED BY A SMALL DOG.

The Fulghum Mfg. Co., 26 to 32 W. Washington street, Chicago, are marketing the "Benoit Adjustable Handlebar." They claim it meets every requirement of the rider; that is, it can be adjusted to a variety of positions, and at the same time is strong, firm, and of neat appearance.

The accompanying cut gives some idea as to the many positions to which the bar can be adjusted. These adjustments are obtained by a small dog in the end of each bar, where it fits into the head socket or clamp, which when pushed in allows the bar to be turned, but as



it reaches the next notch or hole in the clamp immediately snaps into place and holds the bar perfectly rigid. A bolt is provided which, when tightened, adds additional strength to the clamp and prevents any part from working in gloose. The tubing used is 7/8-inch 18-gauge and of best quality, all parts being heavily nicked.

The Benoit bar is also made in wood; the only difference from the steel bar is that the dog is not used.

WANT YOUR EXAMINATION.

"Nothing like it on the market," is the assertion made concerning their Ideal wood rim by Kerr Bros. & Co., of Hicksville, Ohio. The rim has an ingenious interlocking joint, and as the firm invites examination and criticism, and has had twenty-five years' experience in turning and bending woods, their goods and claims are entitled to respectful consideration. Wood handlebars are, of course, also included in their wares.

FIRE BURIED WATERBURY.

Fire destroyed the building occupied by the Waterbury Wrench Co., Worcester, Mass., last week. The firm manufactured a new patent cycle wrench. Loss, \$18,000; insurance, \$12,000.

HE HAS QUITE A CONTRACT.

While the talk is all of shipping American bicycles to England, it will probably surprise not a few people to learn that there is at present in the country a Briton who seeks to reimplant an English wheel in this country. Fred Dray, representing the Coventry Machinists' Company, Coventry, England, manufacturers of Swift cycles, is the gentleman. He is making an extended trip through this country, principally for pleasure, but he also expects to make arrangements for marketing the Swift cycles. He will go as far West as St. Louis, returning to New-York through Canada. Swifts were once well known, and cut a considerable figure on this side of the water.

MALTBY'S NEW TRICK.

W. S. Maltby, who formerly handled Keatings at 1 Park Place, this city, has united with the Maltby-Henley Company, of 20 Warren street, who for the past twenty-five years have been well known throughout the country as manufacturers of hardware specialties and silver-plated ware. The company will have the exclusive sale of Keatings, both wholesale and retail, in the metropolitan district, which includes Long Island, Staten Island and Westchester County, and will also retail the Stearns, Crescent and Tinkham cycles.

CAME OVER FROM PARIS.

C. Bertrand, the head of the American Importing Company, No. 6 Place de Madeline, Paris, France, is at present in this country. His firm are agents for the Cleveland bicycle in France. They do an immense business, having sold a great number of Cleverlands during the past year. In addition to bicycles, the firm jobs quantities of sundries throughout their territory. Mr. Bertrand is in Cleveland, Ohio, talking '97 business with H. A. Lozier & Co.

THE FALCON KING FLIES AWAY.

President Joseph L. Yost, of the Yost Manufacturing Company, sailed on the Germanic on Wednesday for an extended trip through Europe. The company has distributing agencies in both Paris and London, through which retail agencies have been established in numerous continental cities. Mr. Yost goes chiefly to look over the field and feel the pulse of the foreign market.

BEEEN INCORPORATED.

The Boston Cycle Board of Trade Company has been incorporated under the laws of Maine, with Frederick A. Verry, of Newton, Mass., president; Carle P. Cubberly, of Somerville, Mass., treasurer. The "promotion of the common interests of manufacturers and dealers in bicycles" is given as its objects. Capital stock, \$5,000.

INDEXED.

The Wheel

U.S. Patent Office
National Gazette
Washington, D.C.

CYCLING TRADE REVIEW

VOL. XVIII. —No. 12.

NEW YORK AND CHICAGO, NOVEMBER 6, 1896.

[WHOLE NUMBER, 454.]

18 YEARS' CAMPAIGN



“ for sound Bicycles and Bicycle Improvement must have proven successful.

“ Else would we have inaugurated years ago our “leadership” of bicycle vogue by “originating” also the recently introduced fashions of “dying young” or “removing nameplates” for bargain purposes.

“ That’s reasonable, isn’t it ?

“ The free hand of INNOVATION has been duly restrained by personal PRACTICAL EXPERIENCE—not only TESTS, there is a difference.

“ That’s why Rambler improvements have invariably survived and become standard.

“ We have helped our competitors that much at least.

“ The most successful bicycle agents this year, and those whose selling seasons outlasted those of their competitors, have handled exclusively G. & J. Tires and

RAMBLER BICYCLES.

We shall increase our agency list in the U. S. A. and FOREIGN COUNTRIES and also make some changes in present agencies. All applications for Rambler agencies should be sent to nearest G. & J. branch house.

Catalogue will be sent upon application.

GORMULLY & JEFFERY MFG. CO.,

“ Bicycle Builders for 17 Years.”

NEW YORK: 939-945 Eighth Avenue.

BROOKLYN: 342-344 Flatbush Avenue.

CHICAGO.

BOSTON.

CINCINNATI.

WASHINGTON.

DETROIT.

COVENTRY, ENG.

A. D. Meiselbach Company,

MANUFACTURERS OF

BICYCLES

North Milwaukee, Wisconsin.

Kindly mention The Wheel.

High-Grade Rims for High-Grade Wheels.

There's a reason why manufacturers of highest grade cycles adopt

FAIRBANKS WOOD RIMS

season after season—a good reason—They're the best.

Other rims may shrink and warp, splinter and crack, and look cheap and inferior into the bargain, but "From Greenland's Icy Mountain to India's Coral Strand," everywhere and all the time, those rims bearing our trade-mark are of the same

Enduring Quality--- The Best.



"Fenton" Bicycles are fitted with them.

JAMESTOWN, N. Y., July 27, 1896. FAIRBANKS WOOD RIM CO., Bradford, Penn.

Gentlemen: Replying to your favor of the 25th inst., we take pleasure in stating that we have used practically all Fairbanks Wood Rims on our output since '93. We think the fact that we used them season after season on our output is as satisfactory a comment as we can make as to what we think of Fairbanks Wood Rims.

Very truly yours, PENTON METALLIC MFG. CO. (Signed) A. Guilbert, Jr., Sec. and Treas.

Add value to your product by using Genuine Fairbanks—the finest goods made.

LAMINATED AND ONE-PIECE RIMS. WOOD HANDLE-BARS (LAMINATED AND PLAIN). WOOD DRESS AND CHAIN GUARDS.

FAIRBANKS WOOD RIM CO.,

Office and Principal Factories, - - BRADFORD, PENN.

Kindly mention The Wheel.

ADVERTISERS. CLASSIFIED AS TO PRODUCT.

- Aluminum Equipment.**
Turner Brass Works, Chicago, Ill.
- Asphalt Pavements.**
Barber Asphalt Paving Co., The, 1 Broadway, N. Y.
- Automatic Frame Finisher.**
Drapery Fixture Co., Worcester, Mass.
- Axles.**
Fauber, W. H., Clinton and Jackson Sts., Chicago, N. Y.
New Britain Hardware Co., New Britain, Conn.
- Hearings.**
Indian Orchard Screw Co., Indian Orchard, Mass.
Iven-Brandenburg-Burgess Co., Chicago, Ill.
- Bells.**
Bevin Bros. Mfg. Co., East Hampton, Conn.
Chapman Mfg. Co., Meriden, Conn.
Leng's, John S., Son & Co., 4 Fletcher St., N. Y.
New Departure Bell Co., Bristol, Conn.
Nutter, Barnes & Co., Boston, Mass.
- Bl-Gear.**
Brown-Lips Gear Co., Syracuse, N. Y.
- Bicycles.**
America Mfg. Co., Chicago, Ill.
American League Cycle Ass'n, Syracuse, N. Y.
American Sewing Machin. Co., Philadelphia, Pa.
Aimes & Frost Mfg. Co., Chicago, Ill.
Arnold, Schwab & Co., Lake Sts., Chicago.
Barnes Cycle Co., Syracuse, N. Y.
Boite Cycle Mfg. Co., Milwaukee, Wis.
Boyer, G. A., 131 New England Bldg., Cleveland, O.
Buffalo Wheel Co., Buffalo, N. Y.
Davidson Cycle Co., Chicago, Ill.
Fay Mfg. Co., Elyria, O.
Featherstone, A. & Co., Chicago, Ill.
Fowler Cycle Mfg. Co., Chicago, Ill.
Gendron Wheel Co., Toledo, O.
Gormully & Jeffery Mfg. Co., Chicago, Ill.
Grand Rapids Cycle Co., Grand Rapids, Mich.
Hall & Downing, W. B'way and Warren St., N. Y.
Hamilton-Kenwood Cycle Co., Grand Rapids, Mich.
Hunter Arms Co., Fulton, N. Y.
Iver Johnson Arms & Cycle Wks., Fitchburg, Mass.
Kirk Young Manufacturing Co., Toledo, Ohio.
Lozier, H. A. & Co., Cleveland, O.
Luthy & Co., Peoria, Ill.
Marton Cycle Co., Marton, Ind.
Maxim Cycle Co., Nashville, Tenn.
McIntosh Huntingdon Co., Cleveland, Ohio.
Meiselsbach, A. D., Milwaukee, Wis.
Miami Cycle & Mfg. Co., Middletown, O.
Monarch Cycle Mfg. Co., Chicago, Ill.
Penn Mfg. Co., Erie, Pa.
Phillips Mfg. Co., 307 W. Broadway, New York.
Pope Mfg. Co., Hartford, Conn.
Reading Cycle Mfg. Co., Reading, Pa.
Reading Standard Mfg. Co., Reading, Pa.
Standard Bicycle Co., Mfg. Co., Chicago, Ill.
Temple, Ralph, Cycle Co., 204 35th St., Chicago, Ill.
Warner Co., D. D. Madison, Wis.
White Sewing Machine Co., Cleveland, O.
- Bicycle Drills.**
Stow Mfg. Co., Binghamton, N. Y.
- Bicycle Trunks.**
Lissa, H. & Co., 595 Broadway, New York.
- Bone.**
Rogers & Hubbard Co., Middletown, Conn.
- Brakes.**
Bevin Bros., East Hampton, Conn.
Davis Mfg. Co., Indianapolis, Ind.
International Cycle Fitt'g Co., 70-72 Reade St., N. Y.
Spencer Brake Co., 140 Chambers St., New York.
Turner Brass Works, Chicago, Ill.
- Brazing Stands.**
Buffalo Dental Mfg. Co., Buffalo, N. Y.
- Bronze.**
Turner Brass Works, 120 Kinzie St., Chicago, Ill.
- Cases.**
New Britain Hardware Co., New Britain, Conn.
Union Drawn Steel Co., Beaver Falls, Pa.
Worcester Ferrule and Mfg. Co., Worcester, Mass.
- Chains.**
Baldwin Adjustable Cycle Ch'n Co., Worcester, Mass.
Crosby & Mayer Co., 505-508 Genesee St., Buffalo.
Graham, John H. & Co., 113 Chambers St., N. Y.
Hall-Moore Mfg. Co., Cincinnati, O.
Indiana Chain Co., Indianapolis, Ind.
Indianapolis Chain and Stamping Co., Indianapolis.
Iven-Brandenburg-Burgess Co., Chicago, Ill.
Morse Mfg. Co., Trumansburg, N. Y.
Myers Cycle Chain Co., Bridgeport, Conn.
New Britain Hardware Co., New Britain, Conn.
Toledo Cycle Supply Co., Toledo, O.
Warwick & Stockton Co., Newark, N. J.
- Chain Guards.**
Crosby & Mayer Co., 505-508 Genesee St., Buffalo.
Fairbanks Wood Rim Co., Bradford, Pa.
Hercules Wood Rim Co., Detroit, Mich.
Huennekens, F. W. Sons' Co., 255 Lake St., Milwaukee.
Iven-Brandenburg-Burgess Co., Chicago, Ill.
Old Fort Mfg. Co., Fort Wayne, Ind.
Olds Wagon Works, Fort Wayne, Ind.
Rastetter, Louis & Son, Fort Wayne, Ind.
Shone-Hanna Mfg. Co., Rochester, N. Y.
Turner Brass Works, Chicago, Ill.
- Chain Hangers.**
Weston-Mott Co., Jamesville, N. Y.
- Chewing Gum.**
White, W. J., Cleveland, O.
- Cones.**
New Britain Hardware Co., New Britain, Conn.
Union Drawn Steel Co., Beaver Falls, Pa.
- Cranks.**
Eccles, Richard, Auburn, N. Y.
International Cycle Fitt'g Co., New York.
Iven-Brandenburg-Burgess Co., Chicago, Ill.
Shone-Hanna Mfg. Co., Rochester, N. Y.
- Crank Axles.**
Fauber, W. H., 70-74 West Jackson St., Chicago, Ill.
- Crank-Hangers.**
Aurora Automatic Machinery Co., Aurora, Ill.
Boite Cycle Mfg. Co., Milwaukee, Wis.
Worcester Ferrule & Mfg. Co., Worcester, Mass.
- Cycle Fittings.**
Fauber, W. H., Chicago, Ill.
Huennekens, F. W. Sons' Co., 255 Lake St., Milwaukee.
Indian Orchard Screw Co., Indian Orchard, Mass.
International Cycle Fitt'g Co., 70-72 Reade St., N. Y.
Turner Brass Works, Chicago, Ill.
Worcester Ferrule and Mfg. Co., Worcester, Mass.
- Cycle Stands.**
Safety Mfg. Co., 63 S. Canal St., Chicago, Ill.
- Cycling Outfits.**
Jaeger, Dr. Sanitary Woolen System Co., New York
- Cyclometers.**
Waterbury Watch Co., Waterbury, Conn.
- Electrotypes.**
Raisbeck Electrotype Co., 24 Vandewater St., N. Y.
- Emery Wheels.**
Northampton Em. Wheel Co., 30 S. Canal St., Chicago.
Sterling Em Wheel Mfg. Co., 59 S. Canal St., Chicago.
- Enameling.**
Rogers, A. D., Newark, N. J.
- Forgings.**
Bowen Mfg. Co., Auburn, N. Y.
Clapp, E. D. Mfg. Co., Auburn, N. Y.
Eccles, Richard, Auburn, N. Y.
Iven-Brandenburg-Burgess Co., Chicago, Ill.
New Britain Hardware Co., New Britain, Conn.
Snell Cycle Fittings Co., Toledo, O.
Toledo Cycle Supply Co., Toledo, O.
Weston-Mott Co., Jamesville, N. Y.
- Forksides.**
Crosby & Mayer Co., 505-508 Genesee St., Buffalo.
Cleveland Brazed Fork Tubing Co., Cleveland, O.
Huennekens, F. W. Sons' Co., 255 Lake St., Milwaukee.
- Gear Cases.**
Branson, W., & Co., 332 Goswell Road, London, E. C.
- General Supplies.**
Leng's, John S., Son & Co., 4 Fletcher St., N. Y.
- Grinding and Polishing Machinery.**
Builders Iron Foundry, Providence, R. I.
- Grips.**
Crosby & Mayer Co., 505-508 Genesee St., Buffalo.
Hartley & Graham, New York.
Leng's, John S., Son & Co., 4 Fletcher St., N. Y.
Lund Pneumatic Grip Co., Rochester, N. Y.
Toledo Cycle Supply Co., Toledo, O.
- Handle-Bars.**
Greencastle Mfg. Co., Greencastle, Ind.
International Cycle Fitt'g Co., 70-72 Reade St., N. Y.
Leng's, J. S., Son & Co., 4 Fletcher St., New York.
- Hotels.**
Cafe Brauer, 231 State St., Chicago, Ill.
- Hubs.**
Aurora Automatic Machinery Co., Aurora, Ill.
Boite Cycle Mfg. Co., Milwaukee, Wis.
Huennekens, F. W. Sons' Co., 255 Lake St., Milwaukee.
Indian Orchard Screw Co., Indian Orchard, Mass.
International Cycle Fitt'g Co., 70-72 Reade St., N. Y.
Iven-Brandenburg-Burgess Co., Chicago, Ill.
Kershaw, W. F. Co., 99 Chambers St., New York.
New Britain Hardware Mfg. Co., New Britain, Conn.
Shone-Hanna Mfg. Co., Rochester, N. Y.
Snell Cycle Fittings Co., Toledo, O.
Toledo Cycle Supply Co., Toledo, O.
Warwick & Stockton Co., Newark, N. J.
Weston-Mott Co., Jamesville, N. Y.
- Lamps.**
Bridgeport Gun Imp. Co., 313 Broadway, New York.
Mosher, Philip S., 621 Broadway, N. Y.
- Lamp Brackets.**
Turner Brass Works, Chicago, Ill.
- Locks.**
Deltz Cycle Lock Co., Rochester, N. Y.
Safety Mfg. Co., Chicago, Ill.
- Machinery.**
Barnes, W. F. & J., Rockford, Ill.
Bliss, E. W. Co., 25 Adams St., Brooklyn, N. Y.
Builders Iron Foundry, Providence, R. I.
Cincinnati Milling Machine Co., Cincinnati, O.
Cleveland Mach. Screw Co., Cleveland, O.
Diamond Mach. Co., Providence, R. I.
Drapery Fixture Co., Worcester, Mass.
Ferracute Machine Co., Bridgeton, N. J.
Garvin Mach. Co., Spring & Tenth Sts., N. Y.; Chicago.
Niles Tool Works, Hamilton, O.
Northampton Emery Wheel Co., Chicago, Ill.
- Mud Guards.**
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Hercules Wood Rim Co., Detroit, Mich.
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Olds Wagon Works, Fort Wayne, Ind.
Rastetter, Louis & Son, Fort Wayne, Ind.
Shone-Hanna Mfg. Co., Rochester, N. Y.
- Name Plates.**
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- Nickel-Plating Outfits.**
Mayer, M. B., 337 E. 25th St., N. Y.
Zucker & Lovett & Loeb Co., 526 W. 5th St., N. Y.
- Nipples.**
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- Parts.**
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New Britain Hardware Co., New Britain, Conn.
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Dodge, Theodore A., Equitable Bldg., Boston, Mass.
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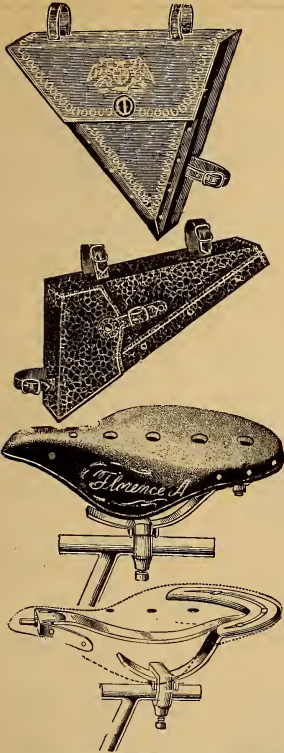
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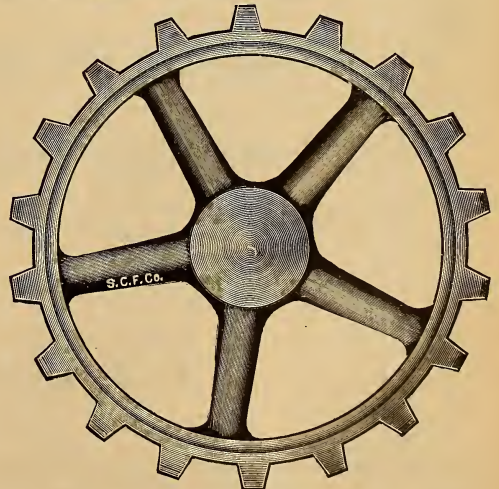
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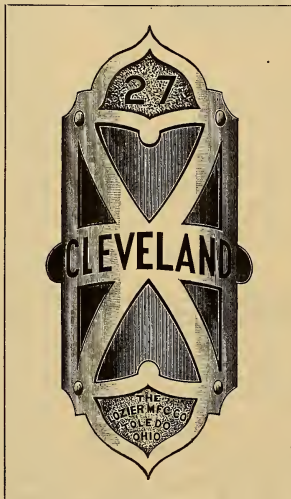


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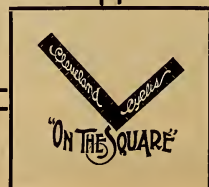


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A single-tube pneumatic road tire that will not puncture at every sharp object with which it comes in contact. Chase's Tough Tread Tire is constructed with a tread very difficult to penetrate; yet it retains great resiliency, giving ease and comfort to the rider. After most rigid and severe tests, this tire has demonstrated its superiority as a road tire over all pneumatic tires, and has reduced the chances of puncture at least 95 per cent.

This tire costs no more than any other first-class tire. Price, \$10.00 per pair.
If your dealer does not carry this tire, send direct to

L. C. CHASE & CO., 129 Washington St., Boston, Mass.

Kindly mention The Wheel.



DIAMOND CHAINS,

Though new in name, are made by the pioneer chain makers of America. They were formerly known as "Indianapolis," and have been tried for years and NOT found wanting.

The easy-running qualities of a wheel are so largely dependent upon the chain that you cannot afford to experiment with the product of concerns who are still in their infancy in experience and methods of manufacture.

OUR NO. 7 IS A MARVEL. NEW IN DESIGN, ELEGANT IN FINISH, AND UNEQUALED IN ACCURACY, STRENGTH AND DURABILITY. NO WHEEL IS THOROUGHLY HIGH GRADE WITHOUT IT.

INDIANAPOLIS CHAIN & STAMPING CO.,

INDIANAPOLIS, IND.

R. B. McMULLEN & CO.,

General U. S. Sales Agents,
309 Broadway, New York.
139 Lake Street, Chicago.



NEW YORK DEPOT: J. S. Leng's Son & Co., 4 Fletcher Street, New York.

Kindly mention The Wheel.

THE FAUBER CRANK AXLE.

Patents Are Pioneer, and Cover One-Piece Axles of Every Practical Construction.

LICENSED MANUFACTURERS:

BARNES CYCLE CO., - - Syracuse, N. Y. GLOBE CYCLE CO., - - Buffalo, N. Y.
 BUFFALO CYCLE CO., - - Buffalo, N. Y. ST. NICHOLAS MFG. CO., - - Chicago, Ill.
 WELLAND VALE MFG. CO., St. Catharines, Ont.

See Our 1897

BICYCLE AND TANDEM HANGERS.

Over 18,000 sold for next year.

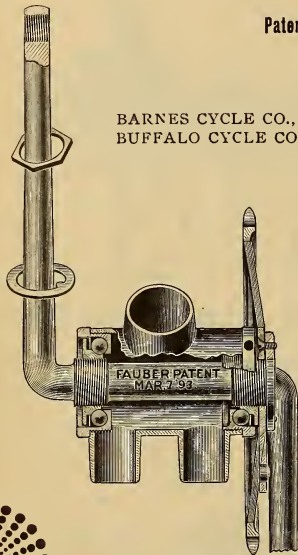
Record for '96: Only THREE (3) Broken Cranks Replaced in 10,000.

Crank axles broken in use replaced free
 of charge on receipt of broken parts.

W. H. FAUBER, Manufacturer,

70-74 W. JACKSON STREET, CHICAGO.

Kindly mention The Wheel.



Those Who Never Used One and Those Who Scoff at Brakes

TAKE
ONE
LOOK
AT
THE

SPENCER PLUNGER BRAKE AND EXCLAIM—

"Ah! that's another story. Now I would use one like that, and I'll surely have it, no matter what wheel I have to buy to get it."

BECAUSE IT IS OUT OF SIGHT.

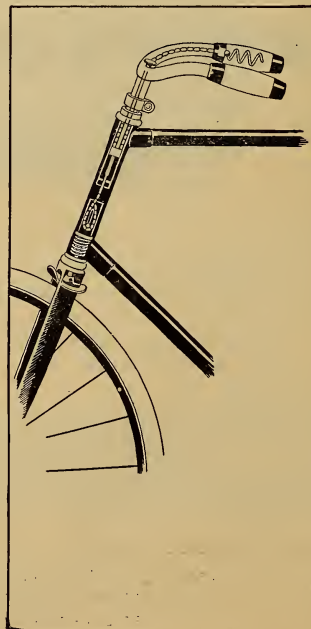
Simplicity itself. Less trouble to apply than the old lever brakes. Effective and cannot get out of order.

Wheels that have it in 1897 will be leaders.
 We deal only with manufacturers.
 Parts furnished or shoprights granted.

THE SPENCER BRAKE COMPANY,

140 Chambers Street, New York.

Kindly mention The Wheel



Wheel fitted with the Spencer Plunger Brake.



The Hercules WOOD RIM CO.



Factory, AU SABLE, MICH.
General Sales Office, DETROIT, MICH.

THE HERCULES RIM consists of two layers of wood, between which is a strip of chemically prepared fibre of **great strength**; the three strips are so joined as to be **absolutely undetachable**; the different joints are each located in a different part of the rim. The main features accomplished in the rim are, that while it weighs slightly less than an all-wood rim, it is very much stronger; it is very elastic, and the special fibre strip is an absolute preventative of splitting. The disposition of the average rider to follow the racing custom of blowing his tire to the maximum seems likely to result in an unheard of quantity of split rims the coming season. As already stated,

THE HERCULES RIM WILL NOT SPLIT.

The color of fibre is either red or dark, as preferred, and is a positive addition to the beauty of the rim.

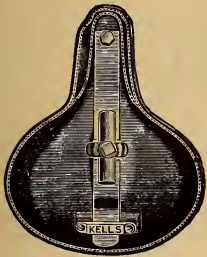
DUST AND CHAIN GUARDS,

In Bird's-Eye, and Plain Maple or Elm.

OUR GUARDS ARE NOT MOULDED OR WARPED, but worked out from blanks $\frac{1}{2}$ x 2 in., giving them all the strength and stiffness required with the least amount of weight. Our workmanship on these cannot be excelled. Samples upon application.

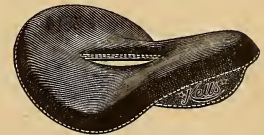
THE HERCULES WOOD RIM CO., DETROIT, MICH.

Mention
The Wheel.



No. 14.
Frame Construction.

Kells Saddles.



No. 14.
Aluminum Frame Saddle.



This company has been at improvements in the saddle line for a long time, and in getting up new goods for the coming season, it has been their aim to make a complete line of saddles, not only for show, but to stand the wear and tear. We are making a regular Leather-Seated Saddle, with special construction of frame, and included in that line is a new style of Lady's Saddle, which has special features which make it, without a doubt, the best Lady's Saddle on the market. We also have in connection with this line a Lady's and a Gentleman's Leather-Laced Saddle, which are constructed with the latest special features. Besides the above we have a new designed saddle, which, we think, will take the lead among the riders the coming season. It is made with a light aluminum frame, heavily padded and covered with a handsome leather top. We absolutely guarantee against stretching or breakage of this saddle, and it is considered by the best long-distance riders as the easiest seat ever put on a bicycle.

THE KELLS MFG. CO.,
CLEVELAND, O.

Sales Agents:

THE A. L. MOORE CO.,
NEW YORK, CLEVELAND, CHICAGO.

Kindly mention The Wheel.



No. 19-Laced Saddle.



No. 10 Saddle.

THE "P. & F."



Ready to talk business for '07.
Manufacturers, see our line and
prices before closing contracts.

Largest and most complete line of
saddles and tool bags. Best prices,
largest capacity.

Ladies' Model 00.

P. & F. Manufacturing Company,
BRANCH OFFICE, CHICAGO.

READING, PENN.

HEAR YE! HEAR YE!!

"CYCO"

The Instantaneous Healer of
Punctures in Pneumatic Tires

DO NOT BUY
UNTIL YOU LEARN
WHAT "CYCO" DOES.

Makes more money for consumer, dealer and jobber than all else.

SEND FOR
BOOKLET.

Address: BURLINGTON BLANKET CO., Sole Agents,

Burlington, Wis., U. S. A.

Mention The Wheel.

WOOD RIMS.

Interlocking Joint, strong as any other part of the Rims. Stock, Workmanship and Finish the Best.



WOOD HANDLE-BARS.



No. 3.

Five Styles, including the best shaped Ram's Horn on the market.



No. 4.

Second-Growth Hickory and White Oak. A strong, adjustable socket that clamps the bar perfectly.



WOOD MUD AND CHAIN GUARDS.

White Maple, Quartered White Oak or Rock Elm. Cut to desired lengths and eyeleted as specified. We make a specialty of Finely Finished Guards for High-Grade wheels.

Write for Catalogue and Prices.



OLD FORT MFG. CO., Fort Wayne, Ind.

Sales Agents for Export and Eastern States:

ANGLO-AMERICAN CYCLE FITTINGS CO.,

New York. Boston. Philadelphia.

Kindly mention The Wheel.



LOCK-JOINT TUBING.

Made from One Piece of Steel.



MANUFACTURERS

who have used either "lock-joint" or brazed tube know that the spelter will run out of the seam when they braze the tube in the lugs.

WE GUARANTEE

the material used in the "ELECTRIC" tube to stand any degree of heat required for brazing, and

IT WILL NOT MELT OR RUN OUT.

Stronger than Weldless stock, PERFECTLY ROUND, no seam or ridge to show through the enamel, and is only a trifle more expensive than common brazed tube.

FORKSIDES and **HANDLE-BARS** of this tubing will soon be ready.

Before placing your '97 contract write for prices and description.



THE STANDARD TUBE CO.

Office: 640 SPITZER BUILDING.

TOLEDO, OHIO.

INDEPENDENT ELECTRIC CO.,

153 Lake Street, CHICAGO.

Sales Agents for Illinois, Indiana, Wisconsin, Michigan and Iowa.

Kindly mention The Wheel.

RALPH TEMPLE CYCLE CO.,

204 35th Street, Chicago,

MANUFACTURERS OF THE TEMPLE BICYCLES.

Most complete line of bicycles in the world.
America's foremost bicycles.

AGENTS { In getting ready for your '97 line
don't judge by the price alone—
Prices are apt to be misleading.



MERIT { Merit in the long-run wins
Quality for quality our prices are the
lowest.

1897--TEMPLE MODELS--1897.

NOW READY FOR DELIVERY TO OUR AGENTS.
WRITE FOR TERMS.
'97 ART CATALOGUE WILL BE READY NOV. 15.
WRITE AND SECURE THE TEMPLE AGENCY.
ADDRESS DEPARTMENT "W."



. . Why look further for a bicycle to
sell You can sell TEMPLE Wheels
as well as any other, in fact better,
because the Temple line is com-
plete, from the cheapest to the best.

Kind'y mention The Wheel.

IS BONE ALWAYS BONE ?

That depends upon what you want to use it for.

For Case-Hardening

There is
but one
Bone,
that is

Granulated Raw Bone

MANUFACTURED BY

THE ROGERS & HUBBARD CO.,
MIDDLETOWN, CONN.

A valuable Treatise, "How to Case-Harden, Color and Anneal with Granulated Raw Bone," sent free to any address.

Kindly mention The Wheel.

EITHER

Imperial Wheels are good sellers or our Agents "keep a pushin' and a shovin'," as the demand for

"Imperial Wheels"

—the go-lightly kind—

keeps up. '96 trade seems to have no ending with us. If you don't handle —the go-lightly kind— write for terms.

AMES & FROST CO., Makers, Chicago.

Kindly mention The Wheel.

Indiana Chains.

IF we have not already seen you regarding chains for '97, it will be to your interest to wait or write us before closing contracts. Some chains are better than others, and you cannot afford to consider unknown experimental goods, even at ruinous prices. The best chain is none too good, but our customers do know that our excellent equipment and experience insure satisfaction after INDIANA CHAINS are on the wheels and in use.

We have a splendid assortment of styles for '97, but one quality—the best, and can offer every inducement for your business. Write for samples and prices.



We will mail one Aluminum Fob to anyone upon receipt of 26 cts.

SPECIAL PRICES on Chains and Chain Parts to DEALERS and REPAIRERS.

INDIANA CHAIN CO.,

Indianapolis, Ind.

Or

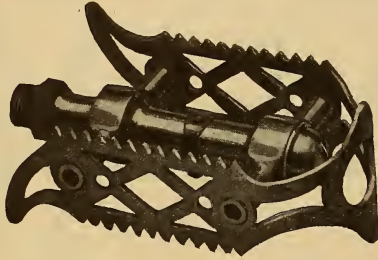
M. & M. W. CO., Agents,

Chicago, Ill.

Kindly mention The Wheel.

Highest Grade.

The cut shown in our last week's ad. was very much like the average political argument, it did not correspond with the facts in the case. Here it is, however, also the text we used last week. Read it and see how entirely inappropriate the cut was.



ALWAYS where it is wanted, never shy like the ordinary toe-clip. Is not a clip, but simply a "stop." Your foot takes to it as naturally as a duck takes to water. It means comfort, grace and greater efficiency. You will ride faster with less effort.

**Record Pedal
Mfg. Co.,**

239
Columbus Ave.
BOSTON,
Mass.

Highest Price.

Kindly mention The Wheel.



Kindly mention The Wheel.

The Wheel

YOUNG TRADE REVIEW

Copyright 1896, by F. P. PRAL CO.

VOL. XVIII, No. 12.

NEW YORK AND CHICAGO, NOVEMBER 6, 1896.

WHOLE No. 454.

EASY AS CAN BE.

Boston's Famous Hill No Longer Has the Terrors for Wheelmen It Once Had.

Historic Corey Hill, Boston, was stormed by a squad of cyclists on Saturday last, all straining every muscle to reach the summit in the quickest possible time. The hill is half a mile long. The professional record stands at 2 minutes flat by F. St. Onge. The best amateur time was 2:14. Four men succeeded in getting under the amateur figures, but the professional time was not equalled. The men were started at intervals of two minutes in the single and tandem climbs. Robert Urquhart was the first man away. He finished in 2:02, fourteen seconds under the amateur record, and no one was able to touch him.

The tandem climb created much interest. No less than seven chains had been broken in practice trials. Not a chain broke in the contest. The Urquhart brothers pumped their machine up the hill at a sprinting clip, making the fastest time in which the hill has ever been climbed.

The hour contest was exciting from start to finish. "Bob" Urquhart jumped the bunch as they got away, and led up the hill, never being headed. His wheel was fitted with a hand brake. The other wheels were fitted with foot brakes of the metal and shoe kinds. F. P. Kent, the Rowley racing man, started a sprint after Urquhart when the contest was half over, but could not catch him. The men coasted the hill faster than they ever rode in a race, yet no one was thrown, and the excellent police arrangements kept the course clear. Summary:

SINGLE CLIMB, UNPACED.

Robert Urquhart, Fowler wheel, Vim tires, 60 gear, 7-inch cranks. Time—2:02.

F. P. Kent, Fowler wheel, Vim tires, 60 gear, 6½-inch cranks. Time—2:11 2-5.

James Urquhart, Fowler wheel, Vim tires, 60 gear, 6½-inch cranks. Time—2:11 3-5.

J. S. Magoon, Fowler, M. & W., 60 gear, 6½-inch cranks. Time—2:12.

J. L. Turner, Comet, M. & W., 70 gear, 7½-inch cranks. Time—2:18 3-5.

J. E. Ballentine, Orient, Vim, 63 gear, 6½-inch cranks. Time—2:30 2-5.

J. F. Bertsch, Fowler, Chase, 60, 7-inch cranks. Time—2:51 2-5.

John Williams, Vesuvius, Vim, 60, 7-inch cranks. Time—2:57 1-5.

F. Werner, Iver Johnson, Chase, 63, 7-inch cranks. Time—3:00 2-5.

Frank L. Parnham, Iver Johnson, Chase, 63, 7-inch cranks. Time—3:09 1-5.

TANDEM CLIMB, UNPACED.

Urquhart brothers, Fowler, Vim, 53 gear, 6½-inch cranks. Time—1:51.

Magoon and Ballentine, Fowler, M. & W., 49 gear, 7-inch. Time—2:03.

Lynch and Vogel, Transit, Newton, 56, 6½-inch. Time—2:06 1-5.

Turner and Bertsch, Fowler, M. & W., 56, 6½-inch. Time—2:29 1-5.

Hour Contest—Won by Rob Urquhart, thirteen ascents and descents in 56:15; F. P. Kent, J. L. Turner, F. Werner, second, third and fourth, with twelve ascents and descents each in one hour.

AN ATTRACTIVE SUGGESTION.

In response to the call of President Brock, of the Metropolitan Association of Cycle Clubs, representatives of some fifteen New York clubs attended the meeting at the Hotel Bartholdi on Saturday last. They talked for four hours, and finally had appointed a committee comprising one representative from each club present to interest other clubs and to secure proper authorization from their own clubs. It developed that the end in view is the formation of the Associated Cycling Clubs of New York City, and the continuance of the M. A. C. C. as a central organization, to be composed of delegates elected from the delegations of various associations of clubs in this vicinity, of which there are five. To make the co-operation more unanimous and the central organization more powerful when concerted action is necessary, it is possible that provision will be made for representation from the Good Roads Association and L. A. W. consulates—a most attractive suggestion.

GOOD PEOPLE IN HARD LUCK.

As a result of the failure of the McDaniel & Merrihew Cycle Manufacturing Co., who made the Robin Hood bicycle in Wilmington, Del., the McDaniel & Merrihew Cycle Co., who were agents for the Rambler, Stearns and other wheels, are also in trouble. On judgments aggregating some \$20,000 the sheriff on Friday last took possession of the store at No. 1,011 Market street. The business was allowed to go on. A receiver will probably be appointed. One of the judgments against the company is for \$3,400 in favor of B. Frank McDaniel, administrator of his mother's estate, and one for about \$16,000 in favor of the Gormully & Jeffery Manufacturing Co.

ADMINISTRATOR WANTS DAMAGES.

While training on the Coliseum track, Nashville, last August, William R. Pearson fell and received injuries from which he died. Last week George T. Pearson, administrator, instituted suit for \$25,000 damages against the Coliseum Company.

RESOLD BY THE SHERIFF.

The stock of the Elbridge (N. Y.) Cycle Co. has been resold by the Sheriff. F. B. Scott, president of the Syracuse Supply Co., purchased the machinery for \$2,055. The unfinished bicycles were bought by Mrs. C. L. Higgins for \$2,675.

NOT IN THE RECEIVER'S HANDS.

The report that the Gladiator Cycle Company, of Chicago, had applied for a receiver turns out to be untrue. President Wenter states that several such reports have been circulated by a former employe who, to obtain revenge, has endeavored to injure the company's credit.

Cleveland and Westfield bicycles will hereafter be running mates. The Westfield is an addition to the Lozier line, and will be made in the new factory in the Massachusetts town of that name.

AFTER ECK.

The Racing Board Serves Him with Notice That He Must Pay or Be Suspended.

From Philadelphia comes the announcement that Chairman Gideon is again after Tom Eck's scalp. It seems that shortly after his return from France he made arrangements with the promoters of one of the Maine meets to bring a number of racing men there to compete in the races and to do some exhibition riding, it being agreed that \$1,200 was to be expended for expenses and prizes. When the time for the meet arrived, however, Eck was not on hand, greatly to the disgust of the public and the promoters of the meet, and the latter filed a protest against the veteran manager with the Racing Board.

After several letters from Chairman Gideon had remained unanswered, Eck wrote stating that his failure to be on hand was owing to the fact that he had not sufficient funds to defray the cost of transportation. It was the opinion of the chairman that the Board could not recognize this as a valid excuse, and that Eck should have informed himself on this point before the arrangements were made, so it was decided that the Maine men would have to be compensated by a sum of money, to meet the expenses of advertising, etc., incurred through Eck's promise.

In spite of repeated reminders from the Board, this sum has not been forthcoming, and the chairman on Tuesday informed Eck that unless the matter was settled he would again be placed under the ban of the Board, ruled off the track, and prohibited from having charge of the team riding under the League rules.

MR. COLE WARMS TO THE FIGHT.

East Brookfield, Mass., Oct. 31.—E. L. Cole, through his counsel, Colonel W. A. Gile, has filed a bill in equity, asking the Supreme Court to set aside the sale of the plant of the Greyhound Bicycle Company. The property was sold for \$800, and Mr. Cole alleges that he offered \$10,500 for it, and he still stands ready, and offers in his bill to pay it. The sale was made under the decree of the Insolvency Court without notice to the creditors or Mr. Cole.

Mr. Cole further charges in his bill that the property instead of being sold to E. H. Stoddard, who was co-stockholder with Mr. Cole, it passed into the hands of his wife, and the bill alleges this was done in fraud of the creditors.

THESE WILL DIRECT.

At the annual meeting of the Cycloid Cycle Company, of Grand Rapids, Mich., these officers were elected: F. A. Simonds, president; E. C. Studley, vice-president; J. C. Simonds, treasurer; W. B. Jarvis, secretary and general manager; Chauncey H. Fisher, William Cooper and A. Vidro, directors.

HOW TO SELL WHEELS.

Some very sound and practical ideas regarding the best means of selling bicycles are accumulating in the Crescent Bulletin, the Western Wheel Works' "official organ." The Crescent people have sought the views of the largest and more successful among their agents, and are reprinting the opinions for the benefit of the others. Berrang & Zacharias, the well-known Asbury Park firm, have just added their contribution. It deserves the heed of agents everywhere. The New Jersey men say:

"Begin with advertising judiciously and well. Just how to do this, however, is a problem that few of us have been able to solve.

"So far as we have been able to check results, it is money wasted to place an advertisement in the hotel registers, city directories and many of the church fair and some other programmes. Our advice would be to use only the columns of the local press, and two carefully selected lists—one of the riders, the other of known-to-be non-riders. To these lists we aim to send out, at stated periods, postal cards, circulars, etc. We are firm believers in postal-card advertising.

"Advertising alone will not make sales. It should, however, attract possible buyers to your store, when, if your wheels are cleanly kept and tastefully displayed, your employees courteous and attentive, sales will follow.

"When you see a customer entering the store, feeling the tires and acting as if he were entirely disinterested, look out for him. He has the bicycle fever, and is sure to purchase a wheel from you or one of your competitors. Step up to him and make him perfectly at home.

"Bear in mind this fact, also, that it often takes months, if not years, to make a convert. This is especially so with the more desirable class of customers, and has been perhaps more noticeable in the early days of the trade than within the last few years.

"We have found that we made many friends, and thereby sales, by taking care of a customer who, a stranger in our town, purchased his wheel in some other city, extending to the stranger the same courteous treatment that we always aim to extend to those to whom we had always sold wheels, and have often wondered why agents, as a rule, will not show the proper attention to customers who have purchased wheels elsewhere. Our experience proves that it pays, and is one of the little things that leads on to success.

"Your first duty is to make a sale; after that comes another just as important and one that should lead on to other sales and enable you to hold your own against all competition—that is, of taking care of the wheel in the way of looking after the adjustments, seeing that the wheels are trued, etc.; few customers but what appreciate little attentions of this sort.

"It is astonishing how some people will ride a bicycle with the bearings too loose, chain either too tight or too loose, etc. After a sale is made see that the handle-bar and saddle are properly adjusted to your customer before they leave the store; this is especially important with lady riders.

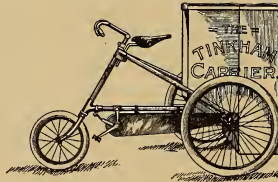
"When it becomes necessary to repair or replace parts under the guarantee, correct the trouble with a smile and do not make your customer feel uncomfortable, as some we know in the trade do.

"The department stores that are making such havoc at the present time in prices, we think will really benefit the trade in future sales. Many people are riding wheels to-day at \$25 that can well afford the best on the market. These riders, now that they have the fever, will become dissatisfied with the department-store wheels, and can be easily induced to ride a reliable make, by another season.

"In selecting your line of wheels, purchase only from the manufacturers who uphold the price of their goods not only in theory, but in practice. Our firm belief is that few agents will survive who attempt to do business on a price-cutting basis."

BUILT ON TRUE TRIANGLE LINES.

Tinkham carriers have undergone a transformation. The '97 models are built on the true triangle principle, the strongest and stiffest form of construction known to science, which will place them in a class by themselves. The Tinkham Company have had some of the machines cover twenty miles per day for six months, and that they have not been in the repair shop once is good proof of their worth. They have 18-inch steering



wheels instead of 28-inch, as last year, and all are fitted with gear cases of Tinkham design and manufacture. The Philadelphia Item has already contracted for a number of the carriers; several orders from abroad are also in hand. The Tinkham people have also improved their tricycle wherever possible, and report a small but steady demand. The three-wheelers are turned out in their New-York shop, but they say, however, there is little profit in such machines except as an advertisement.

HE HAD NO RIGHT TO THINK.

"I cannot believe it!"

An angry flush mounted to the young man's forehead, and he rose, impatiently, from his seat and beat his golf stick nervously on the floor. "No," he said, turning to face the girl, who, but a few short moments before, had so suddenly and ruthlessly thrust him aside, "I cannot believe that you really mean what you say. We have known each other for years. Ours has been no sudden passion. Think of its gradual growth—of how strong has been the love that has bound us. And now, after all that has passed, do you mean to tell me that, in the full possession of your senses, you have calmly reached the decision that we are unfitted for each other?"

"I have," replied his companion, the light of a high resolve shining from her unfinching eyes. "Do you suppose I could ever marry a man who thinks the wheel he rides is a better make than mine?"

THE PRICE OF A NECK.

A hickory handlebar with their patented "Can't Slip" locking device, is being marketed by the Hall Manufacturing Company, Wallingford, Conn. In remarking that both the wood and fittings are more expensive than those in general use, the Hall people pertinently ask: "Is a rider's neck worth the difference when that difference is but a trifle?"

INFINTESIMAL.

"How do you feel then?"

"As small as a man feels who has been run over by a bicycle ridden by a woman."

Straus tires will hereafter be marketed by Oliver, Straus & Co., of this city. They will be made by the Akron Rubber Company.

DURYEA'S MOTOR VEHICLES.

The Duryea Motor Wagon Company, of Springfield, Mass., shipped three motor wagons to England last week, which will arrive there in time to take part in the parade to be held near London on November 14 in honor of the repeal of the locomotive-laws, which for thirty years past have obstructed and retarded automobile vehicles in England. They have closed a contract lately with the Canada Manufacturing Company, of this city and Carteret, N. J., looking toward the manufacture of motor vehicles of the heavier types, such as delivery wagons, trucks, omnibuses, motor-cars and launches, all using Duryea motors.

The Canada Company have a large car factory at Carteret well equipped with modern machinery and finely adapted to the proposed work. A large dock frontage on salt water and excellent railway connections afford unsurpassed shipping facilities. Mr. Charles E. Duryea, of Peoria, Ill., president of the American Motor League, and well-known to readers of THE WHEEL, is at Carteret superintending the construction of a delivery wagon and a large omnibus now under way. The motor vehicle industry bids fair to assume large proportions in the near future, and the Duryea Company are apparently increasing their present lead.

TRY THEM BEFORE YOU BUY THEM.

Theim & Co., the St. Paul (Minn.) firm whose toe clips are probably the best known of their several cycle accessories, give a guarantee with those articles that is easily in a class by itself. It says: "Every pair of our improved adjustable toe clips are guaranteed for one year, and should a pair become broken, by accident or other causes, we will gladly replace them free of charge upon receipt of damaged pair. Dealers are requested to allow their patrons to try them for one week, and should they not prove perfectly satisfactory, take them back and refund the money. We will make good every pair damaged from such causes."

ON THE LAWS OF HYGIENE.

Hygienic or cushion frames are making progress. The Warwick Cycle Manufacturing Company and several other well-known manufacturers are supplying them as an option, and others have the matter under advisement. The Hygienic Wheel Company, Nos. 909 and 910 Bets Building, Philadelphia, who make the frame, promise a much improved and particularly fine article for '97, and believe that it will prove such as will impress every cyclist who values his or her comfort.

SEE SUCCESS AHEAD.

At the annual election of officers of the Hay & Willits Manufacturing Company, makers of Outing bicycles, the old officers, consisting of Thomas Hay, president; Ed D. Evans, vice-president; George H. Evans, secretary and treasurer, and V. B. Willits, manager of the factory, were re-elected for the coming year. The reports were of a character satisfactory to the stockholders. Prospects are bright for a good business during 1897.

AN OUTING FOR THE OUTING.

O. B. Henderson, of the Hay & Willits Manufacturing Company, is in England in the interest of the Outing bicycle. He reports excellent success, and the probabilities are that the Outing wheel, during the coming season, will be well represented in Great Britain.

A spoon brake weighing but six ounces will be a feature of the '97 Gendron.



**THE
EASY-
RUNNING
BICYCLE**

**GENDRON
AND
RELIANCE**

THE FAVOR with dealers and riders which these wheels enjoy to-day is the result of our honestly striving to give the best work, aided by long experience and abundant facilities.

'97 is going to be another Gendron year.

Our advance booklet soon ready.

GENDRON WHEEL CO.,
TOLEDO, OHIO.

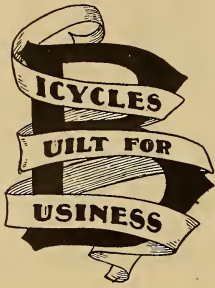
Kindly mention The Wheel.



**GENDRON
WHEEL
COMPANY
TOLEDO, OHIO**

MAKERS

**GENDRON
RELIANCE
AND SIGNAL
BICYCLES**



NEW CLIPPER BEARINGS.

DETROIT, Mich., Oct. 5, 1896.

Grand Rapids Cycle Co., Grand Rapids, Mich.

GENTLEMEN—I want to congratulate you on your Clipper Bicycle bearings for '96. So far we have not replaced a single bearing, nor heard of one wearing in the slightest manner. Yours truly,

J. F. MACAULEY.

Mr. Macauley sold 344 Clipper Bicycles up to September 1, 1896.

MADE BY THE **GRAND RAPIDS CYCLE CO.**
GRAND RAPIDS, MICH.

No. 218.

Kindly mention The Wheel.

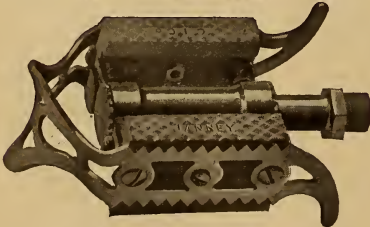
A Perfect Pedal...

THE JANNEY FOR '97.

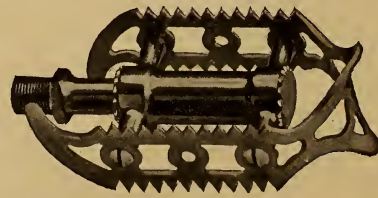
No loose cones and no check nuts—it will not bind and will not tighten. Dust and water proof. Oil always there—cannot escape.



SIMPLE, ARTISTIC AND THEREFORE ATTRACTIVE.



MEN'S COMBINATION PEDAL.



MEN'S RAT-TRAP PEDAL.

A cheap pedal injures the reputation of your wheel and costs high when all things are taken into consideration. There are other good pedals in the market—naturally we think ours is the best—so we ask you to compare.



Think what it means never to have the rider find fault with the pedals, so important, and yet so small a part of the bicycle.

MADE BY

CYCLE IMPROVEMENT CO.,

WESTBORO, MASS., U. S. A.

Kindly mention The Wheel.



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Editing and Managing Staff.

F. P. PRIAL,	F. A. EGAN,	R. G. BETTS,
J. J. PRIAL,	W. D. CALLENDER,	W. V. BELKNAP,
T. I. LEE,	L. GEYLER,	J. W. HOLMAN,
	A. T. MERRICK, Illustrator.	

Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

IMPORTANT NOTICE.

The attention of the trade is called to the information blank on page 51 of this issue. Manufacturers, handlers of parts, sundries and specialties, sellers of raw material and finished material, in fact all who are interested in the wholesale bicycle trade, are requested to immediately fill out this Trade Directory blank and forward same to THE WHEEL. This information will be compiled in Directory of the American Cycling Trade, which will be accurate and up-to-date in every respect, and designed to serve as a handbook or reference book for people engaged in the cycle trade. Besides a classified list containing the name, address and class of output of the entire cycle trade, it will also have a classified index of each article or product, alphabetically arranged, so that the name of the producer can be readily ascertained. The cycle trade is now so extensive that an accurate work of this kind is needed.

PRICE AND QUALITY STANDARDS

DURING the first week of August of this year, when the cycle trade was at its lowest point—because there was then so much of doubt and so much of the calendar ahead of us, while now we are on the threshold of revivification—THE WHEEL bird's-eye-viewed the causes of failure and of flattery, and expressed the conviction that the sooner a '97 high-grade list price was fixed upon, the better it would be for the cycling trade.

An early announcement of a standard high-grade price was all the more necessary, in

view of the widespread attempt, on the part of space-fillers in the daily press, to teach the people that the highest-grade bicycle cost anywhere from \$30.31 down. There were also the frantic attempts of the department stores to sell bicycles for little or nothing, and the wholesale "dumping" of bicycles, made necessary by over-production and under-capitalization.

THE WHEEL urged the leading firms to take the initiative. THE WHEEL particularly urged the Board of Trade Executive to take up the questions of standard price and maintained price, and to give those questions an impartial and thorough discussion. THE WHEEL is now in a position to state that the Board of Trade Executive did not fail in its duty, and at the last meeting of the Board, its Executive (at which there was a full attendance, each man among the twelve representing firms among the most important in this country), the question of high-grade list price was exhaustively discussed, and the result of that discussion, after strenuous and eloquent arguments on both sides of the case, was an understood agreement that the '97 price on high-grade bicycles will be \$100.

Up to that time about a dozen of the makers of our best bicycles—wheels of stanchness and style—had already announced their price of \$100.00, and, in some cases, \$115 and \$125. The courage indicated by their early announcements is worthy of commendation, and now that the pioneers in a standard \$100.00 price have been followed by practically concerted action on the part of the Board of Trade Executive, there is no reason to believe that the price for the best wheel will be less than \$100.00.

Of course, it is to be expected that some among that large army who scribble in the daily press sensation and balderdash, will at once commence to pooh-pooh a \$100.00 price and will endeavor to instill into the public the idea that such a price is fictitious, exorbitant and illogical—that it cannot be held; that there will be a slump later on, and that the proper and only thing to do is to "wait" for that slump. It is unfortunate that the editors, both managing and departmental, of the great dailies, are not able to give such matters a more careful espionage, in which case the greater mass of this fictitious matter would not percolate through the public print. These managing and departmental editors would first know that their papers should not be used to batter down a trade which has just passed through a deplorably bad season. These managers would know also that never again will the American public have a deluge of cheap wheels such as the season just closing has produced. These editors would learn that conservatism is now the order of the hour.

Some forty firms of importance have failed during the year, and, of the many firms who are left—the majority of them good, and some few not so good—hardly any are doubling up or extending their capacity. Most of them, in fact, will be satisfied with producing next year exactly the number of

wheels they are certain they can sell, exactly the number of wheels the public will take at a profitable price. The keynote of next season's bicycle trade is—Production in accordance with demand. When the season opens, few factories will have their store-rooms loaded up to the roof with product, waiting for the influx of orders and the outflow of bicycles. They will have on hand only moderate sized stocks, and if they find it possible to sell more wheels than they had at first provided for, they will be in a position to crowd on some extra stock, since most of them have arranged their plans with that possibility in mind.

There have been very much in evidence this year two kinds of wheels, the very good and the very bad. The very bad have been more in evidence than ever before, and have been sold at lower prices than ever before. The public has absorbed them, but the firms who have made them have not been prevented from going to the wall. The cycle trade is now happily rid of them. In many cases they were capital-less adventurers or impecunious faddists. Their product and themselves are well out of the way.

In the season of '97, the public, so far as we can see at present, may, at times, have to wait for the better class of bicycles, and will have to pay living prices for them. We make this statement in view of the expected revival of business, which must revive with the new change in Administration, which especially must revive after capital and energy have been so long dammed up, waiting for occasion and opportunity.

Now that the list price of high-grade wheels has been practically settled, some of the talent of cycle merchants should be devoted to maintenance of price. Few will be prepared to say that a cast-iron agreement can be drawn up and lived out; but some preliminary work can be done. A spirit of mutual confidence can be inspired among the makers of high-class wheels. They can do much for one another, and in the end all will benefit.

Of course we must still expect some "Cheap Johns" in the bicycle trade; for the capitalist who wants to get out, the man who has bitten off too much, the man who makes wheels which won't sell, and the man whose wheels cost him too much—all these will want to unload, and a few of them must always be with us. But, in the main, the trade has been cleansed, purified and strengthened, and its capacity more or less limited. Even some of those firms against whom there has never been a breath of suspicion, have had their fingers burned badly during this year. They have learned order and conservatism and the necessity of sticking to the legitimate, for only the legitimate is profitable in the long run, and no business man who is in business for a day or a summer is a business man. He is an interloper, a saunterer on the business thoroughfare—oftentimes a commercial criminal since he ruins not only himself, but robs others of the legitimate reward of investment and labor.

FOR A CYCLE SPEEDWAY.

WHEN some two or three years since the desirability of a speedway for cyclists was suggested to THE WHEEL we gave as our opinion that the time was not ripe to advocate such a measure, except on a limited scale. We suggested that the Park Commissioners be petitioned to set aside "the Circle," an out-of-the-way spot in Central Park, for speeding purposes. This was done, but the authorities turned discourteously deaf ears to the appeals.

In the interim work on the million-dollar Harlem Speedway has progressed with reasonable dispatch, but not fast enough to please the horsemen for whom it is designed. Possessed of "pull," they last week had railroaded with amazing swiftness through the Board of Aldermen a measure setting aside two splendid avenues whereon they may speed their horses to their hearts' content, and without fear of arrest, which will serve their purpose until the Speedway is completed. Meanwhile the cycling scorcher is left to his thoughts and to the condemnation of the press and public.

Under the law of 1887—the Liberty bill—we believe he has as much right to use without limit to pace and without hindrance any highway or byway that is or may be set aside for the speeding of horses. We do not believe that he can be barred from either Central or Jerome avenues, or from the Harlem Speedway when it is completed. Should this be done, or an arrest follow, it will furnish splendid grounds for a civil suit. The law seems quite clear on this point. It says:

"The commissioners, trustees or other authorities having charge or control of any public street, public highway, public parkway, driveway, or public place in this State, shall have no power or authority to pass, enforce, or maintain any ordinance, rule or regulation by which any person using a bicycle shall be excluded or prohibited from the free use of any public highway, street, avenue, roadway, driveway, parkway, or public place, at any time when the same is open to the free use of persons having and using other pleasure carriages."

That discrimination against bicycles should be impossible was the one intent of the law. To grant horsemen the right to scorch and to deny it to wheelmen is certainly discrimination and manifestly unfair. Against the desire of horse owners to possess a speedway, we have naught to say. We know the exhilaration that comes from a drive behind a lithe-limbed trotter. Against the action of the Aldermen in providing means for the pleasure we have naught to say. But we do maintain that they must now make similar provision for wheelmen, who outnumber the horseowners 100 to 1. None but the scorching extremist will care to encroach on the equestrian's preserves. The element of danger is too great and, more than this, it is well known that the soft road surface necessary for horses is almost fatal to cycling enjoyment.

We are all prone to rail against the scorcher, but at heart we know that he is seldom as

black as he is painted. He is thoughtless and indiscreet, but as a rule he is a most skilful rider. He knows how to properly handle himself and his wheel, but he selects the wrong time and place to extend himself, possibly because there is no right time and place, race tracks and race meetings excepted.

As we said last week, there is as much exhilaration in speeding a bicycle as in speeding a horse; perhaps more. The wheelman who has never exceeded the dawdling legal limit of eight or ten miles per hour has never experienced it. He is, however, a "rara avis," as we all know. The desire to "let out a link" is human. Not to "let out" occasionally is to lose the quickened heart beats, the expanded lungs, the glowing cheek, the brightened eye, and the tingling coursing of the fresh, warm blood in every vein. Eight miles per hour scarce moves the sluggish blood. The same impulse that moves the horseman to desire a speedway moves the cyclist to scorch, even at the risk of arrest, no matter where he is.

The authorities have provided for the few hundred horsemen. They should now make provision for the many thousand wheelmen. If New York City can afford to expend \$1,000,000 for the former, it can afford \$100,000 for the latter. The smaller sum will easily construct a path such as the Coney Island wheelway, than which no better cycling speedway could be asked. The time is now ripe for the advocacy of such a demand. The clubs and New York wheelmen generally should take action. In the face of what has been done for horsemen, we do not see how the authorities can reasonably refuse to heed the demand.

THE FRONT SEAT.

TO BE a success in these times we must own a horn and toot it continually. To get a front seat in the grand stand past which rush the record-makers of trade, we must walk in, push our way past slower men, and take the seat; and we must look as if we not only owned it, but had a mortgage on all the private boxes, and could occupy any one of them if we so desired. The man who wants to succeed must struggle for this front seat, even if he has to jostle the real owner and put his umbrella down on his soft corn. Once in a while he may be set back where he belongs, but he will get in front oftener than if he should wait to be invited forward.

The world has not time to analyze character, weigh merit and to decide as to the relative ability of men. This is a fast, hurrying, rushing world of ours, and it is very much influenced by the value that a man sets on himself. If he says: "I am the greatest designer and the largest manufacturer of bicycles in the country," the world is apt to take it for granted that he is, rather than go to the trouble of holding a civil service examination of his merits. If he says: "I am but a poor, ordinary, everyday cycle maker," the world will say: "You look like it; get out of the way."

We have taken a practical, worldly view of the matter, and the amount of moral ethics in

this article may seem to you limited, but there is truth enough in it to bulge out at the edges and split up the seams, and the timid advertiser should find therein food for much thought.

WHIRLIGIGS AND CURLYCUES.

MANY ingenious but otherwise worthless cycle inventions are constantly challenging our attention. They occupy a large share of the news of the day, and the people are successively interested in and excited over the promised wonders to be accomplished. We hear a great noise, we see a bright flash, and then there is silence and darkness.

As to the things which are merely novel or ingenious, it is one thing to think up those things, even to the minute details of them, but it is quite another thing to deliberately and with great perseverance go to work and make them. Every inventor, when racking his brain for some device or arrangement to accomplish a given purpose in cycling, has all kinds of whirligigs and curlycues come through his head.

Among the arrangements thought of, some are evidently absurd and impossible, some barely possible, some possible and practical but costly or complicated, some cheap and simple but otherwise less satisfactory, and so on, the devices in various shades of excellence thronging through his brain, and his supreme function is to make the best selection and application possible out of a host of possibilities suggested, and never to be carried away by the novelty, the ingenuity, or the complication of a device, as the patent reports each week show so many evidently are, to their misfortune.

According to the prices established by New York Magistrates in imposing fines, the privilege of running down other users of the public highways by drunken cabmen and truck-drivers is only worth \$3, while that of committing the unpardonable crime of riding a bicycle without a lamp is valued at \$5. Verily, Solomon was an idiot when compared to a New York Magistrate!

It is pleasant to reflect that mannish-appearing wheelwomen will always be an insignificant minority in cycling.

A fool is born every minute, and the supply of fool bicycles for him to ride are invented in the same proportion.

What we wish to remember we must thoroughly possess. If it is in the line of building a bicycle, we must be master of it, not only laboring diligently, but in understanding each step, being interested in each detail, seeing the relation of each part to the whole, and cultivating a determination for excellence.

You know a great deal about a rider when you know what kind of rider he isn't.

The infant cycle prodigy is usually an infant nuisance,

TESTED AGENTS AND ADVERTISING

As a Result Their Books Balanced Beautifully, and the Cycle Papers Proved Their Worth.

One of the concerns which is feeling at peace with itself and with all the world as a result of the year's business is the Iver Johnson Arms and Cycle Works. E. H. ("Ned") Wilcox, who manages the cycle interests, reflects the contentment.

Despite a season of adversity in the trade, the Iver Johnson people came through without the loss of a penny, although marketing some 10,000 wheels, and with the services of but a single traveller—a record deserving of a plume. One account required the services of an attorney to settle, but that was straightened out satisfactorily to the Fitchburg firm. The secret of the record? Wilcox had a financial idea of his own, which worked as he expected. By a simple test an agent whose account remained unpaid beyond a certain period was rated undesirable, and was courteously relieved from service. It required some courage to carry out the policy, but the end abundantly justified the means.

In addition to proving the financial worth of agents, Mr. Wilcox also made a thorough and practical test of the channels—the advertising mediums—through which business reached the Iver Johnson Works. The result is a glorious tribute to the cycling press. Mr. Wilcox says, without reserve, that nine-tenths of their business is directly traceable to the cycling publications in which they were represented. The Iver Johnson wheels were advertised in nearly all of the prominent weekly and monthly periodicals, as well, so that the result can scarcely be termed a chance hit. All were given the same test. No business inquiry was suffered to pass unnoticed or uninvestigated. If it failed to mention its source or inspiration a polite and nicely worded request, inclosing a two-cent stamp for reply, and seeking enlightenment, went from the Fitchburg factory. It is these replies and on the business which followed that Mr. Wilcox bases his testimony. He went into the matter very thoroughly, with purpose aforethought, and without prejudice. The investigation was impartial, and was conducted on the only feasible plan. The result will probably astonish some of the gentlemen who are inclined to the placing of an advertisement in the light of a benevolent or philanthropic contribution.

Located in a quiet part of Fitchburg, Mass., and partly surrounded by a picket-fence, the four big symmetrical brick buildings and as many more substantial outhouses of the Johnson works in themselves constitute quite a settlement. Capable of producing 15,000 bicycles and more than half a million pistols each year, the capital represented is not difficult to conceive. The plant is splendidly equipped, and, as seems usual in New-England factories, there is a place for everything and everything is in its place.

After having parts and processes explained by such a clear, untechnical and logical, and yet far from boastful, talker as "Ned" Wilcox, one cannot leave the place without being convinced that Iver Johnson cycles are thoroughly good cycles. Wilcox can pick up a threaded screw or bolt or other part of the wheel and point out the beauties, the smooth, well-finished spirals of such a minor point as lath-chased threads or take up the big, rough drop-forging which is worked into the head and head connections of the Iver Johnson and go into the fine points of drop-forgings so that none can misunderstand. And, truth to tell, this forging is a magnificent specimen of the art, which is not such a far-fetched

definition as some might imagine. The entire head of the wheel is a solid piece of steel, bored out and finished until it becomes steel tubing; the spurs for connecting the top and bottom bars of the frame form part of the same forging, and are bored taperingly, rendering reinforcement unnecessary. Wilcox will ask you whether heads made of steel, in which the atoms have been compressed under the terrific poundings of giant hammers, are stronger and better than those formed of steel which has been drawn and the atoms spread out to a great length. He will give you a few more like that. You may scratch your head, but unless you are amazingly clever you will have a time of it in combating him. The average man will be convinced and leave full of respect for Wilcox and the wheels he sells.

WAS NOT INTERESTED IN HATS.

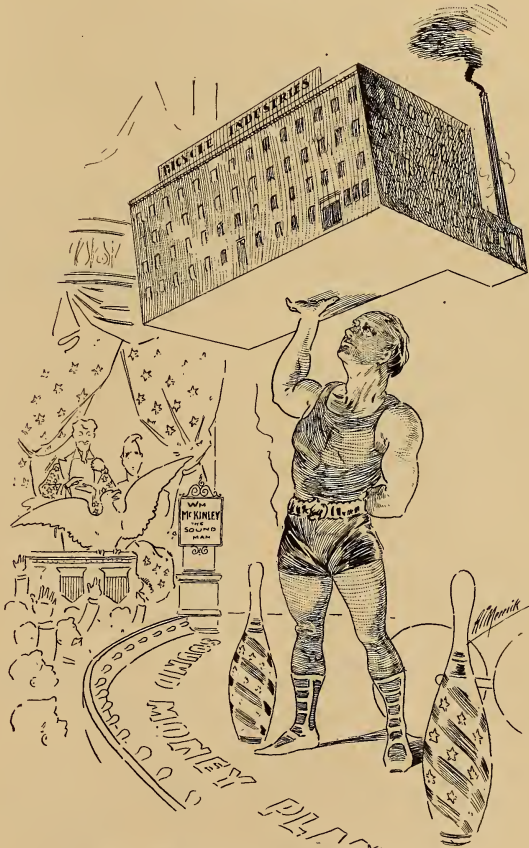
Mr. Slooper came in the other day from the Boulevard and told Mrs. Slooper all about Mrs. Smartelos's new cycle costume.

"It was great," he said. "It had a skirt that came about up to her knees, and knickerbockers underneath. The skirt wasn't one of those full things, you know; it was real scant. Then there were golf stockings and low shoes just the same color as the suit, a sort of dusty brown. And the stockings!"

"What sort of hat did she wear?" interrupted Mrs. Slooper.

Mr. Slooper was silent for an instant. Then, "I didn't look at her hat," he said.

HIS TURN NOW.



The strong man of the hour, and what he is expected to do.

WORTHY THE WHEEL HE RIDES.

On the Texas circuit Floyd A. McFarland, of the Monarch team, did some brilliant work, winning eleven firsts, three seconds and one third, Gardiner, Wells and Stevens were the biggest men pitted against him.

AGAIN LAWSON DIDN'T.

At the Coliseum, Nashville, October 29, a match race for three miles took place between Lawson, of Chicago, and Woodward, of Nashville. Woodward won in 6:51 1-5.

On the Merrick course last week A. G. Releya, K. C. W., rode five miles in 11:31 3-5, breaking the New York State record by 10s.

CRYSTAL PALACE CLIPS.

Two amateur records were clipped at the Anerley meet in Crystal Palace, London, October 17. Clark and Battersby placed the tandem mark at 1:56 1-5, and A. G. Wright put up a new hour's record of 29 miles 454 yards.

CREDITED WITH THIS.

W. L. Eckhardt, of Baltimore, is credited with riding an unpaced mile, straightaway, on the York road in 1:37 last week.

As a novelty the managers of London's new racetrack at Crystal Palace have offered a prize for a race on ordinaries.

COUNTING THEIR MONEY.

British Cycle Companies Reporting Their Profits to Stockholders—Some New Tandems.

London, Oct. 24.—As the result of an annual tour of discovery in the Midlands, the object of which is to obtain early information regarding new features and designs, I cannot say that I have unearthed much that is novel, but I have seen quite enough to convince me that there will be terrific competition here next summer. Huge concerns like Humpers, the Raleigh, Singer and Coventry Machinists companies have practically provided for a doubled or trebled output, so that there will be no lack of high-grade home product. I think that I have before pointed out that almost everybody is building new premises in order to cope with next year's anticipated trade. Without any doubt the output from the English factories will be double what it has been, so that any American firm which has not provided itself with good representatives here and made its arrangements satisfactorily now need scarcely think of attempting to do so in the spring.

From a financial point of view the present is a very slack month. Very little stuff is being delivered, and, as accounts have been fairly and promptly met by buyers, owing to the good season, there are few outstanding accounts to worry over.

Balance-sheets are still appearing. The Raleigh report discloses a profit of £22,000 and an ordinary dividend of 10 per cent. The Coventry Cross Company (late Warman & Hazlewood) also declare 10 per cent; Alldays & Onions, 10 per cent; Cycle Components, 20 per cent, but the Rudge-Whitworth Company have not been in a position to do more than pay their preference claims and wipe out half of last year's losses. The Raleigh dividend was a trifle disappointing, as the £1 shares rose as high as 35 shillings on the strength of reported big profits—they now stand at 30 shillings. The Coventry Cross and Alldays & Onions results are agreeable surprises, but the others are also disappointments to shareholders. The Cycle Components were reputed, as I reported recently, to have made profits amounting to £170,000 on a capital of £160,000, and the £1 shares touched 90 shillings on the strength of a huge dividend, which was confidently expected. The "prophecy" proves to be nearly correct, as net profits amount to £180,000, of which £153,000, however, was obtained from sales of patents and proprietary interests on the Westwood rim, the Hudson Tube Company and Carter's gear case. All this has been put to reserve, and the dividend declared out of the ordinary profits. This is, no doubt, a sound business policy, looking at the present inflated condition of the trade, but, all the same, some people who buy £1 shares in a cycle concern at 90 shillings demand more than 8 per cent for their money at present. The Rudge-Whitworth, however, is the most grievous disappointment, and the ordinary £1 shares which had been fairly steady—about par—for some time, dropped at once to 13 shillings.

Humber & Co.'s balance-sheet is expected shortly, and I am told that it will disclose a net profit of £100,000. If this be so, and I have no reason to doubt it, the £1 ordinary shares are bound to appreciate rapidly, as they stand at 30 shillings as I write.

The John Griffiths Cycle Corporation, who advertise themselves as the largest retail cycle dealers in the world, are losing or relinquishing a few of their leading lines. For instance, the New Rapid makers have closed

their accounts, and now the Raleigh, one of their best selling lines, is about to pass into other hands. I hear various reasons assigned, but I will probably be very near the truth when I surmise that these firms have taken umbrage at the Corporation deciding to use a full line of its own wheels—the Dunlop—in first and second grades. These machines are built for them by the Cycle Components Manufacturing Company, and already J. W. Stocks has made them famous by his brilliant riding on a "second" grader. The J. G. C. C. balance-sheet is nearly due, and is expected to be a good one, but I "hæe ma doots," as the Scotchman said.

About the beginning of the year the Osmond people brought out a new design in tandems to meet the desire gradually growing for a machine on which the lady occupies the rear saddle. I saw that machine then, so that I must confess that I was much surprised to find in the Raleigh depot in Nottingham a tandem on exactly similar lines. Osmond specialties in the way of D section forks and the single bottom backbone are eliminated. This is the Raleigh tandem referred to:



It is claimed that the machine is even more rigid than an ordinary racing tandem, though no reasons were given me, and I can see none beyond the weight, which is 55 pounds, as compared to 40. The chief dimensions are 26-inch front frame, 21-inch back, 5 1/4-inch rear tread and 66 1/2 gear.

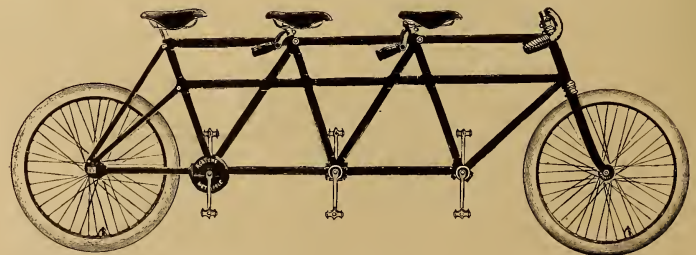
The Coventry Machinists shareholders met the other day and talked a good deal about annulling their contract to sell their company, made some months ago, because the purchase had not been completed so far as handing over the coin went. That they had some reason on their side is, I think, shown by the fact that the purchasers who have not completed their part of the agreement will become possessed of £54,000 which has been earned in profits since the transfer was agreed on.

FOR SOCIABILITY'S SAKE.

Humber & Co., that is, the American factory, are experimenting with a companion or social bicycle, and will probably market a limited number next season.

COLORED UP.

Whene'er he had punctured,
His patriotic grew;
His face got red, he then turned white,
And made the air look blue.



Marle & Co., who make the Acatene-Metropole or chainless cycles in Paris, have applied the bevel-gearing not only to men and women's bicycles, but to tricycles, tandems and triplets. The lightest single is catalogued at

IN GOOD COMPANY.

Chicago, Nov. 1.—Gus A. Pleus, manager of the bicycle interests of the A. F. Shapleigh Hardware Company, of St. Louis, was a welcome Chicago visitor last week. He was busily engaged looking over the bicycle and sundry field, with a view of placing his orders for '97 stock immediately succeeding the election. He made a pleasant acquisition to the large crowd of bicycle people at the Wellington Hotel, among whom are Montague Perrett, of the American Dunlop Tire Company; William H. Cahn, of New York; Fred S. Dickinson, of the Reading Tire Company; also F. W. Heustis, manager of the same concern; Messrs. Thayer and Jones, of Hamilton-Kenwood Cycle Company, and the jolly Wilbur F. Knapp, from Hooker & Co., San Francisco.

MADE IN MADISON.

D. D. Warner's trip to this part of the country was prolific of results. A number of export orders were closed and the Eastern agency for Warner cycles placed with C. J. Stebbins, No. 103 Reade street, this city. The Warner, made in Madison, Wis., is comparatively a new wheel hereabouts, but Mr. Warner states that Eastern criticism was so favorable that he has reason to expect good business. Wheels will be ready for delivery December 1.

WANT WHEELMEN'S HELP.

The co-operation of the wheelmen of New York State has been asked by the president of the Society for the Prevention of Cruelty to Animals in having enforced the law making it a misdemeanor to place in the street any article or substance likely to injure any animal. Bicycle tires share an equal risk with the hoofs of horses by the non-enforcement of the law.

SHOOTERS FOR THE SHOOTERS.

Folks who wonder what become of all the bicycles that are manufactured might profitably turn their speculation to firearms. In the Iver Johnson factory at Fitchburg, Mass., where both wheels and shooting irons are made, no less than 1,800 pistols are turned out daily when the plant is going full tilt.

AN OPENING IN ITALY.

Baldi Brothers, Florence, Italy, are in position to handle a line of American wheels, cycle accessories and sporting goods. No out-of-date stock is wanted. It is explicitly stipulated that only '97 goods are desired.

Transcontinental tourists claim that the particles of sand in the breeze blowing off a desert are the quickest possible destroyers of a tire. The air and sand are nature's sandblast.

twenty-four pounds, and sells for \$125, the same as the chain-gear machines made by the firm. The catalogue, in which the G. & J. tire figures conspicuously, is quite American, both as to cover and arrangement and style of the printed matter and illustrations.

HARTFORD TIRES.

Before deciding on next year's tires remember that

Hartford Tires are the Original Single-Tubes.

We made them for years while other makers worked along a different line.

Hartford Tires are the Best-Known Single-Tubes.

When anyone speaks of a single-tube tire you think of a Hartford at once.

Use tires with an established reputation.

Your wheels will sell easier.

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Is just as strong as

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This diagram does not show how much stronger and more durable our tube is than the usual quality in the market because it does not include the always bad and more or less uncertain effects of "pickling." By ordinary methods tube is annealed in the open fire and pickled from eight to twenty times, according to finished size. By the use of a patented annealing process, controlled by us for tube making, our tube never comes in contact with the fire and is never pickled. There is no "theory" about this. Our thorough tests show that even with the greatest precautions in pickling (not usually taken), pickled tube is weaker and more brittle than tube made of the same material without pickling. Send for a Catalogue.

THE POPE TUBE CO.,
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While weight for weight in a Bicycle FIFTY CARBON Steel will last so long

and TWENTY-FIVE CARBON Steel will last only so long

Kindly mention The Wheel.

ROUND THE RECORD BUSH.

"Way Down South in Dixie" the Ecks-ites Are Plucking Record Plums.

Nashville, Nov. 2.—Ever since Wednesday of last week there has been an almost continuous shaking of the record tree at the Cumberland Park track. The result is that many of the choicest of the plums have fallen to the untiring energy of Johnson and his mates. On Wednesday the weather was perfect for fast time. Johnson first went for the half-mile, paced by a sex and a quad. He succeeded in lowering the half-mile record to 47 seconds, cutting the mark of 47 4-5 seconds by Kiser, made at Coronado. In the ride, through an error, Johnson went 100 feet over the distance, the correct time being equal to 45 2-5 seconds.

In the quarter-trial the quad carried the sextuplet to the tape with Johnson trailing, and the latter flew with the men, crossing the tape in the phenomenal time of 20 2-5 seconds, about eight feet back of the big machine.

The quadruplet team, captained by Frank Waller, with Myers, of Minneapolis; Bradis, of Chicago, and Staver, of Portland, cut the half-mile unpaced record to 49 4-5 seconds, breaking the record of 52 seconds by the Grace quad in England.

On Thursday four records fell. To make his half-mile decisive and correct in distance Johnson first went for the mark again, and not only beat the time, but made a large cut in the estimated time. He made the half-mile in 44 1-5 seconds, which is 3 3-5 seconds lower than the record formerly held by Kiser.

Next the third-mile figures were altered. The mark was 30 2-5 seconds, held by Kiser. Johnson reeled off the first quarter in 20 seconds, two-fifths of a second lower than his previous day's record, finishing the third in 27 4-5 seconds. He was paced by the quad and the sex to the tape. Later Waller, Myers, Bradis and Staver placed the quad record, unpaced, for a third at 31 1-5 seconds, and the triplet record for a half was lowered to 48 2-5 seconds by Phillips, Bradis and Myers. On Friday Johnson was not lucky. He missed the mile record by two seconds, and the unpaced quarter by one-fifth of a second. Phillips and Wing, the tandem team, broke the quarter-mile unpaced record, doing 22 3-5 seconds, the broken record being 23 2-5 seconds by Kiser and Randall at Coronado. The official half-mile unpaced tandem record was lowered by Phillips and Bradis, who did 51 1-5 seconds, lowering 52 3-5 seconds by Taylor and Hewitt. Weing and Steenson established a third-of-a-mile unpaced tandem mark of 32 2-5 seconds. Weing, Davis, Steenson and Phillips on a quad tied the unpaced quarter-mile record of 23 seconds for that machine.

Johnson's efforts on Saturday were again centred on the mile. He made three attempts, all of which were failures. He has, however, the honor of riding the three fastest miles ever ridden by one man in a day. In the first trial he finished in 1:42, the second was in 1:40, the third in 1:41. He closed the week's work by changing the three-quarter mark of 1:15 3-5 to 1:13 2-5. Failure in the mile attempts was laid to the cross wind and to the fact that the pacing crews have taken part in races every night at the Coliseum indoor track and had become weary. Horse-racing at the track this week compelled the team to break camp, and on Monday they left for New Orleans, where Michael will have his innings. He will go for all figures from three to a hundred miles. Ten records is the result of the week's work here.

Michael's work at the Coliseum resulted in a new ten-mile indoor record of 21:27 3-5.

CANADIAN TIME CONQUERORS.

Canadian records have also had a thorough shaking-up during the past week. The Brantford track has been the scene of the greatest activity. On October 28 Angus McLeod started the game by riding a quarter-mile paced in 0:25 1-5. The quarter-mile professional record, unpaced, standing start, was broken by Fred Westbrook, time 29 seconds, beating the record 1 1/4 seconds. The mile open record, amateur, was broken by R. O. Blaney; time 2:03 3-5; former record, 2:05. The two-mile amateur record was also captured by Blaney in 4:23; previous record, 4:29. The one-mile flying start, paced, was won by Angus McLeod, time 1:53 2-5, beating the record 3-5 seconds. In the half-mile amateur tandem, flying start, Boake and Tucker rode it in 54 seconds, beating the Canadian record 8 seconds, and making a new world's amateur record.

On October 31 the wind blew at the rate of forty miles an hour, and no attempts were made over a quarter of a mile. With the exception of about twenty yards at the start the wind was on the backs of the riders. Tucker and Boake, who are about the fastest tandem team in Canada, first lowered the quarter-mile tandem, flying start, to 0:24 4-5. Next McLeod took a try. Paced by two tandems he finished in 0:24 1/2. Westbrook afterward cut the paced, standing start, to 0:28 4-5.

At Toronto on October 30, John Davidson rode 26 miles 1,599 yards in the hour at the Hanlon Point track, cutting the amateur figures from 3 to 26 miles. On the following day A. McEachran rode two miles, flying start, paced in 4:11 1-5, the former record being 4:45. Frank Moore lowered the unpaced standing start amateur quarter to 0:31.

SMELLING A MOUSE.

There is a hazy feeling in Buffalo over the legality of the time made by L. George over the Erie-Buffalo course—4 hours 25 minutes—cutting deeply into A. B. McDonell's alleged time of 4:40:09. Although McDonell's figures were accepted by the Century Road Club, there are many who entertained the belief that the time was "faked." Efforts are being made to secure affidavits from the timers and checkers who officiated at George's last ride, but there is, nevertheless, a feeling that he must have ridden something faster than a cycle. George has offered to substantiate his claim for the record by going over the course again. George made a claim for the record last season, which was not accepted, and it seems strange that experience did not teach him the necessity of having proper officials.

EVEN IN PHILADELPHIA.

Philadelphians, too, have the record-breaking fever. At the Point Breeze track October 29, W. G. Douglass, of the University of Pennsylvania team, went for the amateur paced record for ten miles, and got in, incidentally cutting the times for eight and nine miles, as well. A quad carried him the first five, and alternated with a tandem during the last five. His times follow:

1	.....	2:10	|	6	.....	13:28
2	.....	4:22	|	7	.....	15:42
3	.....	6:38	|	*8	.....	17:54
4	.....	8:56 4-5	|	*9	.....	20:09
5	.....	11:15	|	*10	.....	22:13

*Records.

Later Hill and Gardiner cut the amateur tandem mile record to 2:02 3-5.

TO SLOWVILLE AND BACK.

Albert Peitscher, of the Yorkville Wheelmen, negotiated the New York-Philadelphia and return course in 18 hours 17 minutes on Sunday last, Peitscher's friends claim

this as the record, overlooking Richman's figures of 17 hours 17 minutes, said to have been made on the previous Sunday. He was paced both ways.

H. J. McGrane, of the Century Wheelmen, started shortly after Peitscher and galloped on him on the outward trip, cutting down the record for one way to 7 hours 45 minutes. On the return journey he fell and broke his kneecap by running over a chicken.

MAY NOT BE SO LAUGHABLE LATER ON.

A despatch to a Boston paper relative to the safe arrival of the Butler brothers in London says: The advent of the Butlers in Paris will be received with no end of amusement, for the French riders have begun to think that America had sickened of contests in this part of the world. Tom Butler will surprise the Parisians. They will look at this slight built lad with incredulity. They will laugh to themselves of what they think must be the finish.

ACCIDENTS AND CONFUSION.

Probably a more unsatisfactory event never took place than the ten-mile road race of the Iroquois Wheelmen on the Hudson County Boulevard on Tuesday. The winner was disqualified for accepting pace, and the next two men collided near the tape. One had an eye gouged out and the other sustained two broken ribs. This so rattled the officials that they failed to score the positions of any of the following men, and the affair ended in utter confusion, although the judges finally awarded the race to A. Michel.

TRYING FOR A TRIANGULAR.

As a result of the recent team race between Long Island clubs, efforts are being made to arrange a triangular race between the victors, the Pathogue Wheelmen, and the Kings County Wheelmen and the South Brooklyn Wheelmen. The finish of the last race was extremely close, and the K. C. W. team blame the loss to the interference of a farm wagon near the tape.

DIDN'T RIDE LIKE HIS NAME.

Memphis, Tenn., Nov. 3.—Cooper was defeated by Jay Eaton in a three-mile match race for a purse of \$500 at the Coliseum tonight. He finished in 6:31, erasing from the slate the indoor record of 6:44 by Mertens. The men were paced by a tandem. Gilbert Logue cut the half-mile indoor record from 1:04 to 1:02 1-5.

PEDALLED FOR IN A PALACE.

London, Oct. 31.—At the Crystal Palace today McGregor and Nelson, on a tandem bicycle, broke the record for from thirty-two to fifty miles. They covered the latter distance in 1:47:08 2-5.

At Catford, Colliver and Chinn established a new tandem record for a quarter of a mile, with a flying start. Their time was 0:24 3-5.

BEAT THE BROTHERS' BEST.

London, Oct. 28.—At the Crystal Palace today McGregor and Nelson regained the five-mile tandem bicycle record, covering the distance in 9:21 3-5, beating the time made by the Chase brothers yesterday by 1 2-5 seconds. They also beat all records for three and four miles, finishing the fourth mile in 7:24 1-5.

CUT AND SHAVED.

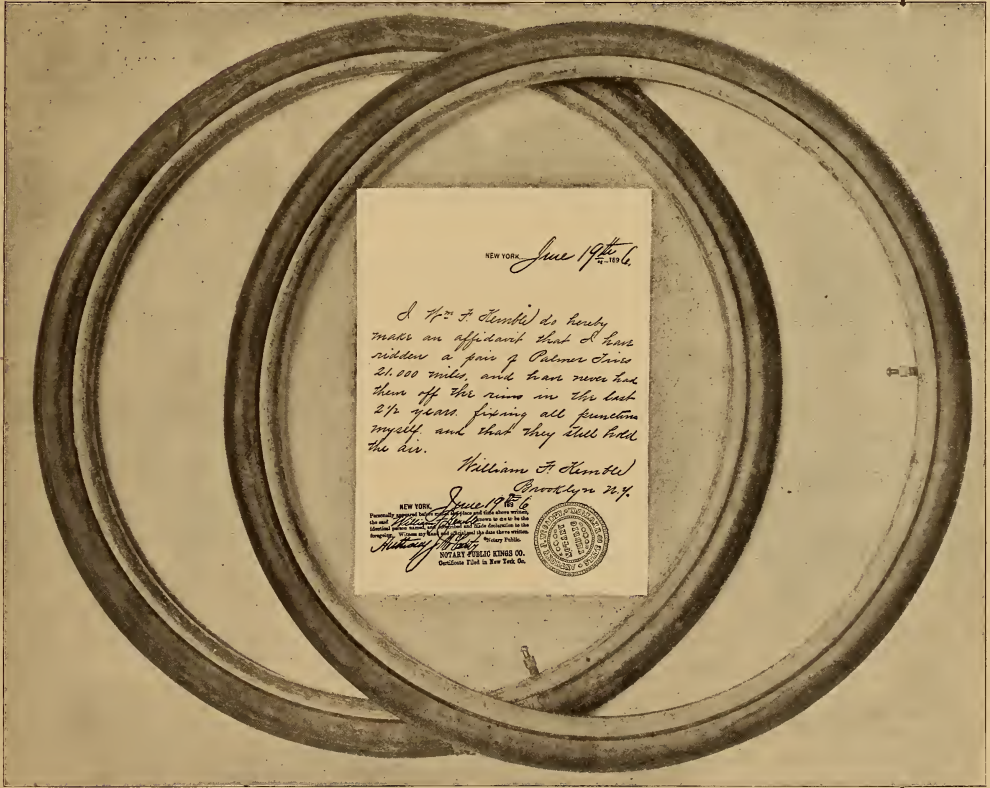
New York State records were the marks at which H. K. Roe aimed at the Pathogue track on Saturday last. He cut the five-mile figures from 11:19 to 11:11, and shaved the ten-mile to 22:53 1/2. He was paced by two tandems and a triplet.

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66 READE STREET

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PEOPLE LACKED FAITH.

Philadelphia's last meet of the season was run at the Tioga track on Saturday last. It was promoted by the local professional riders, the men who have declared their intention of governing cycle racing in that city next year. Their debut as promoters was discouraging. In point of attendance it was a frost, scarcely a handful of spectators being present, although the day was perfect. The fastest riders of the Quaker City were on hand, and they put up some excellent times. E. Aker, with a standing start, rode a mile in 2:00 4-5; Douglass, the amateur rider, rode the same distance unpaced in 2:01, and a half-mile paced flying start in 0:57 1-5, and B. E. Stevens covered a third of a mile in 0:37 1-5.

The meet wound up with an attempt for the hour record by H. E. Bartholomew. He was poorly paced throughout, but succeeded in doing 25 miles and 980 yards inside of the given time, increasing the best previous figures on the track made by Starbuck by about 200 yards. The times made in the three contests were uniformly slow. Summary:

Professional mile, scratch—1, E. S. Aker; 2, H. E. Bartholomew; 3, W. S. Keil. Time—2:30 1-5.

Professional, one-fourth mile, scratch—1, H. E. Bartholomew; 2, E. S. Aker; 3, A. C. Meixell. Time—0:36.

Amateur mile, scratch—1, W. G. Douglass; 2, N. H. Cressy; 3, W. Wignmore. Time—2:30.

Amateur, one-half-mile, scratch—1, W. G. Douglass; 2, W. H. Cressy; 3, J. B. Clift. Time—1:20 3-5.

Trial against one-half-mile—W. G. Douglass, flying start, paced. Time—0:57 1-5.

Trial against time, one-third-mile—B. E. Stevens, flying start, paced. Time—0:37 1-5.

Trial against time, one mile—E. S. Aker, flying start, paced. Time—2:00 4-5.

Trial against time, one mile, flying start, paced—W. G. Douglass. Time—2:01.

K. C. W.'S ANNUAL.

Over the Merrick course the Kings County Wheelmen held their annual "twenty-five" on Election Day. It resulted in a clean sweep for the scratch men. The result: 1, C. T. Earle, scratch, 1:13:57; 2, C. M. Hendrickson, scratch, 1:13:58; 3, C. S. Henshaw, scratch, 1:13:58; 4, E. A. Laws, scratch, 1:13:58; 5, T. J. Hall, jr., 3:30, 1:17:51; 6, F. K. Pretz, 5:30, 1:20:36; 7, S. A. Southwick, 9:00, 1:30:35; 8, H. E. James, 7:30, 1:32:00.

ON GUTTENBURG MOUNTAIN.

C. M. Ertz and C. W. Dyer took the honors at the Riverside Wheelmen's meet on the Guttenburg, N. J., track Election Day. The former took the mile open in 2:29 3-5 from Tomlinson and Beam, and with W. A. Brown as mate won the mile tandem. Dyer won the novice in 2:29 4-5 and the mile for non-racing men. The five-mile club championship went to J. T. Beam in 12:15 1-5, with Ertz second.

SLOW TIME, BIG MONEY.

It isn't often that one can ride a mile in 4:25 2-5 and win \$1,000, but this is what is said to have occurred at the Springfield track last week. The event was a match race between P. F. Carrill, of Waltham, and J. F. Smith, of Albany, for a purse of \$1,000. Carrill won after a loafing race in the above time.

RACING EVERYWHERE.

An unprecedented number of club road races were run in the metropolitan district on Election Day. The balmy weather and springlike sun made going as easy as during the summer months. The Irvington-Milburn course, the Merrick Road and the Hudson County Boulevard were all the scenes of lively contests.

AMONG THE KANGAROOS.

Recent Australian advices via San Francisco report that the Rouen 100-mile road race from Bendigo to Melbourne on September 16 was won by W. S. Weld (32 minutes in 5:28:32), beating Broadbent's record by 17 minutes. At Sydney, October 26, W. L. Kerr won the mile invitation race in 2:53 4-5, and the five-mile New South Wales championship in 14:22 1-5. Over 19,000 spectators were present.

In the spring cycling carnival, attended by 8,000 people, at the Sydney Agricultural Grounds on September 25, the "great challenge race," twenty-five miles, between the Americans, Martin and McDonell, resolved itself after the twenty-second lap into the hollowest kind of contest. Martin reserved his strength until the last and won by little more than half a lap, which, in the early stages of the race he had to secure to bring him on level terms with McDonell. The time was 1:15:24 3-5. In the mile spring handicap event, won by F. Eichler, (80 yards) in 2:14 2-5, Martin was not placed.

E. A. Pearson won the fifty-mile road race on September 16, from Paramatta to Penrith, in 3:21. The Italian crack cyclist, Stephen Bolde, arrived at Sydney from Milan on September 22, and has entered the great Austral event. As Melbourne enjoys the privilege of giving the biggest prize in the world for a handicap cycling event, so Sydney is to occupy the post of honor in respect to scratch races, and \$25,000 will be given in the coming championship meeting, in which Martin, McDonell and other foreigners have entered.

HURET WAS HUNGRY.

Among the other expenses of twenty-four-hour races must be considered the one of feeding. In Huret's recent successful attack on the around-the-clock game, his commissary department supplied and Huret consumed the following: Six pints of milk and rice, four pints of Julien soup, six pints of chocolate made with milk, six pints of pure tea, no milk; four pints of coffee, fourteen pints of Vichy water, (mild soda water), twelve pints pure milk, six pounds tapioca soup, one pound beef juice, seven pounds of grapes, two bottles Rhine wine, three bottles of port, one bottle of champagne, some buttered toast, an omelette, a little Chartreuse and eighteen eggs.

NOW HE ROLLS IN WEALTH.

Only two years ago a baker's boy of Paris, too poor to own or rent a bicycle, borrowed one and finished first in a race. The name of the baker's boy was Jacquelin. To-day there appears in French papers the following advertisement:

Jacquelin, being obliged to go for his military service shortly, wishes to sell as soon as possible a turnout composed as follows: First, a Russian trotter, high-stepper, fine action, fast; second, an American buggy, by very well-known maker; third, various harness. The lot in first-class condition. Inquire—

And yet there are some people who ask, Does racing pay?

THAT LONG-PROMISED TRACK.

The Track Committee of the St. Louis Cycle Board of Trade is conferring with the owners of a large estate in that city with a view of purchasing the property for the purpose of laying down an up-to-date track. They hope to meet part of the necessary expense by making the grounds the headquarters of all the cycling clubs of the city. Their idea is to build clubhouses on an adjacent lot.

EVERYTHING FOR THE RACER.

Atlanta, Ga., Nov. 1.—If the plans of N. H. Eggleston, of the Piedmont Track Racing Association, are carried to an issue, Atlanta will become the Mecca for the record-breakers in the future. Before the winter has passed the city will possess as fine an indoor and outdoor track as there is in the country. The newly organized company has been met half way by the Atlanta Amusement Co., on whose grounds the association is going to operate. The Manufactures Building and the Georgia State buildings are to be turned over to them, and also the present outdoor track. Mr. Eggleston said in describing the proposed work:

"The first thing that will be done is to build a fine indoor bicycle track in the Manufactures Building. By our contract we are obligated to complete this feature in ninety days after the contract is signed. As to the track itself, by building a half-story all around the Manufactures Building we can put in there a six-lap track that has no equal.

"In Memphis the new Coliseum Company has a track with a radius of 188 feet, 20 feet wide, and banked 10 feet on the curves. This is considered the finest track of its kind in the country, but the proposed track here will be much better. It will have a radius of 208 feet, be 22 feet wide, and with a radius of 104 feet at the curves they will not have to be banked much. We will also have six laps to the mile.

"The track will be made of the finest wood, one by two, laid edgewise, so that the rider runs with the grain of the wood. It will be built on improved scientific principles, and intended for speed.

"In the four towers of the building we are to have living apartments given over free to the crack Northern racers if we get them here for their winter training. It is simply a perfect plan for racing men. They can come here and live right in the building with the track. On rainy days they may train just as well as in good weather, without going out. In good, warm weather they would also have the advantage of the outdoor cycle track, which will not be 100 yards distant.

"This outdoor track is to be built inside of the present track, and will be one-third of a mile in length. This track is also to be of wood, which is quite a novelty for outdoor tracks.

MARTIN AND THE GOOD THING.

It has been claimed for "Billy" Martin, who is now building up a satisfactory bank account on Australian racetracks, that a chance to secure a dollar never passes him. Not long since an Australian inventor who had patented a supplementary hand-power attachment came to Martin and offered him a fat price to use the same in a record trial Martin was billed for. In event of breaking a record an important additional price was to be paid for each record. Martin had the same proposition from the makers of the wheel and tires he used, so he was anxious to make a success of the trial.

Mounted on a ninety-six geared wheel, which weighed with hand-power gear, thirty-six pounds, Martin succeeded in doing twenty-six miles 380 yards in the hour, and his time for twenty-five miles was 57 min. 20 sec. His other figures were: One mile, 2:02 2-5; two miles, 4:08 4-5; three, 6:19; four, 8:33; five, 10:48; six, 13:03; seven, 15:17 2-5; ten, 22:14. All of which figures will be accepted as records by the Queensland League, with the result that Martin's bank account will be materially increased. It was noticeable that when Martin passed the grandstand each lap he industriously plied the hand-power gear, but once he was away therefrom he relied more upon the power of those sturdy legs of his than he did upon the freak invention.

RACING BOARD'S BULLETIN.

SUSPENDED.

Ninety days, from October 26, competing in un-sanctioned races—Clyde Roberts, Walter Frucky, Wibley Frucky, Columbus Grove, Ohio; W. E. Rudy, Lima, Ohio; Pratt Carr, Harry Oberbeck, Leray, Spitsnag, James Miller, Pearl Allen, Harry Ramp, Ottawa, Ohio.

Until July 1, 1897, competing in un-sanctioned races—Dabby Crawfis, Cartes McDowell, Alf Stamen, Ottawa, Ohio.

Ninety days, from October 27, un-sanctioned races—L. Munyon, Don Miller, J. Will Blake, Ben Brown, Viroqua, Wis.; Henry Olson, Sparta, Wis.

Until January 1, 1899, for unfair dealings in connection with cycle racing—Win Runyan, Marion, Ind.

Ninety days, from October 27, competing in amateur races after becoming a professional—C. L. Johnson and L. S. Duckworth, Keosauqua, Ia.

John T. Williams, Nevada, Mo., until prize wonfully kept by him is returned.

One year, from October 29, for repeatedly competing in un-sanctioned races and in amateur events after becoming professionals—Frank Evans, Will May, George Hunt, Owosso, Mich.

Six months, from October 29, repeatedly competing in un-sanctioned races—P. Rathaway, Owosso, Mich., and Charles Geotzen, Chesaning, Mich.

Three months, from October 29, un-sanctioned races—William Douglas, Sam Ampsoker, Jr., J. Thayer, Ernest Gould, Bert Corey, Owosso, Mich.; —Huntoon, Ovid, Mich.; —Chiles, Easton, Mich.; W. Smith, Owosso, Mich.

Six months, from October 29, competing while under suspension—Forest Bigelow, Columbus, Ohio.

Ninety days, from October 30, for entering classes to which they were not entitled to ride—Ray S. Hofheins and Joe Mahaney, Buffalo, N. Y.

Ninety days, from October 31, competing in un-sanctioned races—Albert Olsen, Clear Lake, Ia.

PROFESSIONALIZED.

L. Munyon, Viroqua, Wis., Clause B.
Don Miller, Viroqua, Wis., Clause B.
J. Will Blake, Viroqua, Wis., Clause B.
Ben Brown, Viroqua, Wis., Clause B.
Henry Olson, Sparta, Wis., Clause B.
M. I. Peatross, Richmond, Va., Clause A.
Bert Vorhes, Albuquerque, N. M., Clause A.
Al Coddington, Albuquerque, N. M., Clause A.
Horace Slater, Phoenix, Arizona, Clause A.
Macy Thompson, Albuquerque, N. M., Clause A.
George Beeby, Grand Rapids, Mich., vote of Racing Board.
Clyde Roberts, Columbus Grove, Ohio, Clause C.

L. D. Duckworth, Keosauqua, Ia., Clause B.
C. L. Johnson, Keosauqua, Ia., Clause B.
Stacey Harper, Fairfield, Ia., Clause I.
W. M. Phillips, Newton, Kan., Clause D.
Fred Hessler, Newton, Kan., Clause D.
Frank Evans, Owosso, Mich., Clause A.
William Douglas, Owosso, Mich., Clause A.
Sam Ampsoker, Owosso, Mich., Clause A.
J. Thayer, Owosso, Mich., Clause A.
Ernest Gould, Owosso, Mich., Clause A.
Bert Corey, Owosso, Mich., Clause A.
P. Hathaway, Owosso, Mich., Clause A.
George Hunt, Owosso, Mich., Clause A.
Charles Geotzen, Chesaning, Mich., Clause A.
—Huntoon, Ovid, Mich., Clause A.
—Chiles, Easton, Mich., Clause A.
Will May, Owosso, Mich., Clause A.
William Knott, Pawtucket, R. I., vote of Racing Board.

Hal Freeman, Fresno, Cal., Clause B.
Jake Reeder, Fresno, Cal., Clause B.
J. A. Jones, Tacoma, Wash., Clause G.
A. A. Johnson, Aberdeen, Wash., Clause D.
Clarence Crawford, Union, Ore., Clause A.
George L. Seager, Des Moines, Ia., Clause F.
Forest Bigelow, Columbus, Ohio, Clause A.

J. S. Bailey, Fredericktown, N. B., Canada, Clause G.

C. B. Lewis, Trinidad, Col., Clause G.
George Meirstein, Sioux City, Ia., Clause B.
William Burkhardt, Marion, Ill., Clause I.
Frederick Howard, Grand Rapids, Mich., Clause I.

Leonard Shrieve, Springdale, Ia., Clause I.
Doc Barkhurst, Rochester, Ia., Clause I.
Peter Gasper, Jr., Menominee, Mich., own request.

Albert Olsen, Clear Lake, Ia., Clause A.
Oriel Morris, Indianola, Ia., Clause B.
C. L. Stanley, Indianola, Ia., Clause B.
A. C. Anderson, Indianola, Ia., Clause B.
M. E. Miller, Mechanicsville, Ia., Clause B.
C. A. Wilson, Cedar Rapids, Ia., Clause B.
H. H. Burnside, Cedar Rapids, Ia., Clause B.
George H. Kern, Cedar Rapids, Ia., Clause B.
The Southern Pacific Company's track at Santa Monica, Cal., and track of Agricultural Association, Los Angeles, are placed upon the list of those to which sanction privileges are denied.

SACTIONS GRANTED.
November 7, Los Angeles, Cal., Los Angeles Road Club.

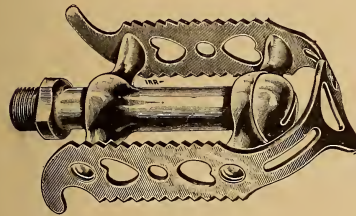
November 26, Los Angeles Athletic Club, Los Angeles, Cal.

November 14, Cycle Track Club, El Paso, Texas.

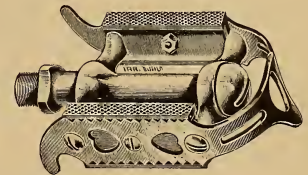
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Springfield Wrenches
Rastetter's Wood Rims, Guards and Bars
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P. & F. Saddles
U. S. Projectile Weldless Tubing
Hamilton Brazed Tubing
Fiber-Bucks'in Grips
Fay & Bowen Spokes, Nipples and Oilers

Kindly mention The Wheel.

NO SOFT SNAP.

R. L. Jefferson, the English tourist, has arrived in London, after an adventurous tour to Irkutsk, the capital of Siberia. Jefferson is no stranger to these long jaunts; in 1894 he pedalled to Constantinople; in the following year he went a-wheel to Moscow and back, from London, in forty-nine days. This year his trip has been of longer duration. Starting from London on March 21 he rode to Harwich, crossing to the Hook of Holland, and thence travelling via Rotterdam, Amsterdam, Bremen, Hamburg, Danzig, Königsberg, Riga and St. Petersburg to Moscow. Thence across the inhospitable region of Siberia to Irkutsk, which city he reached on August 17, being actually 150 days upon the road. Out of these he rode 110 days, resting, either from choice or necessity induced by bad weather, on the remaining days. On ninety-four days it rained; on two days it snowed; and only on fifty-four days could decent weather be said to have existed. On twenty-four days between Nijni-Novgorod and Ashinsk, the roadway was impassable either on wheel or on foot. Jefferson crossed thirty-four rivers by ferry boats, and passed through 2,141 towns and villages from start to finish. The total distance covered, either riding, walking beside, or carrying his bicycle, is 6,574 miles—London to Moscow, 2,380 miles, thence to Irkutsk, 4,194 miles. Jefferson has collected over 500 signatures in English, French, Dutch, German, Russian, Finnish, Tartar and Chinese, testifying to his progress throughout, and has almost daily sent postcards to both England and his Russian destination.

HYDRAULIC WELDING.

Humber & Co. are said to have discovered a process by which joints are welded together by hydraulic power. When two tubes are to be joined the one is made to fit into the other and the inside of the outer one is spirally grooved along the length of the proposed joint. Then immense hydraulic power is brought to bear inside the inner tube, which is pressed into the grooves of the outer tubing, which form a kind of mould to which the inner tube is shaped. On the removal of the water pressure the two tubes are joined together indissolubly. By this process the expense of welding will be considerably reduced, as the operation only occupies five minutes.

SHE HAS SOLVED THE QUESTION.

Cycling as a means of restful exercise now scarcely needs to be pointed out. As a woman said lately: "The beauty of the wheel's cure of insomnia, incipient nervous prostration, and the rest of the ills of the overworked is that it cures in spite of lack of faith, want of skill, or any handicap.

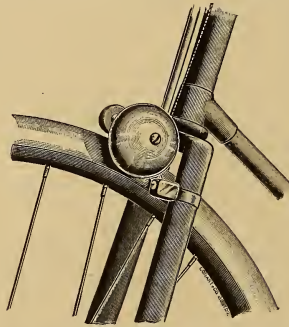
"You get on your wheel, and there is no getting away from it; it must absorb your attention; you cannot worry about the children, the house, the office, finances—any of your cares—you have got to think about your poise on the wheel and watch your surroundings, and in so doing you get out of yourself in spite of yourself. Every physician will tell you that this is all that is needed."

CASE OF TOE-TURNING.

Men's big toes used to face the others, as the thumb faces the fingers. In those happy days our ancestors could go to sleep roosting on a firmly-grasped limb. Much walking has straightened out the big toe, which was originally made for the face-about plan of climbing and grasping. Perhaps the universal use of the bicycle will turn 'em round again. Prehensile toes would be good for pedalling.

A ROTARY RINGER.

A multitude of bells are on the market, but apart from the large, obnoxious gongs which some riders have attached to the rear forks of their machines for theatrical effect, there are but few that are not intended to be fastened to the handlebar. An exception to the line is the Ericson automatic bell, manufactured by Nutter, Barnes & Co., Boston. This bell is attached to the front fork, directly over the forward wheel. A small wire runs up to



a lever fastened to the handlebar, a pressure on which causes a wheel to come in contact with the front tire, the rotation of which rings the bell. In rapid motion it sounds similar to an electric bell. The manufacturers claim it to be durable, effective, light, free from rattling qualities. It will not interfere with a brake or coasting, and is easily adjusted.

Berlin has a cycling association, to which wedded couples are alone eligible to membership.

WHEN WOMEN MEET.

It was in one of those quaint New-England towns, where the roads are but another name for a morass in wet weather, and stone patch in dry. It was cheaper for the town authorities to grant wheelmen permission to ride upon the village sidewalks than it was to build decent streets, at least the wise men in control thought so, and a law in favor of sidewalk riding found a resting-place upon the pages of the book containing the village ordinances.

The village belle, mounted on her wheel, was hurriedly riding to the postoffice to post a letter before the mail closed. Just ahead of her walked a woman in the centre of the sidewalk. Slower and slower rode the belle, and louder and louder rang her namesake; but the woman wouldn't budge. You could tell by the way she wrapped her black shawl around her that she had her teeth set.

"Will you kindly move a little?" asked the belle finally; never a move from the woman. The belle pushed on, intending to pass as the sidewalk widened. Then the woman lost her head, unset her teeth, and let her shawl go. As a result the belle struck her, and dismounted suddenly. The woman glared at her savagely.

"The road's the place for such things," she said viciously. Now the belle wasn't a "thing"; she didn't wear bloomers.

"I agree with you, madam," replied she of the wheel politely, "but as long as the Selectmen allow us to ride on the sidewalk, I shall ride there."

"I'll never move out o' the way o' one o' them things again," said the woman.

"You didn't move out of the way for me," explained the wheelwoman; "that was the trouble"; and so, having had the last word, the belle mounted and rode on triumphantly; and she heard the woman's jaws snap vindictively behind her.

NEW NEST OF A GREAT "BIRD."



To term the Barnes Cycle Company's factory a coté is to carry out the nickname of the Barnes wheel, the White Flyer, which thousands of times has been flatteringly referred to as a "bird." Behold, therefore, the

cote. It has but just been enlarged. The big, substantial five-story brick structure is an addition of the present summer. It conveys its own tale—a story of prosperity and abundant recognition of merit.



HALLADAY BICYCLES.

Our models for 1897 will
be ready-sellers.

We have made improvements.

Watch for the line. It will pay you.

ÆTNA BICYCLES

will complete our line.

Ladies' and Gents' 28-inch.

Girls' and Boys' 26-inch.

Girls' and Boys' 24-inch.

A full line. Why look further?



MARION CYCLE COMPANY,

MANUFACTURERS,

MARION, INDIANA.



Kindly mention The Wheel.

WOOD WILL WIN.

As It Triumphed in Light Carriage Construction, so Will It Finally in Cycling.

To the Editor of THE WHEEL.

Wood as a constructive part of a bicycle is a plant of moderate growth. It commenced in the wood rim that has by its good qualities come to the front, where it is likely to remain as the best construction for that part, filling, as it does, all the requirements of strength, elasticity and durability, the same as it has done of the light carriage, of which the bicycle is but a modification.

In this respect it may be said that the same requirements in one are desirable in the other. They are alike in rigidity, that is, as far as is possible under the conditions. Where the wheels are held in proper line, it is the effort to secure a uniform line or direction to the turning wheels which is obtained in the set of the axle in the fixed position.

I need not rehearse the efforts of inventors and mechanics to secure sufficient elasticity to make the bicycle a practical vehicle. The pneumatic tire did away with the other numerous devices for that purpose, and the wood rim came as a fitting mate for the tire.

Now comes the wood handle-bar, with its evident merit, and also with its critics, novices in wood, who can tell you of its utter worthlessness, as they told you of the value of all other improvements that did not at once bud into the full effulgence of blooming usefulness. Like humanity, the wood bars have their imperfections; but in the hands of the practical inventor they are likely to become the right thing for the place. The sharp vibration of the steel bar and the ever-present liability to break at the critical moment when security is most needed are completely avoided, and in place the desired elasticity of a vibrating part is secured, to any degree the mechanic may elect. This may be rank nonsense to some writers on this subject, as they seem to consider rigidity the crowning and only desirable element in the bicycle, taking no stock in any means save the pneumatic tire to secure it.

The bars of to-day may be loosely held by the clamp, they may be too small to sustain, in torsional strain, a man of 200 pounds weight, the varnish may be defective. In the early days of light carriages such troubles were probably encountered, but the spoke was given its elasticity, the rim also had it, and the steel tire, added to the steel spring, brought other improvements, until the early makers achieved a wonder in construction, in which every part except the axle was a spring, true to its right position when in rest, but elasticity itself when in use. Such carriages were wonders to older makers, who had not conceived the principle on which they were built. This elasticity is a living element in the bicycle, as in the carriage, and is and will be enlarged upon until the wheel of to-day will be a cradle as compared with past productions.

If they can help it, inventors and mechanics will not suffer their patrons to be shaken and bumped over rough roads. They will use wood handle-bars, make them stronger where they vibrate too much; they will use better varnish, and if the clamp is inefficient it will be improved until no bar can vibrate in or escape in the slightest degree its grip. It is coming; I may say it is here, as what is wanted will be supplied to the rider, or the American inventor will perish in the attempt to supply his wants for a consideration.

Every part, from the ground up to the

rider, must yield to the road inequalities, to make riding easy under all conditions, and such means to obtain such a result will be adopted wherever they can be utilized, and at the same time secure and retain rigidity in the chain and wheel lines. This is demanded by the rider. The wood handle-bar will prove a step in that direction under modifications that experience may justify.

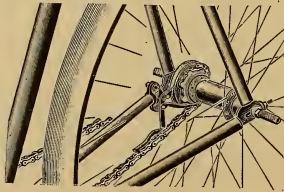
Other improvements of like nature will come forward and mature, notwithstanding apparent failures. There is a demand, and the requirements are likely to be realized in some form.

ANSON SEARLS.

RESTS AND RETARDS.

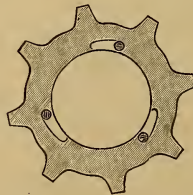
In the evolution of the bicycle, as beauty and lightness became paramount, the brake was gradually discarded in bicycle construction for its clumsy appearance and inconvenience. Even woman's pride in the appearance of her wheel overcame at last her natural conservatism, and brakes have been practically done away with against the better judgment of a nearly every one.

A brake and coaster attachment which combines simplicity and effectiveness from a scientific and mechanical point of view has been placed on the market by Armstrong Bros.



Toll Co., No. 98 West Washington street, Chicago. While neither disfiguring nor inconvenient, it furnishes the rider a means whereby he may absolutely control the speed of his wheel.

Clark's Automatic Brake and Coaster, as it is termed, is shown in the cut with attachments complete fitted to bicycle. When moving forward the clutch or hook of lever slips smoothly over lower reach of chain, but when the motion of chain is reversed, as in back pedalling, the clutch grips the first link of chain, and by means of lever draws a friction band tightly about drum on hub. By means



of a roller ratchet applied to sprocket, the sprocket can be disengaged from hub at pleasure by simply holding the feet at rest on the pedals; the chain, sprocket and pedals remaining stationary while the wheel remains free to run. When coasting in this manner a slight reverse motion of pedals applies brake, while at the same time the rider is free to resume forward pedalling at any time without inconvenience.

It is slightly and neat in appearance, all parts and attachments are nickel-plated, the hub bearings are of the best tool steel, and both material and workmanship are guaranteed first-class in every respect.

DUBBED "HOG TOWN."

Objectors in Canada to Toronto's Prominence Bestow This Derogatory Title Upon It.

Simcoe, Can., Nov. 1.—"Tell your troubles to a policeman, we have troubles of our own," is the way the Canadian Wheelmen's Association officials talk these days.

There is an incipient rebellion in the Toronto portion of the association, and although it will not develop into anything serious, it is sufficient to cause no little anxiety. Toronto boasts of at least 10,000 cyclists, and of this large number about five hundred belong to the association. With such a small showing as this, Toronto wants to run the whole thing. So marked has been this tendency in the past that the other towns dubbed Toronto "hog town," and were not backward in saying it. For years they have had the pick of the best offices and given good things generally, but as sure as the flag end of the season came around a kick of some sort of more or less magnitude was generated in Toronto. For years it was against the "Canadian Wheelman," the official organ of the association, being published in Simcoe. Then they wanted the secretary's office removed from Simcoe to Toronto, notwithstanding that they had the president, the chairman of the Racing Board and most of the members of the Board in the city. H. B. Donly has now a five-year contract for publishing the "Wheelman," so the kick this year is against the fee. "It is too large," howl these Toronto people. "Fifty cents a member is too much for the benefits derived. They think a sliding scale of fees should be adopted of \$5, \$10 or \$15, according to membership. They stand alone in this matter. The small clubs outside of Toronto do not object to the 50 cents, nor do the large clubs of other cities think it too much. They believe it is the only equitable way of doing business, assessing each member a stated sum for the year's revenue. Leading cyclists all over the country have expressed their opinion in favor of the present system, and it is not likely that the kick emanating in the Athenaeum Club of Toronto will in any way rebound to the detriment of the C. W. A. On the contrary, it will be apt to weld the outside clubs in a close alliance, and in the end promote the general welfare. The membership of the association is now nearly 9,000, and if Toronto had done anywhere near her duty the list would ere this have contained over 10,000 names.

The fight for the '97 meet is beginning in earnest. Several towns have expressed their desire to entertain the members next July, and Chatham is hard at work enlisting the support of anybody and everybody enlistable. Brantford, Woodstock and possibly Toronto will be the other contestants. There is an agitation on foot to hold Provincial meets on Dominion Day, July 1, and then have the Dominion meet on Labor Day. Several advantages are claimed for the scheme, and the advisability of making the change will be one of the subjects for discussion at the annual business meeting on next Good Friday.

George H. Orr, chairman of the Racing Board, has expressed his determination of retiring at the end of the year, and his name has been mentioned in connection with the presidency. Of course Dr. Balfour, ex-vice-president and chairman of the Membership Committee, will be in the race, and the contest will likely be between these two, with the odds favoring Mr. Orr. For the vice-president, C. W. Wells, of Waterloo, is the only person mentioned up to date.



WORLD CYCLES ARE FASTEST OF ALL.

Michael
Breaks
World's
Records....

ON HIS LITTLE _____



WORLD
RACER....

CHICAGO, OCT. 15, 1896.

Jimmy Michael has proven himself king of bicycle riders. On a World Bicycle, fitted with M. & W. Tires, he lowered the two, three, four and five-mile World Records.

	1 mile,	-	1.50	1-5
World's Record,	2 miles,	-	3.35	
"	" 3 "	-	5.29	4-5
"	" 4 "	-	7.25	
"	" 5 "	-	9.17	1-5

JOHN S. JOHNSON, on his World Racer, will hang up new short-distance figures shortly. Agents—you know.

ARNOLD, SCHWINN & CO.,

Peoria and Lake Streets, Chicago, U. S. A.

OR—

- H. B. SHATTUCK & SON, Boston—New England.
- E. K. TRYON, JR., & CO., Philadelphia—Pennsylvania, So. New Jersey, Maryland and Delaware.
- HOOKE & CO., San Francisco—Pacific Coast.
- SUTTON BROS., Melbourne, Australia.
- JAMES MARTIN & CO., Sydney, Australia.

Kindly mention The Wheel.

PRICES IN JAPAN.

Yokohama, Japan, Oct. 9.—Despite all that has been printed, there are at present but four bicycle workshops of note in Japan, two in Tokio, one in Kyoto, and one in this city. All were opened some three or four years since. Mr. Kajino's workshops in Yokohama and Mr. Sasaki's in Asabu, Tokio, being the pioneers. On their big workshop is that of Mr. Morita, in Honjo, Tokio.

The output of each shop does not exceed 130 or 150 wheels per annum; the mechanics employed number seventeen in one, and but ten in the other. They are not adepts at the work, their experience being limited. At present many different kinds of bicycles are manufactured in the workshops of Tokio and elsewhere, the price of the machines varying very much.

A pneumatic tired bicycle of the first class from the Morita factory costs \$58 92, a second machine \$49 10, but one of special make costs \$73 05.

The pneumatic tire, being difficult to repair, is not in favor with Japanese riders, who prefer substance to fashion. They like the solid tired bicycle, which is more durable, and costs less to keep in repair. The latter sell, for a first-class machine, \$51.50; second-class, \$46 64; third-class, \$39 63; fourth-class, \$34 39.

The high, or ordinary bicycles, though in vogue formerly, are not now popular. Their price is comparatively low, a first-class machine costing \$31 15, a second-class \$27, a third-class \$22.

Both the Tokio shops are patronized by the postoffice, and one is under the patronage of the Metropolitan Police.

Generally speaking, bicycle-riding is not so popular in Tokio as in Yokohama, riders in that city being confined to employes of mercantile and banking corporations, head clerks of large shops, and school teachers. In Tokio the home made machine and foreign makes are closely balanced in point of numbers.

With the increase of riders, the patronage accorded to Japanese machines is on the increase.

NOW ON AIR WE RIDE.

It often happens that we get too much of a good thing, but when it comes to using compressed air in connection with the bicycle, the limit has by no means been reached. Every day shows something new; the pneumatic tire was quickly followed by a plethora of inflated saddles, handle-bar grips, seat posts, and even the hubs of the wheels were remembered. Naturally by far the big majority of these inventions turn out impractical, and it is a pleasure to record an article with the many advantages claimed for the pneumatic saddle made by the Craig Saddle Company, Lawrence, Mass. It is constructed on what is now known as the anatomical principle, i. e., with two cushions and a depression down the centre. This form allows a division of the air chamber into three cells, the partition of each being pierced by a small hole which maintains a uniform pressure in all three parts, and also prevents sudden changes when softly inflated. The outside of the cover is perfectly smooth, and there are no seams to rip or wear the clothing. In case of necessity to repair the rubber parts, it is a very easy matter, a simple unlacing accomplishing the desired result, and furthermore, all Craig saddles are fully covered by a guarantee that protects the rider against any defects in material or workmanship. A book describing their line more fully will be mailed to any one desiring it.

Never write a "trade note" which you would not have appear in print with your name signed to it.

PATCHING FRAMES AND TUBES.

It is seldom that a frame is broken so badly as to require the amount of mending and patching shown in Fig. 1. A front wheel caught in a car track, and a team passed over the frame in such a way that all three tubes were snapped short off adjacent to the rear wheel hub. The bicycle was fixed in the following manner.

The parts were removed from the frame, all indentures to the tubes were straightened and the fractures spliced with steel unions, as shown in the drawing, in which the tubes are shown sectionally, so as to indicate the interior plan. The arrows A designate the point of the fracture in each tube. The steel splices are marked B. Each was secured firmly to place by aid of rivets and small screws. The heads of all these were countersunk, smoothed and finally brazed and enamelled, so that the repairing could hardly be detected.

It was found, however, that these interior unions did not make the frame as steady as

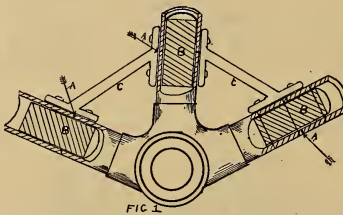


FIG 1



FIG 2



FIG 3



FIG 4



FIG 5



FIG 6

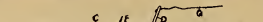


FIG 7

needed, so braces C were put in and fastened with screws, as shown, resulting in an effective remedy. The wheel is now in service.

The processes of mending inner tubes vary some from outer tube work. In Fig. 2 is given a sectional view of a good way to unite the ends of an inner tube. Or, if a fracture occurs in the tube, the same can be cut at the defect and the ends overlapped, as shown at D and E. Most inner tubes will stand the necessary stretching for the overlapping.

Among other modes for lacing the studs of inner tubes are those given in connection with the other sketches. The dovetail method is used to some extent by repairers, and ordinarily results in a good job. This is shown in Fig. 3, F marking the union of the ends. The parts can be sewn together with a sailor's needle and cord, and a patch put over the whole as indicated by G in Fig. 4. The usual

glutinous compound or sealing cement will be used to adhere the parts.

Dealing with lacing ends of inner tubes, repairers differ a good deal on the subject. The writer has had the advantage of engaging the services of repairers from other shops, and in most every case the men come with a different style of lacing. Some have an idea that lacing tubes does not count for much, and they follow no system, but slap in the laces haphazard. Others have a positive method and closely follow it.

I find that the work of the former is usually poor, while that of the latter is efficient. I give in Figs. 5 and 6 some good methods of lacing inner tubes and which were introduced by skilled men. Style A is readily made by punching small holes around the tube and sewing-in the lace or cord on the same plan as is adopted in lacing a belt. The laces are crossed over alternately, as shown. It is claimed that style B in Fig. 6 is very strong. It consists of a sort of a double lacing, thus distributing the strain over the tube to a greater extent than in most systems. We have sent out many laced like this and received no complaints.

Although the common sailor's needle is very good to sew tube laces with, a needle bent to the shape of the one shown in Fig. 7 is serviceable. In this view C marks the tube, D the needle, G the cord, or lace leather, of raw hide; E the lace hole in the one side and F the lace hole in the other. A little practice with a needle bent to this shape will make tube-sewing easy to any one.

GEORGE D. RICE.

TAPERED AND CUT IN LENGTHS.

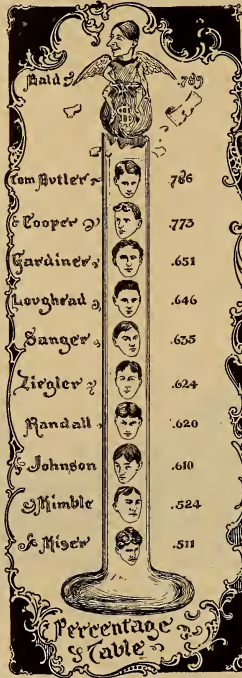
To a certain extent the metal worker is like the burnt child. He knows that burning destroys, or, rather, affects certain integrals of the material that may be on hand, and while he does not dread the fire, he naturally avoids it as much as possible. Of course, where brazing is necessary, heating is necessary. To reinforce with tubing is to require brazing. To braze is to heat.

With the reinforcement of tubing cutting a considerable feature in the cycle industry, and with so many clever men engaged in the tube-making trade, it is not surprising that efforts should have been made to produce tubing that is structurally reinforced, and which would thereby avoid at least one brazing operation. It is not surprising that the efforts should have proven unsuccessful, and that the tube should be in favor. The Seamless Structural Tube Company, 138 North Eleventh street, Brooklyn, N. Y., who engaged in the drawing of that class of tubes, have brought it to a high state of perfection, and are in position to interest almost every one who has use for such material. They have added a deal of perfected machinery during the year, and are able to render better service than ever before. They are supplying their taper gauge frame tubing, cut to such lengths as are ordered, thus saving the cycle-maker not only the cost of reinforcing, but the waste incident to the purchase of random lengths. They will also continue the manufacture of their structurally reinforced forksides, and in every way seem to be catering practically to those who are their patrons, or who are likely to become such.

FROM YARN TO CYCLES.

E. L. Cole, formerly of the Greyhound Bicycle Mfg. Co., East Brookfield, Mass., has leased a disused yarn mill in that town, and will equip it for the manufacture of bicycles.

A man may pray without ceasing, but it won't avail him much in cycling unless to it he adds pay without ceasing.



Facts and figures cannot be made to lie.

The juggling of the returns won't win the coveted position.

Races can be won on the path, but not on paper.

Others do the talking, but Bald, the White Flyer, wins nevertheless.



THE BARNES CYCLE CO., Syracuse, N. Y.

Kindly mention The Wheel.



From one point of view the record or story of a relay race is of more than passing importance. The route followed is always carefully mapped out months ahead, and it is fair to assume, therefore, that not only the most direct but also the best roads are chosen.

The transcontinental relay of the present year affords a fair instance. Full accounts were made public by the managers of the enterprises; and while most of it is done with an eye to advertising, it is not to be denied that the reports were of value to the general public, particularly those interested in road reform. No mode of travel could possibly bring the subject of road facilities so strongly before the mind as these enthusiasm-stirring races, the hourly bulletins of which are eagerly scanned by thousands in hundreds of cities, towns and hamlets. The riders' progress is chronicled with al-



most theatrical effect, and in the recent race it seemed as though every mile of the way was fraught with obstacles and dangers. The whole affair could not have been made more spectacular under the skillful hand of a modern playwright.

Men plunged down steep roads, waded through gullies, labored through stretches of sandy road, sped on their mad careers over railroad ties, and, in one instance, took a wild race for life and a road record through a railroad tunnel at night.

The final conclusion upon it all was that our highways, those we have, are a disgrace to a civilized people.

It is doubtful if in this great country there is a stretch of continuously improved rideable road of 500 miles.

How different it is in Europe! There, a perfect network of smooth, broad, level highways cover the country. Of course, military operations have contributed in a large degree to this condition. But when we turn to far-away India and behold its magnificent Grand Trunk Road, stretching out for sixteen hundred miles from the City of Palaces to the Khyber Pass, we are chagrined at the contrast it presents to even the most boasted of our roads.

It is an ideal road—broad and smooth, with no grades which the average rider could not take, and passes through scenery the romance of which is beyond the pen to de-

scribe. In the history of this ride Thomas Stevens, who first girdled the globe on a bicycle, went into rhapsodies over it, but even then he did it scant justice.

The Grand Trunk Road was begun by a Mohammedan Emperor in the sixteenth century, and only finished by the British for military purposes, in the first half of this present century.

The road is metalled with kunkah, a porous limestone, which, when crushed and wet, becomes cemented into a solid mass as hard as natural stone. This kunkah is found in all parts of Northern India. Ages of alternate packing, rolling and wetting through the rainy season have made it smooth and hard as a marble-topped table.

How our boasted cycle paths and the "ribbons of asphalt" pale before the glories of this grand old road!

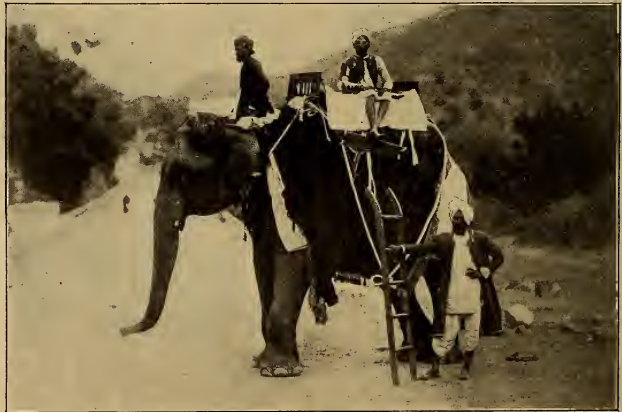
How the scorcher would enjoy this perfect path, with no greater drawback than an occasional meeting with a frisky, jabbering monkey, or a lean and hungry tiger!

India has an impassable boundary on the north frontier, in the towering Himalayas, whose icy heights cannot be crossed except through mountain passes. Of these, the Khyber Pass, in the northwest, is one of the most important, being the gate through

form and red and blue turban, form an ever-watchful guard, making it safe to ride at any time during the good season.

India, like all tropical countries, has its wet and dry seasons. It also is visited by the monsoon, strong winds which sweep over the ocean and Hindostan six months at a time, then change and blow six months the other way. It is next to impossible to ride against this wind. Probably the most agreeable time for bicycle riding is just after the wet season, when natural evaporation cools the air, and the road is, if anything, greatly improved by the rains.

The native of India is not progressive. Modern methods have been introduced with the



The Grand Trunk Road.

which the enormous land trade of India passes.

To this Pass India of to-day owes the foundation of the finest and longest road in existence. For centuries caravans have plodded their never-ending journeys from Calcutta, through the valley at the foot of the Himalayas, and over into the Western countries, to barter with their neighbors.

Running through cities, towns and jungles, past ruins and temples, and across mighty rivers, this road is the main artery of upper India, through which flows a tide of travel from the countries to the northwest, gathering up an increasing host from every town and city by the way.

England keeps her rich possession, perhaps the most populous country in the world, in order only by ever-watchful care. The large army maintained in India by the British, together with the building of many railroads, has done much to modernize the country. At intervals of ten miles along the road (Grand Trunk) are police chowkees, in the grateful shade of wayside trees. The distance between these posts is considered a day's march for troops in times of peace. The tall sikh (soldier-police), clad in blue uni-

form and red and blue turban, form an ever-watchful guard, making it safe to ride at any time during the good season.

While the excessive heat does not admit of any great activity, the bicycle has found a permanent home in India. Many of them are used by Europeans, but the native rides, too. His wheel may not be an 1896 model. It is apt to be an old boneshaker. It is possible, too, that a flapping white robe and turban may not be considered the ideal bicycle costume, yet its wearer covers many miles a day on his old-timer, pedalling swiftly over the hard surface of India's fine road.

The road begins at Calcutta, the capital of India and the centre of most of its trade. It lies on the east bank of the Hoogli River, and stretches back round the broad maidan, a grassy plain behind Fort William. Calcutta is a city of white buildings, with domes, towers and minarets on every side. Its houses, large and airy, have deep verandas, with many supporting columns.

The river is alive with shipping at this point. Steamers and sailing vessels of every nationality rest on its muddy waters. From the

river the traveller sees Fort William, half hidden behind its deep moat, and the white domes of this Oriental city. The mall is alive with people of many races. The bazaars are crowded. The ebony-hued Bengalee, clad in white, elbow the tall, light-haired merchant from Cabool, in his turban and sheepskin. All kinds meet here.

A continuous stream of crude-looking carts passes through the narrow streets. Everywhere the mind receives vivid impressions; the eye is met by startling contrasts.

Palaces and mat huts stand side by side; rich and poor dwell in peaceable confusion.

In the early morning the river bank is crowded with people performing their devotions, of which bathing forms no small part. The rest of the rite consists in touching the forehead and cheeks with red, white and yellow earth, while they incant "Ram! ram! ram!"

Calcutta boasts of many fine buildings, among which are the mint, a facsimile of the temple of Minerva at Athens, the Cathedral of St. John and four Government colleges.

Running out from Calcutta, across the Hoogli River by bridge, the road swings into country slightly hilly, with Mount Parisnath, some 4,500 feet high, in the distance. Throngs of people, merchants, traders, pilgrims—all kinds—on foot, or in carts drawn by quaint-looking Brahmini cows, crowd the road. On either side a border of trees casts a grateful shade, through which the traveller catches glimpses of luxuriant dwellings. Queer little eating stalls dot the roadside, where one may partake of chowel and dood (rice and milk) served in dishes made of banyan leaves.

The natives of caste serve foreigners with food in dishes which can be destroyed after using. Their religion teaches that the touch of an unbeliever defiles. The native merchant will not receive payment for his wares direct from the hand of a customer not of his caste. The money must be laid down first, then he picks it up. At wayside drinking fountains the Brahmin pilgrim uses his own cup, for he will not touch his lips to one which a sahib has defiled. The fact that the foreign element of India is large, and is attended by natives as servants, coupled with this peculiar custom, forms one of the conflicting features of life in India.

A good day's run from Calcutta through a rich country and the city of Hoogli is reached. The road here leads through the valley of the Dammodah, which is thick with cocoonat, bamboo and banyan trees, growing in luxuriant confusion. As the great northern plain is veined with rivers, many fine bridges, masterpieces of engineering skill and architecture, are seen along the road, but very often the sluggish streams are crossed by ferry or by the native bullock gharri.

Through Bardhwan and Asansol, and the road becomes more or less hilly, running through a jungle, rank with the richest vegetation.

At intervals along here there are platforms erected, with a high pole in the centre, where travellers may escape from the wild beasts which infest the jungle by shinning to the top.

Here the scorcher, accustomed to the excitement of a spurt from a bicycle policeman, may find a new sensation. The hungry Bengal tiger is a scorcher, too, and the fleeing cyclist, putting on his best burst of speed to reach a friendly pole, falls off his wheel at its foot, and climbs to the top with a grateful, thumping heart. Few cycle paths can offer such diversions! Coasting, racing, collisions or even dashing over precipices become quiet pastimes in comparison.

The road winds on, looking like a white, dusty streak in the rich green landscape, and into Benares, on the left bank of the Ganges,

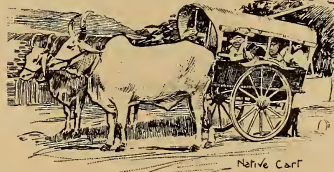
a confusion of temples, palaces and ghats, or bathing stairs—a dense maze of narrow, irregular streets crowded with Brahmins, pilgrims, merchants. Temples and shrines attract worshippers day and night. This city was the scene of a mutinous outbreak in 1857.

Following the valley of the Ganges the road runs through one of the most populous and productive districts in India. At the junction of this river with the Jumna, the two holy streams of India, is Allahabad, the "City of God." The city is thronged with pilgrims at all times, but at the time of the Great Fair, held once every twelve years, it is so crowded with poor pilgrims that the natives call it "Fakirabad," the "City of Beggars."

The horrors of the Indian Mutiny in 1857 left their mark here, too, for the city was but a heap of blackened ruins.

The life of the natives is made up, to a great extent, of religious ceremonies, of which pilgrimages to some sacred river or tomb are not the least important. Every city and town along the road, every little village, has its temple, sacred stone or some fantastic god.

The road is crowded with fakirs (religious beggars), some of whom do penance by journeying along in uncomfortable positions, as on hands and knees, or with hands and feet tied together, rolling head over heels. When one considers that each one of these fakirs evidences his religious fervor by a constant incanting and singing, or by ringing bells and clanging cymbals, it is apparent that the Grand Trunk road is a scene of confusion near Allahabad.



But the country becomes flat and monotonous. One dreary waste of marsh succeeds another, varied only by occasional rice fields. In the midst of this uninteresting country is Futtehpur, a busy town.

Some fifty miles of these flatlands, and the road leads in the fine broad street of Cawnpore, one of the centres of the mutiny, commemorated by its beautiful memorial garden. It is now an important railroad centre and the scene of great business activity. Its streets are broad and smooth, and its buildings show that beauty of architecture of which the natives have been masters for centuries.

Across the Jumna River, on a pontoon bridge, where numbers of crocodiles float lazily on the stream or bask in the sun on the muddy shore, and a fine stretch of road is ahead. Villages and ruins of cities dot the landscape, which appears a rich blending of olden glory and modern enterprise. The road itself is a scene of indescribable confusion. Small shops on either side offer their wares for sale to crowds of travellers who stop by the way to see. Passenger carts drawn by patient camels move slowly along. Brahmin cows amble past, drawing wagons laden with merchandise. And the bicycle is there, too. Members of the Bicycle Corps of the Army pedal along, then a helmet-covered European, or perhaps an ungainly native, doubled up like a grasshopper, on an old wheel. Ponderous elephants swing along through the crowd, bearing parties of pilgrims to some shrine.

These clumsy creatures bear upon their backs four people; two in the howdah (chair), a mahout or driver seated on the neck, and one on the crupper who holds an umbrella. A man walks beside the elephant, bidding him "be careful," "take care," and telling him of the condition of the road and where to step.

The training of these big animals is carried to such a point that the slightest motion of the mahout is understood and obeyed.

The City of Delhi, with its miles of red sandstone walls, traces of olden splendor, is now reached. No other city, not even Rome, has known such extremes of glory and humiliation. Little now remains of the palaces which gave the city its air of grandeur. Every foot of ground within and around its walls is historical, yet it has become merely a prosperous commercial town and a great railway centre. No city in India has finer thoroughfares than those of Delhi, ten in number, though the smaller streets are narrow and crooked.

With the exception of a small tract the country around Delhi is stony and hard, or sandy, requiring artificial irrigation. It is dotted with the debris of ancient buildings, the ruins of fallen cities, round which the romance of antiquity still lingers.

Swarms of monkeys overrun the country. In fact, they overrun the villages and towns. The Hindu has an aversion to killing any living thing. The monkeys scramble about unmolested and climb in great numbers, in utmost freedom, all over the houses. They grow so accustomed to man that as you ride along a chattering brood is apt to be capering in the road before you, and never break for the trees until you are well again upon them.

These animals are considered sacred by the people, and their antics are seldom interfered with. When the monkey population of one locality becomes too bold, the natives catch great numbers of them and ship them by train to another section. Cases have been known, however, where a kind-hearted Hindu has slyly released whole batches of those doomed for deportation.

The road winds through a low, unhealthy plain to Kurnaul, where the rank jungle encroaches on the very town, and further on, through the walled town of Umballa. A slight hill must be mounted, and Jalundar is reached and passed. Rows of sesum or banyan trees line the road. A few buffaloes graze in the fields nearby, tended by watchful natives. Women with heavy rings in their noses and ears gather at the stalls or eating places by the way, and caravans, perhaps far distant Cabool or Herat, move slowly along.

Through this wild, rich landscape stretches the road, a white line on the dark foliage. Fruitful plantations and beautiful suburban streets, shaded by thickets of trees, lead to Lahore, a walled city with irregular brick buildings. This section of India, owing to its elevation and distance from the ocean, is dependent on artificial irrigation, very little rain falling.

The road now takes one northwestward, across the Land of the Five Rivers, by the Gujerat battlefield to Peshawur, an important frontier outpost overlooking the mouth of the formidable Khyber Pass. It is an unhealthy town, where fever is prevalent.

Fourteen miles further this marvellous road ends at the Khyber Pass, whose rocky heights prevent it being carried further. The Pass and country beyond is infested with a band of robbers, the Khuber tribe, whose fierce, lawless ways render riding unsafe beyond Peshawur.

But sixteen hundred miles is enough! A glorious monument, indeed, to the builder!

M. A.

SHE DECIDED JUSTLY.

A Thorough Knowledge of the Woes of
Degeneracy Caused Justice to Be
Rendered.

And it had come to pass that the ever-advancing woman had at last seized the reins of government, law and justice. The scene was in one of the new city courts. The Judge, the renowned Miss New Solomon, sat dignified in her seat of honor. Her decisions were famed the world over for clearness and justice. Great nations submitted their disputes to her for arbitrament and were pleased to learn from her the truth of their positions. That she should sit dignified was, therefore, not to be wondered at, but there was perplexity in her countenance now. There was a case before her the like of which never had been known since her great namesake sat in judgment over two women who contended for a baby. In all her law books, in all her experience, there was no suggestion of precedents for such a case as this.

As the matter stood to a casual observer it was this: Mr. George Wheelking, a beautifully mustached young man, dressed in gray knickerbockers, dark-red sweater, brown and yellow golfing stockings, and improved cycling shoes, claimed that he was the sole and only owner of a fine silver and gold plated bicycle that was in the court for Her Honor to look at. But there was another claimant, a young man just as beautifully mustached as Mr. Wheelking, and quite as handsome otherwise, who appeared in brown corduroy knickerbockers, gray sweater, yellow and red golfing stockings and quite as improved shoes. This claimant was Mr. William Wobblesome.

Neither had witnesses, and so the learned Judge questioned them and cross-questioned them, but each seemed equally truthful, and the Judge paused nonplussed for the first time since she had sat in that high seat. Finally she arose from her chair and ordered the court room seats stacked around the sides. The audience was sent to the galleries, where they waited with breathless interest as the brawny court attendants carried out the Judge's orders. The reporters were not disturbed, being inside the rail, and only the swish of the pencils broke the silence as the Judge turned to Mr. Wheelking and said:

"Take that wheel, sir, and ride the best you know how." And the Judge sat down and busied herself taking the hairpins out of her hair and then putting them back again.

Mr. Wheelking blushed very prettily as he gave his very baggy knickerbockers a twitch and prepared to mount. As gracefully as a bird he rose and settled in the saddle and began to ride. There was not a woman there whose heart did not jump. The men, of course, tried to see a fault, but even they could not help noticing that Mr. Wheelking seemed to fit the wheel exactly. A look flitting across the Judge's face as of a smile was translated by one of the reporters as an indication that the decision was going in favor of the rider, and she sent out a full report of a decision then and there for the Fake News Association, the standard sensational news gathering organization of the city.

Mr. Wheelking rode divinely in and around the massive pillars, backward, forward, turning all the beautiful figures, and in all the ways that pretty riders know how. The flutter on Judge New Solomon's mouth became a smile. As Mr. Wheelking dismounted, Mr. Wobblesome came daintily forward, and, as airily as a falling leaf, landed in the saddle and began to ride. The applause that followed Mr. Wheelking's performance died away in wonderment.

When the Fake Association's reporter saw Mr. Wobblesome riding as gracefully as Mr.

Wheelking she gazed into the Judge's face and saw there, instead of a decisive smile, a look of surprise, followed by the same old look of perplexity; whereupon she reached wildly for the nearest telegraph operator, and the recipients of the Fake Association's reports took out several columns of interesting matter and announced that the case was still under consideration. As for the evening editions already printed and on the streets, they let the matter slide without comment.

When Mr. Wobblesome dismounted the critics could point out no difference between the riding of the two graceful young men, and the Judge looked as if she would like to have a good cry, but she bit her lips and restrained herself.

Here was a case that needed a measure entirely different from the usual method of deciding such things, and the Judge determined to decide it according to masculine human nature as she understood it. So she stood up, and, with a wave of her hand that silenced even the whisperings of gossiping men, she spoke in measured tones and syllables:

"Thus does this court decide. Listen, that you may distinctly hear. Rather than render

BRAVERY OF WOMAN.

They had met in a riding academy. In the nature of things they had been thrown together in their novitiate. The company misery likes had induced them to venture upon the road together while yet the warnings of the gentle instructor was ringing in their ears. He and She were sailing along a nice, smooth stretch of road, proud in their supposed mastery of the wily wheel, when a sharp turn of the road brought in sight an innocent-looking Irishman. Straightway, as is the peculiar custom of a novice's wheel, the one She rode darted viciously at the astonished Irishman. She, screaming as it is possible Europa screamed when the bull ran away with her. The man crossed the road and the bicycle followed. She clung wildly to the handles.

"He!" She cried; but He could not help her. He was struggling with his own machine, which evinced an inclination to roll in the middle of the road. The Irishman dodged the attack of the bicycle, and just in time. She threw herself upon his shoulder as he machine circled neatly around the bewildered citizen and fell on the ground in front of him. "Sure, that do be a queer way of ridin'!

THE MODERN MAID OF TROY.

There was a young lady of Troy,
Whose life was a mission of joy.
She was fair as a flower,
And grace was her dower,
And to court was pleasant employ.

But now there's a change taken place,
Rave not o'er her maidenly grace,
For true are the rumors
That she cycles in bloomers,
Which she wears with no blush on her face.

Alas for this maiden of Troy,
That she should her chances destroy;
For do you suppose
That a man would propose
To a girl who looks more like a boy?

a decision unworthy of this court, or fail to render one in any case, I do declare that the bicycle in question shall be bestowed on Miss Laura Bloomer unreservedly."

Mr. Wheelking turned to leave the court, giving Mr. Wobblesome a look that said plainly:

"Anyhow, you won't have it," while Mr. Wobblesome burst into tears.

At this the Judge rose up, and, in a voice that echoed through the courtroom, said:

"Decision withdrawn, for it is plain to see now that the wheel belongs to Mr. Wobblesome. Poor fellow, take it."

Thus came it to pass in the days of degeneracy.

NO CHANGE PERCEPTIBLE.

Mrs. McGuire (whose husband has lately made money on contracts)—An' how do I look on me wheel, Mrs. Flaherty?

Mrs. Flaherty—Yez jist look loike ould toimes, Mrs. McGuire.

Mrs. McGuire (puzzled)—Ould toimes?
Mrs. Flaherty—Yis; whin Oi used to look over th' fince an' see yez leanin' over th' wash-tub!

mum," was all the man said; and She, overcome with confusion, could not explain matters to him.

He came to her rescue then, though it was rather late.

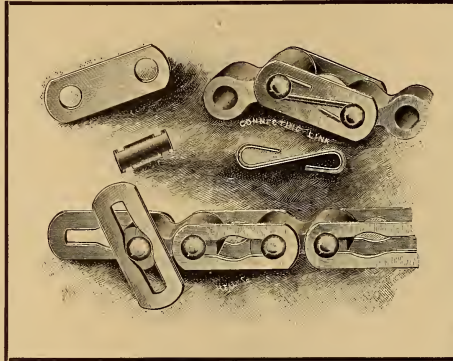
"You may thank your stars, my friend," He said, with becoming sternness, "that this lady knew how to ride. You don't realize your escape. Never have I seen deadly intention expressed more clearly than in the look of that bicycle when it saw you. 'Queer way of riding?' he went on, waxing eloquent; 'queer way?' A good way of riding, my friend. Thank this lady's skill and presence of mind, thank her noble self-sacrifice, that made her throw herself on you and drag you from beneath the wheels of this monster, now panting at your feet."

She and the Irishman both stood silent when He paused.

"Come," said He, in the tone of the Roman father leading his daughter out of the forum to be immolated on the family altar in the back parlor. He could not wrap a toga about her; but he, so to speak, enfolded her in the bicycle, and they two rode on, while the Irishman went on his way in silence.

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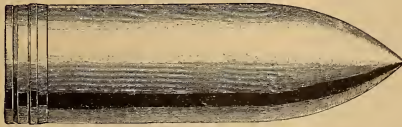
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WAYS OF WORLD GIRDLERS.

How They Do the Circum-Cycle Act in Fact and on Paper as Reported by an Outsider.

"What is the most amusing thing I saw on my trip to Japan?" said a wheelman, who had just returned from the journey. "Well, take it all in all, I don't think I saw anything more laughable than the performance of the alleged around-the-world - on-a-bicycle - without - a-cent wheelmen. Every ship bound for the far East takes several of these heroes and heroines.

"On the way to Asia the passengers do not know the heroes, or even suspect them. As the wheels are stored in the cabin baggage-room, it is impossible for the rest of the passengers, looking on at a pallid who turns ill at the smell of a cigar, or a girl who lies next to death's door in her stateroom, to dream that these are the people who are going to write home to the papers that they have been chased by Persian bandits and lunched with the Kafir kings as they annihilated Puck's record round the globe. When the ship stops at Yokohama, out come the wheels, and the heroes ride the full length of the Bund—a commercial street about a mile long. The rest of Yokohama is on a hill too steep for wheeling. At Kobe and Nagasaki the town sites are more nearly level, and the heroes ride perhaps, two miles, having their wheels lifted back aboard the steamer as she voyages from place to place. Having done Japan by going ashore at three points, they forge fearlessly ahead on the steamer, yearning to brave the terrors of China on their flying tires.

"China they discover to be one of the finest fields for this place of reckless devilry in all the world. The ship takes them to Shanghai where the Bund is nearly two miles long and all lined with churches, clubs, banks, and brokers' and shipping offices—as safe and occidental as Broadway. They hear that they can ride five miles on the Maloo and the Bubbling Well road before they come to the muddy towpaths that form the actual roads of that part of China, along which no wheelman can ride. With their hearts in their throats, fancying every coolie they meet to be a murderer, fresh from sacking a missionary's house, they pedal onward. When they come to the tea-gardens, where the gateways swarm with Chinese, they all but faint, and could the Chinese dandies and courtesans at these gates read what the cyclists afterward report of their experiences at the time, they would find themselves described as an undisciplined mob of soldiers and lawless retainers in front of a mandarin's palace, with this additional statement: "They scowled so fiercely and made such threatening gestures, that only the swiftness of my wheel prevented another massacre being added to the list of crimes against foreigners in China.

"Back to the ship the wheeling hero flies and writes notes of his hairbreadth escapes in Central China, until the vessel passes Woosung, and begins to rock him back into seasickness. Hong Kong is the next place at which the bicycle is taken out—a British possession, no more to be regarded as dangerous for a foreign lady of the most timid temperament to walk about alone in, than is the European republic of Shanghai, or that haunt of mountain desperadoes in New Jersey, called Tuxedo. So the journey around the world continues—aboard ship, and the historic wheel safe in the baggage-room, and only an occasional chance occurring to take it out in places like Singapore, Aden, Port Said, Alexandria and the rest of the desperate lurking-places of European merchants on the way to Europe. Terrible moments are experienced and recorded on the way. For instance, on the Red Sea, notes are kept of the ferocious character of

the inhabitants of the dark continent. On the Mediterranean the ship passes Greece, with its pirates, and Italy, with its banditti, in each of which savage and relentless bodies of people are worked into the wheelman's or wheelgirl's diary, in such an effective way, as to almost make the diarist turn pale as he or she reads over what has been written.

"Finally comes Southampton or Liverpool or Havre, and there the now world-famous wheel makes its last spin—so that its owner can truthfully say that he has "done Europe"—before being hoisted aboard a steamer homeward bound for New-York."

COWS AND CYCLES.

A drove of cows crossing a road or going along it is not a pleasant sight to the nervous rider of a bicycle, however it may be to a painter. Cows are irresponsible things, with no regard for a bicycle, no interest in a bell,

A SHATTERED REPUTATION.



"Here come the two celebrated scientists, Professors Brown and Green. What a pleasure it would be to listen to their learned conversation." (By this time the tandem reached the two learned gentlemen, and the riders heard:) "My new bicycle suit is a peach, it is—," and then the tandem was out of hearing.

and an absolute lack of even the commonest or gardenest politeness. They care less for the rule of the road than the scorchers or truck-drivers do, and they flaunt their contempt for it offensively. At least, this is the opinion of people after some study of cows on the roads, when the people have lived in places where opportunities of studying such cows were numerous. Why, one cow can walk on both sides of the road, and in the middle, too, if a bicycle is coming—not only can, but does.

ONLY A MOOSE.

"Dear me!" said Mrs. Sleepmore, looking up from her paper, "but women who ride bicycles are getting brave nowadays."

"Brave?" echoed Mr. Sleepmore.

"Yes. Here is a story about a woman down in Maine, who was out riding and shot a mouse. She—pshaw! I read it wrong. It was only a moose."

PLAIN JANE AND THE DUKE.

She Converts Him to Cycling in Her Usual Thorough American Way.

The Duchess of Ratburrow was writhing, poor thing, on the horns of a dilemma. Painful position, very. She was the greatest of great ladies, full of fire and fashion, and with a blush flung bangly arms round the neck of her lord and master. The unfortunate man was a shocking sufferer, having a bad unearned increment, and enduring constant pain on account of his back being broader than his views.

"Ratsey," she cried, "Duky darling!" (When first she brought him with the millions of her American dollars, she had ventured to apostrophise him as "ducky," but His Grace thought it infra dig., and they compromised by omitting the vulgar "c.")

"Duky," she said, raising pale, distinguished eyes to a Chippendale mirror, "I have made up my mind."

"Don't," expostulated the trembling peer. "You are so rash!"

"What is more, I have made up yours." "To make up the mind of an English duke," he remarked, with dignity, "requires no ordinary intellect; yet I believe with your determination you are capable of anything, Jane."

(That his aristocratic rib should have been named plain Jane was a chronic sorrow, even though it was tempered by the fact she fed and clothed him.)

"Don't keep me in suspense," he continued; "In fact, to descend to one of your Americanisms, I insist on Your Grace letting the cat out of the bag with the least possible delay."

"As you will," she replied. "Your blood be on your coronet. Prepare for a revelation." "Wretched woman!—I beg pardon!—wretched grande dame! what have you done now?"

"I am madly in love with—"
"By my taffeta and ermine, I swear—"
"Peace, peace!" said Jane. "Compose yourself, duky, that is Plantagenet. Forgive the slip. I am agitated. My mind runs on slips." The Duke groaned.

"Horrid, awful slips!"
With a countenance of alabaster he tore at his sandy topknot.

"I have deceived you. I admit it. Stooped to folly."

A supercilious cry rent the air as the Duke staggered on his patrician limbs.

With womanly impulse, flinging caste to the winds, Jane caught the majestic form to her palpitating alpaca, and, watering his expensive features with duchessy drops, cried in passionate accents: "My King! My sensitive plant! Heavens! It's his unlucky back! Be calm, Plantagenet. I have—been—learning—to-ride a wheel! There!"

The Duke flapped a reviving toe, and squeezed the angust fingers.

"I am madly enamoured of—my machine." The peer smoothed a ruffled topknot with ineffable grace.

"Likewise I am determined you shall take lessons. Now it is no use, duky. I mean to be tender but firm with you."

The potentate gave a stertorous chortle, and, stretching out his arms, fell in a strawberry-leaf swoon on the parquet floor, his dual head on the lap of his adored Jane.

REGULAR CYCLE SOLOMON.

"Bunkins, I guess, is about the smartest man in the bicycle business," said the citizen who observes.

"Knows a great deal, does he?"

"Knows a great deal? I should say so. Why, sir, that man knows almost as much about a wheel as the man who has ridden one for six weeks imagines he knows."

SIDEWALK LAW.

Judicial Opinion on the Right of Villages to Grant Wheelmen Sidewalk Permits.

Justice Werner, of Rochester, N. Y., has handed down a decision in the case of Anna Lechner against the village of Newark, which will be of great interest to wheelmen. It grants the demurrer to the complaint upon the ground that it does not state facts sufficient to constitute a cause of action, and orders judgment for the defendant upon the demurrer, plaintiff to have leave to serve an amended complaint within twenty days.

The action was brought to recover damages for injuries sustained by the plaintiff, when William Fahy, who was riding a bicycle on the sidewalks of the village, ran into her. The rider had a license to ride on the walks, which had been granted to him through a village ordinance which established a system of registration for sidewalk cycling. The plaintiff's cause of action is founded upon the idea that by the alleged unlawful adoption of the ordinance in question, the village is liable.

In his opinion, Justice Werner says:

"Plaintiff's contention is that the bicycle is a vehicle, and as such has no right upon the sidewalk, notwithstanding the ordinance adopted by the defendant. The legal status of the bicycle in this State is fixed by section 162 of the highway law, which is a part of the general laws of 1892. . . . The bicycle, although classed as a vehicle, and governed by the laws of the road when used in the highway, is nevertheless a vehicle which, like the baby carriage, has a sphere of its own. . . . The use of those vehicles upon the sidewalk may or may not create a nuisance, and may or may not interfere with the proper use thereof by pedestrians, according to the circumstances of the case. What would amount to an unlawful interference with the rights of pedestrians or constitute a nuisance upon the crowded streets of a populous city might not cause the slightest inconvenience upon the walks of a rural village."

The justice then passes to the question as to whether the act of the village trustees in adopting the ordinance giving to wheelmen the right, under certain conditions, to use the walks of the village, is unlawful, so that the defendant became liable for the injury. He quotes from section 652 of the penal code in regard to the punishment for driving teams, vehicles, cattle, etc., on the sidewalks, and section 163 of the highway law in reference to the rights of riders. He says of the latter section that it "forbids the exclusion of the bicycle from the use of the highway or street when it is opened to other carriages; it does not prevent the proper authorities from requiring, directing, prohibiting the use of bells, lamps or other appurtenances or prevent the proper authorities from prohibiting the use of any bicycle upon the sidewalks. The right of the wheelmen to that part of the highway open to other carriage is absolute." He says the language of this section "recognizes the absolute rights of the bicycle when upon that part of the highway usually set apart for the exclusive use of vehicles, but it also seems to recognize the peculiar sphere of the bicycle as a vehicle, by vesting in the proper authorities a discretionary power to direct or prohibit certain things in connection with its use. The giving of discretion to prohibit presupposes the power to grant the thing which may be prohibited."

The justice quotes from section 654-a of the penal code in regard to throwing glass, tacks, nails, etc., which might injure a bicycle and its being a misdemeanor. Then he asks the question: "Why should it be made a misdemeanor to place upon the sidewalks anything

which might injure or puncture any tire used on a bicycle, if it was the intention of the Legislature to make it unlawful to ride a bicycle upon the sidewalks?"

After quoting a number of authorities and cases to support his view, the justice continues: "If there is nothing in the general laws to prohibit the adoption of the ordinances licensing riders of bicycles to use the sidewalks in the village, the defendant has the power to grant such license. Having such power, the mere granting of the license does not make the defendant liable for injuries sustained in consequence of the improper or negligent acts of the license, unless after notice that such license was in the first instance an improper person, or was negligent or careless in the exercise of the privilege granted him, the defendant neglected or refused to revoke the license or take other steps for the safety of the public."

The justice says it is conceded that if the riding of bicycles upon the streets of the village were proven a nuisance the maintenance of

JUVENILITY AND RECKLESSNESS.

A large number, probably a majority of the prisoners brought to the police courts for reckless driving, are mere boys, often not more than twelve or fourteen years old. They are employed to drive the wagons of butchers and grocers, and rattle through the uptown streets, a menace to children and women. It is from such vehicles as these that riders of bicycles have most to fear.

The greater portion of accidents are caused through no negligence of the riders, but through the malice or stupidity of the men driving the wagons. The wheelman has everything to lose. A collision which may have the most serious results for him rarely means any damage to the horse-propelled vehicle. Secure in this knowledge, the drivers dash about, leaving the wheelman to extricate himself as well as he may from the danger they cause.

The drivers are safe from arrest unless their acts have caused some serious damage. A rider has his wheel to look after, and unless he feels a particularly smarting sense of in-

CORRECT WORD.



SHE—I wonder who that girl on a wheel is?

HE—Why, that's Sallie Dasher posing as an opponent of leggings.

SHE—Posing! You mean exposing, don't you?

such nuisance would be unlawful, but the complaint does not furnish sufficient basis for such allegations.

In conclusion, Justice Werner says:

"As has already been suggested, the allegation that the defendant had no power to adopt said ordinance is one of law, and does not affect defendant's right to demur. If, therefore, this ordinance was not per se unlawful, and did not create a public nuisance, the defendant cannot be held liable for the injuries to the plaintiff, in the absence of affirmative negligence on its part, even though it may have acted unwisely in passing this particular ordinance. These views necessarily lead to the conclusion that the complaint does not state facts sufficient to constitute a cause of action, and that defendant's demurrer is well taken."

TWISTING FACTS.

"Now let me show you," observed the inventor to the capitalist, whose leg elongation he was attempting, "wherein the truth lies."

jury, there is little likelihood that he will attempt to overtake a driver, who, when he is apprehended, may not have been guilty of any technical breach of the law.

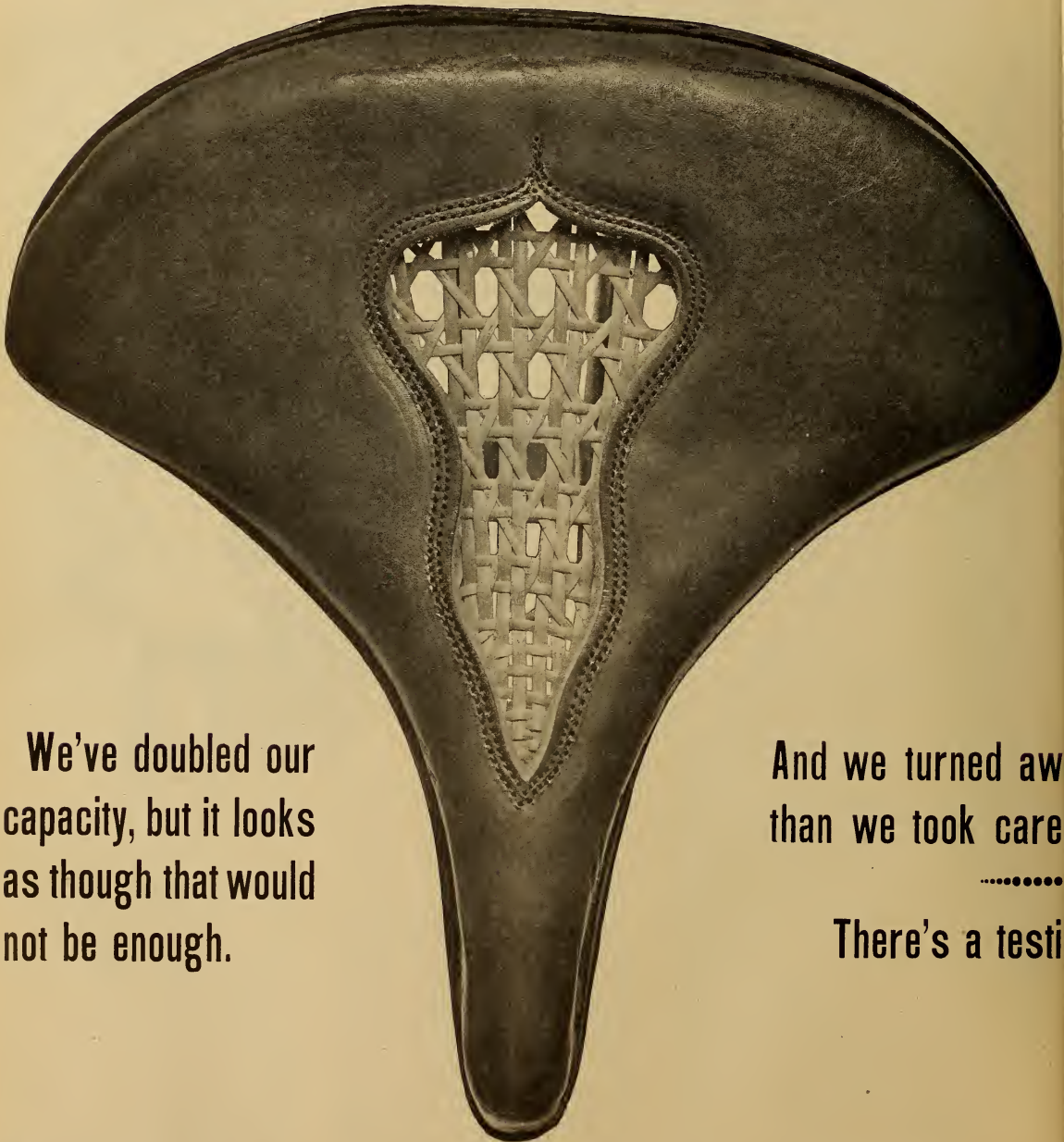
There are reckless riders of the bicycle who bring danger on themselves in their efforts to get along rapidly, but the number of those that take these risks is smaller compared with the majority that are striving to get along and keep out of the way of the drivers. The big trucks, for instance, keep deliberately in the middle of the road, and they are often large enough to make it practically impossible for wheelmen to pass on either side of them.

But it is when the small boy is on the box that the danger is greatest. He cannot drive, for one thing, and there is for him no pleasure such as "pestering" the wheelmen, for another. When the drivers have acquired any part of the caution of those who ride bicycles, collisions will soon be a thing of the past.

Wheel Talk.—A spoke-en argument.

OVER ONE-QUARTER OF A

IN THE FIRST SIX MONTHS OF THIS YEAR BY



We've doubled our capacity, but it looks as though that would not be enough.

And we turned away more than we took care

.....

There's a testi

MESINGER BICYCLE SADDLE COMPANY, MANUFACTURERS OF SADDLES

MILLION VOTES WERE CAST

RIDERS PURCHASING OUR STYLE OF SADDLE.



ay more business
of. ❁❁❁

.....

monial for you.

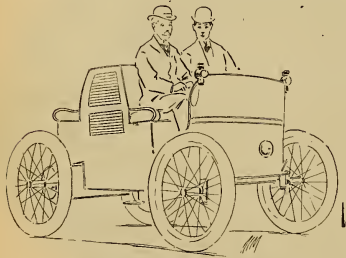
We are guaranteeing deliveries of orders placed now. Place yours early for what you know. You will want to insure getting them, and we will do our best to take care of the balance of your wants.

AND HULBERT AIR BRAKES, 26 WEST 23d STREET, NEW YORK CITY.

Kindly mention The Wheel.

REGULAR SCORCHER THIS.

Cleveland, O., Oct. 29.—A strange-looking vehicle has been seen upon our streets the past few days. In appearance it resembles somewhat an old-fashioned stage coach, only it is not so high, and the two seats are arranged back to back. Inquiry disclosed that it was Alex Winton's horseless carriage, and that the test runs had been highly satisfactory. Last Thursday was the first day out of the shop, and its behavior in turning corners, stopping, starting, etc., could not be found fault with. It can go very slowly, and, if necessary, it can maintain a speed of over thirty miles an hour. The carriage can be stopped much quicker than a vehicle drawn by horses; while moving at a rate of ten miles an hour, it has been brought to a standstill in twice its own length, and going fifteen miles an hour it can be entirely checked in about twenty feet. A turn can be made in a ten-



foot radius. Gasoline is the motive power, and the estimated cost of running the carriage two hundred miles is only 50 cents, with gasoline at 10 cents per gallon. The same lever that applies and throws off the power also applies the brakes (pressing internally) and reverses. The pneumatic tires with which the carriage is fitted are about five inches in diameter, their tread being half an inch thick. The car seen upon the streets was only for experimental purposes, and a different pattern will be given to the public. The cost, it is said, will range from \$500 to \$3,000. The existing pattern weighs 1,050 pounds, but this will be materially lightened. Mr. Winton, who is the mechanical expert of the Winton Bicycle Company, has been working on the motor for three years, and has been three months in assembling the machine.

A female bicycle thief is Cleveland's latest production. Mrs. Laura J. Ford, giving her address as No. 290 Huntington street, is the culprit. She was arrested at the instance of the Darling Cycle Company. Detective Reeves, who made the arrest, says the police have been looking for Mrs. Ford all summer, and that they have several similar charges against her. Her plan was to hire a machine and give a different name and address in each case. The wheel stolen from the Darling Company was rented July 27, and never returned. The charge against the woman is grand larceny.

FOR SIX MONTHS.

The White Sewing Machine Co., Cleveland, has the distinction of being the first to make use of the six months' guarantee adopted by the Board of Trade. It appears in their recently issued advance catalogue, which, by the way, is quite attractive in itself.

HIP-POCKET CURLERS.

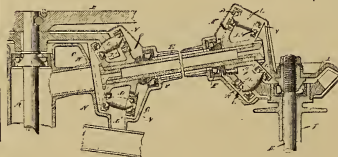
Texas has to stand much abuse, but the charge that her wheelwomen had their bloomers made with a hip pocket for the ever-ready revolver has been clearly refuted. The receptacle is for the curling-irons.

COPENHAGEN'S CHAINLESS CYCLE.

Copenhagen, Denmark, is to have a factory for the construction of chainless bicycles. The Kohlmeyer-Halberstadt patent will be operated, the Danish rights having been sold to those interested by Gustav Halberstadt to whom inventor Ingo E. Kohlmeyer assigned the patent. The mechanism has also been patented in Germany (No. 63,101, Nov. 28, 1891), in England (No. 20,764, Nov. 28, 1891), in France (No. 204,704, Dec. 7, 1891), and in America (No. 563,971, July 14, 1896). The principal feature is that one of the bevel gears has fixed teeth and the other rolling teeth conical in shape, with both ends in ball bearings. This, it is claimed, entirely prevents wear.

Mr. Halberstadt, who is a large importer of American machinery in Copenhagen, writes that an English syndicate has an option on the patent, which is thus described in the American specifications:

The bicycle is provided with the usual crank-shaft A, carrying the cranks B, and E, journaled in ball-bearings F, arranged in an auxiliary frame G, forming part of the main frame of the bicycle. The shaft E extends longitudinally and carries at its rear end a bevel gear-wheel I, secured on the hub J of the driving-wheel journaled on the axle K. Now, when the pedals are set in motion by the rider of the bicycle a rotary motion is given to the crank-shaft A, and this motion is transmitted by the bevel gear-wheels C and D to the longitudinally extending shaft E, which transmits this motion by the bevel



gear-wheels H and I to the hub J of the driving-wheel, so that the bicycle is propelled forward.

The bevel gear-wheels D and H have their teeth, preferably made in the shape of rollers L, made conical, with the pointed ends L, engaging ball-bearings N, arranged in the flanges of the gear-wheels D and H. By this arrangement the friction of the meshing gear-wheels is considerably reduced, it being understood that all the bevel gear-wheels may be constructed with such journaled rollers as their teeth, if desired.

By the arrangement described the rotary motion of the crank-shaft A is directly transmitted to the driving-wheel without the use of the endless sprocket-chain and sprocket-wheels now employed in bicycles.

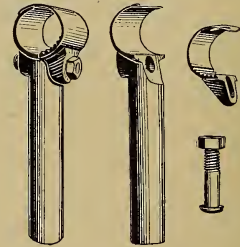
Having thus fully described my invention, I claim as new and desire to secure by letters Patent—

1. The combination with the drive and the driven-shaft of a counter-shaft geared thereto, the gears on the counter-shaft being formed with parallel flanges each having circularly-arranged series of opposed ball-bearings and roller-like teeth journaled at their ends in said ball-bearings, substantially as described.
2. The combination with the drive and the driven-shaft of a counter-shaft having an inclosing case provided with ball-bearings in which it turns, the gears on the counter-shaft being formed with parallel flanges provided with circularly-arranged series of ball-bearings and roller-like teeth having conical ends journaled in said ball-bearings, substantially as described.

3. The combination with the hub and parallel flanges having opposed recesses or sockets and openings respectively of the ball-bearings N N, held removably in said recesses and openings and the roller-like teeth journaled at their ends in the opposed ball-bearings, substantially as described.

SKATES AND CLIPS.

At first blush few would be able to see any connection between skates and wood handle-bars, or understand why a maker of one should become vitally interested in the other. They could scarcely be blamed either. It remained for P. Lowentraut, a large skate manufacturer of Newark, N. J., to develop the connection. Every one knows how simply ingenious and yet how secure is a skate clamp; nearly every one knows how secure must be the clamp or clip for a wood bar. It



should follow that the designer and maker of one should be equally capable of designing and making the other. Mr. Lowentraut believes that so far as he is concerned it does follow. He has produced a clip, which is offered in proof of his belief. It is pictured herewith.

It is so made that it is not necessary to take off either of the grips to slide the clip on, and only one bolt is necessary, this being directly on the under side of the bar, hiding



the nut completely. It is made possible by this construction to draw it in very closely, so that the gauge of the bar need not be anywhere nearly correct. It is made of steel tubing and forgings throughout, and presents a very neat appearance. J. H. Graham & Co., 113 Chambers street, New York, are selling agents, and it will make it an option on the Downey handle-bar which is sold by the Graham people.

KNOWS THE BUSINESS FROM A TO Z.

H. H. Kramm has been added to the staff of the Reading (Pa.) Standard Manufacturing Company, who make not only bicycles, but bicycle tools as well. Mr. Kramm is "well up" in the business. He spent the last three years in the service of Hulbert Brothers & Co.

STEALING TIRE-MAKERS' THUNDER.

Coffins are like pneumatics—the inventors' aim is now to make them airtight. "No person," recently wrote an imaginative undertaker, "having once used one of our airtight coffins will ever use any other pneumatic."

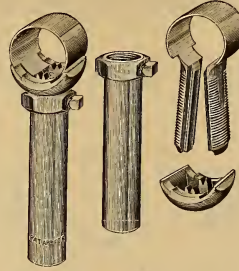
MORE COULD NOT BE SAID.

"Is Wobblesome healthy?"
"I should say that he had a fortune of tire-maker's size."

The CHAMPION Wood Handle-Bar CLIP for Bicycles.

Wood Handle-Bar and Bicycle Manufacturers will do well to look into the merits of the Champion Wood Handle-Bar Clip:

- 1st—It is reversible and adjustable to all degrees.
- 2d—It is neat, strong, durable and practical.
- 3d—The Champion Clip conforms and binds itself to the entire circle of all shapes, styles and sizes of handle-bars.
- 4th—The handle-bar can be entirely finished in polish and hand-grips before the clip is applied.
- 5th—The adjusting of the handle-bar is in its most convenient position when on the bicycle, as the head of the bicycle acts as a clamp by holding the stem, leaving all the adjusting to be done by the turning of the handle-bar. With this



powerful leverage the youngest riders can as easily adjust as the most experienced.

- 6th—After adjusted, the bar is stiff and firm; impossible to get loose or out of place.
- 7th—The Champion Clip is constructed of the best seamless steel tubing and specially made steel drop forgings.

We solicit correspondence from Wood Handle-Bar and Bicycle Manufacturers, or all in want of a perfect Handle-Bar Clip for Wood Handle-Bars.

We are also the manufacturers of the celebrated Champion Steel Pressure Blowers, Fan Blowers, Exhaust Fans, Lever and Crank Blowers, Screw Plates, Taps and Dies, Portable Forges, Tire Benders and Shrinkers, Blacksmith Drills, Etc.

Write for our 120-page catalogue.

CHAMPION BLOWER AND FORGE COMPANY, LANCASTER, PA., U. S. A.

Kindly mention The Wheel.

“FIRST IN AMERICA.”

THE FACT THAT

SHELBY TUBING



IS USED ALMOST EXCLUSIVELY BY

AMERICAN BICYCLE MANUFACTURERS

Is Sufficient Guarantee of its Superiority.

“Largest and Best

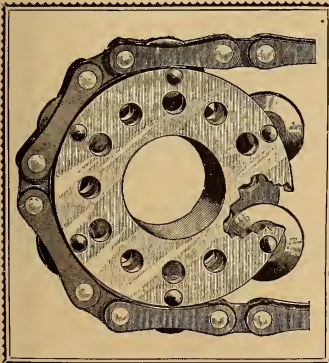
THE SHELBY STEEL TUBE CO.

in the World.”

Mention The Wheel.

SHELBY, O.

The Feature of '97.



BROWN'S
PATENT
ROLLER
SPROCKETS
AND
CHAINS.

DOING AWAY WITH ALL FRICTION.

THE HALL-MOORE MFG. CO.,

CINCINNATI, OHIO, U. S. A.

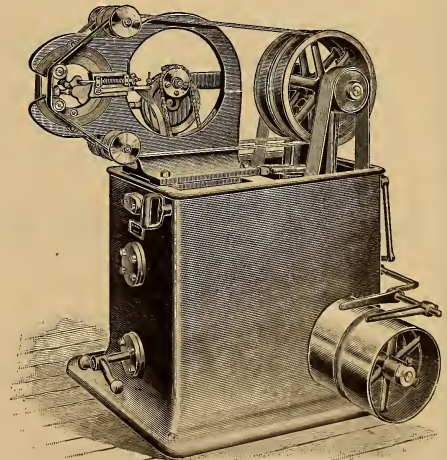
Office, 406 NEAVE BUILDING.

Write for Descriptive Catalogue.

Kindly mention The Wheel.

Automatic Frame Finisher

WITH HOOD REMOVED.



For particulars address,

DRAPERY FIXTURE CO.

Worcester, Mass.

Kindly mention The Wheel.

THE MYERS Detachable Cycle Chain

Great Scott! The Missing Link Has Been Found.



SEND TWO DOLLARS AND WE WILL FORWARD YOU ONE OF OUR CHAINS, 52 LINKS,
EXPRESS CHARGES PAID.

The Myers Cycle Chain

can be taken apart or put together without the use of tools; hence, should any of its parts wear out or break, the same can at once be renewed. The centre blocks and also the studs or rivets are hardened; therefore the wear is reduced to a minimum. It is the easiest running chain, and will fit the standard one-inch sprocket.

Use the Myers Chain and You Will Never Again Use Any Other.

MYERS CYCLE CHAIN CO.,

NEW YORK OFFICE:

MAIN OFFICE AND FACTORY:

Gerken Building, Cor. Chambers St. and West Broadway.

BRIDGEPORT, CONN.

FOR MUTUAL PROTECTION.

Like links in a chain, wheelmen are rapidly being united by means of protective associations, which, in the end, will do much to mitigate the brutality and carelessness the rider often experiences at the hands of the driver. The latest of these links owes its formation to Mr. L. E. ter Meer, No. 38 Park Row, and is known as the Wheelmen's Mutual Protective Association. Moral suasion allied with publicity are the corrective means the new association relies upon. Exemplifying how this will be worked, President ter Meer says:

"The driver of Mr. X, the grocer, seeing a lady on a wheel coming up the road in an opposite direction to his vehicle, not only omits to keep on the right side, but turns his horse sideways, so as to block the road. The cyclist, not prepared for such manoeuvring, nearly runs into the horse, but, fortunately, is skilful enough to make a jumping dismount and save herself. (This is an ordinary case; the reader may work it out in a hundred different ways, with various results.) Having obtained his purpose, Mr. Driver grins or bestows on his victim a parting shot in choicest vernacular, and drives off in a halo of glory.

"For the casual observer here the curtain drops. But the cyclist, a member of the W. M. P. A., has noted the name and address of the wagon's owner, immediately reports the incident to the W. M. P. A. headquarters, and in the next semi-monthly W. M. P. A. Bulletin the case is recorded, giving the full address of the driver's employer.

"In most cases a number of the Bulletin's readers trade at that store, and, according to their pledge to the association, at once use their influence as customers so as to cause the offender to be reprimanded, and threatened with dismissal should the offence be repeated. There is not a tradesman living who, were he to lose one or more customers through an obnoxious driver's fault, would not be ready to reprimand and, if necessary, discharge the latter.

"The mere knowledge of the existence of such a society will cause tradesmen to caution their drivers. This is only a very mild case, but it shows how mutual protection can be worked. Cases of more serious nature will be taken in hand by the Executive of the W. M. P. A., and, if necessary, by their lawyer.

"In each district a prominent citizen, member of the W. M. P. A., will be appointed as a representative, and will unite his influence, when needed, with the endeavors of individual members. But it is the purpose of the association to help themselves, to improve matters by their personal, co-operative actions, and, if possible, to do this without the aid of the law courts."

No less a personage than the Hon. Timothy L. Woodruff, Brooklyn's Park Commissioner, is vice-president of the new organization, and at the price of from 50 to 75 cents per year for membership few riders can refuse to become associated with the organization.

NO BALM IN GILEAD.

The tire that held the air went down,
The sweeping wheels rolled on;
And what was Gotham, glorious town,
To her whose air was gone?

She lived, for life has many a bump,
Ere sorrow breaks its chain;
Still comes not air without a pump;
She never smiled again!

There passed proud forms before her gaze,
The scorchers and the fair;
But who would leave the glittering maze
To pump her tire with air?

Before her swept the bloomer-girl,
In pleasure's reckless train;
But nought could check that giddy whirl;
She never smiled again!

INFORMATION BLANK.

DIRECTORY OF THE AMERICAN CYCLE TRADE.

(WHOLESALE.)

- 1. Name _____
2. Street address _____
3. City _____ State _____
4. Officers or Managing Head _____

5. MANUFACTURERS. (Give name of each article manufactured by you.)

6. AGENTS FOR. (Give name of every article for which you have the exclusive agency.)

7. IMPORTERS. (Give the name of articles or materials which you import.)

8. REPRESENTING. (Give the name of articles or materials for which you have the exclusive representation.)

CASE OF EVOLUTION.

What harness is to a horse a saddle is to a bicycle. It is but a short step from one to the other, and when, a few years ago, Butler & Ward, of Newark, made the step, it was not very surprising. They were then prominent in the harness business, as they are now in the cycle saddle trade. Newark has a wide reputation as a manufacturing centre, and well it might have, for there are more fac-



ories there than in all the rest of New-Jersey. The illustration shows the factory, at 226-228 Halsey street, in which B. & W. saddles are made. Newark's greatest factory population speaks volumes for the labor which can be employed there, and possibly explains why Butler & Ward's saddles enjoy their reputation.

OTHER "GOOD" THINGS.

Morgan & Wright are naturally so thoroughly associated with the tires bearing their name that comparatively few are aware that they carry in stock other goods sufficient to merit the issuance of a 20-page pamphlet, descriptive of them. Wrenches, toe clips, air compressor valves, pedal rubbers, chain lubricant, cement kettles, vulcanizers, liquid tire cement, rubber solution and wood rims are the articles illustrated and listed. This word to the wise should be sufficient for those who know how clever is the firm in their tire deals, but who knew nothing of their other wares.

TURNING THEM INTO SOLIDS.

People with porous tires or tires that will not hold air may be interested in the cork composition patented by E. W. Hopkins, No. 636 East One hundred and thirty-eighth street, this city. The composition is designed to entirely fill the tube, making the tire puncture-proof, and rendering inflation unnecessary. Mr. Hopkins does not expect his article to affect the sale of pneumatics, but believes that it will meet a want of those who buy second-hand wheels, or who cannot afford to purchase new tires.

CORKING CORKENE PLURALITY.

Sixty thousand pairs of Corkene handles have been contracted for by the Crawford Manufacturing Company, the order, of course, being placed with J. A. Weaver & Co., of this city, who make the grips. Weaver & Co. executed an indemnity bond guaranteeing delivery.

HERE ARE GEAR CASES.

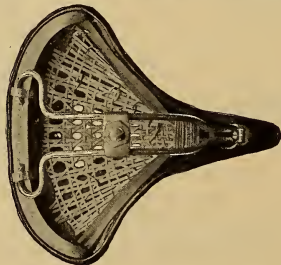
At least one American firm has "plumped" for gear cases, the Tinkham Cycle Co., of this city. All '97 Tinkhams will be equipped with the case, and, in all likelihood, without extra cost.

A MESINGER MESSAGE.

Mesinger saddles, '97 patterns, will soon be very much in evidence. "Advance proofs," so to speak, are already in circulation. No great change from the '96 models was possible, the alterations being in minor points, where experience had proven them most



needed. The saddle is much thinner on the pommel, the felt is thicker, and the saddle therefore softer. There is no projection in the back, and, under medical advice, the outline of their V-shaped aperture has been changed to a form believed to be anatomically correct



A tension screw turning in either direction to relieve or tighten the leather top is among the new features.

The saddle will be made in three widths: narrow, 8 inches; wide, 9 inches; extra wide,



10 inches. They will be furnished in three colors, black, maroon and russet.

A spring attachment is the most novel feature introduced. This can be furnished with any of the different widths of saddles, and al-



lows perfect freedom of motion in every direction. The springs are so arranged that they will not throw the rider from the saddle when jolted.

In the course of its manufacture a bicycle passes through the hands of no less than fifty-four operators before it is ready to be sold.

RIDING ROUGH SHOD OVER THE ROADS.

Abroad rough-tread tires, or "corrugated covers," as they are generally termed, are in extensive use. The patterns of the corrugations are almost as bewildering as those of golf hose. On this side of the water their use has not been so great, but the horoscope of 1897 reveals signs that the star of the rough-tread will soon be in the ascendancy. Practically all makers of both single and double tubes will supply a tire of the sort. As a seller some of them will even make it lead their smooth-tread article. The New York Belting and Packing Co. will be of this number. In advocating their League embossed-tread tire they state the case cleverly in this fashion: "You wouldn't think of wearing smooth-soled rubber shoes. All rubbers have embossed or corrugated soles to give a firm tread; we do precisely the same thing with our rubber tires and for the very same reason."

WILL GET MORE FOR THEIR MONEY.

"The people who purchase \$75 wheels around Christmas time, or early in the season," said a tradesman who is usually logical, and who knows what he is talking about, "will get better value for their money than they ever got before. Nearly all the \$100 machines which were carried over this year will be changed in one or two petty details and worked off as \$75 wheels."

A SHINING EXAMPLE.

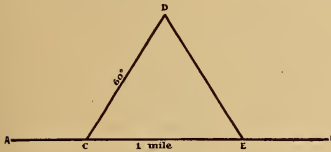
Every one is anxious to shine in this world; the bright parts of a bicycle are inanimate, but they, too, must shine. This lustre adds beauty to the wheel. To nickel-plate properly has become an art, and while much depends on the manual labor expended, without proper apparatus and materials the most skillful could scarcely hope to accomplish good results. The picture shows where such necessities are



made—the factory of the Hanson & Van Winkle Co., on Market street, in Newark, N. J. The firm is so old and well known that practically every one must be aware that they are in position to meet the very want of the nickel-plater, from the complete paraphernalia of a complete nickel-plating establishment to the simplest salt used in the solution.

MAP MILES AND CYCLOMETER ONES.

Did you ever hear two riders discussing—or, rather, cussing—the variation existing between the miles recorded by their tired muscles and those recorded by their cyclometers? Surely, you must have, and you could not have failed to notice that invariably it was claimed that the record of the former was greater than that of the latter. In other words, the cussers did not believe that they



were credited by the registering machine with the actual number of miles they had ridden according to map and milestone.

The strangest thing to me is that in all these discussions I have heard, not one of the questioners of the cyclometers' accuracy ever grasped the germ idea of the whole question, which is the utter impossibility of any instrument measuring wheel revolutions to record, on ordinary roads, the distance travelled according to the map. Surveyors do not measure distances by surface length up and down hill, but by levels; and on a hilly road the surface length as recorded by cyclometered revolutions will be many yards to the mile longer than the real distance recorded by milestones or on a good map.

By way of reductio ad absurdum take the extreme (and impossible) case of a hill suddenly rising sixty degrees, and on reaching the summit falling again at the same angle till it reached the level; in other words, a hill the two sides and base of which formed an equilateral triangle. The distance on a map from A to C on the accompanying diagram is just one mile, yet a cyclist following the line C D E would cover, and his cyclometer would record, just two miles. Yet this is the sort of thing that happens on a reduced scale every time wheelmen take their rides abroad, so that it is no wonder they complain of their cyclometers. In short, no cyclometer can give more than a rough guess at the distance from point to point really covered.

SLOW COACH.

JUST LIKE A MAN.

He and She were rather past the heyday of youth, in fact when they took to cycling unsympathetic friends took occasion to remark that they were old enough to know better. But age does not always bring wisdom, proven was this by the fact that at the moment He and She, barely out of their middle-aged novitiate, were wildly coasting an unknown hill with brakeless wheels. When they reached the bottom of the hill they were going very much faster than they wanted to.

"Slow up!" He cried to his wife.

"I can't!" She gasped, "and the road—takes—a turn!" She flew round it, while He, exulting in his newly acquired foothold on a single pedal, followed after her as best he could.

"I shall fall off," came disjointedly to his ear from the front.

"You won't!" shouted He, as he bent over the handles. "Keep your mouth shut and imagine that you're all right."

This was not polite, but it was effective. She cast a look of contempt and anger, with a strong suggestion of terror in it, at her husband, who had now caught up with her; and she kept her mouth shut and stuck on. "You're doing finely," said He, encouragingly. "Now put your feet on the pedals and we'll push on."

There are times to talk and times to shut up; this was one of the latter.

QUAKER KINKS.

"Examine the Quaker and it won't take you twenty minutes to conclude that it would be better to sell it than to compete with it." This is a reasonably modest address to cycle agents from the Penn Manufacturing Company, Erie, Penn., who make the Quaker. Their '97 line is now complete. It will consist of two roadster wheels for men, a racer, two ladies' wheels and two tandems. The line represents no radical departure in model, but many of the constructive features are original and distinctive, and such as the makers believe will appeal to the thoughtful.

The pedals, handle-bar adjustment, seat-post adjustment and crank-shaft are cited as instances. The seat-post is held in position—a



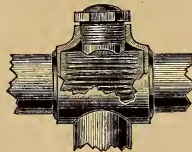
position instantly adjustable at the wish of the rider—by means of a clamp, the loosening of the single bolt of which permits raising or lowering of the seat-post bracket.

The pedals are formed of three pieces of sheet steel riveted together in such manner as to present, in end section, a triangle. They are very light, and, by reason of their



form, "incredibly strong," in the words of the Quaker people. They may be used with or without rubber plates, at the option of the rider.

The Quaker handle-bars are instantly adjustable to any position. The centre of the handle-bar is corrugated. A pilot, the lower face of which conforms in curvature to the circumference of the bar, and toothed to fit the corrugations therein, rests lightly upon said corrugations, and is held in place by a threaded plug, recessed at its lower end to



receive the upper end of pilot. This plug screws into the upper side of the handle-bar clamp, and when the handle-bar is adjusted and clamped in the position desired, the plug is screwed down, forcing the teeth of the pilot into the corrugations upon the handle-bar, firmly holding the bar in the position in which it is placed.

The crank-shaft is of the finest tool steel, the ends for reception of the cranks being of triangular form. The eye of the crank conforms, in opening, to crank-shaft end, as per cut herewith. The shaft end of crank is sawn open, and is supplied with a clamp-bolt, so that, in position, it may be drawn down and caused to grip tightly the shaft end. There is no weak point. As a further precaution against accident, a safety screw, with flat head, slightly larger in diameter than crank-shaft, is let into the end of the shaft, the head forming a flange which prevents the crank slipping off the shaft in the event that, by oversight or negligence, the

crank clamp-bolt should not be sufficiently tightly drawn.

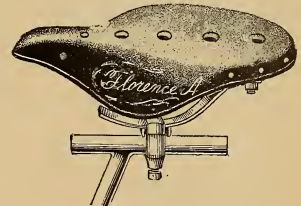
The front and rear hubs and the crank-hanger are provided with inner lubrication tubes, which conduct the oil directly to the ball races, accomplishing a very material saving of oil, reducing also the frequency of the necessity for oiling and assuring the highest degree of cleanliness.

The dust-cap, employed on front and rear hubs and crank-hanger, is of new design. It is the combination of the cone, a steel washer, a felt washer, a steel dust-cap and a mill-edged steel nut. The cone being placed in position, the steel washer is pressed close up to its outer face. The felt washer is then slipped into place, against the steel washer. The steel dust-cap is next placed in position and forced tightly into place by means of the milled-edged steel nut, making an absolutely dust-proof dust-cap.

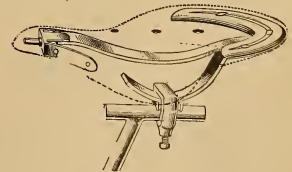
The Penn Manufacturing Company naturally believe that their wheels will attract their full measure of attention the coming season, and not without reason.

SADDLES THAT SUIT.

As manufacturers of tool bags, H. M. Rosenblatt & Co., of Philadelphia, have made such a reputation for themselves that they should be thoroughly at home in the manufacture of bicycle saddles. They have made saddles for some time past, but now they intend going into that department on a greater scale, but with the same thoroughness and energy that have marked their efforts in other lines. Their '97 saddle appears to have many features to commend it. It is a firm saddle combined



with an easy spring, which can readily be changed to a stiffer tension in a moment. As may be seen in the illustration, it really has a double spring, one being very flexible, that can be quickly removed and a clip substituted to the top or stiffer spring, thus making either a comfortable riding seat or a scorching saddle. They say that it has been used over rough roads by many experts for the last four months, and won nothing but praise. The top is of the finest tanned leather, of first-class



quality, and—what is very essential—a low price is asked.

Of course, their toolbags need but little reference. Twenty-two new designs are offered, and to any one who has dealt with H. M. Rosenblatt & Co. before, little more need be said.

The volume of their business during '96 was enormous. It would stagger a few people of expressed in figures, but if maintaining the standard of goods and their low margin of profit will merit a continuance, they mean to merit it.

National Board of Trade of Cycle Manufacturers.

271 BROADWAY, NEW YORK.
Phone No. 4117 Corlandt.

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NATIONAL CYCLE SHOWS.

Under the auspices of the National Board of Trade of Cycle Manufacturers.

January 23-30—Chicago, Colis-um.
February 6-13—New York, Grand Central Palace.
February 20-27—Boston, Mechanics' Building; C. W. Foudrimer, Mgr. Boston Cycle Board of Trade.

FOREIGN CYCLE SHOWS.

Nov. 20-28—Stanley; Agricultural Hall, Islington, London, N.; E. A. Lamb, Secretary, 57 Chancery Lane, W. C. Telegraphic address: "Insuppressible, London."
Dec. 4-12—London, National Show, Crystal Palace; Frank Peach, Secretary, 48 Holborn Viaduct, London.
Dec. 12-27—Paris, Palais d' Industrie, Champs Elysees; M. Bivort, Manager.
Jan. 2-9—Manchester, Eng.
Jan. 16-27—Dublin, Ireland; Royal Dublin Society Building, Balls Bridge; R. Wilson, Secretary, 14 D'Olier Street.
Jan. 27-30—Glasgow, Scotland; A. G. Rennie, Secretary, 49 Lilybank Gardens.

TRADE CHANGES.

ALABAMA.
Huntsville—Bell, Rhea & Co., new store; will manufacture and repair bicycles.
CALIFORNIA.
Riverside—Victor Noble, sold out to W. S. Collins.
Santa Ana—Wright & Bundy. A. Y. Wright gave bill of sale for \$2,000.
COLORADO.
Colorado Springs—Wahl Bros., partnership dissolved.
GEORGIA.
A. F. Pharr, bicycles, reported recorded chattel mortgage for \$398.
ILLINOIS.
Chicago—R. H. Mursell, assignee for the Sterner Wheel & Sporting Goods Company, has filed in the County Court a list of claims against the insolvent company, amounting to \$4,775.42; assets, over \$700.
Chicago—Smith, Seib & Co. now operated by Chicago Tip and Tire Company.
Chicago—F. S. Waters & Co. sued for \$2,500 by New Castle Tube Company.
Waukegan—F. T. Wheeler damaged by fire. Loss, about \$700.
INDIANA.
Evansville—Viets & Davidson. E. S. Viets reported to have given chattel mortgage for \$500; real estate mortgage for \$1,200.
Springfield—A. G. Gruendler, reported chattel mortgage for \$104.
Evansville—Evansville Cycle Works failed.
Westfield—The Cycle Heights Company, organized, with Charles H. Parsons, president;

R. B. Alden, treasurer; and R. A. Knight and C. H. Moore, trustees; to develop the property in the vicinity of the Lozier bicycle works on East Silver street. Capital stock \$45,000.

IOWA.

Webster City—M. B. Everson. Bill of sale, \$1,000.
Des Moines—Pacemaker Bicycle Company. Judgment for \$3,165.

MASSACHUSETTS.

Cambridge—William W. Furness. Chattel mortgage for \$700.
Peabody—Ernest J. Porter. Mortgages, stock, etc., \$500.

MICHIGAN.

Fennville—A. M. Hulson will manufacture and repair bicycles. He will make a wheel called the Pennville, and a cheaper grade.
Saginaw—W. L. Marr Cycle Company succeeded by W. L. Marr.

MINNESOTA.

Hutchinson—Clark Robbins, new store.
Owatonna—The Moorhouse Cycle Building destroyed by fire, with all its contents. Loss, about \$3,500.

NEW JERSEY.

Newark—Probst Supply Company closed by Sheriff.

NEW YORK.

Buffalo—The directors of the Imperial Cycle Company made application to Justice Laughlin for an order requiring all persons interested in the affairs of the corporation to show cause on February 3 why the company should not be dissolved. The order was made, and F. Gibbons appointed referee.
Dansville—Allen & Kramer. Dissolved.
Elbridge—Elbridge Cycle Company. Stock and machinery sold by Sheriff; \$5,161.10.
Haverstraw—Buchanan & Weiant. Dissolved. G. B. Buchanan continues.
New York—Cycle Components Company incorporated by Alvin L. Strasburger, William H. Cashen and Robert Perkins, to manufacture bicycles and bicycle appliances. Capital stock, \$25,000.

New York—Hodgman Rubber Company. Judgment entered vs. George F. Hodgman; \$4,742.55.
New York—S. H. Ellis. Chattel mortgage, \$350.
Syracuse—American League Cycle Association. Attachment vacated; claim paid.
OHIO.
Toledo—Charles Truman & Co. reported sued for \$767.
PENNSYLVANIA.
Bloomfield—Darlington & Reeder will erect a large rim factory and planing mill, and place machinery.
Shamokin—J. H. Eisenhart. Offering 25 per cent in settlement.
Scranton—A. W. Jervis. Sold out by constable.
Williamsport—Harris High Art Cycle Company. Organized with \$250,000 capital.

RHODE ISLAND.

Providence—Fred W. Webb. Chattel mortgage, \$195.

TENNESSEE.

Chattanooga—Graham Cycle Company, bicycles, 120 East Eighth street, offering stock for sale.

TEXAS.

Tyler—N. W. White sued for \$200.
Fort Worth—L. E. Day sued for \$183.27.

VIRGINIA.

Newport News—J. Ingersoll desires correspondence with dealers in bicycle parts and with specialists in repair work.

WISCONSIN.

Milwaukee—The Lake City Manufacturing Company incorporated by F. Tanhauser, E. S. Mack and H. Landauer. Capital stock, \$1,000.
Whitewater—M. J. Taft, new store.

COMPARISONS ARE ODIOUS.

Exports of American cycles and cycle materials continue brisk. For the week ending October 27 the value was \$61,711, England taking one-third of the goods and Australia and Italy the bulk of the remainder. The appended list details the shipments. For the sake of comparison, the cycle exports from England for the week ending October 16 are also given. It is of interest, and may furnish a few "clues" to the American trade.

From New York.		From England.	
Antwerp	\$1,169	Adelaide	£1,486
Argentine Republic	1,696	Aden	10
Amsterdam	173	Alexandria	20
British East Indies	587	Amsterdam	438
British Honduras	265	Auckland	188
Bremen	1,690	Barcelona	16
Brazil	130	Berbec	50
British Australia	13,836	Bluff	52
British West Indies	284	Bombay	148
British Guiana	125	Boulogne	1,000
Central America	321	Brisbane	712
Copenhagen	183	Bury	14
Dutch West Indies	119	Calcutta	168
Glasgow	210	Cape Town	210
Hong Kong	240	Christchurch	245
Hamburg	400	Colombo	245
Havd	400	Durban	1,177
Liverpool	1,696	Flushing	1,154
London	20,507	Fremantle	1,569
Naples	13,665	Ghent	87
New Zealand	500	Hankow	26
Porto Rico	208	Hankow	18
Rotterdam	1,158	Helsingfors	20
Turin	300	Hobart	157
London	20,507	East London	1,149
Uruguay	232	Kurrachee	35
U. S. of Colombia	427	Launceston	120
Venezuela	334	Lisbon	25
		Lyttelton	528
Total	\$61,711	Madras	602
		Malta	13
		Maryborough	137
		Melbourne	5,928
		Nombassa	20
		Nelson	25
		Newcastle	64
		New York	44
		Odessa	28
		Ostend	41
		Osaka	40
		Palmerston	38
		Paramaribo	35
		Penang	32
		Perth	1,690
		Port Elizabeth	1,649
		Rockhampton	150
		Rotterdam	68
		Sydney	4,836
		Singapore	150
		Smyrna	75
		Stockholm	10
		Tokio	12
		Tinianu	176
		Wanganui	29
		Wellington	125
		Yokohama	33
		Total	£26,613

TRASURY CIRCLE RULING.

The Treasury Department has promulgated a decision with regard to the dutiable classification of bicycle saddles as follows: "The goods are bicycle saddles composed of leather and metal. They were assessed for duty at 35 per cent as manufactures of metal, and are claimed to be dutiable at 30 per cent under paragraph 353, Act of August, 1894, February 8, 1894 (G. A. 2,455), on information received from the Pope Mfg. Company, and on an estimate of the value of the materials abroad, a similar claim of the importer's was sustained. But since that time there have been numerous sales and shipments to this country of the leather and metal parts separately, and the prices at which the respective parts have been sold, invoiced and appraised are conclusive as to the incorrectness of our previous decision. We find, therefore, that metal is the component material of chief value and affirm the assessment of duty."

MEDAL AND DIPLOMA.

Humbers were the only bicycles exhibited at the American Institute Fair in this city. They were awarded a special medal and diploma for "originality of design, superiority of construction, quality of materials used, excellence of finish and strength and durability, as demonstrated by tests."

ALLIGATORS IN THE WEST.

The Reading (Mass.) Rubber Tire Co. has enrolled as "one of theirs" Fred S. Dickinson, who will look after the alligator tire trade west of the Ohio. He will have headquarters in Chicago.

PATENTS GRANTED.

570,015. Velocipede. Thomas Hall, Manchester, England. Filed June 4, 1895. Serial No. 551,690. (No model.)

570,052. Bicycle gearing. Abel F. Price, U. S. Navy. Filed January 2, 1896. Serial No. 574,067. (No model.)

570,142. Implement for replacing inner tubes of pneumatic tires. William S. McCutcheon, El Paso, Tex. Filed October 7, 1895. Serial No. 564,913. (No model.)

570,179. Bicycle. Thomas S. Miller, Burlington, Iowa. Filed July 22, 1895. Serial No. 556,742. (No model.)

570,187. Bicycle handle-bar. Frederick C. Rockwell, Hartford, Conn. Filed June 9, 1896. Serial No. 594,850. (No model.)

570,208. Gear for motorcycles. George H. Ellis and John F. Steward, Chicago, Ill. Filed January 23, 1896. Serial No. 576,543. (No model.)

570,240. Bicycle-lamp bracket. Charles F. Walker, Chicago, Ill. Filed November 14, 1895. Serial No. 568,899. (No model.)

570,250. Bicycle wheel. Rimmon C. Fay, Hion, N. Y., assignor to the Remington Arms Company, New York, N. Y. Filed January 28, 1896. Serial No. 577,108. (No model.)

570,271. Bicycle. George H. Sears, Rochester, N. Y., assignor of one-half to George Hahn, same place. Filed January 18, 1896. Serial No. 576,007. (No model.)

570,285. Folding canopy for bicycles. John Kaufman, Philadelphia, Penn. Filed July 30, 1896. Serial No. 601,074. (No model.)

570,310. Fastening for bicycle posts. Frederick I. Johnson, Fitchburg, Mass., assignor to the Iver Johnson's Arms and Cycle Works, same place. Filed July 26, 1895. Serial No. 557,286. (No model.)

570,320. Bicycle. Edwin Y. MacKenzie, Kingston, Jamaica. Filed October 16, 1895. Serial No. 565,911. (No model.)

570,327. Bicycle. John J. Naregang, Leersport, Penn. Filed June 22, 1896. Serial No. 596,495. (No model.)

570,428. Ball-bearing for bicycles. Elmer C. Howe, Waltham, Mass., assignor to the American Waltham Manufacturing Company, same place. Filed December 23, 1895. Serial No. 572,930. (No model.)

570,440. Motor vehicle. Edward J. Pennington, Chicago Heights, Ill., assignor to the Motor Cycle Company, Chicago. Filed March 21, 1895. Serial No. 467,044. (No model.) Patented in England December 11, 1895. No. 23,711.

TRADE-MARKS.

29,051. Composition for repairing pneumatic tires. Boston Woven Hose and Rubber Company, Boston, Mass., New York, N. Y., Chicago, Ill., San Francisco, Cal., and Cleveland, Ohio. Filed September 18, 1896. Essential feature: The word "Vimodil." Used since July, 1896.

29,052. Pneumatic or solid-rubber tires. L. C. Chase & Co., Boston, Mass. Filed September 19, 1896. Essential feature: The word "Chase." Used since July 1, 1896.

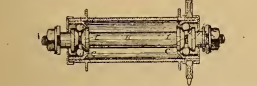
RECENT PATENTS.

570,327. BICYCLE. John J. Naregang, Leersport, Pa. Filed June 22, 1896. Serial No. 596,495. (No model.)



Claim.—The combination, with the rear-wheel axle and the frame union or post-pipe, of a lengthwise slot, of the seat-adjusting screw, the adjusting nut applied to the latter and engaging the same as specified, the guide-wheel for said screw and a clamp-socket working in contact with the washer, substantially as shown and described.

569,005. BALL-BEARING FOR BICYCLES. CHARLES T. BROWN, Chicago, Ill., assignor to Form B. Brown, same place. Filed July 9, 1896. Serial No. 568,685. (No model.)



Claim.—A ball-bearing comprising a shaft, a cone thereon each having a track, one cone being adjustable, a spring cone having internally extending annular flanges, balls interposed between the cones and a spool longitudinally movable on the shaft between the cones and spool being provided on its ends with tracks for the balls, and such tracks corresponding with the track on the cones.

569,045. PANTS-LEG GUARD. SAMUEL J. TURNER and CHARLES J. GILBERT, Minneapolis, Minn., assignors of one-half to George J. Turner, same place. Filed Sept. 30, 1895. Serial No. 565,109. (No model.)



Claim.—A passing-guard composed of wire so bent upon itself as to form, near one end of the guard, rings, the wire being adapted to grasp and hold the ends of the pants, the whole being adapted to encircle the leg and tightly clamp the pants about the leg, substantially as shown and described.

569,055. SHOWER ATTACHMENT FOR BICYCLES. FREDERICK S. PRATT, Cambridge, Ohio. Filed Oct. 21, 1895. Serial No. 568,915. (No model.)



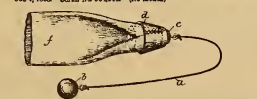
Claim.—A device of the kind described, the combination of the attaching member adapted to be connected to the bicycle-frame, a lead-supporting arm connected to it and extending therefrom and two brass arms below the latter adapted to engage inwardly the lead between their free ends to prevent the same from slipping.

569,706. BICYCLE SADDLE. BRANTLEY L. WYMAN, Santa Rosa, Cal. Filed Nov. 23, 1895. Serial No. 570,007. (No model.)



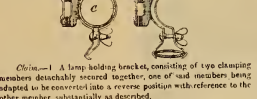
Claim.—In a bicycle-saddle, a flat seat-plate curved to form a lateral convex rear portion and having parallel forward extension, said plate having a central opening of a substantially transverse oval form with a forward extension and said opening being entirely within the edges of the plate whereby the plate extends forwardly to the rear, and plate hinges also downwardly flanges bounding its outer periphery and the periphery of the plate center, and provided with perforations a transverse flexible rib extending substantially correspondingly with the plate and having lateral bulges coincident with those of the flanges whereby it is readily removable, and an inner expansible tube or lining and means for adjusting the same.

570,142. IMPLEMENT FOR REPLACING INNER TUBES OF PNEUMATIC TIRES. WILLIAM S. MCCUTCHEON, El Paso, Tex. Filed Oct. 7, 1895. Serial No. 564,913. (No model.)



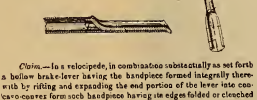
Claim.—In a implement for replacing the inner tubes of pneumatic tires, a grip for the end of the inner tube containing the tapering plug adapted for connection at its smaller end with a drawing-in cord, and the tapering device of a device to fit over the plug and clamp the tube end thereon, substantially as described.

570,340. BICYCLE LAMP BRACKET. CHARLES F. WALKER, Chicago, Ill. Filed Nov. 14, 1895. Serial No. 568,899. (No model.)



Claim.—A lamp holding bracket, consisting of two clamping members detachably secured together, one of said members being adapted to be converted into a reverse position with reference to the other member, substantially as described.

569,352. VELOCIPEDE WHEEL-LEVER. THOMAS B. JEFFERY, Chicago, Ill. Filed Aug. 11, 1895. Serial No. 564,818. (No model.)



Claim.—In a velocipede, in combination substantially as set forth a below back-lever having the knifepoint formed integrally therewith by riding and expanding the end portion of the lower tire cover-carriage frame and said knifepoint having its edge folded or crinkled longitudinally and a filing device adapted to rest in the concavity of said knifepoint and be retained by the folding or crinkled edge of the same.

569,216. SPOCKET-WHEEL. JOHN LINCOLN, Melbury, Mass. Filed Sept. 28, 1895. Serial No. 563,793. (No model.)



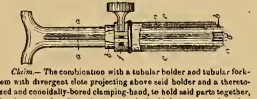
Claim.—A sprocket-wheel having teeth made in circumferentially-ribbed section, and means for adjusting said sections whereby the teeth may be expanded or contracted.

569,705. OMINIUS KIMBLE and FARMER BICYCLE. CHARLES J. GILBERT, Minneapolis, Minn. Filed Apr. 14, 1896. Serial No. 566,117. (No model.)



Claim.—A bicycle frame, comprising forward and rear sections whereon the wheels are attached, said forward section comprising a standard 2, a head and parts connecting the same, said rear section comprising the back and horizontal bars, said sections adapted to be secured to one another, and an independent middle section adapted to be inserted between the forward and rear sections, said middle section comprising upper or steering parts, and upper and lower horizontal sections, nests carried upon the forward and middle sections, and suitable driving mechanisms also carried thereon, substantially as described.

570,179. BICYCLE. THOMAS S. MILLER, Burlington, Iowa. Filed July 22, 1895. Serial No. 556,742. (No model.)



Claim.—The combination with a tubular holder and tubular fork-stem with divergent flange projecting there and holder and a threaded and conoidally-bored clamping-head, to hold said parts together, of a short interior rib at the upper end of said fork-stem and a tubular longitudinally-grooved handle-bar post with said fork-stem and rib so seated thereon, substantially as specified.

570,394. BICYCLE. BRUCE L. THOMPSON, Nassau, Bahamas Islands. Filed Aug. 1, 1896. Serial No. 574,778. (No model.)



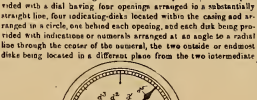
Claim.—In a bicycle, the combination of the bars of the bicycle-frame, a crank axle carrying a sprocket, and a shield or casing comprising the central horizontal plane having at each end a clip, to engage the bars of the bicycle-frame, and provided with downwardly-curved horizontal plates which take said ends of the crank-sprocket and said plate provided with a radial slotting device over the crank axle, as set forth.

569,504. PNEUMATIC TIRE. ANDREW CLAFFY, Brooklyn, N. Y. Filed Oct. 11, 1895. Serial No. 563,389. (No model.)

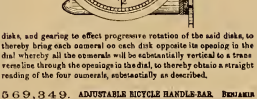


Claim.—In pneumatic tire for bicycles and other vehicles, the combination of the inner rubber tube, A, the thick canvas or duck tube, B, rendered waterproof, a reinforcing section or strip of heavy mil-leather, the edges of which are slitted or skirted down, secured to the outside of the said strip of canvas or duck, and a covering layer of rubber attached to the canvas as a reinforcing part, and upon the edges of the latter, substantially as herein shown and described.

569,923. STEAM-TRIP. CHARLES R. BROWN, Everett, Mass. Assignor to John W. Wilson, Boston, Mass. Filed Sept. 5, 1895. Serial No. 561,512. (No model.)



Claim.—A cyclometer comprising the following instrumentalities, viz: a containing case of substantially small diameter provided with a dial having four openings arranged in a substantially straight line, four conducting-disks located within the casing and arranged in a circle, each disk having one end connected to one of the openings in the dial, and each disk being provided with indications or numbers arranged at an angle to a radial line through the center of the numeral, the two outside or endmost disks being located in a different plane from the two intermediates.



Claim.—The combination with the tubular bearing and the hub-horn rotating thereon and provided with a ratchet, of a tubular latch or bolt mounted in the said bearing, sliding freely along the handle-bar tube in engagement with the ratchet, and extended out through the end of said bearing and there provided with a finger-piece, substantially as set forth for the purpose specified.



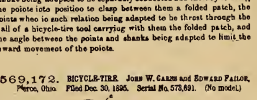
569,234. ADJUSTABLE BICYCLE HANDLE-BAR. BENJAMIN PUTZ, Elizabeth, N. J. Filed May 29, 1896. Serial No. 568,851. (No model.)

570,155. DEVICE FOR REPAIRING PNEUMATIC TIRES. LEWIS T. HOPKINS, Ellettsville, Ind. Filed Sept. 3, 1895. Serial No. 564,114. (No model.)



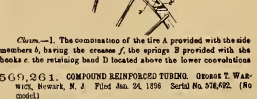
Claim.—A tool for repairing bicycle-tires, comprising two shafts, each having a point approximately at right angles to its ends, the shafts being adapted to be separately connected and thereby to bring the points into position to clamp between them a folded patch, the points when so related being adapted to be thrust through the wall of a bicycle-tire and carry with them the folded patch, and the angle between the points and shafts being adapted to limit the forward movement of the points.

569,172. BICYCLE-TIRE. JOHN W. GILBERT and EDWARD FALLON, Peru, Ind. Filed Oct. 18, 1895. Serial No. 571,851. (No model.)



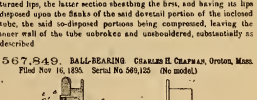
Claim.—The combination of the tire A provided with the inside webbing B, the casing C of the springs B provided with the said webbing C, the retaining block B located above the lower convolution of the tire, and the tire A, substantially as described.

569,261. COMPOUND REINFORCED TIRE. GEORGE T. WARWICK, Newark, N. J. Filed Mar. 24, 1896. Serial No. 576,692. (No model.)



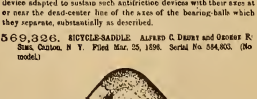
Claim.—The combination of a tube-section A, formed from a sheet-metal blank by bending the blank into tubular form and forming therein a reinforcing dovetail between the ends, and a tube-section B, formed from a sheet-metal blank with its edges constituting the inner flange, the latter section B being secured to the inner edge of the tube-section A, and having its lips disposed upon the flange of the said dovetail portion of the inner tube, the said tube-sections and being compressed, having the inner wall of the tube webbing unbolstered, substantially as described.

567,849. BALL-BEARING. CHARLES H. CHAFFIN, Orono, Maine. Filed Nov. 16, 1895. Serial No. 568,125. (No model.)



Claim.—A ball-bearing comprising a recess having raised tracks of different radii, bearing-balls arranged thereupon, said tracks divergent arranged between said bearing-balls, and a supporting device adapted to sustain such said bearing-balls with their free ends near the rear-decrescent line of the axis of the bearing-balls which they separate, substantially as described.

569,336. BICYCLE SADDLE. ALFRED D. DUNN and GEORGE R. SAGE, Orono, N. Y. Filed May 25, 1896. Serial No. 564,863. (No model.)



Claim.—A saddle for cycles comprising a suitable base, a front-curve secured to said extending over said base, padding inserted between the base and the cover and terminating in rear of the front edge of the saddle base, and an inflatable tube or bladder located at front edge of the saddle, between the base and the cover, and the tube or bladder or cavity made by the termination of the padding, substantially as described.

BRIEF BITS FOR BUSY MEN.

Of the 2,500 members in the New York Athletic Club, 1,126 are cyclists.

Bids are being invited by the Government authorities in Brazil for the supply of 22,000 enamelled plates to be affixed to bicycles in 1897.

G. B. Schuchardt, of Schuchardt & Schuette, of Berlin, Germany, and H. Greif, chief engineer of the concern, are visiting this country. They are among the largest importers in Germany of American machinery.

Even the carpet mills have caught the bicycle craze, and several Massachusetts factories are turning out rugs and carpets that show conspicuous designs of yellow and green tandems carrying merry pink youths and purple maidens.

A bill has been introduced in the Vermont Legislature to compel railroads to carry bicycles as baggage. The bill to tax bicycle owners 75 cents annually, the proceeds going to provide public cycle paths, has been advanced to third reading.

A Birmingham, England, paper tries to make its readers swallow this yarn: Recently the Austrian Government offered a Birmingham mechanic a salary of \$5,000 per annum and a profit of 2½ per cent on the business, to conduct a cycle factory, but the offer was declined.

Every mechanic knows that he cannot successfully temper a piece of steel until the outside surface, or bark, as it is technically called, is removed, and every steel maker will advise a man that in order to successfully temper good tool steel he must first remove all of this scale or bark.

What is more exasperating when you are attempting to air your technical knowledge of a wheel to forget the name of a part just as you are on the point of naming it, and then go groping around for it in the dark, with the tail just tickling the fringe of your recollection—and never get it!

The Assessor of the District of Columbia has recommended that an annual tax of \$1 be imposed on all bicycles in actual use in the District, that all rental wheels be licensed, and that a "registry of bicycles" be kept. It is thought that such a tax would amount yearly to some \$50,000.

There are now twenty large cycle factories in Austria, whose annual output is estimated at about 25,000 to 30,000 machines. The importation of foreign machines has greatly declined, but many small manufacturers still procure unfinished parts of the machines from other countries, and notably from England.

By a simple chemical process aluminum can be dyed to any desired hue. As aluminum cannot stand the heat necessary to stove enamel, this offers the maker of the aluminum cycle fittings a chance of pleasing such customers as prefer the metal to be disguised. It is hard to distinguish the result from ordinary enamel.

An important influence which works in favor of the British manufacturer in his competition in foreign markets with American manufacturers is undoubtedly the British system of banking, which is not only much more complete and comprehensive, but also much more closely related to business in other countries than is our own.

If one of a partnership sells out, bona fide, his interest to his co-partner or to another,

without in any way retaining his equity to have the partnership creditors paid out of the assets, the property is converted into the individual property of the purchaser, free from all the equities of the seller, even if the purchaser, as the consideration for such purchase, agrees to pay the firm debts; otherwise, if the purchaser agrees expressly or impliedly to apply the assets to such purchase.

In the Kingdom of Saxony a step is being taken which America might note with profit. The Export Union is getting up a book containing the names, addresses and business of 600 reliable concerns seeking export trade, which will be printed in four languages—English, German, Spanish, French—for distribution in foreign countries where these languages are spoken.

For toolroom or jobbing work, where uniformity of sizes is not of prime importance, the solid reamer can be made to "do"; but for manufacturing operations it has no proper place, as, no matter how made—relieved or not—it is only a question of time when it will lose its size. The inserted blade reamer, with the blades in wedge-shaped grooves, will keep its size indefinitely if properly used.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
 65 OUT OF EVERY 100
 WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK-REPAIR TIRE
 ASK EXPERIENCED REPAIRMEN
 WHICH TIRES THEY LIKE BEST
MORGAN & WRIGHT
 CHICAGO

Metal parts may be coated with aluminum or aluminum alloy electrically by placing them in a bath of 10 aluminum tartrate, 0.5 ammonium chloride, 100 water, bath temperature about 26 to 40 degrees C.; if the anode is insoluble, the bath is emptied and fresh aluminum tartrate dissolved. If aluminum is the anode, the bath to be kept entirely or weakly alkaline. Four or ten volts or more are required for the deposition of the aluminum.

The production of Para rubber increased from 8,243,000 pounds in 1865, to 15,144,000 in 1875, 29,310,000 in 1885, and 46,363,000 pounds in 1895; the great advance in the decade between '85 and '95 being the direct result of the increased demand produced by the tire-makers. Last year 37,456,000 pounds were delivered to manufacturers in the United States, against 31,062,000 pounds in 1894, and 35,583,000 pounds in 1893. The highest price paid in this country last year for fine Para rubber was 81½ cents, in November.

The cycle trade, and many good mechanics therein, are prone to think too highly of self-evident ingenuity. The highest ingenuity begets the most simple devices, and, so, often defeats itself so far as the securing of popu-

lar applause is concerned. We, as a people, have a reputation as inventors which we may hope to hold for long years to come; but it is not as ingenious inventors that we should be known. The supreme inventor is the successful inventor, and in his brain judgment has a more exalted seat than imagination.

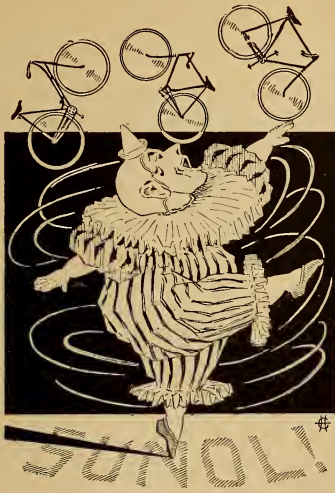
To find a market in Italy it is claimed that American high-grade wheels must retail for from \$80 to \$100, and in these prices must be included \$15 for freight and duty. To market a wheel requires it to be invoiced wholesale at not more than \$80, advertising charges, posting bills and hangers to be supplied free by the American maker. After the American manufacturer has done all this he is asked to take his pay at sixty days, less 2½ discount, or four months net draft. Under these conditions it is very probable Italy will not be immediately overrun with American high-grade wheels.

The cycle inventor does not always, or perhaps even generally, deliberately set to work to devise something for a particular purpose. The true inventor's mind works often automatically, and in spite of him keeps conjuring up new and untried and unheard-of possibilities in cycling. The things so brought up probably do not differ so much from those which are worked up with deliberate purpose. The ideas so born are probably bad, indifferent or good, the same as the others, and the work of selection and approval is as imperative with the spontaneous invention as with those which are born of persevering brain cudgeling.

The International Exposition to be held in Brussels, Belgium, beginning May 24, will afford an excellent opportunity for American cycle manufacturers to place their goods in competition with those of other countries. It will be advisable for the exhibitor to have a special representative in charge of his exhibit who can speak French. But in the case of small exhibits arrangements for the unpacking, installation and care of the same may be made with Mr. Jean Verhaegen, Place Loos 1, Antwerp, Belgium. For further information address the Commissioners, J. H. Gore, Columbian University, and Thomas Wilson, U. S. National Museum, Washington, D. C.

To recall a letter, even after it has reached the postoffice at its destination, apply to the postmaster for a "withdrawal blank," and when this is filed out and a deposit made to cover the expense the postmaster will telegraph to the postmaster at the letter's destination asking that it be promptly returned. The applicant signs this agreement: "It is hereby agreed that, if the letter is returned to me, I will protect you from any and all claims made against you for such return and will fully indemnify you for any loss you may sustain by reason of such action. And I herewith deposit \$— to cover all expenses incurred and will deliver to you the envelope of the letter returned."

A study of India rubber statistics, as furnished by all producing countries, leaves it open to doubt whether the increase of rubber is commensurate with the increase of demand, when the prospects and probabilities which bicycle construction and carriage tire requirements present are taken into account. Up to this time production has kept pace with demand. But to all appearances there has been this year, and perhaps last year, a rather sudden expansion of demand. Next year the demand will probably be greater. The expansion may and probably will grow from year to year, though India rubber importers are not apprehensive, apparently, of any scarcity.



HANDLE BICYCLES.

Don't Let Bicycles Handle You.

HANDLE A LINE THAT IS

On Top and Keeps Moving.

THAT'S THE

SUNOL

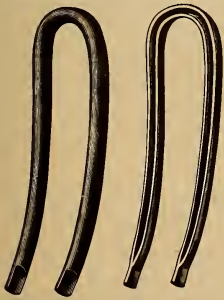
HERCULES and STELLA.

The Best Line on Earth.

'96 agents are applying for '97 agencies. Perhaps you are in unoccupied territory. Better ascertain.

The McIntosh-Huntington Co., Cleveland, Ohio.

Kindly mention The Wheel.



The New FORKSIDE

TAPER GAUGE.

THE accompanying sketch shows our **ONE-PIECE FORKSIDE**. These Forksides are made from taper gauge material by our special process, being heavy in the walls at the curve where the fork stem is attached, gradually reducing in thickness as the strain is lessened, to a point near the hub. The walls are then reinforced again in the gauge to provide a suitable bearing.

The Strongest, Most Graceful and Best FORKSIDE on the Market.

WE WOULD BE PLEASED TO SUBMIT QUOTATIONS.

Kindly mention The Wheel.

SEAMLESS STRUCTURAL TUBE CO., 138 North 11th Street, Brooklyn, N. Y.

The Luthy Wheel

\$150.

WE GUARANTEE THE LUTHY WHEEL TO BE:

THE HANDSOMEST IN DESIGN AND FINISH.
 THE BEST IN MATERIAL AND WORKMANSHIP.
 THE MOST PERFECT IN ITS LINES AND BEARINGS.
 THE EASIEST AND SMOOTHEST RUNNING WHEEL
 IN THE WORLD. A FEW SELECT AGENCIES SOLICITED.

LUTHY & CO.
 MAKERS,
 PEORIA, ILLS.

A Special List of Bicycle Manufacturers, Handlers of Parts, Sundries and Specialties, Sellers of Raw and finished Material; in fact, a List covering the entire Wholesale Bicycle Trade of America.

F. P. PRIAL CO.,

88 West Broadway,
 New York.

WHEEL OF MYSTERY.

Chainless wheels will be nowhere in comparison with a machine which is to be exhibited at the forthcoming Stanley Show in London. The coming of this mechanical wonder is heralded in this mysterious fashion: At the annual stockholders' meeting of one of the largest English cycle companies, the president of the company said that the directors had involved the company in an investment for the time being of a few hundred pounds, viz., for the purpose of building certain machines, which, he ventured to say, "would cause a sensation in the world of cycles such as has never up to the present time been experienced. In other words, they were interested in a powerful syndicate formed to introduce a cycle to the public which is driven neither by chain, gearing rods, nor, he might say, mechanical contrivances, but by a wonderful adaptation of an old principle in use in our chief public buildings of to-day. An increase of power was provided that would admit of any one of them propelling the machine at thirty-five miles an hour—uphill if desired. By means of this invention just one-tenth part of the power required to drive an ordinary cycle at a certain rate of speed will be required to propel a safety fitted with the new invention."

LAUNCHING THE LAMINATED.

Adjoining the Lake Erie and Western Railroad, at Tipton, Ind., is rapidly being completed a new brick building, 50x150 feet, which will be the new home of the Laminated Steel Tube Company, a newly incorporated concern with a \$50,000 paid-in capital. The officers of the company are John P. Kemp, president; James N. Waugh, secretary and treasurer, and Colonel J. M. Hunter, vice-president and general manager. The laminated plant will be planned for an annual output of 5,000,000 feet of tubing, and eventually the company will be in the market to contract with the trade for the rapid and satisfactory assembling of frames of all standard sizes.



TO BICYCLING JOBBERS.

We will send on application electrotypes of our '97 model Trump Cyclometer for your catalogues. This cut is No. 2. Larger size No. 1.

THE WATERBURY WATCH CO., WATERBURY, CONN.

FOR RENT,

In THE WHEEL Building,
88 West Broadway and 72
Warren Street, Model, Well-
Lighted Lofts; Steam Heat,
Electric Light, Electric Power.

IN THE HEART OF THE CYCLING DISTRICT.

Uncle Josh to the theatre went;
He had never been there before,
So he held his parachute on his knees,
And he hung his dice on the floor.
And he occupied a first front seat,
Quite close up to the stage,
Where he could look the actors through
And the eyes of the girls engage.
He brought with him most everything
To keep from getting gium,
And chewed until his jaws got tired
White's famous Pepsin gum.

White's Pepsin and YUCATAN gum is sold all over the world.

FOR SALE, EXCHANGE, WANTS.

TWENTY-FIVE WORDS, 35 CENTS.

Each additional word two cents. Cash invariably in advance.

ONE RAMBLER TANDEM, 1895 pattern, in good order, used very little. Will sell low for cash or exchange for high-grade bicycle. S. F. Alston, Tuscaloosa, Ala. 11-136

WANTED—A full lot of second-hand, improved machines—tools issuing from cycle manufacturer wishing to sell his machinery. Address, with prices and complete description of every machine, Mr. Pinet, 66 Cours de Vincennes, Paris, France. 11-65C

BICYCLE PLANT FOR SALE.

One of the best equipped plants in the country; situated in New York City; fully equipped in every department and detail with the newest and most modern machinery and tools; now running; capacity, 200 wheels a week. Principals only address SACRIFICE, care The Wheel. 11-61P

E. S. Edwards lowered the record from New York to Philadelphia, on October 18th, 59 minutes, with the FORCPEDE attached to his wheel. We offer a prize to any rider who breaks a long-distance record on any machine with a FORCPEDE attached. It has been done, and can be done every time, all conditions being equal. Call or address FORCPEDE COMPANY, 445 Broome Street, New York City. c-11

THE ATLANTIC CITY AND PLEASANTVILLE BICYCLE TRACK.

The fastest five-mile track in the world. Send for prospectus. T. W. WHITE, Secretary, 1210 Atlantic Avenue, Atlantic City, N. J.

EMPLOYMENT COLUMN.

Advertisements in this Column Free

Patrons of this column will please notify us when they desire notice withdrawn.

SITUATIONS WANTED.

Position wanted by a thoroughly experienced cycle-reepairman and practical electrician; four years' experience in repair work and seven in electrical; can furnish best of references; permanent position wanted with a reliable and progressive firm. Address Gus Miller, Lock Box 4, Little Falls, N. Y.

Have had fourteen years' experience in bicycle trade; can completely equip bicycle factory, buy raw material, design or sell product; understand complete management of office; can furnish satisfactory references; am open for engagement. P. M. W., care of The Wheel.

Nickelplate—A steady and thoroughly experienced electro-plate worker would like a situation with a reliable cycle firm. Address G. N. K., care of The Wheel.

Wanted—A position as salesman of bicycles or sundries; thoroughly versed in cycle construction; four years' road experience; cycle references. Address Energetic, care of The Wheel.

Position as wheel builder and assembler; 25 years of age; no objection to leaving city. H. J. L., 418 Chauncey Street, Brooklyn, N. Y.

Situation wanted by a young man 22 years of age; competent typographer and typewriter, also salesman; understands the bicycle fittings business thoroughly and has a large acquaintance with the trade; will accept a position at a moderate salary; can furnish unquestionable references. Address May, care of The Wheel.

Position wanted by a party of experience in building high-grade wheels, designing tools and handling men; A reference. J. Z. P., care of The Wheel.

Salesman—Young man at present engaged desires to make a change; three years with present firm; five years' experience on the road; can refer to present firm as to ability as salesman. Address Williams, Box 444, care of The Wheel.

Position wanted as brazer on first-class work only. Address J. H. Miller, Lytle and Tecumseh Streets, Hazelwood, Pittsburg, Pa.

Wanted—By an A. salesman of bicycles and bicycles sundries, a firm; salary no object, the future being my aim, well and favorably known to the dealers in the East, both jobbers and retailers; best references. Address, Century, care of The Wheel.

Wanted—Position as general manager or superintendent of a bicycle factory; would take same on salary or by contract to build entire wheel; two years' experience in both East and West; references unquestionable. Address, Hustler, care of The Wheel.

Wanted—Position as foreman by first-class enameler; fourteen years' experience; fine references from large manufacturers; can make the best black and colored bake enamel; will furnish samples of enameling on application. Address W. F. Whitmore, 190 Pearl Street, Hartford, Conn.

Wanted—Young man, no desires clerical position, manager of branch or traveling salesman; experienced; cycle or sundry firm. W. M. F., Box 86, Goshen, Ind.

Position wanted with a bicycle firm in Chicago or vicinity to take charge of machine or tool room; have had four years' experience at one place; I am a thorough, practical toolmaker and designer of working fixtures; can come well recommended for a comparatively low salary until the firm is satisfied with my ability; the best reasons will be given for this desired change. Write to W X Y Z, care The Wheel, for further information.

Builder, first-class is open for engagement to contract for building wheels for 1897; thoroughly competent designer and builder of tools; 12 years' experience. M. A. Y., care The Wheel.

HELP WANTED.

Wanted—To correspond with an American mechanic who can furnish reliable reference as to ability and integrity as a first-class bicycle builder. No pretensions to second-hand work wanted. Address Corson Cycle Mfg. Co., Nashua, N. H.

Wanted—Travelers to sell a leading bicycle sundry on commission. Address "Commission," 1318 Avenue A, N. Y. City.

Wanted—To open bicycle store, livery and repair shop, where you can ride all the year; I have high grade wheels and tandem stock, sundries and repair shop; will consider partner with equal amount capital or stock. Address Lock Box No. 103, Oneida, N. Y.

Bicycle Tubing—Wanted foreman who thoroughly understands the manufacture of cold-drawn seamless steel tubing; to one who is familiar with this trade in all its branches a good position is open; applications treated confidentially, if so desired. Address, with age, reference, salary, experience, etc., Draw Bench, care The Wheel.

Wanted, young man, bicycle rider, to handle one of the necessary attachments to any wheel; it will pay to investigate; strictly a '97 article; commission only. J. L. R., 318 "The Rookery," Chicago, Ill.

Wanted a first-class cycle repairman for an established concern in the South; references required; must be thoroughly competent; mention wages expected. C. Cycle Co., 312 King St., Charleston, S. C.



SUBSCRIPTION BLANK.

I enclose \$2.00 in payment of one year's subscription,
commencing with issue of.....

Name,.....
Address,.....
City,.....
State,.....

WHY THEY PLEASSED HIM.

"If dere is any invention dat I have a profound respect fur," said Meandering Mike, "it's dese mile-a-minute bysickles, what you reads about."

"Whut's de reason?" inquired Plodding Pete. "Dey never work."

In the darkling gloom of the midnight lone,
There came a call on my telephone,
And impressed with fears that I dare not own,
I crept from my bed with a rueful groan;
For the floor was cold as a paving stone,
And the germs of the dread la grippe were soon,
While I waited the words of my friend unknown.

The sad wres sang in their tuneless drone,
And then, in a dreary monotone,
In my startled ears these words were blown
From the frozen poles to the torrid zone.
From the Rio Grande and the River Rhone
To Plymouth Rock and the Blarney Stone,
The New Departure Bells are known,
For they have a tone that is all their own.



ART BOOKLET FREE UPON APPLICATION
Bristol, Conn.

THE NEW DEPARTURE BELL CO.

Highest Grade Oiler.



DOES NOT LEAK

"Star" Oilers (Second only to the "Perfect") 10c.

Oiler Holders or Pump Holders, 25c. each.

CUSHMAN & DENISON,

172 9th Avenue, New York.

Kindly mention The Wheel.



BIG FOUR ROUTE

—TO—
WESTERN AND SOUTHERN POINTS.

Through Sleeping Cars from

NEW YORK AND BOSTON TO CINCINNATI, INDIANAPOLIS AND ST. LOUIS

—VIA—
Boston & Albany R. R., New York Central to Buffalo, L. S. & M. S. Ry. to Cleveland, Big Four Route to Destination.

ELEGANT CONNECTIONS
With all Trunk Lines in New York and New England.
Ask for Tickets via **BIG FOUR ROUTE.**

E. O. McCORMICK, D. B. MARTIN,
Pass Traffic Manager. Gen'l Pass. & Tkt. Agt.
BIG FOUR ROUTE, CINCINNATI, O.

BETTER THAN 16 TO 1.

MAKE YOUR OWN

PUNCTURING.

SAVE MONEY.

Guaranteed to Repair Punctures Instantly.

Beneficial to rubber. No repair outfit required. You ride over nails, tacks, spikes, silvers, thorns, glass, etc., and PUNCTURINE repairs tire instantly, without rider dismounting. Never gets dry or hard when in tire or out. Always of the same consistency.

FORMULA, 50 CENTS.

Sample and Syringe Pump, 50 Cents Extra.

Address **CYCLE COMPOUND CO.,**

Mention The Wheel. **GLENS FALLS, N. Y., U. S. A**

The Best is the Cheapest.
JAEGER

PURE UNDERWEAR,
SOCKS, STOCKINGS,
ABDOMINAL BANDS,
RUGS, BLANKETS,
RUGS, SHAWLS, COVERS,
CYCLING OUTFITS,
BOOTS AND SHOES,
etc., etc.

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Not Genuine
without this
Trade Mark



Our Goods are
tested for
purity and
durability

NAMEPLATES

We are now prepared to take contracts for Nameplates for 1897.

Sketches submitted of new designs, or prices quoted on the plate you are now using.

WE ALSO MAKE A SPECIALTY OF

**STEEL LETTERS and FIGURES for Stamping Steel,
STENCILS FOR BICYCLE CRATES, Etc., Etc.**

SEND FOR CATALOGUE.

C. H. HANSON, 40, 42, 44 CLARK STREET, CHICAGO, ILL.

Kindly mention The Wheel.

MANUFACTURERS! "SINFRET" TUBE.

Before buying investigate our

Send for Samples.



Correspondence Solicited. . .

Seam filled with an alloy that we guarantee will not melt under 1,800 degrees. It amalgamates the joints together equal to a weld. It is steel in nature, being homogeneous and tough, and containing a sufficient amount of carbon to make it adhere to the tubing, the same as welding. This alloy, when brought to 300 or 400 degrees of heat for enameling, does not throw off a gas, as does common phosphorus spelter, and cause the enamel to crack and creep along the seam where it is brazed. Our tubing is absolutely smooth inside and out-side. It can be used in any and all parts of the bicycle where the seamless drawn tubing is applicable. Cut to exact lengths wanted; no waste. Perfectly round, true to gauge and straight. Analysis of steel furnished upon application.

Kindly mention The Wheel.

THE HAMILTON TUBE CO., Hamilton, Ohio.

CYCLONE PUMPS. '97 BICYCLES FOR JOBBING TRADE.



(Fifteen Styles.)
 ALSO
**Wood Handle-Bars,
 Handle-Bar Stems,
 Spokes and Nipples.**

Special Prices to large Jobbers
 and Manufacturers.

**THE DAVIS & STEVENS
 MANUFACTURING CO.,
 SENECA FALLS, N. Y.**

Kindly mention The Wheel.

Before placing your contract for next season's
 business, permit us to quote you prices. We
 have ten models, and will sell limited quantity
 to jobbing trade. Specifications sent on appli-
 cation.

THE KIRK YOUNG MANUFACTURING COMPANY,

Kindly mention The Wheel.

. . . . TOLEDO, OHIO.

CAFÉ
BRAUER,

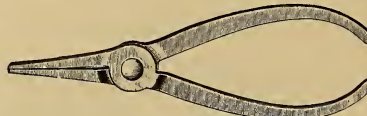
**HEADQUARTERS
 FOR THE
 BICYCLE TRADE.**

**231 State St.,
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Branch at
 151 West Madison St.

YOU CAN HAVE YOUR ELECTROTYPES

MADE AT
**RAISBECK ELECTROTYPE CO.
 24-26 VANDEWATER STREET, NEW YORK.
 Telephone Call—Cortlandt 248.**



Patented August 25, 1896.

A. N. CLARK & SON, Plainville,
 Conn.,
 MANUFACTURERS OF
**PLIERS for REPAIR KITS, and other
 BICYCLE SUPPLIES.**

We are the inventors and sole owners of this
 patent. No others are authorized to make
 the Pliers. Reasonable quotations and electro-
 types on application. Mention The Wheel

BICYCLES FOR EXPORT

HALL & DOWNING,

Manufacturers' Agents,

WEST BROADWAY AND WARREN STREET, NEW YORK.

Adorn the Clubroom.

Handsomely framed cycling pictures, 15 x 14.
 Express prepaid.

- "Up and Away at Early Dawn," \$1.00
- "At Low Tide," - - - 1.00
- "To Coast or Not to Coast," 1.00
- "Awaiting the Laggards," - 1.00

Or the **FOUR PICTURES**, \$3.00

Address **F. P. PRIAL CO.,** 88 WEST BROADWAY,
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SOLID THROUGH TRAINS.

No Change of Cars of Any Class.

Entire trains consisting of baggage cars, buffet
 sleeping cars and elegant day coaches, lighted by
 gas, heated by steam and with all the modern im-
 provements, are run between *New York* and *Chicago*
 every day in the year via West Shore and Nickel
 Plate roads. Superb dining cars west of Buffalo and
 coaches in charge of uniformed colored porters.

For lowest rates via this popular route apply to
 your nearest ticket agent, or address F. J. Moore,
 General Agent, Nickel Plate Road, Buffalo, N. Y.
 No. 16. **

**WHEN
 YOU
 THINK
 OF A
 BICYCLE**

*THERE ARE JUST TWO WORDS
 WE WANT YOU TO REMEMBER*

THE WHITE

FOUR STYLES.

Models "A" and "B" finished in dark-green, maroon, black and
 clear white enamel. List, \$100.00. "C" and "D" fin-
 ished in black and cardinal. List, \$75.00.

1897 Advance Catalogue now ready. Discounts and Terms both right.

WHITE SEWING MACHINE COMPANY, BICYCLE DEPARTMENT, CLEVELAND, O.
 NEW YORK, BOSTON, SAN FRANCISCO.
 Foreign Branches: LONDON, PARIS.

EVERY JOINT IN IT IS A PERFECT ROLLER BEARING WHICH DOES NOT WEAR, NEEDS NO OIL and is FRICTIONLESS

THE MORSE

PAT. OCT. 24 1893

ROLLER JOINT CHAIN.

The PITCH is not only made TRUE but STAYS TRUE.

MANUFACTURED BY MORSE MFG. CO. TRUMANSBURG, N.Y. SEND FOR CIRCULAR.

ASPHALT PAVEMENTS.

THE STANDARD PAVEMENT OF AMERICA.

THE BARBER ASPHALT PAVING CO., No. 1 Broadway, New York.

ENDORSED BY THE L. A. W. EVERYWHERE.

Kindly mention The Wheel.

FINE BICYCLE ENAMELING.

WHITE A SPECIALTY.

A. D. ROGERS, 43 Congress St., Newark, N. J.

Let us enamel a sample wheel for you.

PATENTS

Procured in the United States and Foreign Countries. Trade marks, designs, labels and copyrights. Send

description, with model, photograph, or sketch, and I will let you know whether you can obtain a patent. All information free.

W. H. AUGHINBAUGH,

McGill Bld'g, 905-24 "G" St., N. W. Wash'gton, D. C.

AGENTS PROTECTED

against loss on wheels sold on the installment plan by using the Perfect Bicycle Lease, accurately drawn up to legal requirement. Copyrighted and for sale by

F. H. CAMPBELL, 72 Warren St., New York.

All American Wheelmen who desire to keep themselves posted upon matters concerning the Cycle Trade and Sport of Europe, should subscribe to

THE CYCLIST

AND BICYCLING AND TRICYCLING TRADES REVIEW.

The only recognized authority of English trade and manufacture. 84 pages weekly. Sent post free to any part of America for one year, \$2.50. American subscription agent, F. P. Prial, 77 Warren Street, New York City.

American manufacturers having new ideas to introduce in machines or sundries should advertise in

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Terms on application to ILIFFE & STURMEY, 19 HERTFORD STREET, COVENTRY, ENGLAND.

Members of the American trade visiting England are invited to call at THE CYCLIST Office at Coventry.

Bicycle Manufacturers!

USE

JESSOP'S

ANNEALED

TOOL

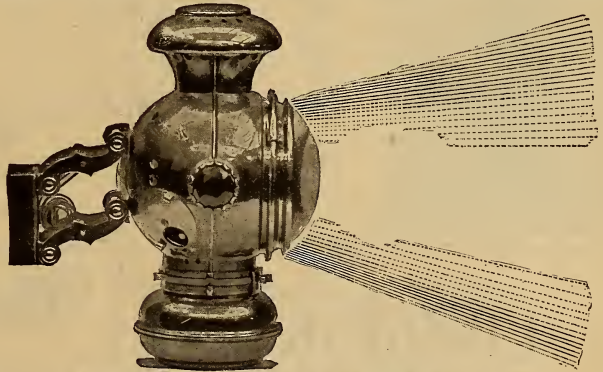
STEEL

FOR ALL BEARINGS. IT IS THE BEST.

WILLIAM JESSOP & SONS, Limited,
91 JOHN STREET, NEW YORK.

AS NEARLY LIKE "PERFECTION" — AS HUMAN EFFORT CAN MAKE IT.

All the lamp troubles remedied and without complication. Lens instantly detachable. Oil reservoir cannot fall off. Throws the light where it is most needed—not on the tire, but yards ahead of the wheel.



PRICES TO THE TRADE ARE INTERESTING.

PHIL S. MOSHER, 621 Broadway, New York City.

Kindly mention The Wheel.

WE WANT EUROPEAN AGENCIES

— FOR —

THE AMERICAN TRAVELER.

Made by a manufacturer of 33 years' standing...

ACME OF PERFECTION.

Unexcelled for Speed, Beauty, Lightness, Durability and STRENGTH.

Send for Catalogue and Discounts

AMERICAN SEWING MACHINE CO.,

20th St. & Washington Ave., Philadelphia, Pa., U. S. A.

Kindly mention The Wheel.

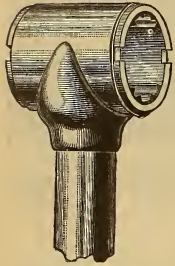


NO JAR.

COTTLE'S

NO QUIVER.

'97 Wood Handle-Bar And Adjustable Stem.



Reinforced throughout, making it as light and many times stronger, and still resilient enough to relieve the jar common to the ordinary bar, and it is the only wooden ram's horn that will stand up.

HESS & COTTLE,

Manufacturers and Patentees,

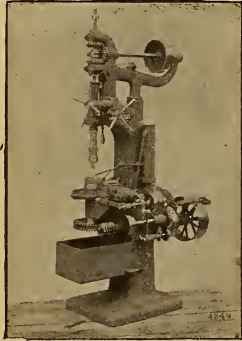
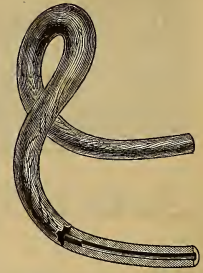
340 and 342 DEARBORN ST., - CHICAGO, ILL.

STEM IS MADE OF SHEET STEEL AND IS POSITIVE IN ITS GRIP.

THE EASIEST BAR IN THE WORLD.

Patent Applied For.

Kindly mention The Wheel when writing.



LABOR-SAVING MACHINERY FOR MANUFACTURE OF :::

BICYCLES

LATEST TYPES...

WRITE FOR CATALOGUE.

THE NILES TOOL WORKS COMPANY, HAMILTON, OHIO.

BRANCHES: NEW YORK, CHICAGO, PITTSBURG, BOSTON, PHILADELPHIA.

Kindly mention The Wheel.

DRILLING, TAPPING AND FORMING MACHINE.

FORGINGS

OF EVERY DESCRIPTION.

1864-1896.



Correspondence solicited...

The E. D. Clapp Mfg. Co.,

AUBURN, N. Y.

Kindly mention The Wheel.

"Ideal" Wood Rims

WITH INTERLOCKING JOINT. PATENTED.

The simplest, most ingenious, and strongest joint made—so expert wheel manufacturers say. Holds with and without glue. Can't pull it apart; nothing like it yet in the market. The most careful and critical examination invited: Write us for samples; they will cost you nothing. Investigate before placing your '97 contract. We are not beginners—twenty-five successful years' experience in turning and bending woods. Use us and we will do you good

"IDEAL" WOOD HANDLE-BARS.

Made of second-growth timber. Correct patterns. Excellent finish and mountings. Prices right. Use us and we will do you good.

KERR BROTHERS & CO.,

Hicksville, Ohio, U. S. A.

Kindly mention The Wheel.



THE OLDS WOOD HANDLE-BAR.



INSTANT SHIPMENTS IN ANY QUANTITY.

As great an improvement over the stiff, unyielding metal bar as the pneumatic tire over the solid. Does away with all

Numbness in Hands, Wrists and Arms.

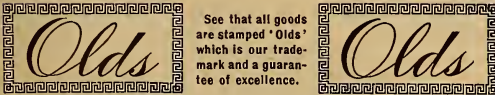
Our bar is of second-growth hickory.

It is **adjustable** to any position.

It retails at \$2.50 (postage paid by us). Discount to the trade.



WE GUARANTEE INSTANT SHIPMENTS.



The Olds Wood Rim

is the highest grade wood rim produced. Special stock to work from. Special stiffness. Special joint. Made in both

Single-piece and Laminated.

All single-piece Olds Rims have the Olds joint. Can you find it? We also manufacture

Mud and Chain Guards.

If you're in doubt, secure a sample of our products for comparison with others.

Olds Wagon Works, Fort Wayne, Ind., U. S. A.



AUCTION SALE —OF— Bicycle Plant... —AND— Machinery

3142 Water St., Washington, D. C.

By virtue of a decree of the Supreme Court of the District of Columbia, the undersigned will sell at public auction, on **Wednesday, the 15th day of November**, beginning at **10 o'clock a. m.**, the following machinery:

- | | |
|------------------------------|-------------------------------|
| 1 Stover Bicycle Drill. | 2 Milling Machines. |
| 1 Stover Frame Drill. | 1 Shaper. |
| 1 Prentiss Sensitive Drills. | 1 Cutter Grinder. |
| 3 Snyder Drill Presses. | 1 Tool Grinder. |
| 2 Screw Machines. | Building Machines and Tables. |
| 4 5-foot Putnam Lathes. | Bench and Floor Vices. |

And all other machinery necessary for a complete bicycle plant; all in excellent condition; shafting and belting for same. Also, a complete enameling plant, nickel-plating plant, buffing machines, length steel and tubing, cut tubing, and a large assortment of various bicycle parts, including frames, forks, hangers, nuts, etc., etc. Also, all tools needed in a bicycle plant, office furniture, acids, cement, wire, nails, crating and lumber.

Terms of sale: **Cash.** For further particulars address,

**WHARTON E. LESTER, } Receivers,
D. W. BAKER, }**

458 La. Avenue, Washington, D. C.

Kindly mention The Wheel.

Do You Run an Enameling Oven?

You Cannot do Good Enameling unless your oven is carefully regulated as regards temperature.

This Thermometer is designed to be read from the outside, the bulb being exposed to the heat of the oven.



**The Door
of Oven
Remains Closed.**

Send for descriptive Circular.

Taylor Brothers Company,

Manufacturers of Thermometers and Hydrometers for all purposes.

ROCHESTER, N. Y.

HUBS WHEELS.

FOR YOUR
1897

INDIAN ORCHARD SCREW CO.,
INDIAN ORCHARD, MASS.

Kindly mention The Wheel.



MENDS
THE TIRE
INSTANTLY.

No Lead. No Oil.
No Grit.
No Sediment.

The original and
only perfect solu-
tion; guaranteed
not to affect the
rubber.

TRADE MARK
THE PERFECT TIRE MENDER

PRICE, \$2.00 PER PACKAGE.

TIREINE MFG. COMPANY, Cleveland, Ohio.

Liberal Discount to Dealers.

Kindly mention The Wheel.

European Buyer

Will be in New York from the 1st to 20th of November, to place large orders for Cheap Cycles and Accessories. Offers, with designs and lowest prices, will be received in the meantime at No. 121 Lincoln Place, Brooklyn, N. Y.

**FORKSIDES,
TANDEM FORKS,
RE-ENFORCED BOTTOM TUBES.**

THE CLEVELAND BRAZED FORK & TUBING CO.,
Cleveland Ohio.

Kindly mention The Wheel.

Mansfield Tubing. Made from Open-Hearth Acid Process. COLD DRAWN SWEDISH STEEL BILLETS.

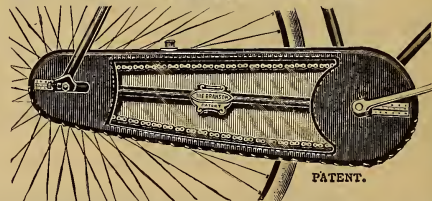
Prompt Delivery.
Correspondence Solicited.

MANSFIELD MACHINE WORKS,

Kindly mention The Wheel.

Mansfield, Ohio.

The Lightest, Cheapest and Most Efficient Gear Case is the
BRANSON PATENT DETAGHABLE.
Actual Weight, 16 1-2 Ounces.



Can be attached or detached without removing any part of machine.

Fitted by all the leading makers. Used by the elite of the cycling world. Agents in every town throughout the universe. Easy to fit. Perfect lubrication. Elegance combined with simplicity.

Order forms and full particulars on application to
W. BRANSON & CO., 332 Goswell Road, London, E.C.
The sales of the Branson Gear Case exceed all others.
Telegraphic Address: "CYCLODATUS, LONDON." Mention The Wheel

DROP FORGINGS OF ALL DESCRIPTIONS.



CRANKS,

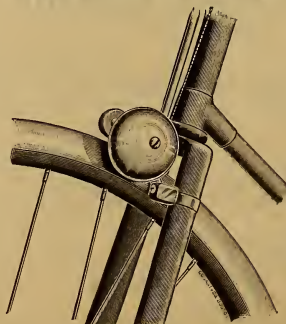
Both Flat and Round, a Specialty.

Our bicycle work has made a record for itself. Send us a drawing or model of what you need and we will estimate on it. Our prices will interest you. Delays are costly—look into this NOW.

RICHARD ECCLES, Auburn, N. Y.

Kindly mention The Wheel.

Ericson Automatic Bicycle Bell.



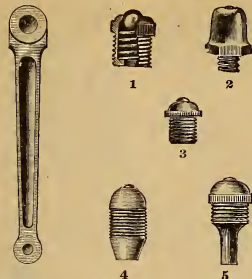
Short or Continual Ring.
Patented.

To ring bell
press lever similar
to a brake,

NUTTER, BARNES & CO.,
Sole Owners and Manufacturers,
364 and 366 Atlantic Avenue,
BOSTON, MASS.

Kindly mention The Wheel.

**FORGINGS,
OIL CUPS,
SPOKES,
NIPPLES.**



HAVE BEEN RUNNING ALL SUMMER.
Thousands in Stock.
BOWEN MFG. CO., Auburn, N. Y.
Mention The Wheel.

Wood Rims.

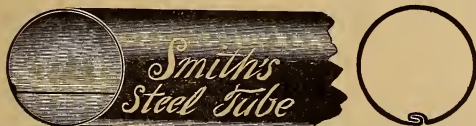
We manufacture the highest grade single-piece rims. Choicest stock; fine finish; fair prices.

Deliveries Guaranteed.

Ready for '97 contracts now. A sample order appreciated.

Michigan Wood Rim Co.,
LOWELL, MICH.

Kindly mention The Wheel.



Beware of Imitators.

SMITH'S
Locked-Joint Steel Tubing

was the first tubing of the kind placed on the market. All objections overcome, consequently the best.

FORKSIDES, HANDLE-BARS AND SEAT-POSTS.

Write for Catalogue and Price List.

THE TOLEDO TUBE CO.,

Kindly mention The Wheel.

TOLEDO, O.



**MECHANICAL SUPERINTENDENTS
SHOULD KNOW ABOUT . . .**

TURNER BRONZE

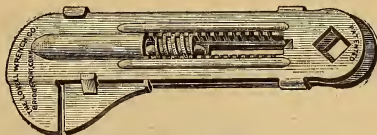
A WONDERFUL NEW ALLOY NOW BEING USED FOR CRANK-HANGERS, LUGS, FORK-CROWNS, ETC.

STRONG-STANDS BRAZING.
EASY TO MACHINE.

MADE . . . ONLY BY **THE TURNER BRASS WORKS,**
120 Kinzie Street, Chicago.

THE IMPROVED LOVELL BICYCLE WRENCH

The Best in the World. "A Giant in the Compass of a Dwarf."
MADE OF THE BEST COLD-ROLLED STEEL.



ONE-HALF SIZE.

The only wrench combining a perfect adjustable box wrench feature, and the only wrench on the market that will take all the nuts on a wheel, thus avoiding the use of spanners. Weight, 4 1/4 ounces. Opens 1/4 inch. Ask your dealer for them. Samples by mail on receipt of price. 75c. each.

LOVELL WRENCH CO., Bridgeport, Conn.
Kindly mention The Wheel.

INTERNATIONAL CYCLE FITTING CO.

MANUFACTURERS OF THE

Excelsior Seat-Post (Pneumatic),
Criterion Hubs, Cranks,
Handle-Bars, Cotterpins, Etc., Etc.

Correspondence solicited.

70-72 READE STREET, NEW YORK.

Kindly mention The Wheel.

Your line of sundries will not be complete without

The
" **L. A. W.** "
Bicycle Cleaner.



Removes Rust, Prevents Rust, Polishes Nickel and Steel Parts, Cleans Chain and Bearings, Contains no Acid or Emery.

PRICE, 25 CENTS.

Write for Trade Prices

Will exhibit at Cycle Shows at New York and Chicago.

If you intend issuing a catalogue for '97 you should not fail to write us for electrolytes of same, which we furnish in all sizes gratis.

ÆTNA WAX MANUFACTURING CO.,
Kindly mention The Wheel. NEWARK, N. J.

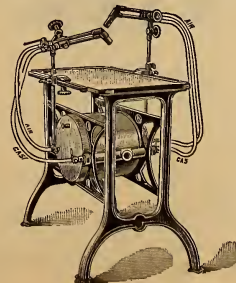
BRAZING STAND

FOR

Bicycle Manufacturers, Repair Shops, and Tool-Room Purposes.

ALSO MANUFACTURERS OF

BRAZING BLOW-PIPES.



BUFFALO DENTAL MANUFACTURING CO.

BUFFALO, N. Y.

Kindly mention The Wheel.

If You Shut Your Eyes...

to quality and style, the world is full of bargains; but if you are desirous of handling wheels worth their money, write to the

READING STANDARD MFG. CO.

READING, PA.,

MAKERS OF HIGH-GRADE WHEELS ONLY.

We want pushing, reliable agents for every State in the Union, and every dealer to sell our wheels.

Catalogue for '97 under preparation. Correspondence solicited.

Also makers of an unexcelled line of Bicycle Tools, sold through SHONHANNAN MANUFACTURING COMPANY, of Rochester, N. Y., sole agents for the United States.

Kindly mention The Wheel.

FOR SALE.

BARGAINS IN

BICYCLE MATERIAL

Best quality, latest styles. A little cheaper than anyone else. Agents wanted for the **Maxim Bicycle**—prettiest and best \$100 wheel made; easiest seller. Contains one-piece crank and axle; self-oiling bearings.

MAXIM CYCLE CO., Nashville, Tenn.,

Manufacturers and Jobbers of Material. Write for catalogue.

WANTED.

BARGAINS.

We are always in the market for snap bargains in salable **Bicycle Material**; any quantity. We pay cash. Quotations confidential.

Samples promptly returned.

MAXIM CYCLE CO., Nashville, Tenn.,

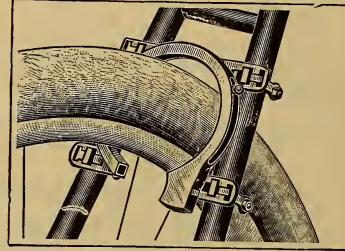
Manufacturers and Jobbers of Bicycle Material and the \$100 Maxim Wheels.

Kindly mention The Wheel.

THE DEITZ AUTOMATIC.... BICYCLE LOCK.

Always ready; only a small flat key to carry; weighs four ounces, and makes an attractive fixture to the wheel.

ATTACHED PERMANENTLY
TO WHEEL.



LOCKS AND UNLOCKS AUTO-
MATICALLY.

PATENTED.

MAILED TO ANY ADDRESS ON RECEIPT OF ONE DOLLAR.

The Deitz Cycle Lock Company,
AQUEDUCT BUILDING,
ROCHESTER, N. Y.

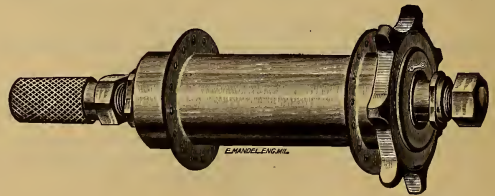
Kindly mention The Wheel.

Liberal Discount to the Trade.

F. W. Huennekens Sons' Co.

(Formerly Huennekens Cycle Co.)

OUR '97 HUB.



We are prepared to furnish you with the easiest running hub in the market.

Best **Sanderson's Tool-Steel Cups and Cones**, every pair guaranteed.

We can also furnish you with **Tubing** (seamless or brazed), **Forksides, Forkcrowns, Balls, Spokes, Nipples, Rims, Guards, Chains, Pedals, Saddles, Stampings, Fittings**, etc.

WRITE US FOR PRICES.

Office, 255 Lake St., Milwaukee, Wis.

Kindly mention The Wheel.

THE DAVIDSON

THE WHEEL OF NEW IDEAS,

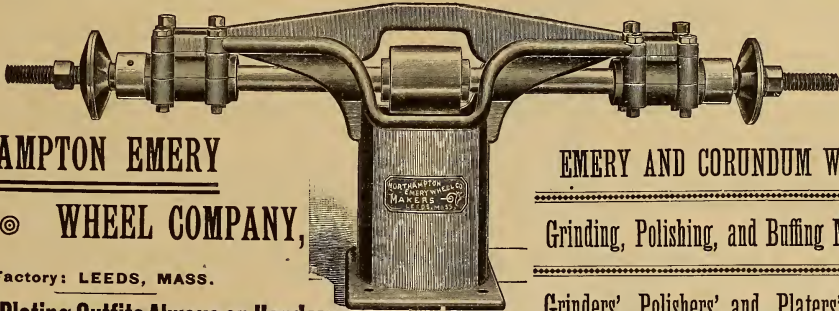
IS MANUFACTURED BY

THE DAVIDSON CYCLE CO. Successors to Davidson & Sons, Chicago, U. S. A.

Eastern Agents:

JAS. S. BARRON & CO., 141 to 145 Chambers St., New York City.

Kindly mention The Wheel.



NORTHAMPTON EMERY

WHEEL COMPANY,

Factory: LEEDS, MASS.

Complete Plating Outfits Always on Hand

KINDLY MENTION THE WHEEL WHEN WRITING.

EMERY AND CORUNDUM WHEELS,

Grinding, Polishing, and Buffing Machinery,

Grinders', Polishers' and Platers' Supplies.

20 South Canal Street, CHICAGO, ILL.

IT'S IN THE AIR.

BE UP TO DATE—HAVE THEM ON YOUR '97 WHEEL.

Being an air cushion yielding under pressure of the hand it does not restrict circulation, therefore prevents numbness of the fingers and forearms.

Don't confound this with any other pneumatic grip ever on the market. The principle of construction is entirely different.

Easily attached to any style of handle-bar. Universal valve connection.



Outside cover is of specially tanned absorbent leather, finished in various colors.

Enameling matched for wheel manufacturers when desired.

Manufacturers will do well to look into the merits of this grip before placing contracts for '97. Liberal discount to the trade.

Price, \$2.00 per pair.

LUND PNEUMATIC GRIP CO., Rochester, N. Y.

Kindly mention The Wheel.

THE CYCLE TRADES' FOREIGN LISTS.

Contains the leading bicycle agencies and manufacturers in the following countries:

- | | | | | |
|--------------|-----------|-----------------|----------------------|------------|
| England, | Sweden, | Finland, | India, | Japan, |
| Italy, | Turkey, | New S. Wales, | S. Australia, | China, |
| France, | Holland, | Jamaica, | Burmah, | Transvaal, |
| Switzerland, | Greece, | Victoria, | W. Australia, | Barbados, |
| Germany, | Belgium, | Bahama Islands, | Cape Colony, | Egypt. |
| Austria, | Russia, | New Zealand, | Ceylon, | Trinidad, |
| Denmark, | Spain, | Cuba, | Straits Settlements, | Algiers, |
| Hungary, | Servia, | Queensland, | Natal, | Antigua, |
| Norway, | Portugal, | British Guiana, | Java, | Mexico. |
| Roumania, | Poland, | Tasmania, | Grigueland, West, | |

ALSO

A selected number of foreign buyers resident in the principal cities throughout Europe.

ALSO

A selected list of exporters of bicycles resident in New York.

All of the firms whose names are listed in this book are houses of first-class reputation.

BOOK NOW READY,

Published by F. P. PRIAL, 88 West Broadway, New York,

SKATES.

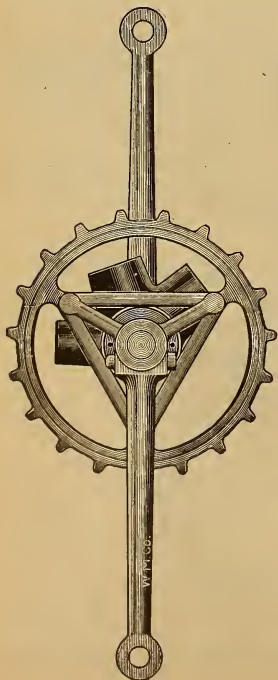
JOHN S. LENG'S SON & CO.

offer to the cycle trade a full line of skates. Dealers whose trade is liable to be dull for the next few months will find this a profitable line to handle.

JOHN S. LENG'S SON & CO.,
4 FLETCHER ST., NEW YORK.

Kindly mention The Wheel.

1897 SPECIALS.



Quite different from the ordinary is our new **CRANK HANGER.** . It is light and strong, dust-proof, and with special designed Sprocket and Crank. We can offer choice of five (5) styles of Hubs, all from the solid bar, with turned cups and high finish. We are headquarters on all kinds of Spokes and Nipples.

Weston-Mott Co.,
JAMESVILLE,
ONONDAGA CO.,
N. Y.

Mention The Wheel.

WOOD RIMS

MADE FROM BEST SELECTED MICHIGAN ROCK ELM.

We manufacture Rims from 12 to 30 inch diameter.



Our new factory is the best equipped in the country for the manufacture of

Rims, Guards and Wood Handle-Bars

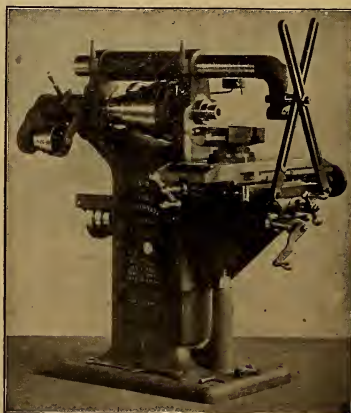
and has a capacity to make 4,000 Rims per day. Handle-Bars trimmed either with our "Flexible Truss" or "Champion" Clip—none better. Rims drilled by automatic machinery—every hole accurately spaced with proper spread and tangent. Prices on application. Orders promptly filled. We hope to have your inquiries.

Waddel Woodenware Works,

Kindly mention The Wheel. **GREENFIELD, OHIO.**

200

BICYCLE MANUFACTURERS OPERATING THE "CINCINNATI."



IT MUST BE GOOD

--- WRITE ---
THE CINCINNATI MILLING MACHINE CO., Cincinnati, Ohio.

Mention The Wheel.

Boys' and Girls' BICYCLES



20 and 24 in.

Send for Catalogue and Prices

THE FAY MFG. CO.
ELYRIA, O.

E. W. BLISS CO.,

No. 2 "Stiles' Press with tube tapering attachment.

25 Adams St., Brooklyn, N. Y.
Chicago: 96 W. Washington St.

Owning and operating
The Stiles and Parker Press Co.

PRESSES, DIES,

and SPECIAL MACHINERY for

BICYCLE WORK

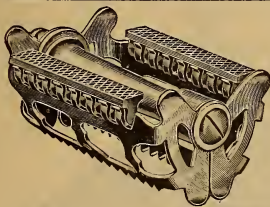
TUBE-TAPERING ATTACHMENT.

This is a useful attachment for manufacturers who do not require tapered tubes in such quantities as to call for a separate machine. The tube is clamped in a device which imparts to it a rotary motion, and at the same time a longitudinal advance, thus pushing the tube into the tapering dies in a manner which insures very perfect work. The attachment is easily removed, making the press available for general punching, piercing and bending.

Special catalogue.
Correspondence solicited.

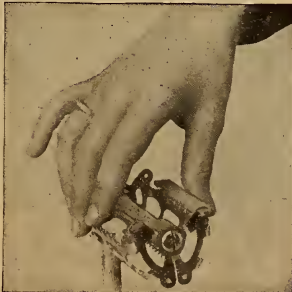
DROP FORGING PLANTS.

Kindly mention *The Wheel*.

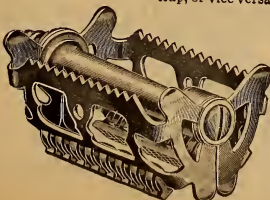


**SIMPLE,
PRACTICAL,
NOVEL.**

The
LAVIGNE
Instantaneous
Changeable
PEDALS.



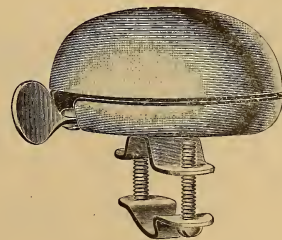
Showing how pedals are changed from rubber to rat-trap, or vice versa, by the upward pressure of fingers.



We have solved the problem of Combination Pedals, and will help you in selling your wheels next season.
We also make five styles of Bicycle Wrenches.

The Lavigne & Scott Mfg. Co.
NEW HAVEN, CONN.
Mention *The Wheel*.

THE BEST FOR '97.
Curfew Cycle Bells.



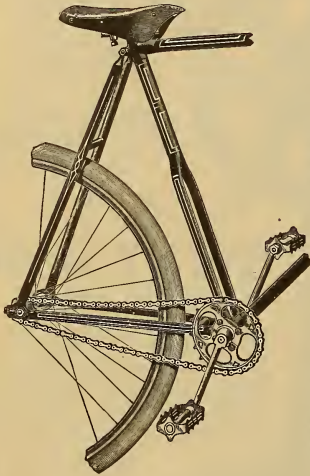
The best is none too good. That is why we do not make poor cycle bells. Good bells save time, temper and annoyance. If you want the best line of bells money can buy, we can furnish them. Twelve styles, all first class.

Send for booklet.

THE CHAPMAN MANUFACTURING CO.,
Meriden, Conn., U. S. A.

Kindly mention *The Wheel*.

WOE IS ME



has been the cry of more than one unfortunate who has "sprung" his diamond frame out of line this season, but next season he will avoid that tribulation by using the

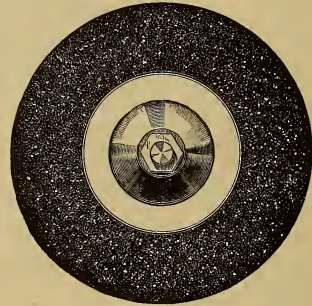
**TRUSS-FRAME
AMERICA**

We are ready to talk '97, and have something interesting to say.

AMERICA CYCLE MFG. CO.
CHICAGO.

Kindly mention The Wheel.

WE CARRY IN STOCK, OF OUR OWN MANUFACTURE, STERLING AND ADVANCE, EMERY AND CORUNDUM WHEELS OF ALL GRADES, POLISHING SUPPLIES, GRINDING AND POLISHING MACHINERY.



Sterling Emery Wheel Mfg. Co.,

59 SO. CANAL ST., CHICAGO.

Factory at Tiffin, O.

Mention The Wheel.

**A
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E
S** MUST HAVE SADDLES. —
Gilliam Saddles

FOR '97 ARE READY.

THEY ARE NOVEL.

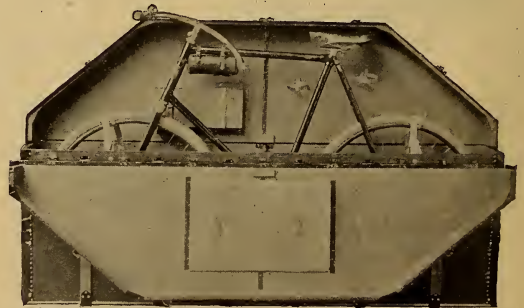
There are several new mechanical features, including a clamp for our Wire Spring Model, which is astonishing.

It is a COMPLETE line—Hygienics and all. And all different.

GILLIAM MFG. CO.,
CANTON, OHIO.

Kindly mention The Wheel.

BICYCLE TRUNKS.



All designs and sizes constantly in stock and made to order.

Prices ranging from \$12 upwards.



For particulars write to the manufacturers,

HENRY LISSA & Co.,

595 Broadway, New York City.

Factory, Newark, N. J.

Kindly mention The Wheel.

American Weldless Steel Tube Co.,

TOLEDO, OHIO.

MANUFACTURERS OF

Weldless Steel Tubing

FOR

CYCLES, MOTOR CARRIAGES,
BOILERS, ETC.



**Crank D Shaped and Oval Bottom Back Stays
FOR CYCLES A SPECIALTY.**

Quotations given for special sections upon application.

WE CARRY A COMPLETE LINE OF CYCLING TUBE IN STOCK.

Kindly mention The Wheel.

-TUBING-

**MANNESMAN,
CREDEDA,
CLIMAX,
HOWELL.**

HIGHEST GRADES, ENGLISH MAKE.

We carry no others, and have all sizes
right in stock.

GARRATT-FORD CO.,

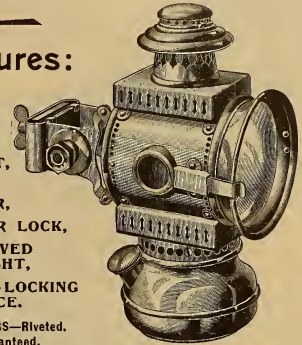
276 FRANKLIN STREET, - - BOSTON, MASS.

Kindly mention The Wheel.

TALLY-HO BICYCLE LAMP.

Perfected.

New
Features:



-
- RIGID BRACKET,
- OUTSIDE FILLER,
- RESERVOIR LOCK,
- IMPROVED DRAUGHT,
- NEW WICK-LOCKING DEVICE.

MADE OF BRASS—Riveted.
Fully Guaranteed.

Meets fully all requirements of the cycling public for a lamp that will not go out, and burns brightly under all conditions. Use kerosene only.

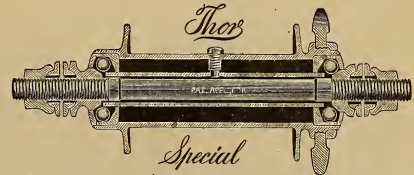
Price, in any style or finish, \$5.00.

The Bridgeport Gun Implement Co.,
313-315 BROADWAY, NEW YORK.

Kindly mention The Wheel.

Study the Cuts,

The designs will interest you.



WE also manufacture **CRANKHANGER PARTS**, which, by good judges, are pronounced the finest and most practical at present in the market. We also make **Head Parts, HUB and SPECIAL OIL CUPS**, Patent **SPOKE CLASPS**, Patent **Wood Rim WASHERS**.

Write for 1897 Catalogue.

Aurora Automatic Machinery Co.,

AURORA, ILL., U. S. A.

Agents for United States:
Iven-Brandenburg-Burgess Co., New York, Rochester and Chicago.
Kindly mention The Wheel.

The Hollenbeck Saddle.

Up to Date
for 1897.



Price,
\$4.50.

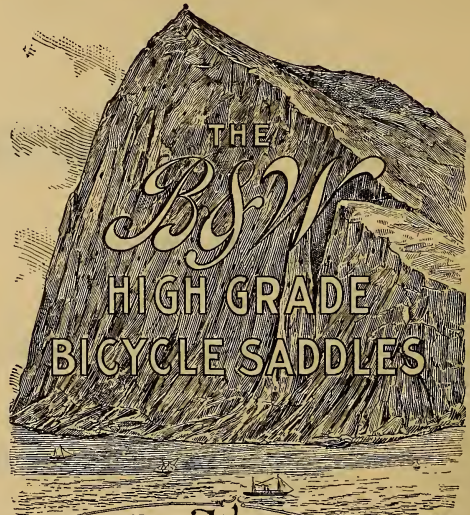
In every sense a seat. No pressure where you do not want it. Specify on your new wheel. Ask for our new EXTRA WIDE SADDLE. Insist—you will get it. It is unrivalled for comfort.

MADE BY

F. A. HOLLENBECK & CO.,

228 Walton Street, - - - Syracuse, N. Y.

Kindly mention The Wheel.



BUTLER & WARD CO., MFRS.,
NEWARK, N. J. U.S.A.

SELLING AGENTS

*John Caldwell & Co., Chicago, Ill. Elastic Tip Co., Boston, Mass.
Toledo Cycle Supply Co., Toledo, O.*

Kindly mention The Wheel.

'97 WINNERS.



The Graton & Knight Mfg. Co.,
WORCESTER, MASS.

Our Saddles are scientifically constructed and combine all the principles of Perfect Riding. Adjustable forward or backward. No pressure on sensitive parts.

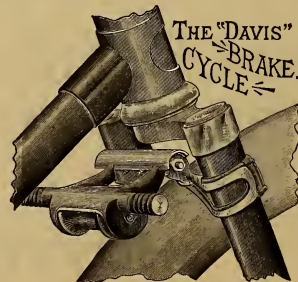
Write for Booklet describing other good points.

Manufacturers will do well to inspect the merits of our Saddles.

Kindly mention The Wheel.

BRAKES

THAT WILL NOT INJURE TIRES.



Friction Rubber Roller.

Discounts to dealers.
Electrotypes for catalogues.

PRICE \$2.00, Postage Paid.

DAVIS MANUFACTURING CO.

27 WRIGHT'S BLOCK, INDIANAPOLIS, IND.

Kindly mention The Wheel.

TO MAKE BICYCLES

At the
Lowest
Cost
Use our

**BICYCLE
MACHINERY.**

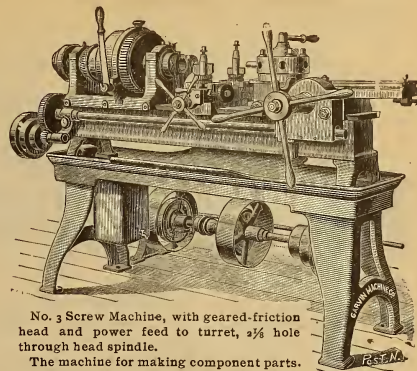
**WE EQUIP COMPLETE PLANTS FOR MAKING HUBS, CONES,
CHAINS, SPROCKETS, AXLES, STEPS, BALL CASES, PEDAL
SPINDLES, NUTS, SCREWS, ETC.**

Write for our Illustrated Catalogue of Bicycle Machinery.

THE GARVIN MACHINE CO.,

Also 51 N. 7th St., Philadelphia. **Spring and Varick Sts., New York.**

AGENTS IN EUROPE: C. W. BURTON, GRIFFITHS & CO., London, England. SCHUCHARDT & SCHUTTE, Berlin, Germany



No. 3 Screw Machine, with geared-friction head and power feed to turret, 2 1/2 hole through head spindle. The machine for making component parts.

DUGUID SADDLES.



No. 15—SIDE VIEW.

This cut represents our new No. 15, a saddle which has all the qualities which have made the imported saddles so popular with the best riders. The leather is so formed that it will hold its shape and remain soft and pliable from cantle to nose-piece. The skirts will not flare out, no matter what pressure is put on the top. Investigate and satisfy yourself of the truth of all we claim.

Manufacturers, write for sample.

THE DUGUID SADDLERY COMPANY,

SYRACUSE, N. Y.

Kindly mention The Wheel.

TURN THE X RAYS

ON THE

HUNTER

They reveal only the Finest of Bearings.
A frame fully re-enforced.....
A bicycle perfect in every detail.....

Send for New Catalogue.

Ride a HUNTER—Shoot a SMITH.



HUNTER ARMS CO.,

FULTON, N. Y.

Kindly mention the Wheel.

THE POLITICAL QUESTION

Offers opportunity for many an argument, but there is

**NO DISAGREEMENT
ON THE TUBING QUESTION!**



ELLWOOD

WELDLESS

TUBE

is admittedly the standard of excellence.
It makes a bicycle high grade.
We have stock for immediate shipment.



Ellwood Weldless Tube Co.,

ELLWOOD CITY, PA., U. S. A.

The A. L. MOORE CO., Sales Agents, Cleveland, New York, Chicago.

Kindly mention The Wheel.



Fine Cold-Rolled Strip and Sheet Steel
For Bicycle, Sewing Machine and Typewriter Parts.

Special Bright Cold-Rolled Steel for Pedals, Chains, Sprockets, Connections, Crankhanger Boxes, Reinforcements, Washers, Ball-Bearing Cases, Wrenches, Saddle Frames, and for all Bicycle parts in which Cold-Rolled Strip-Steel is used.

Exclusive makers of the celebrated **Bright, Dead-Soft, Cold-Rolled, Open Hearth Steel**, finished with highly polished, bright surface, free from discoloration or scale, and specially adapted for deep drawing and severe stamping. A large saving in polishing the finished parts for plating, and an increased life of the dies is guaranteed in the use of this steel.

Main Office and Works, **NEW CASTLE, PA.**

Sales Agencies: **BOSTON, NEW YORK, CINCINNATI, ST. LOUIS, CHICAGO.**

Kindly mention The Wheel.

FOR WINTER STORAGE.

SHANNON LOCKING HOLDER.

THIEF-PROOF.

Every rider needs this not only for use during regular riding season, but as well during winter months, as it combines a perfect holder and gives absolute protection.

The only sundry that sells and can be used winter and summer.

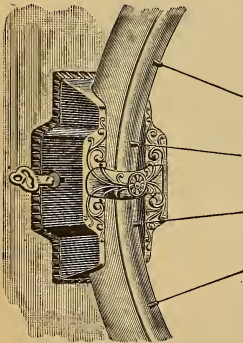
Invaluable for storage companies, hotels and individuals.

Write for special discounts.



SAFETY MFG. CO., 63 and 65 South Canal St., Chicago.

Kindly mention The Wheel.



WALL DEVICE.



Style B, Racer.

A light, comfortable saddle, for track or road racing. Furnished with either flat or wire spring.
Weight, 12 oz. Price, \$4.50.
Direct Post, \$1.00 extra.

Kindly mention The Wheel.

'97 Models of Brown Saddles will shortly appear for the inspection of the trade. Do not place any contracts for the coming season before examining and testing the Brown Models.

THE BROWN SADDLE COMPANY,
ELYRIA, OHIO.

St. Louis, Mo., Aug. 15th, 1896.

BROWN SADDLE Co., Elyria, Ohio.

GENTLEMEN—In my attempt to ride a mile a minute, paced by a locomotive, I rode a "Brown Saddle;" my time was 1.03.

Yours very respectfully,

E. E. ANDERSON.

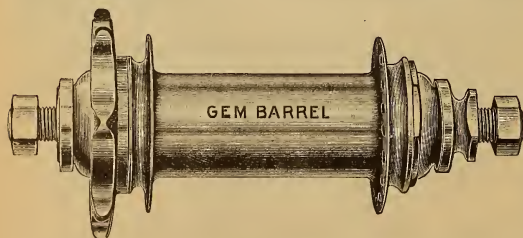


Style C, Light Roadster.

A light road saddle, intended for all kinds of road riding. Furnished with either flat or wire spring.

Weight, 12 oz. Price, \$4.50.

Direct Post, \$1.00 extra.



BALLS STAY IN WHEN AXLE IS REMOVED.

WARWICK & STOCKTON Co., NEWARK, N. J.

HUBS

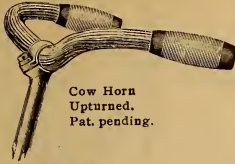
In two grades.
In any chain line required,
With either 7, 8, or 9 tooth sprockets.

PEDALS

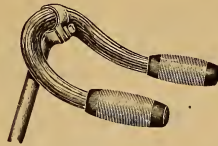
Either nine-sixteenths or one-half inch axle,
And either 20 or 24 threads.

CHAINS

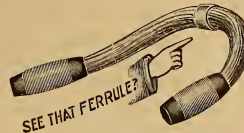
In two styles.
In colored blocks and side links to suit.



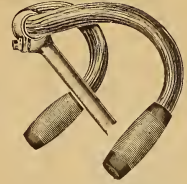
Cow Horn Upturned. Pat. pending.



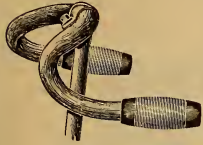
Full drop. Pat. pending.



Semi-drop.



7-inch drop—Ram's Horn.



3-inch drop—Ram's Horn.

SEE THAT FERRULE? And only find it on Rastetter Wood Handle-Bars.

The Ferrule protects the wood from being worn by clamp. The Ferrule is a piece of seamless steel tubing compressed over the bar, and the clamp is fastened over it; therefore it gives a solid surface to clamp upon. Wood is not a hard resisting surface, consequently if you clamp directly on the wood bar it compresses and in a short time your clamp becomes loose. We make LAMINATED WOOD RIMS by a new process; and also SINGLE-PIECE RIMS fitted with our new '97 Joint. You can't open it—Try it. Also MUD and CHAIN GUARDS, Saddle Cantels, etc.

LOUIS RASTETTER & SON, Fort Wayne, Ind.

Kindly mention The Wheel.

CROSBY & MAYER CO., Representatives.

BICYCLE FITTINGS.

We are prepared to make, on orders for quantities, all kinds of Sheet Steel Stampings, such as

STEEL BALL BEARING CASES

drawn from special cold-rolled steel, made to our order, and hardened by experts, which renders them equal, if not superior, to any made.

FORK CROWNS, FRAME CONNECTIONS, TEEs, CRANKHANGERS,

and all sheet metal specialties, like DUST CAPS, PEDAL PLATES, FERRULES and WASHERS. Do not carry goods in stock or issue a catalogue, but will be pleased to furnish estimates on samples or drawings of anything in our line.

WORCESTER FERRULE AND MFG. CO.,

Kindly mention The Wheel.

100 BEACON STREET, WORCESTER, MASS.

RACYCLES

NARROW TREAD.

A PERFECT CRANKHANGER MEANS AN EASY-RUNNING MACHINE.

Narrow Tread. Wide Bearings. Easy Adjustment. Absolutely Dust Proof. Direct Pull on Shaft. No Leverage or Friction. Sprocket Runs Between Bearings.

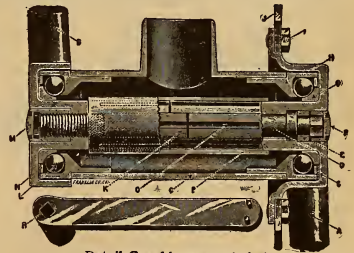
THE BEST MACHINE MONEY CAN PRODUCE.

Agencies being rapidly established—apply at once for territory.

MIAMI CYCLE and MFG. CO., - - - Middletown, Ohio.

Chicago Salesroom : S. W. Cor. Wabash Ave. and Congress St.

General Agency for New York, New Jersey, Philadelphia, 1773 Broadway, N. Y., Chas. A. Stevenson, Mgr., Gerard M. Barretto, Agt. Mention The Wheel.



Detail Crankhanger (1/2 size).



STEEL BALLS.....

We are the largest producers of Steel Balls in existence. Place your contract with us and be taken care of. Don't forget our Trade Mark.

We also manufacture

AUTOMATIC MACHINES

FOR TURNING AND FINISHING CONES, CUPS, SCREWS, NUTS, NIPPLES, ETC. OUR MACHINES ARE USED EXTENSIVELY BY NEARLY EVERY PROMINENT CYCLE MANUFACTURER IN THIS COUNTRY AND EUROPE.

THE CLEVELAND MACHINE SCREW CO., Cleveland, Ohio

Kindly mention The Wheel.

Election Is Over, Thank Heaven!

With all its uncertainty and delay. Now is the time to get down to business. The following makers of **high-grade wheels** have already contracted for **Boston Laminated Wood Rims for 1897:**

Pope Manufacturing Co.
Remington Arms Co.
R. H. Wolf & Co., Ltd.
Waltham Manufacturing Co.

Black Manufacturing Co.
Stover Bicycle Mfg. Co.
Julius Andrae & Sons' Co.
Keating Wheel Co.



LAMINATED

Trade-Mark.

Are you interested in connecting two good names—your own as that of a maker of **High-Grade Machines**, with ours as that of the makers of the **Boston Laminated Wood Rim**, the highest grade wood rim made in the world?

Our men on the road are working twenty-four hours a day, and their time is at your disposal. If you want to close, wire us and we will see you within twenty-four hours with the **best goods in the world**, which we are willing to sell at a fair profit on the cost of manufacturing.

USE BOSTON LAMINATED.

Kindly mention The Wheel.



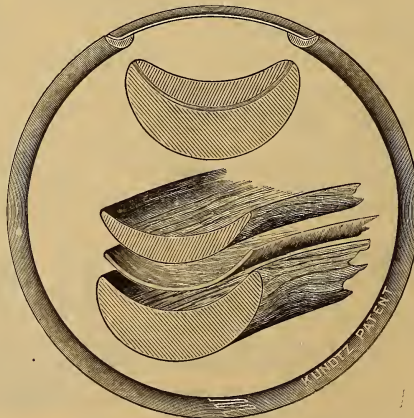
POINTS TO CONSIDER

IN OUR

REINFORCED LAMINATED RIM:



Two rims required to make one.
Twice the labor necessary over any other laminated rim.
Twice the material used over any other laminated rim.
Twice the life endurance over any other laminated rim.



No splitting.
No joints coming apart.
No outside glue joints to open up.
Perfectly true and round.
Perfectly seasoned.
Piano finish.

Stands the strongest pressure over all other Laminated Rims, and guaranteed absolutely.

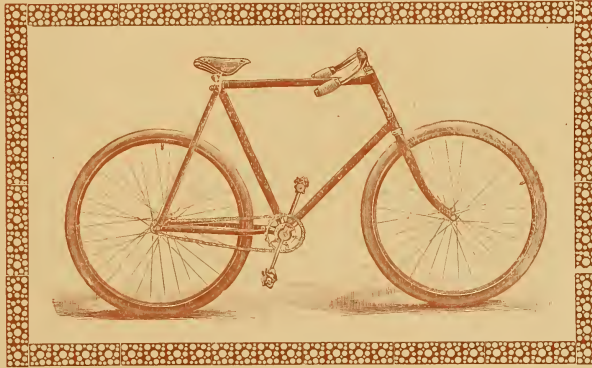
KUNDTZ BENDING WORKS, Cleveland, O.
THE A. L. MOORE CO., General Agents,
Cleveland, New York, Chicago.

Kindly mention The Wheel.



THE QUAKER BICYCLE

FOR THE SEASON OF 1897.



STRICTLY
HIGH
GRADE.

WE THINK
WITHOUT
AN EQUAL.

THE AGENCY FOR NEXT SEASON WILL BE A GOOD THING.

PENN MANUFACTURING CO., - Erie, Pa.

Kindly mention The Wheel.

HUBS

Wait for our 1897 Barrel Hubs. Sprockets, 7 to 10 tooth.

PEDALS

Up-to-date Barrel Pedals. Patent pending.

FRAMES

Our '97, with 1 1/4 inch Tube, is full of improvements. Sprockets, 17 to 24.

WOOD BARS

Our Patent Adjustable Wood Bars will take a lot of beating.

FORGINGS

We have capacity to fill your orders promptly. Send us your blue prints.

SCREWS, BOLTS AND NUTS.

We have a large automatic plant ready for you. Send us your requirements.

We are head and shoulders above any other Fittings House.

THE SNELL CYCLE FITTINGS CO., Toledo, Ohio.

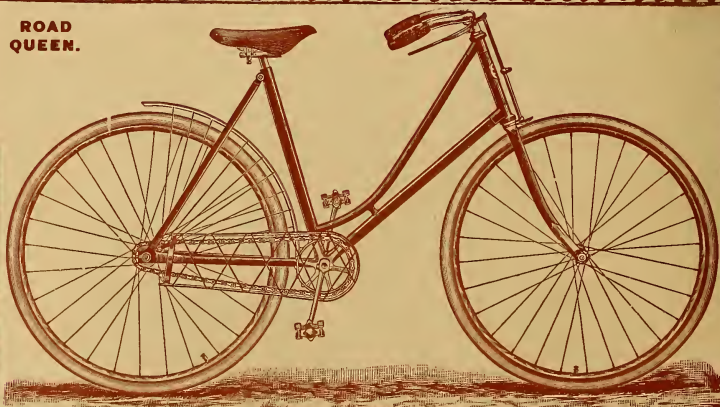
Kindly mention The Wheel.



KING
 QUEEN
 DUKE
 DUCHESS
 PRINCE
 PRINCESS

A FEATHERSTONE & CO.
 HIGH GRADE
 BICYCLES
 CHICAGO.

ROAD
 QUEEN.



OFFICE & FACTORY ○○○○○○○○
 CLARK, SIXTEENTH & ARMOUR AVE.

W. HALL PTG CO
 CHICAGO.

The Wheel

AND
CYCLING TRADE REVIEW



Copyright 1896, by F. P. PRIAL Co.

VOL. XVIII., No. 13.

NEW YORK AND CHICAGO, NOVEMBER 13, 1896.

WHOLE No. 455.

NONE FOR PALMER.

He Is Not Syndicating His Business, Nor Does He Shortly Expect to Do So.

Chicago, Nov. 7.—It is not to be expected that when purchases of tire companies and rumored purchases, capitalization deals and dazzling investments by English syndicates, that the Palmer Tire Company should occupy the lonesome position of not being bid for. Too solid a concern is the Palmer Tire Company, too high grade their reputation for fast tires, too inflexible the price of their product to meet with neglect at the hands of the rumor-mongers.

A WHEEL man went over to the Palmer office to find out from John F. Palmer all about it. He found that he was to give rather than to receive.

It is pleasant to interview Mr. Palmer. When you get through he has said something. He speaks emphatically, incisively, decisively, and leaves no room for any misunderstanding of his position.

"So it's come around to us, has it?" said Mr. Palmer, when THE WHEEL man told him of his mission. "Well," he continued, brushing the ashes from a twenty-five-cent Havana and surveying the careful crease in his trousers. "I expected it. I did not think they would leave us out entirely in the free advertising that other tire concerns have been getting lately. But, as for us, all I can say is, I will have to spoil a good story for you. You can say for the Palmer Tire Company as coming from me, and I ought to know something about it, that the Palmer Tire Company has not been sold, that there will be no change in the personnel or management or ownership of our concern whatever. You can say it positively, and there ought to be no better authority than ourselves. If there is any English syndicate or American syndicate or any one wanting to buy the Palmer Tire Company they have not made us an offer. What we are concerning ourselves about is the sale of Palmer tires to manufacturers and dealers and riders. We are always open to those sales, from one pair up."

And that's all there is to the rumor of the sale of the Palmer Tire Company.

CAME DOWN OFF THEIR HIGH HORSE.

Ever since the passage of the Armstrong bill in New York State, requiring railroads to carry bicycles free in that State, the Northern Central Railway Company, operated by the Pennsylvania Company, has refused to recognize the provisions of the bill, claiming it to be unconstitutional.

The New York Division recently notified the company that they intended to contest the matter in the courts, and last week the Pennsylvania Company issued orders to check wheels as baggage on all its connections within the State of New York.

RUMORS ARE WRONG.

Toledo, Ohio, Nov. 7.—Trade circles here were quite startled this week by the sensational announcement in one of the daily papers that there had been an amalgamation between the Viking people and the Dautless Company, the latter's factory having burned down some months ago and left them in the peculiar position of possessing a name but not a home.

The report is untrue. There have been no negotiations toward the amalgamation of the two concerns, nor toward the disposal of the Viking plant to any one.

The Union Company are very well able to paddle their own canoe. On the occasion of THE WHEEL man's visit, Edward Eager, of their selling force, had just returned from a Southern trip, burdened with orders from established Viking agents, and several new ones.

The company will have two '97 models, at \$75 and \$100 respectively.

HALF LOAF, BETTER THAN NO BREAD.

As a result of the efforts of the Pennsylvania Division, the Pennsylvania Railroad has somewhat modified its tariff for the transportation of bicycles, making a reduction of about a third from the old rates. The new schedule of rates provides for a minimum charge of 10 cents for any distance for which the passenger fare is not above that sum; for any distance covered by a passenger fare between 10 and 15 cents, a charge of 14 cents is required; for any distance covered by a fare from 15 cents to \$1.15, a charge of 15 cents is required, and for each 30 cents in passenger fare above that amount 5 cents additional. For "machines with two or more seats" a double fare is required, and lamps are taken only "at the owner's risk."

This reduction was made as a compromise with the Division, which was endeavoring to secure legislative action. The officials claimed that they would ignore any provisions even if passed by the State Legislature.

WHEELMEN WON A BRIDGE.

It was decided on Tuesday last week to bridge the Raritan River, between Perth Amboy and South Amboy, thus shortening the ride by road twenty miles from New-York to the Jersey summer resorts. It was a ballot of the wheelmen, and to the wheelmen is due the honor of piling up a 1,200 majority in favor of the bridge.

The project has been fought in Middlesex County for the last ten years, but the measure had always been defeated in the Board of Freeholders by the farmers in the upper part of the county. A bill was passed by the last Legislature authorizing the bridge to be built after the project had been left to the popular vote of the county. The popular vote on Tuesday was cast in favor of the bridge.

TO CATALOGUE COVERERS.

Get Designs Ready for the Board and Maybe You'll Win Money and Glory.

Artists, ahoy! Here's a chance for each and all of you, be you of high or low degree. The National Cycle Board of Trade wants designs for the covers of the show catalogues. Competition is desired, and a fair field and no favor is assured. Here is the invitation in detail:

The National Board of Trade of Cycle Manufacturers offers two first prizes of \$50 each and two second prizes of \$50 each for the best designs for the front faces of two catalogues to be issued in connection with the cycle shows of 1897, to be held in Chicago and New-York, respectively.

All drawings must be delivered, carriage paid, to E. R. Franks, Secretary, No. 271 Broadway, New-York, on or before 12 o'clock noon, January 1, 1897.

All drawings must be accompanied by a sealed envelope containing the name and address of the author thereof. The drawings must bear no signature, name, device or other distinguishing mark. The drawings and accompanying sealed envelope will be carefully numbered upon receipt.

Size of drawings, 12 inches wide by 18 inches high, to be reduced in reproduction to 6 inches by 9 inches, size of cover of catalogues.

All drawings must be delivered flat, either mounted on cardboard or on stretchers.

Designs must be suitable for reproduction in not more than three colors or combinations thereof.

The designs for the Chicago catalogue bear the title: Second National Cycle Exhibition, Chicago, January 23 to 30, 1897. And designs for the New-York catalogue must bear the title: Third National Cycle Exhibition, New-York, February 6 to 13, 1897.

Any designs violating these conditions will positively not be considered.

The designs awarded prizes will become the property of the Board.

The Board reserves the right to exhibit any or all the designs at Chicago and New-York, and those not premiated will be returned to their authors on or before March 1, 1897.

The Board reserves the right to publish any of the designs, giving credit to the authors thereof.

Decision will be rendered on or before January 10, 1897.

The competition will be conducted and decision rendered by this jury of award: Edward Penfield, art editor, Harper's Weekly; George W. Breck, president, Art Students' League; E. E. Bartlett, president, Bartlett & Co.

DEAL IS OFF.

Frank T. Fowler is not, after all, in possession of the Mungler Cycle Company's plant at Indianapolis. A hitch over the price developed just when the deal seemed consummated, and as no amicable settlement could be reached, everything was declared "off."

LOOKS FISHY.

Denver Nov. 5.—With what is described as a forty-knot breeze at his back and on a down-hill, straightaway course, Stanley M. Barrow is said by his companions to have ridden a mile in 58.35 seconds to-day. Barrows claim rests on the affidavits of Robert Yardley and Frank C. Wolff. The former swears that he stopped his watch at the beginning of the course at 1:07.31 3-5, when Barrows started, and the latter makes affidavit that at the end of the mile, where he was stationed, his watch was stopped at 1:08.30 1-5. Although the affidavits are straight, not a rider in town believes in the time. The course was rough, and even with the forty-miles-an-hour wind at his back, it is the general opinion that it would have been impossible for him to have kept in the saddle at such a terrific speed.

FORCED FORWARD BY FORCIPEDA.

When an ambitious rider tries for a long-distance road record, one like the New-York to Philadelphia and return record—which involves something like eighteen hours' riding at top speed—for instance, any appliance or device which will reduce the work or help him in any way becomes almost a necessity when it is proved that the device does these things.

The Forcipedé, which was recently illustrated in THE WHEEL, is claimed to be such an appliance. Two of the numerous men who have ridden for the above-mentioned record within the last few weeks used the Forcipedé on their mounts, and on their return spoke in glowing terms of it. Next Sunday Edwards and Carlson are booked for another attempt on the same record. They are convinced of the Forcipedé's merits, and will use it.

EDWARD WAS A HIGH-ROLLER.

Edward C. Bald developed into quite a plunger prior to the Presidential election. He was eager to bet the greater portion of his winnings on the cycle path on McKinley, and gave all sorts of odds. The day before election he stormed the stronghold of the Bryanites and began a series of remarks bearing on the lack of nerve displayed by the silver men in their betting.

He offered to bet \$1,000 to \$300 on McKinley, and was finally taken up by a Canadian farmer, who produced his money in gold pieces. This display shamed two other Bryan men, and they offered to do as well. Bald took them up, leaving \$3,000 in the hands of the stakeholder. So for once Bald was a good-size purse without turning a hair.

WERE BUSY VOTING FOR MCK.

Of the 19,000 members of the New York State Division, L. A. W., but 3,659 cast ballots in the annual mail vote which closed last week. As there was no opposition to the present incumbents, they will succeed themselves. Fourteen members voted against Chief Consul Potter, thirty-one against Vice-Chief Consul Underhill and seven against Secretary-Treasurer Bull.

NEVER PHASED HIM.

From Hackensack, N. J., comes the story of a wheelman who, while coasting down a hill, ran into one of the cars of a moving train. According to the tale, the wheel merely bounded back for several yards, after which the rider dismounted a moment, and then kept on his way uninjured.

Lumsden, who is at present training at Paris, starts on November 25 for this country with Platt-Betts, Chase and Tom Linton.

JOHN O. BLAKE DEAD.

John O. Blake, president of the Chicago Cycle Board of Trade, and manager of the Gormully & Jeffery Mfg. Co.'s retail store in that city, is dead. His taking off was as unexpected as it was tragic. He died by his own hand, accidentally, it is believed. His family and friends say there was no reason why he should have committed suicide, and the Coroner's jury returned an open verdict.

The sad occurrence transpired on Thursday evening of last week. Mr. Blake had dined with his family. After the meal they all went into the parlor. Mr. Blake returned to the dining-room, and almost immediately his wife was startled by the report of a pistol shot. She found her husband clutching the table. He had a wound near the heart, but before becoming unconscious told his wife that the shooting was accidental. The revolver was found in his coat pocket. He usually carried it in his hip pocket, and his friends think it was discharged while he was changing it from one pocket to another. He died early Friday morning, leaving a wife and a grown son.

Mr. Blake was forty-six years of age, and for nearly twenty years had been prominently identified with cycling. He was one of the first men in the West to ride a bicycle, and one of the first to become interested in the L. A. W. In the early days of the League he was its



most conspicuous Western advocate. He served several terms as Chief Consul of the Illinois Division, was a member of the National Racing Board, the Transportation Committee, and other committees, and was never a laggard. He invariably acquitted himself with credit. He early engaged with the John Wilkinson Co., who handled G. & J. bicycles in the West, and thus became identified with the trade. Later he went with A. G. Spalding & Bros. Six years ago he returned to his first love as manager of the Gormully & Jeffery store at No. 85 Madison street, Chicago. His success was instant and emphatic. From a losing venture he transformed the handsome establishment into one of the most popular and most profitable in the city.

His popularity and range of acquaintance was little short of marvellous. He stood high in the Masonic order, but there seemed no limit to his influence. He seemed to be able to wield power in almost any direction, in railroad, newspaper, political, insurance, theatrical, police, and every other circle. He never splurged; he never boasted. He was the embodiment of nervous energy, but did everything so quietly that even those who knew him well were at a loss to understand how he did it.

Mr. Blake was the sort of man who won confidence; he was a good adviser, and a friend to be trusted. These traits, coupled to a generous nature, and his wonderful influence, made

it possible for him to render much good to his fellow-men. If one-half of those whom John Blake helped during his lifetime but pay tribute, his memoriam will be a precious evergreen to those whom he has left behind.

Mr. Blake was a small, slender, wiry, dark complexioned, intensely black-haired man; he was active, alert, thoughtful, and of a highly nervous temperament. Of late years his health was very poor. His face had grown thin and careworn, and he seemed suffering keenly, but he seldom complained, although several times forced to relinquish work for weeks at a time. But none expected his tragic end. His loss will be felt. Sorrow will be sincere.

THEY'LL BE SORRY LATER ON.

That frosty and unsuccessful race meet given by the "Hustlers"—the promoters of the new organization that is to blight the League—at the Tioga track, Philadelphia, two weeks ago, did not discourage the would-be revolutionizers in the least. They have secured the good will of another newspaper man, and the wires are being kept warm with prognostications of the League's downfall. From the West and South, according to the "Hustlers" representative, come reports that the cyclists and meet promoters are organizing to fight against the League. Here is the latest screeed from the Philadelphia band of malcontents:

"The Brotherhood of American Wheelmen is no idle talk. Such an organization will surely be in the field next season. The principal members are racing men who have it 'up their sleeves' for the L. A. W. Racing Board, and will not give in until their movement brings certain reforms which they justly demand. They are all confident of success, having been promised the support of all the big racing men.

"It is also the intention of the Brotherhood to set a scale of prices for all events, and to boycott all race meet promoters who refuse to line up to their demands. If they are unable to get what they request, it is intended to run a race meet every week, whether the Racing Board gives its sanction or not. I am not at present in a position to make public the names of the racers, who are 'pushing the thing along,' having promised not to do so, but it will not be breaking a promise to say that all the racing men of note hereabouts have signified their intention of joining the Brotherhood and sticking to it through thick and thin.

"With the Brotherhood, the uprising for Sunday racing in the West and the fight for female races in the South, to contend with, it will be seen that the members of the League of American Wheelmen's Racing Board have troubles of their own. The men who are now working for the success of the Brotherhood have communicated with the leaders of the fights in the South and West, and a combine of the forces is looked for."

DOING A CLEAN BUSINESS.

Pittsburg, Pa., has a "House to House Bicycle Cleaning Company." The head of the concern makes arrangements to call or send trustworthy employes to houses, flats or offices, once, twice or as many times a week as the customer desires, and thoroughly clean and oil the wheel or wheels of those who subscribe. He has been in the business but a fortnight, but says he already has a profitable list of patrons, and that in the spring, when the wheeling season opens, he will have several branches in operation.

DEADLY BLOOMERS.

A Western woman flagged an express train with her petticoat and so saved many lives. If she had worn bloomers those lives would have been lost.

The Wheel

OF THE
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Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

AS TO ASPHALT RIBBONS.

CYCLISTS are not behindhand in enthusiastically demanding their rights and in appealing for their privileges; yet, when they win the one or receive the other, the song of praise does not approach a measure of hearty voluminosity. Their appreciation appears to be not loudly enough voiced. Certainly that is the case in Gotham. For instance, one of the greatest concessions ever made to cyclists was the Hudson street asphalt strip. It must be remembered that the asphalted street, even though re-surfaced for the cyclists' special benefit, is of value to all classes of citizens. It makes the street cleaner and healthier, more passable for the resident and for the pedestrian. It is smoother and faster and more useful for those who drive. The asphalt strip does not accomplish any of these things except in small measure. This is a special privilege for the cyclist and for him only.

The case in point—the Hudson street strip—was taken under consideration at the very moment of suggestion, was rapidly passed upon, and was in actual use within a few weeks after the inception of the idea. Yet we hear little of it, though it is quietly growing upon the cycling public. It affords an inlet into downtown Gotham and an outlet to the East, South and West—to the East for the Jersey district, to the West for the Long Island district, and to the South for the Staten Island district. It is also a splendid approach for out-of-town cyclists from the three points of the compass mentioned. Had the completion of this strip been properly celebrated, had the proper officials been

thanked for their energy, had the cyclists marked their keen appreciation of this radical divergence in their favor, such praise—no matter in what form it materialized—beside accomplishing the purpose of politely recognizing the favor, would also lead to the construction of other strips of this kind both in New-York and elsewhere.

The point to be made about this Hudson street strip is that this street is pre-eminently the trucking promenade of New-York. It is the vehicular Broadway. No other street in America's greatest city can, in the morning and in the evening, and throughout the day for that matter, show such a stream of vehicles of the heavier class. The miles of freight and express river docks readily explain to the New-Yorker the cause of this truck popularity and truck congestion. So that the asphalt strip on Hudson street does not accomplish what had been first expected of it. What is really wanted is a strip along the car track, because the trucks hug the curbs, and numberless detours are necessary.

What is wanted is an asphalt strip in streets paralleling Hudson street; in thoroughfares which are not so heavily thronged. It is reported that the construction of a strip of this kind, which is merely laid on top of a slightly depressed strip of pavement, is not a costly operation, and THE WHEEL suggests that cyclists throughout the country keep these asphalt ribbons in mind. In many cases they will afford the much-desired solution of easy and pleasant cycling rapid transit through the city streets and avenues.

VALUE OF DISCUSSION.

THERE is here and there a man in the trade who finds fault with a process or method because it lacks perfection and doesn't do everything—They complain of a certain thing or system, when their argument or objection, if it has any validity, is against the nature of things.

Let us illustrate what we mean. The cook-book may give you most minute directions for making all kinds of dishes, and yet, after you have thoroughly studied it and nearly memorized it, you will not be a competent cook. You will only be put on the way to be one. To go up higher in the scale of effort, there is, for a radically different instance, the artist. He can tell you all about colors, lines, lights, shades, perspective, values and motives; and yet, when you have learned all this, you are not an artist.

And why are these things so?

Simply because it is only theory and not practice that they are able to communicate. Now, when a writer or talker says, in effect: "I don't see anything in precept; that 'discussions in a wheel paper of this need or that in the trade fly over the heads of manufacturers,'" and so forth, he is doing the same as a bystander would who should object to the ploughing and harrowing of a field because those preliminary efforts do not of

themselves produce the harvested crop. The truth is they were never intended to do more than a part of the work. The cook-book will help you to cook, the artist will help you to paint and the trade paper's discussions and criticisms will help you to quicker hit the bullseye of success. And there they all stop.

They cannot deliver to you in a package absolute experience. They merely plough and harrow your field. It is your part to see that the subsequent effort is applied. These comparisons may not be precisely to the point for an ideally correct analogy; but they come sufficiently near for the purpose of illustration.

Of course there will be differences of opinion as to the efficiency of specific methods of designing, building and marketing bicycles, not only among the writers about it, but even among the experts who both write and work practically in applying their ideas. This means that, like medicine—and unlike mathematics—cycle trading is not an exact science. But we don't dispense with doctors because they work so often empirically; nor should the manufacturer, despise the thought and discussion upon his matter because much that is said may not be fruitful.

It is well to know what is the best and worst that can be said of a thing at any rate. In fact, no man can be quite so sure of his own position in the trade when he fails to find out what others believe. "In the multitude of counsels," says the proverb, "there is safety."

Men who know the most about a subject are quite often those who are the most anxious to get opinions of all sorts upon it. Mr. P. T. Barnum would be thought to be a man sufficient for himself—especially in his own peculiar business; and there is no doubt but that he was. At the same time he was indefatigable in eliciting the most various opinions, as opportunity offered, on every plan and undertaking he had in mind. When these views were all gathered and focussed, he knew, whether he accepted one of them or rejected them all, just exactly what to do.

ADVERTISING TESTS.

THERE are a whole lot of people who think they know a whole lot about advertising. They invent various methods of testing or measuring mediums. The schemes are ingenious, sometimes even to the point of the wonderful. They invent all kinds of fictitious names and addresses, check up, mark down, classify, and all the rest of it—and yet, after all, it is very hard to trace results. Usually the average busy man does not stop to explain where an advertisement has caught his eye. The thing he is after is results, and usually he will not go out of his way to benefit the advertiser or the advertising medium.

There are, however, two very good ways in which one can tabulate with success. One is to give away something to all persons who tell you where they first read your advertisement; the second is to inclose them a postage stamp and ask them to please inform you, etc., etc. Of course, the first method is costly and

the second method is a time-waster and a money-waster, and few advertisers ever go to the trouble of employing the one or the other, for all good advertisers believe in printers' ink, and no matter where it is used, they believe it has some benefit. When made, however, the tests are interesting and of undoubted value to whomsoever advertisers. To an unbeliever, that competent "doctor of advertising," Nat Fowler, once prescribed an advertisement which, in the smallest type and in the most out of the way corner, should offer a rose-wood piano or a yellow dog to all who applied. Whether or no E. H. Wilcox, of Iver Johnson's Arms and Cycle Works, saw the prescription, he applied a somewhat similar test during the past season. In their advertisements he offered the souvenirs left over from the cycle shows, and later on in the year supplemented this with conditional offers of revolvers. The results convinced Mr. Wilcox, as it must convince others, of the worth of trade papers. Mr. Wilcox so stated to a WHEEL representative who interviewed him. The acknowledgment appeared in our issue of last week. It is worthy of editorial emphasis. Here it is:

Mr. Wilcox made a thorough and practical test of the channels—the advertising mediums—through which business reached the Iver Johnson Works. The result is a glorious tribute to the cycling press. Mr. Wilcox says, without reserve, that nine-tenths of their business is directly traceable to the cycling publications in which they were represented. The Iver Johnson wheels were advertised in nearly all of the prominent weekly and monthly periodicals as well, so that the result can scarcely be termed a chance hit. All were given the same test. No business inquiry was suffered to pass unnoticed or uninvestigated. If it failed to mention its source or inspiration, a polite and nicely worded request, inclosing a two-cent stamp for reply and seeking enlightenment, went from the Fitchburg factory. It is on these replies and on the business which followed that Mr. Wilcox bases his testimony. He went into the matter very thoroughly, with purpose and forethought and without prejudice. The investigation was impartial and was conducted on the only feasible plan. The result will probably astonish some of the gentlemen who are inclined to the placing of an advertisement in the light of a benevolent or philanthropic contribution.

SAVING THE YOUNG.

AFTER election, Thanksgiving; after Thanksgiving, Christmas; after Christmas, New Year's; in the intervening lapses, thoughts and talks of gifts for the little ones. If the youngsters' wishes are respected, there is no doubt but that the demand for juvenile bicycles will be enormously quickened within the next few weeks. Realizing it, the far-seeing manufacturer has already shaped his plans accordingly. The wise dealer is doing likewise. The wise parent will realize that his children's bones are precious. In purchasing the gift bicycle he will not be guided wholly by price, by the anything-will-do-for-the-children idea. It has prevailed too largely in the past. There is need for education. The press should preach it. The juvenile claptrap should be decried. There was never a time

when it has been possible to purchase such splendid juvenile bicycles as will be on the market in time for the holiday trade of the present year. There was never an article in which a comparatively insignificant difference in price will beget a magnificent difference in value received and in service rendered. It should be borne in mind when a purchase is made. Penny wisdom, when the well-being of a child is concerned, is culpable. When buying, buy a wheel that bears the nameplate of a reputable bicycle manufacturer, who values his good name and whose guarantee is not a collection of empty words, or don't buy. It is better to be sure than to be sorry.

RUNNING INTO TROUBLE.

FROM a mysterious and nebulous nowhere in particular comes the whispered story of how the racing men are going to combine and run the League, or run opposition thereto, or do something or other no one knows just what. If the racing men know what is best for themselves, if they have ever studied the sad result of the slaughter of the auriferous egg-bearing goose, if they have even that modicum of brains which is categorized under the broad term of horse-sense, the racing men will daily in an extremely dainty fashion with any anti-League organization.

History has shown during the last fifteen years that there is lack of vitality and longevity about those organizations and people who have declared that they intended to knock out the L. A. W. Unforgotten and untombstoned graves contain all that is left of these brave anti-Leaguers, and candor compels us to admit that some of these ancient League destroyers were manned and officered by brighter, brainer and better men than, as a rule, ornament the ranks of the second-raters on the racetrack.

The sad fate of the Western gentleman who bit off more than he could chew should not be forgotten just now. Even the voracity of the racing man may meet with a fatal check, and the advisability of letting well enough alone was never so prominent as it is in this case. The racing man possessed of brains will demonstrate this fact most conclusively by declining to have anything to do with this alleged anti-League movement.

He was an honest man and a gentleman. He helped the many; he spoke ill of none. He followed the truest of religions, the golden rule most precious epitaph and heirloom. Heaven grant the rest thou so well earned, John Blake.

An uptown livery stable-keeper replied rather impatiently to a request for his opinion of the bicycle, and the very next day he was thrown from his horse and had his collar-bone broken. Thus orthodoxy as to methods of riding is vindicated, and retribution calls for its own. Men speak disrespectfully of the bicycle on peril of their bones.

At this season of the year when catalogues and other printed matter are in process of compilation it is timely to remark that the terms "gent's wheel" or "gent's model" are repulsive, and are tabooed in even half-refined society. If "gentlemen" is too lengthy, "men" will fill the bill admirably. "Gent" is even more odiferous than "bike."

What woman shall wear on the bicycle is a question that can never be settled. If the most beautiful, rational and comfortable costume in the world were universally adopted to-day it would be discarded tomorrow for any old thing having the magic charm of novelty.

The theory of producing increased speed in a bicycle without calling upon an increase of power to accomplish it is an impracticable plan of doing something that is impossible.

Don't tell a man he has made a fool of himself in his choice of a wheel. If he knows he has, he will resent being reminded of it; and if he doesn't, he will think you are a fool.

Always listen to advice about your wheel. If it has no other value, it may enable you to show your friend later on that he didn't know what he was talking about.

Fools can ask questions about cycling which wise men cannot answer; but the wise men are not always wise enough to see that they can't.

A golden tip to enterprising manufacturers—Start early and avoid the rush upon the market of wheels bearing the name McKinley.

Speed on the part of an expert rider is less dangerous to the public's safety than is the five miles an hour of the wabbling novice.

Be sure you are right; but don't make yourself disagreeable by insisting that everybody else in cycling is wrong.

Always carefully sift the talk you hear about what is to happen in the trade next season.

In these days the match between cracker-jacks only seems to light on the money box.

True cycling does not measure the greatness of the country ridden by square miles.

A properly constituted trade puff is taken with a grain of salt and a pound of sugar.

A great scheme in the wheel business is to keep a sharp lookout on the outlook.

The most expensive experiences in cycling are those purchased below cost.

Records are the coupons that are cut off the bonds of speed.

Every neglected wheel repair marries and raises a family.

Racer and politician both object to being scratched.

COST OF A FUNERAL PACE.

Since Philadelphia has taken to asphalt streets there has been a consequent diminution of street railway receipts from cycle competition, estimated at over \$2,000 a day, or over \$700,000 a year.

OLD AND THE NEW.

The past and the present got together at Camden, Me., the other night, when at an old-fashioned spelling-school the first prize was a bicycle lantern.

SOME CYCLE TAX EXEMPTIONS.

In taxing cycles in Holland the Government exempts the wheels belonging to soldiers, policemen and those workmen who reside at least one mile from their place of business.

GOLD-BANDED ANKLES.

One of London's alleged smart set is trying to introduce the fashion of riding with a golden band encircling each of her smart ankles.

IT IS ALL OF THESE.

An enthusiastic wheelwoman has given vent to her admiration of the wheel by describing it as being as strong as a horse, light as a baby, swift as the wind, and as comfortable as a rocking-chair.

EIGHT ASSISTANTS.

Secretary Bassett now employs eight assistants to help him "run the L. A. W." They occupy three offices in the Hutchinson Building, Boston



ANTI-WIND ASCENDERS.

A couple of light rubber bands around the coat sleeve near the cuff will prevent the cold air ascending one's sleeve to strike the most susceptible portion of the anatomy—the armpit.

Worry about the wheel they ride will make almost anybody thin except the people who worry and ride because they are fat.

ALPHABETICALLY ADVISED.

O manufacturer, when at your e e e,
 On some trade papers you should c c c,
 And this advice if you are y y y:
 Go straight away and advert i i i.
 You'll find the project of some u u u—
 Do not delay—there's no e x q q q.
 Be wise at once, prolong your d a a u,
 A silent business soon d k k k.

HAD TO USE THEM.

Although it was unanimously decided at the recent congress of the German Cyclists' Union that no foreign words should be used in the official organ, there is hardly a page of that publication in which dozens of English words cannot be found.

When the effort of propelling a wheel is absent, then alone is a woman's riding graceful.

MANAGER J. S. JJ

Mike Cements Some More New Figures Upon the Ex-Ecksonian Record Slate.

New Orleans, Nov. 10.—Manager John S. Johnson's record-breaking team arrived in this city early last week and went into camp at the Cement Camp. Tom Eck accompanied the party. Figuratively speaking, he has been relegated to the grandstand. He resigned as manager at Nashville, in favor of his protégé, and Johnson at once received the appointment. Eck's resignation was not of his own volition. As told last week, the Racing Board demanded him to settle a pecuniary matter with a Portland (Me.) association for not appearing as agreed with his group of riders in that city upon his return from Europe. Eck did not come to scratch as ordered, and he was dethroned from the managership by Chairman Gideon's action in refusing to legalize the trials. With the change of managers, the Racing Board appointed official referees and sanctioned the trials. Eck has asked that the matter be arbitrated by the Board, and, meanwhile, acts as a friend and adviser to Manager Johnson.

The hard work at Nashville and the long journey from that city affected the condition of the men, and they have been having hard work in regaining their former fine edge. Cold weather has also deterred the trials.

The first successful attack on scythe-bearer took place on Friday of last week, when Phillips and Brades, of Chicago, and Myer, of Minneapolis, rode one mile, unpaced, on the triplet, in 1:49, lowering the best previous time of 1:50 made by O'Connor, Bainbridge and Clark at Kalamazoo July 14 last. The same team rode a practice mile in 1:51. The quarters in the official trial were 0:25 3-5, 0:52 3-5 and 1:19 2-5.

Michael, who has been out of form since coming here, rode ten miles as warming up and broke the 10-mile American record of 20:45 made by De Cardy at Louisville. The official referee for these trials was H. C. Foutton. Michael's time by miles was:

Miles.	Time	Miles.	Time
1.....	1:55	6.....	11:35 1-5
2.....	3:49	7.....	13:34 2-5
3.....	5:46	8.....	15:33
4.....	7:42	9.....	17:30 4-5
5.....	9:41 1-5	10.....	19:25

All American records from the six-mile mark. He was paced by one quad, three triplets and a tandem, and averaged miles at about 1:56.

On Saturday there was a discouraging wind blowing, but the little Welshman made another trial and set up new four and five mile marks for the world, cutting each by several seconds. His time for the four miles was 7:21, for the five miles 9:12 3-5, and by an error he sprinted an extra quarter in 0:28. Michael was paced by the "sex" for the first mile in 1:45 2-5; by the Jallu brothers' triplet team for the second mile, doing 3:38 2-5 for the two miles. His second mile was done in 1:53, the third, with the Phillips triplet team pacing, in 1:51 4-5, the three-mile time being 5:30 1-5, two-fifths of a second above the record. The Weinig quad took him two laps, finishing the third mile and starting the fourth, and the "sex" brought him safely within the four-mile mark, with 7:21 as the time, breaking the record 3 2-5 seconds, and doing the fourth mile in 1:50 4-5. The Jallus paced the last two laps after the "sex" dropped out, his last mile being 1:51 4-5, making the total 9:12 3-5, a substantial cut of the mark of 9:16 by Tom Linton. Summary of the times:

Miles.	Time	Miles.	Time
1.....	1:45 2-5	4.....	7:21
2.....	3:38 2-5	5.....	9:12 3-5
3.....	5:30 1-5		

MIKE INTO THE GAME AGAIN.

New Orleans, Nov. 10.—In the face of a strong wind, shortly before dark to-night, Michael wrested another record from his townsman, Tom Linton, riding ten miles in 18:49 1-5, seven and three-fifths under Linton's world record. All American records were cut from six to ten miles inclusive. These records were held by himself, made at this track on Friday last. The pace-makers were the sex, one quad and three triplets, some new men being placed upon one triplet with Waller. The time for the first mile was 1:48, with the sex pacing. The two miles were done in 3:37, the three miles in 5:31 1-5, and the four miles in 7:24 4-5, a cut of a second from the world's mark, placed by Michael in his Chicago trials at five miles. Six miles in 11:10 4-5 to-day was a large slice off the American record held by Michael of 11:35 1-5 and 2 1-5 seconds behind the world's record. Seven miles to-day in 13:10 was a cut of 24 2-5 seconds from the American record, and ten seconds back of world's record. Eight miles to-day in 15:00 is a cut of 33 seconds from the American record and is 6 4-5 seconds back of the world's record mark. Nine miles in 16:59 4-5 is 31 seconds lower than the former American record and 11 4-5 seconds slower than world's record time, and the ten miles in 18:49 1-5 is 35 4-5 seconds lower than the American mark, and 7 3-5 seconds lower than the world's record. Michael called for faster pace all through. Summary:

1 mile.....	1:48	6 miles.....	11:10 4-5
2 miles.....	3:37	7 miles.....	13:10
3 miles.....	5:31 1-5	8 miles.....	15:00
4 miles.....	7:24 4-5	9 miles.....	16:59 4-5
5 miles.....	9:16	10 miles.....	18:49 1-5

DARE YOU TO KNOCK THIS CHIP OFF.

Now that the Bald-Cooper babble is subsiding without having attained results, Arthur Gardiner has placed a chip on his shoulder and bid either of the two to knock it off. John West, his trainer, fixed the chip in place by issuing this defi:

On behalf of Arthur Gardiner, of the Morgan & Wright racing team, I beg leave to use your columns for the purpose of challenging either E. C. Bald or Tom Cooper to a series of three unpaced races, the distance to be one mile, two miles and five miles, for a purse of either \$1,000 or \$2,000 for the series, the winner to take all of the purse. Races to be run within thirty days after the articles are signed. It is immaterial to me on which track or at which point the races shall be held, and the only condition I shall impose is that the men start on opposite sides of the track, both riding in the same direction. This challenge is not an advertising dodge. I mean business, and as an earnest of this I have deposited the sum of \$500 forfeit money with Mr. George Stewart, president of the Thistle Cycling Club, Chicago, Ill. Upon acceptance of this challenge I shall immediately deposit with Mr. Stewart the balance of the agreed stake. This offer remains open for two weeks from date.

MONTE AND THE MILKMAN.

Denver, Nov. 6.—Monte Scott has again fallen a victim to the sturdy Hackenberger in a twenty-five-mile race. He was beaten in the second contest, run to-day, by a third of a mile. Scott attributed his primal defeat to the rarified air, and thought that after a month's acclimation he could turn the tables. He challenged Hackenberger, making as a condition that the men start from opposite sides of the track and ride in opposite directions. This was agreed to by the Denverite, and after careful training both men expressed themselves as being in the best of condition for the race. The day was windy and cold, and the men made a good ride, Hackenberger finishing in one hour two minutes and two seconds. In the last mile Hackenberger was cramped in the right leg, but in spite of this handicap he won, though Scott gained considerably on his competitor in the last mile.

RACING BOARD'S BULLETIN.

PROFESSIONALIZED.

M. C. Lawrence, Memphis, Tenn., clause (A).
W. F. Gregg, Marysville, Ohio, own request.
L. L. Miner, Jamestown, N. Y., vote of L. A. W. Racing Board.

E. J. Duncan, Franklin, Ind., vote of L. A. W. Racing Board.

David P. Kochenderfer, Newport, Pa., clause (D).

C. W. Sieg, Duncannon, Pa., clause (I).
Percy Elliott, Newport, Pa., clause (I).

E. L. De Camp, Pen Yan, N. Y., clause (D).
W. G. Irwin, Galveston, Tex., clause (A).

L. T. Flansburg, Kalamazoo, Mich., clause (C).
W. S. Sanderson, Memphis, Tenn., own request.

SUSPENSIONS RAISED.

E. J. Duncan, Franklin, Ind.
L. L. Miner, Jamestown, N. J.
F. A. Gately, Roxbury, Mass.
Luther Lady, Harrisburg, Pa.
L. Shields, Lewistown, Pa.
S. H. Charters, Harrisburg, Pa.
F. F. Goodman, New York City, N. Y.

RECORDS ACCEPTED.

One mile, professional, unpaced, flying start, against time, 1:59 1-5, Clinton R. Coulter, Denver, Col., October 2, 1886.

SUSPENDED PENDING INVESTIGATION.

Charles Lomax, Philadelphia, Penn.
R. Shiner, Philadelphia, Penn.
The Nanticoke Athletic Club, Nanticoke, Penn., and Dundee Park, Nanticoke, Penn., have been placed upon the list of those to whom sanction privileges are denied, for failure to provide proper prizes.

SUSPENDED.

For repeatedly competing in unsanctioned races while under suspension, M. C. Lawrence, Memphis, Tenn., has been placed upon the permanent suspension list of the League.

For entering races to which they were not entitled to ride, F. P. Connelly, South Manchester, Conn., and W. Robinson, Manchester Green, Conn., are suspended for ninety days from November 2.

For competing in unsanctioned races, C. W. Sieg, Duncannon, Penn.; Percy Elliott and David S. Kochenderfer, Newport, Penn., are suspended for sixty days from November 3.

L. T. Flansburg, Kalamazoo, Mich., is suspended until July 1, 1897, for unfair dealings in connection with cycle racing.

SANCTIONS GRANTED.

November 13, Eugene Field Monument Fund, Washington, D. C.

November 12, Columbia State Fair Association, Columbia, S. C.

November 25, International Athletic Park and Amusement Company, Washington, D. C.

November 26, Mercury Wheel Club, Texarkana, Tex.

November 26, El Paso Cycle Track Club, El Paso, Tex.

TAUGHT THEM A LESSON.

The French Union believes in striking while the iron is hot. Soibud and Mercler, two native racing men, recently learned this to their sorrow. They had lost their heat of a tandem race, but claimed a foul, which was not allowed. Wild with rage, they joined in the final during the first lap. The starter then fired a second shot, announcing a false start, and everybody except Soibud and Mercler got off. They continued and covered the distance amid a scene of great excitement; in fact, some of the public were for the rebellious team, and some against, and a very little would have sufficed to make the crowd wreck the track. Immediately after these two riders had finished their little performance, the officials fined them 100 francs each and suspended them for a year.

GOT MIXED.

Then the minister, preaching a sermon to wheelmen, with his mind on matters terrestrial, said: "And the streets of the eternal city are paved with aspha—gold." Some there were in the congregation who audibly tittered.

HARTFORD TIRES.

Before deciding on next year's tires remember that

Hartford Tires are the Original Single-Tubes.

We made them for years while other makers worked along a different line.

Hartford Tires are the Best-Known Single-Tubes.

When anyone speaks of a single-tube tire you think of a Hartford at once.

Use tires with an established reputation.

Your wheels will sell easier.

THE HARTFORD RUBBER WORKS CO., HARTFORD, CONN.

BRANCH HOUSES:

100 Chambers Street, New York.
136 Lake Street, Chicago, Ill.
910 Filbert Street, Philadelphia, Pa.
8 Queen Street, East, Toronto, Ont.
251 First Avenue, South, Minneapolis, Minn.

Kindly mention The Wheel.

DISTRIBUTING DEPOTS:

370 Atlantic Avenue, Boston, Mass.
17-19 Beale Street, San Francisco, Cal.
1759 St. Charles Avenue, New Orleans, La.



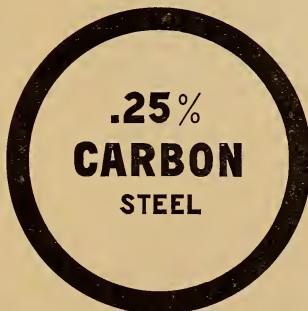
To Bicycle Riders: We Make Our Tube OF FIFTY CARBON STEEL

Because a Tube like this of



Is just as strong as

a Tube like this of



This diagram does not show how much stronger and more durable our tube is than the usual quality in the market because it does not include the always bad and more or less uncertain effects of "pickling." By ordinary methods tube is annealed in the open fire and pickled from eight to twenty times, according to finished size. By the use of a patented annealing process, controlled by us for tube making, our tube never comes in contact with the fire and is never pickled. There is no "theory" about this. Our thorough tests show that even with the greatest precautions in pickling (not usually taken), pickled tube is weaker and more brittle than tube made of the same material without pickling. Send for a Catalogue.

THE POPE TUBE CO.,
HARTFORD, CONN.

While weight for weight in a Bicycle FIFTY CARBON Steel will last so long

and TWENTY-FIVE CARBON Steel will last only so long

Kindly mention The Wheel.

RECORDS WHILE YOU WAIT.

Three records are doomed to utter annihilation at the Point Breeze track, Philadelphia, to-morrow. Just what particular records they are is not known up to the time of going to press, but with the positiveness of an Eck, the Philadelphia Driving Park Association guarantees the staid inhabitants of Slowville that a trio of records will surely be broken. No exception is made for atmospheric conditions, nor do they offer to throw in another one or two for good measure. To gather in the three marks guaranteed they will have quints, quads and triplets galore for pacing, and a score of sturdy Quakers to man them, including Aker, Jack, Church and McCurdy. The card announced by the press agent is as follows: Mile novice, amateur, with a special prize for the breaking of the world's novice record; two-mile tandem race for the world's competitive record; attempt on the world's five-mile record by B. E. Stevens; one-mile professional for the world's single-paced competitive record; trial to beat his own world's record of 22:13 for ten miles paced by W. G. Douglass, and an attempt to lower the world's hour competitive record by H. E. Bartholomew.

"HOD" AND THE "SPIDER."

W. C. Williams, of Albion, Mich., sends the following voluntary contribution: "E. W. Lunn, known as 'Spider,' is the star of Albion and has won several good races. He has been riding two years, commencing in 1895. In 1895 he rode a Cleveland, and his '96 mount has been a Thistle. This season he commenced riding in June, and has won fourteen first, nine seconds and four thirds. In all races he competed in he finished well up in the front. At Hillsdale he took the five-mile open with ease; at Marshall he captured the half-mile open and five-mile handicap from scratch; at Springfield he took the quarter and one-mile open; at Jackson he took second in the one-mile handicap from fifty starters. He will, no doubt, be a speedy 'boy' next year and will, no doubt, make record go. He will ride in England with his little brother in all the short-distance races. 'Hod,' his brother, will try to capture all the races for boys. Ernest has many friends, and has made a record for himself by riding the last season and clerking in a drug store at the same time. They will ride Thistles, fitted with Vim tires."

HOW LINTON LANDED IT.

Tom Linton, who regained the hour record, on October 22, as reported briefly by cable, was the first man to ride over thirty miles in the hour. After Stocks made over thirty-one miles, Linton waited a week at the Crystal Palace track for favorable weather to regain the record. Following several unsuccessful starts, he finally succeeded in shaving Stocks's figures by the narrow margin of 84 yards. He was paced by two quints and five quads. Although dragged along at a terrific clip, it was not until twenty-six miles that he got inside record, maintaining his advantage to the end. The new figures, which are likely to stand for the remainder of the season, are:

Miles.	Linton's time.		Stocks's time.	
	M. S.	M. S.	M. S.	M. S.
26.....	49:40		49:49-2-5	
27.....	51:38-1-5		51:47-4-5	
28.....	53:37-2-5		53:42-4-5	
29.....	55:34-4-5		55:38-2-5	
30.....	57:32-4-5		57:33-3-5	
31.....	59:22-4-5		59:23-3-5	

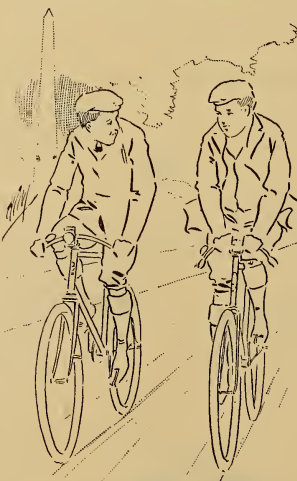
One hour, 31 miles 582 yards. Previous best, 31 miles 548 yards, by Stocks.

"Le Sprint" is the suggestive name of a French cycle paper devoted to racing.

SMALL POTATOES AND FEW IN A HILL.

Ever since the silver meet at Denver, on July 4, when A. B. Hughes rode a mile in competition in 1:47 4-5, setting a mark for the \$1,000 Rambler offered by Gormully & Jeffery Manufacturing Company, all attempts to lower the figures have proved futile. There is also a prize of \$500 offered to the promoters of the meet at which the fastest competitive mile is made. The latter prize has caused an unpleasant state of affairs at Denver. Last week numerous attempts were made by P. J. Becker and others to cut Hughes's time. The silver meet promoters resented these trials. Charges of professionalism were lodged against Becker with the local member of the Racing Board, in order to keep him off the track, but the charges were so vague that they were not considered. An appeal was made to Chairman Gideon, but he declined to interfere with the local representative. Open threats were then made by the silver men to the effect that any amateur cutting Hughes's time would be thrown into the professional ranks. So vigorous have been their efforts to intimidate riders that they are likely to secure the much-coveted purse.

BORDERING ON GOLD BRICKISM.



CENTURY SATISFIED WITH THESE.

The following road records have been allowed by the Century Road Club: Robert Gerwing, 5 miles, 11:37, Nov. 24, 1892. Colorado State record. A. B. McDonell, 10 miles, 21:25, May 26, 1896. New-York State and American record. A. B. McDonell, 15 miles, 34:32, May 26, 1896. New-York State and American record. A. B. McDonell, 20 miles, 46:30, May 26, 1896. New-York State and American record. A. E. Smith, Utica N. Y., 1 day, 11 hours, 51 minutes, July 3-4, 1896. Course record. Otto V. Mueller and J. N. Hallfax, Chicago-Milwaukee, 7:35, August 16, 1896. Tandem record. T. O. Vaux, 5 miles, 9:24, October 28, 1896. Colorado State and American record.

NO LIGHT TASK THIS.

Record-breaking in the dark is not propitious to good looks, according to C. M. Hendrickson, of the Kings County Wheelmen: He attempted to cut the road figures up to fifteen miles on Saturday last on the Merrick course, Long Island, but did not get away until shortly before darkness set in. At twelve miles he collided with his pacemakers in the darkness, and sustained a fall which badly bruised his face and closed one eye. Nevertheless he remounted and finished the fifteen in 36:57 1-5, a shade under the State record. He also cut the ten-mile State record from 24:47 4-5 to 24:20 1-5. Three tandems and a quad paced him.

FROM KALAMAZOO TO NEW ORLEANS.

At Kalamazoo last July, at the National Circuit meet, O'Conner, Clarke and Bainbridge, of the Morgan & Wright team, were asked to pace Cooper for a mile. There was no triplet handy except one which had other than the "good tires" on it. They used it, however, and, without intending to do so, broke the record for the triplet unpaced mile, flying start, doing 1:50. The tiremaker whose tires were used saw the joke, and used it. At New Orleans, November 6, Morgan & Wright tires got the record back again; time, 1:49. The riders were Phillips, Meyers and Brodis, on a Franklin triplet.

FOUGHT IN A TEN-MILE.

Over the Elizabeth-Springfield course, New Jersey, about seventy riders of the Metropolitan District fought in a ten-mile handicap on Saturday last. The first scratch man, M. R. Brown, secured twenty-first position and time prize in 26:19, with E. T. Allen, another scratch man, a second behind. The winner, Hicks, finished by a scant half-wheel length ahead of Hedeman. The first five men to finish follow: 1, W. H. Hicks (3:00), 27 minutes; 2, F. Hedeman (3:00), 27:04 3-5; 3, H. Hooper (2:45), 26:03 2-5; 4, W. Saich (3:00), 27:05 3-5; 5, C. O. Sigler (3:00), 27:30 3-5.

FAILED TO COME TO TIME.

"Eddie" McDowell, who has posed as a champion roller skater and professional cyclist for several years, arranged for an indoor cycling tournament in a Philadelphia armory last week. A feature of the affair was to have been a race between McDowell on roller skates and Charles Church on a wheel. At the appointed time contestants and spectators gathered at the building, but for reasons best known to himself McDowell stayed away. After waiting an hour the crowd grew angry and threatened trouble, but finally dispersed.

THREE C'S AND RECORD.

On the Catford track, London, November 6, Collier and Chinn, on a tandem, cut the quarter-mile English record, standing start, to 29 1-5 seconds.

VENI, VIDI, VICTOR.

Victories of the Victor bicycle in coasting contests are becoming so common that in heralding its most recent winning one is almost tempted to top it off with an "as usual." Baltimore was the scene of the contest, November 3 was the date. Some seventy-five men participated. The five who coasted farthest in the preliminary heat started in the final. This is the result:

Riders.	Wheel.	Tire.	Gear.	Feet.	Final.
H. W. Wilson..	Victor	Victor	77	2,409	2,586
A. H. Carroll..	Stearns	Palmer	68	2,401	2,571
R. H. Carr, Jr.	Victor	Victor	73	2,356	2,550
J. M. Suter....	Victor	Victor	73	2,353	2,526
B. H. Rich, de, Jr.	Wolf-Am.	Palmer	68	2,359	2,546
J. H. McMillan.	Stearns	Palmer	68	2,349	2,549
H. C. Caldwell.	Stearns	Palmer	68	2,349	2,549
Stewart Lee....	Stearns	Palmer	68	2,344	2,544
J. E. Greiner..	Stearns	Palmer	68	2,344	2,544
Frank Wagner.	America	Palmer	70	2,340	2,540
M. E. Powers..	Rambler	G. & J.	63	2,335	2,535
A. R. L. Dohme.	Remington	Palmer	72	2,334	2,534
W. I. Eckhardt.	America	Palmer	80	2,315	2,515
W. D. Young..	Columbia	Hartford	64	2,310	2,510
Albert Andras.	Wolf-Am.	Palmer	73	2,301	2,501

SPEED, COST AND CAUSE.

How the Human Pacemaker Has Grown Too Costly for Further Use That Way.

The rapid growth of the cycle industry and the introduction of the cycle to a vast number of people have resulted in a multitude of broken records.

Cycle-makers broke records in order to advertise their goods; cycle riders broke records to advertise themselves, to demonstrate their ability or to benefit their pocketbooks; while the whole cycling public, new and enthusiastic in the sport, took great interest in records and patronized speed events. The effect was like a fire in the forest, progressive and reacting. The enthusiasm increased the sale of cycles, which in turn increased the enthusiasm by increasing the number of riders. In less than a score of years the cycle has risen from an acrobat's implement which nobody wanted or would take as a gift, to a popular vehicle necessary to many and taking no small part in the civilization of to-day.

To this result pacemakers contributed no small amount.

When, a few years ago, Bert Myers, of Peoria, made a mile straightaway, with a strong wind at his back, in 2:13, many were skeptical. They did not know how great is the resistance of a mile of air under ordinary circumstances.

Some time later Johnson surprised the world by doing a mile in 1:53 behind a sulky. This result was largely attributed to an elliptic sprocket which he used, and a craze for similar sprockets almost resulted. These sprockets had some advantages and some bad points, but its greater cost caused manufacturers to avoid it, and it ceased to be heard of. By this time Johnson was riding another make of wheel, and advocating round sprockets; and it began to dawn on the public that the speed was in the pacemaking. Since then pacemaking has become a fine art, and records for all distances have tumbled.

The tandem, which had failed to be popular when presented to the riding public, came into use as a pacemaker, and through this introduction has been accepted by the public quite extensively.

After this came triplets, "quads," "quints," and finally the sextuplet, each with increasing speed. Whether this is the limit or whether more riders may be accommodated remains to be proven; but it is probable that the mechanical limit of number is not yet reached.

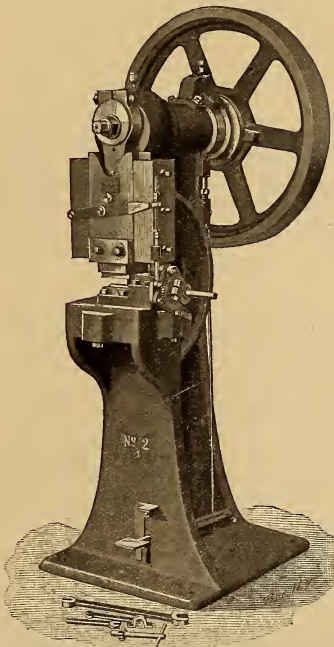
Another limit, however, has loomed up. This is a financial one. Six riders to pace one means that records cost much money. Therefore the motor cycle is hailed with delight.

The most successful form so far consists of a cycle provided with electric motor and storage batteries instead of cranks. Although quite heavy, it is perfectly manageable, and has a speed in excess of what may be had by leg muscles. Although the weight of storage batteries forbids long-distance runs, this can be met on the track by having a second cycle which can be substituted while the first is provided with fresh batteries. In the shorter distances, however, this is not necessary, as the batteries can be changed for fresh ones between the events.

The expense of maintaining such a machine is so much less than the expense of a team of riders that its first cost cuts little figure, and as its ability to give just the desired speed is much greater than can be had from a team it is likely that electric-paced contests and more broken records are things of the near future. The progress that has been made with petroleum-driven vehicles in the last year gives ground to expect something

in this line in the near future. Two, three and four wheelers are in use, and giving very fair satisfaction on the road, and there is no reason why they may not be geared higher and applied to track service. They are lighter than similar electric-driven vehicles, and may be charged with sufficient liquid fuel for very long runs. The cost of maintenance is less than with the electric, and there are no acids to spill in case of accident. The sparking apparatus either has no liquid or is hermetically sealed, and as the spark is always made in the cylinder of the engine and nowhere else, there is no danger of fire in case of accident.

Heavy four-wheelers, built for road use, have already a record of five miles in less than twelve minutes, and there is reason to believe that this may be doubled without difficulty if good tracks of large size and properly banked can be had.



Tube Tapering Press, E. W. Bliss Co., Brooklyn.

The two-wheeler, however, will be a much faster vehicle, for it has no sidewise oscillation due to inequalities of the roadway, and can be inclined on the curves.

It is more than probable that the gasoline-driven motor-bicycle will, in the very near future, show us paces rivalling the railway speeds, and will take its place as the popular pacemaker for record-breakers.

CHARLES E. DURYE.

A rider with the soul of a true collector has carefully kept each and every object which has been responsible for a puncture to his tire.

Don't be too anxious to show your cycling attainments. Knowledge was not intended to be the servant of vanity.

The scorcher who follows his bent too freely is likely to become warped.

A PAGE FROM HISTORY.

How a Couple of Corns Succeeded in Making a Man President of the Great L. A. W.

Naturally, the selection of a president for such an organization as the League of American Wheelmen is of more than passing moment. Usually his election is the result of weeks of hobnobbing, wire-pulling and nose-counting and a multiplicity of "deals." On a few occasions an eleventh hour surprise has been developed, but as a general thing the man is practically elected before the National Assembly convenes.

In the game of president-making none has been cleverer or more successful than W. M. Brewster—"Pop" Brewster, as he is affectionately and almost universally called. His long experience has made him an adept, and when he ceases to dabble in the more or less fascinating pastime, the coterie of "insiders" will have lost one of its most pungent and picturesque characters. "Pop" is a great wag. No champagne is more sparklingly dry. He can give voice to a flow of sidesplitting witticisms without a change of his young-old countenance. There is seldom a twinkle behind his glasses. His eyes look out from behind them with what is almost a stare of childish innocence. He seldom joins in the laugh for which he is responsible. There is no straining for effect.

A few days since one of those concerned related the part Brewster played in the reelection of James R. Dunn to the League presidency in 1890.

Dunn had not proven a particularly brilliant success, and George R. Bidwell, of this city, was being quietly boomed as his successor. To advance the Bidwell interests, W. H. DeGraaf—peace to his soul—had been dispatched to Washington, where the National Assembly was to meet, several days in advance of the other workers. When the latter arrived they found that DeGraaf had performed his mission so well that Bidwell seemed a sure winner. When Dunn discovered how things were going he button-holed Brewster.

"Pop," he is reported to have said, mournfully, "everything seems to be going against me lately. I've had sickness in my family, my business is in a bad way, I've got two corns that are giving me tortures, and now the boys are going back on me when all I have left is my League prestige. It's pretty hard on a man, I tell you."

"Why the devil didn't you let us know that before," responded Brewster, with never a frown. "Of course, you know we can't let your family affairs or your business troubles enter into the matter, but if you've got corns that alters the case altogether. I'll see what I can do."

Brewster fell to work industriously. A caucous resulted and Brewster presided. He stated the case exactly as it had been related by Dunn.

"Gentlemen," he wound up, in his inimitably dry fashion, "you've heard the facts of the matter. It is for you to say whether we shall vote against a man who has soft corns. Personally, I don't think we should. It seems to me one of the very best reasons why he should be elected. How many among those present have soft corns? He went on in this strain—and those who know the man know it is quite like him—for some time, and when the caucous came to end Brewster's urgings for Dunn had prevailed.

When the Bidwell men heard of the meeting and the decision to support Dunn they were confounded. One of them sought Brewster and took him to task.

"Now don't flare up, old man, until you know the facts," pacifically advised Brewster. "When I came here I had no idea of fooling with the presidency, but when 'Jim' Dunn came to me and told me he was suffering with soft corns, I simply turned in and did what I could for him. Would you vote against a man with corns? Of course you wouldn't. Nor will I, and let me tell you that unless George Bidwell has a full-grown bunton on each foot he doesn't stand a ghost of a chance."

Dunn was re-elected.

TRADE AT TOLEDO.

Toledo, Ohio, Nov. 9.—With one exception every bicycle concern in Toledo was awaiting the result of the election in order to determine its business plans for 1897. In fact, one well-known plant, the Snell Cycle Fittings Company, had seriously counted the cost of an indefinite shutdown in the event of Bryan's election. As it was, this concern posted notices last Wednesday to the effect that all departments would be at once filled with the necessary workmen, and the winter season will be as busy as that of 1895-96.

The couriers of the various Toledo concerns were all at home on Election Day, but nearly all had left town again before the close of last week. E. A. Eager, of the Viking Company, who has just returned from a 5,000-mile jaunt through the South, came home with his ideas solidly crystallized in the direction of free coinage, and was able to pick up a few bets on Bryan about town. Now he is sorry that he spoke.

Colonel Raynor, of the Lozier Manf'g Company, said to THE WHEEL correspondent yesterday: "Orders are coming in at a great rate. We are now employing between 600 and 700 men, and expect to increase this number as the demand increases. We have increased our force fully 50 per cent during the last month. We feel very confident that the good times of 1892 are with us again. Our mail this morning was very encouraging, and our men have all taken the road again."

The Gendron Wheel Company has already put its 1897 catalogue to press, and it will be out in a few days. This company will put six models on the market—two for men, two for women, and two for juveniles. "I do not look for any big depreciation in prices from those which prevailed last year," said President Fisher. "There were no less than 127 bicycle concerns that went down during the year just closing. A manufacturer cannot let a dealer have his output for less than the actual cost of making it and last very long, you know and that was what several bicycle makers undertook to do. It is a little too early yet to fully outline our plans for the year, but we anticipate a good business."

The only Toledo bicycle manufacturer who did not think the country would go to "the demniton bow-wows" in the event of Bryan's election was Joseph L. Yost.

Ever since the embarrassment of the Truman Cycle Company the valuable plant of that establishment has been lying idle awaiting a purchaser. It was announced this week that Toledo parties who have been looking over the field are favorably inclined toward securing possession of the Truman plant and starting it at an early day. It is intimated that either this will be done or the Northern National Bank, which is now in possession of the property, will itself reorganize the company and put it on a sound financial basis for the early resumption of business.

Among the new bicycle deals of the last week is the consolidation of the Maumee Cycle Company and the Tally-Ho Tandem Company. The machinery of the latter company is now being moved to the Maumee factory. The new company will at once get matters into shape for the manufacture of its next year's product, although it will probably be three or four weeks before any wheels are ready for market.

"The Meilink Manufacturing Company" is the title of a new bicycle establishment which will shortly begin business at the original Dauntless plant, on Cherry street. The members of the company are William Young, of Chicago, and Charles F. Meilink, formerly superintendent and secretary of the Dauntless company. The plant will be operated throughout by electricity, and will be well-equipped with modern machinery. The new company will devote special attention to the manufacture of flush joints and hubs, under valuable patents recently taken out by Mr. Meilink.

FOR FLORAL OFFERINGS.

A Kansas City widow who is called gay because she rides a bicycle defends herself against the allegation by declaring her chief object in purchasing a wheel was to carry flowers to the cemetery to place on her husband's grave.

The bicycle has done more to revolutionize society from its condition of indoor supineness to one of physical and mental robustness than any other factor in latter-day progress.

Some racing men's time seems to be counterfeited money, judging by what they have to show for it.

WHERE GOOD ADVICE IS GIVEN.

A page of the Iver Johnson's Arms and Cycle Works '97 catalogue will be devoted to the cycle press and will say: "It is an unquestioned fact that the sport or business of cycling is only half accomplished by those who are not in touch with their fellows through the mediums of the cycling journals. A subscription will repay you a thousandfold."

WITH ANY IN THE SCHUYLKILL VALLEY.

From a small beginning the Keystone Bicycle Company, West Reading, Penn., has grown to a large and sturdy institution. Its new factory, which is nearing completion, will rank with any in the Schuylkill Valley, and with the liberal policy that has been outlined will enable the company to fill its mission of catering to the jobbing trade in a manner that should please all hands.

ON THE OTHER SIDE.

I. N. Buckwalter is "doing" Europe in the interests of the Wynnewood bicycles. He sailed on the 31st ult., and after visiting Birmingham and London will proceed to Antwerp, where a Wynnewood agency was established early in the year. A. M. Schaffey & Co., who market the Wynnewood from No. 92 Reade street, this city, will include a tandem in their '97 line. Like the singles, it will be listed at a popular price.

TOM COOPER IN COLORS.

Clubs desiring to add a picture of Tom Cooper to their "art galleries" can obtain a handsome lithograph of the speedy young man by applying to the Monarch Cycle Company, No. 83 Reade street, this city. The portrait is 18x25 inches and is to be had for the asking.

SO ALL MAY KNOW THEM.

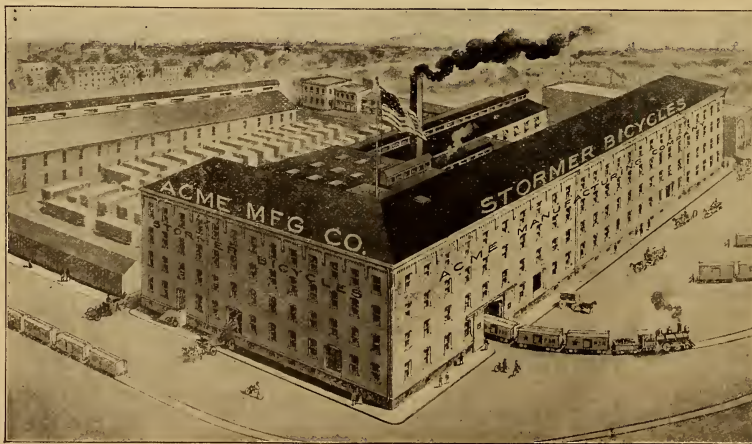
Because of the large sale of their cycle machinery, the Diamond Machine Co., Providence, R. I., has issued a special catalogue illustrating and describing the several machines. Ball case grinders, internal grinders, radial drills, polishing machines and drop presses are listed.

DUST TO DUST.

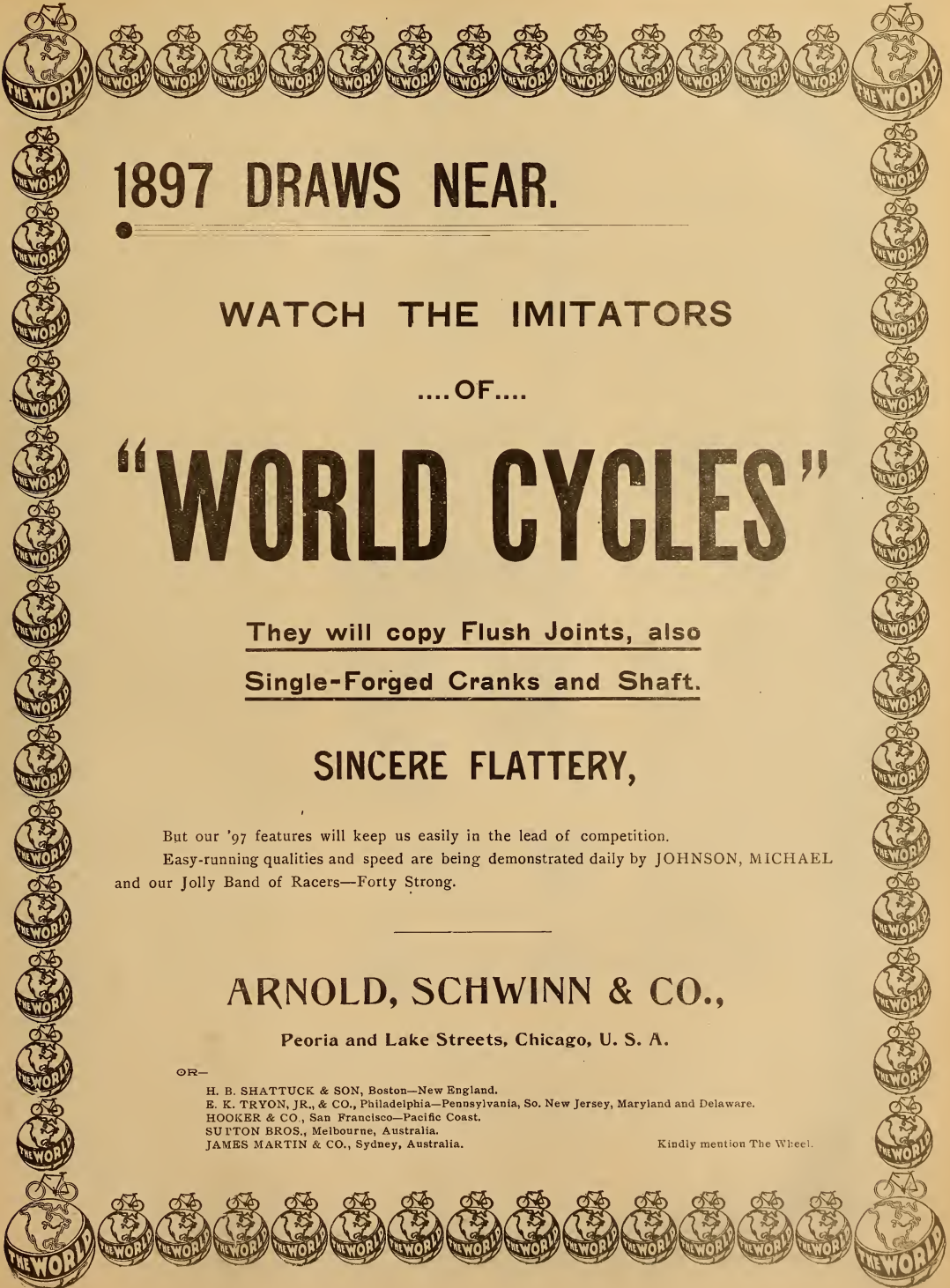
Bookseller—There is a handsome vellum-bound copy of Ruskin's "Ethics of the Dust;" what will you offer, Mr. Cohencycle?

Mr. Cohencycle—Nodding! Dose books on der professional question make me sick!

WHERE 50,000 STORMERS WILL BE MADE DURING '97.



Factory of the Acme Manufacturing Company, Reading, Pa.



1897 DRAWS NEAR.

WATCH THE IMITATORS

.... OF

"WORLD CYCLES"

They will copy Flush Joints, also
Single-Forged Cranks and Shaft.

SINCERE FLATTERY,

But our '97 features will keep us easily in the lead of competition.

Easy-running qualities and speed are being demonstrated daily by JOHNSON, MICHAEL and our Jolly Band of Racers—Forty Strong.

ARNOLD, SCHWINN & CO.,

Peoria and Lake Streets, Chicago, U. S. A.

OR—

H. B. SHATTUCK & SON, Boston—New England.

E. K. TRYON, JR., & CO., Philadelphia—Pennsylvania, So. New Jersey, Maryland and Delaware.

HOKER & CO., San Francisco—Pacific Coast.

SUTTON BROS., Melbourne, Australia.

JAMES MARTIN & CO., Sydney, Australia.

Kindly mention The Wheel.

GEAR, POWER AND CRANK.

I have been somewhat perplexed by reading the following in an English paper, credited to C. W. Brown, who, so I am informed, is regarded as very much of an authority on all matters appertaining to cycles, their construction, riding, etc. Mr. Brown is quoted thuswise:

"One axiom must not be lost sight of, and that is that it requires the same amount of power to propel a machine a certain distance in a certain time with a high as with a low gear."

This view has also been asserted by several other authorities of late, but I confess to an ignorance as to why they have arrived at such a conclusion.

A moment's consideration will show that the force from a cycle rider's leg is mainly dissipated in three movements, viz.:

- (a) In driving the machine.
- (b) In overcoming the dead point.
- (c) In raising the foot from its lowest to its highest level once more.

Mr. Brown's axiom only applies to movement a, and yet the other two are together answerable for a considerable amount of waste energy.

It is obvious that by raising the gear we increase the strain at a—the most useful position for the concentration of force; we at the same time limit the amount of energy wasted by causing the dead point to be encountered and the leg to be raised less often throughout a journey.

On the other hand, we could so lower a gear that a rider using it and compelled to travel at the rate of five miles an hour along a level road would, in a short time, have to desist through exhaustion. This fatigue would be in chief part due to energy expended at b and c.

A 56-inch ordinary was a 56-inch, whatever the length of crank; it might have anything from a 5 to a 7-inch crank and yet it was only a 56-inch bicycle. If this is so, why attempt to introduce a new factor into safeties under an old name. Mr. Brown gives as an example a machine with $6\frac{1}{2}$ -inch cranks, geared to 65 inches; with $6\frac{1}{2}$ -inch cranks he says this would be geared to 62 $\frac{1}{2}$ inches. Now, a bicycle geared to 65 inches will for one turn of the crank progress 20 $\frac{1}{2}$ inches, and a 62 $\frac{1}{2}$ will only cover 197.14 inches, and yet the same machine will cover the same ground for one revolution of the crank whether that crank be only 1 inch or 12 inches long.

It will require a good deal of persuading to convince me that a gear up to one's full strength does not economize energy to a greater degree than when a lower gear is employed.

I have not touched on the question of friction, as I think the diminution in favor of the high gear is not worth taking into consideration save as another proof of the falsity of Mr. Brown's axiom.—High, Low, Jack and the Gear.

SAVING TIME AND MONEY.

The municipal lighting plant at Edinburgh, Scotland, furnishes current for 150 arc lamps for street lighting. The turning out of these lights, which are on the same mains as the incandescent lights, was done by hand. The time formerly occupied was nearly two hours, when the attendant went around on foot. But a man is now sent on a bicycle, and does the work in half an hour. The city finds that by lessening the time of unnecessary use of current and consumption of carbons it is saving \$200 worth of electricity every year.

Good intentions never die—which may be one reason why they are so seldom carried out by wheelmen.

SOME TIMELY TIPS.

Cycle repairers and fixers are not supposed to be carpenters, but they are often called upon to do carpentering work. Now there is a bicycle in most every household, one of the problems has been how best to keep it out of the way, yet in a dry, handy place. To put a wheel in the cellar means that the dampness will produce rust and mildew. To keep it in a back yard means that it will be exposed to the weather. If kept in a hallway the wheel is in the way.

As a remedy for some of these troubles, here is shown a type of stand which is unpatented, cheap, easy to make, and adaptable to place in any hallway. Fig. 1 shows an interior view of the stand, which consists of the top, A, sides B and D, and bottom C. The back is solid and, like the sides, of wood. The front is one piece and, being hinged, can be opened wide enough to admit the machine. We have made a number of these from common pine, although if made from some of the hardwoods and finished off an attractive piece of furniture would result.

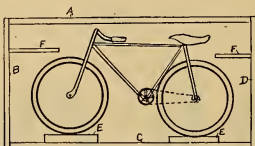


FIG 1

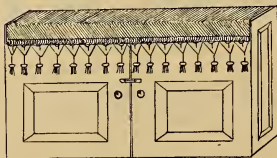


FIG 2

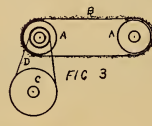


FIG 3

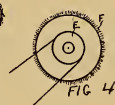


FIG 4



FIG 5



FIG 6



FIG 7

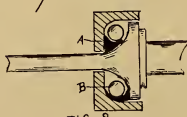


FIG 8

Blocks E should be nailed to the bottom to rest the wheels upon. Shelves F F will serve to put tools, oilcan, or other articles upon. The box can be made airtight with fabric if it is desired to store the wheel in a damp place. The front and sides may be finished off with fancy work, as shown in Fig. 2. If a scarf or other article is placed over the top, the affair will answer as a shelf, and be ornamental.

Regardless of how much care may be taken of wheels, parts will tarnish. Replating is about the only remedy. When fitting up appliances with which to make ready parts for nickel-plating, erect a polishing belt as shown in Fig. 3, in which the belt B is covered with sheepskin, and arranged to run on the wheels A A, these being rapidly turned by the belt D and drive wheel C. Bent parts and all

crevices of a handlebar or like part can be got at with such an arrangement.

In Fig. 4 is a view of another type of wheel which will be required, consisting of the drive pulley E and the larger wheel around which are the bristles F. This wheel finishes off the work. A felt wheel for greasing is made from rolls of felt wrapped about a wood pulley, as represented by A in Fig. 5. B is the driving-belt. The felt absorbs the grease and the surface produced puts a fine polish upon parts.

For grinding purposes an emery wheel, C, driven by belt D and furnished with the stand F as in Fig. 6 will be required. Use No. 60 or 70 emery for cutting, and about 100 or 120 for finishing. This work prepares the parts for nickel-plating.

Oils and greases for lubricating and preserving purposes often cause trouble. Wheelmen frequently come in with the ball bearings of their wheels choked with vaseline, etc. Fig. 7 shows a ball-bearing wheel hub, and a man need not be a mechanic to see how easily stiff, greasy matter could block the balls. A rider brought his wheel to the shop only a few days ago, remarking that the bearings were very stiff. And so they were. The wheels turned hard, yet did not grind or show indications of binding. The bearings were taken apart and most of them revealed gummed, greasy substances gathered about the cones and balls, as illustrated at A and B in Fig. 8. The rider acknowledged using inferior oils and vaseline to lubricate with. A thorough cleaning and an oiling with proper lubricants quickly set matters right. GEO. D. RICE.

THE PROFITS OF A CRANK.

"Well, that's the best day's business I've done this week, and I lost \$35 doing it," remarked the proprietor of an uptown cycle store, when he finally sold the man with the narrow forehead a wheel at a loss at the end of a three hours' session, during which the merits and demerits of every wheel in the market had been gone over.

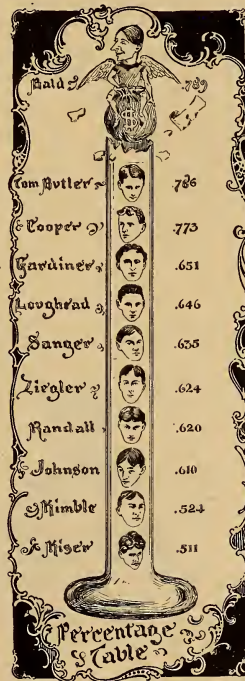
"I can't see where losing both time and money on a crank like that is good business," said his friend, the grocer, who had just dropped in to talk over election.

"Of course, you don't. Why, that man's going to be ten times the crank he is now, and that's why I was so anxious to land him. A wheel crank is one of the noblest works of the Creator, in the eyes of a dealer in bicycles. A wheel crank—and the cities and towns are full of 'em, thank goodness—is a rider who is perpetually dissatisfied with his own mount and perpetually pleased with that of his neighbor until he gets one like the latter. I've sold a man a bicycle and had him bring it back within two weeks after he purchased it and trade it off for another make and pay me a nice cash difference.

"It is possible that that fellow I just landed will get through the first year with his wheel without wishing that he had bought another, but I am pretty confident that he will come back to me within two months and begin negotiations looking to the purchase of some other make. After he has had the second wheel a while he will be trading for a third, and it is not at all improbable that within the next three years he will own half a dozen wheels, and eventually come back to the make that he purchased first. That is not in the least uncommon. It is like the characteristics of the small boy who swaps jackknives, or the trait for horse trading that seems to run through every man's character, whether they be called cranks or not."

TWO YEARS AND FOUR HUNDRED.

A Paris cocher—that's French for cab-driver—has been given a sentence of two years in prison, plus a \$400 fine, for running down two wheelmen.



Facts and figures cannot be made to lie.

The juggling of the returns won't win the coveted position.

Races can be won on the path, but not on paper.

Others do the talking, but Bald, the White Flyer, wins nevertheless.



THE BARNES CYCLE CO., Syracuse, N. Y.

Kindly mention The Wheel.

AS AN ECONOMY.

How the Agent Caused the Dodger to Openly Face the Cycle Riding Question.

He had fought against and talked against cycling as long as he could. When first he began he had a numerous audience of assenting friends, but one by one they had themselves bought wheels, and when they had learned the enjoyment thereof no longer listened to or applauded the pessimistic theories of their friend. He theorized; they knew.

Finally, alone in his anti-wheel ideas, forsaken and laughed at by his former companions, he, too, determined to buy a bicycle. To save his soul for the arguments he time and time again had brought to bear against the bicycle, yet lacking the courage to confess he had been mistaken in his former dislike to the machine, he hid behind the often used excuse of his tribe and declared he was taking to cycling for economy's sake—to save money, bless you!

The dealer had seen a lot of his kind and was determined that he should not skulk behind any such threadbare excuse, so he said to him:

"Economy in what?" The dealer looked at the would-be purchaser for a moment, and then, noting the puzzled expression upon his face, continued without waiting for an answer: "If you mean economy in medicine you are safe in buying a bicycle. If you mean economy in anything else you have made a serious mistake. There is no economy in a bicycle."

"But see how much carfare I shall save," said the man.

"How much?" was the rejoinder. "You ride on the street cars twice in one day, I presume." The man nodded assent. "Quite right. That costs you ten cents. You will not be able to ride more than 250 days in each year, on a very liberal estimate. On each of those 250 days your car fare would have cost you ten cents. Less than \$25, therefore, is the total amount needed for car fare during the time that you may be able to ride your wheel. You want to purchase a wheel for \$100. Therefore it will take you more than four years by saving car fares to pay for the bicycle. Do you understand now why I said there would be no economy in the purchase of a wheel?"

"Yes," replied the dodger, uncomfortably, "I do."

"But I haven't finished all that I was going to say," said the dealer. "The first cost of a wheel is only the beginning. You will not have had a bicycle more than two weeks, after you have learned to ride it well, when you will begin to plan trips around the country. It will at once strike you that it is a cheap and easy way to go to the various resorts near the city and to explore the country round about, much of which, doubtless, you, like many others, have never seen, because you could not afford to hire a horse and carriage. I can assure you that you will not take more than one such trip before you will make up your mind that it is better to have a regulation bicycle suit of clothing in which to dress yourself when you take long rides. Knickerbockers, stockings, shoes, sweater and cap will cost you at least \$20, if the material is good. Thus your outfit will have cost you about \$120. You can't travel around on these entertaining and interesting excursions without paying something for food and extras. That you may make as costly as you please, but I know that you will have a tremendous appetite if you are like most mortals, and a fine appetite is one of the costliest things on earth."

"If you keep on much longer," said the man, "you won't sell me a wheel, and I will stick to the street cars, in spite of the fact that I

thought I was going to do a good turn for myself by purchasing one."

"I'm simply honest with you," said the dealer. "I have had a great many people come to me with exactly the same idea that you had as to the economy of buying a bicycle. I always make it a point to discourage them, just as I have done you, and I instruct my assistants to do the same thing. But I hadn't finished. It is probable that you will have an accident or two, perhaps more, during the season. Perhaps you will puncture your tire. It is possible, indeed, that you will ruin both tires, and that will cost you considerable money. The best terms on which I can sell you a wheel are not low enough to permit you to take one by paying only the amount that you would save in car fare."

"Dear me," said the man, "I hadn't thought of it in that light at all. I don't see what people mean when they talk about the money they save on car fare. You've taken pretty much all of the bicycle conceit out of me. I

item for the street car companies to lose. But don't think for a moment that the men are saving anything. Those wheels must be paid for. If you desire to be frugal economical in the purchase of a wheel, these are the rules: Stop riding on the street cars, stop using tobacco, stop drinking alcoholic beverages and other beverages that haven't any alcohol in them but cost more than good pure water; don't bet on the races or buy tickets in raffles. I think that by following those directions you could purchase a wheel, save money, and improve your health 20 per cent."

Then the dealer made a sale. The dodger was driven out into the open.

NEVER SAW A TEE.

"There's a man who has done some good work on the links."

"Why, he looks more like a banker than a golf-player."

"Who said anything about golf? He's the biggest maker of bicycle chains in America."

A SCORCHER.



MANUFACTURER—Are all these items for railroad fares?
TRAVELING SALESMAN—Yes.
Well, you are certainly a hard road rider.

don't think it would be good policy for me to buy a bicycle at all, after listening to you."

"Quite the contrary. I have put you thoroughly in the way of buying a bicycle. I am quite sure now that you will make a purchase. You will not go into it with your eyes blinded. You will not try to make out that the bicycle is going to be a domestic economy for you, when the fact of the matter is you don't want it for any such purpose. You want it for amusement, and if, incidentally, you can save a few dollars in car fare, all well and good. But don't buy a wheel with the idea that it is like putting your money in a savings bank. If good health is money in your pocket, and it can't help but be, you may figure the purchase of a bicycle as economy. It is the most glorious exercise that I know of, and I am not saying that because I am selling bicycles, either."

"Why is it, then, if all that you say is true, and I can't see why it is not, that people talk about the street car companies losing money when the season permits the use of bicycles?"

"Because they do lose money. But, bless you, my friend, you don't save it, for we get it. The street car companies are out, but the bicycle dealers are in. I know of two factories where over 800 men ride to and from their work on bicycles during the summer months. You may readily see that it is an important

THOSE IRRESISTIBLE INSTRUCTORS.

They are very irresistible, these riding-school instructors.

It is interesting to see them win their way with the women who take lessons; not only with the young girls, but with very well-appearing women, the best that go to the schools to learn, and to see how successful this gentle accompaniment to the lesson is. A curious thing about the little intimacy that grows up so quickly is that it does not interfere with the woman's tipping the attendant afterward. It has never been known to interfere with his accepting a tip, and maybe it has rather inclined her to offer it. The interview generally comes to an end with the same servility in the man's manner that was noticeable at first.

The opening conversation is the formal talk of people who bear different stations, but it is bound to grow personal. He asks her if she has ridden before, and how much. Just as she is telling him, her wheel swerves and he seizes her arm in time to steady it and prevent her falling. From that time he is her protector. The servility has gone out of his manner.

They smile and talk, and nine women out of ten coquette with him as self-consciously as if he had brought them to dinner or had taken them out in a cotillon. These women are not those that go to the rink for the avowed purpose of flirting with the instructors.

They go to learn to ride.

IN THE LONG AGO.

The Course of True Love, Tandems and
Brakeless Singles Did Not Run
Smoothly.

"Grammercy!" quoth the Baron d'Agincourt, as he rolled off his wheel into a flower-bed, "'tis a full-mettled steed! Methinks those varlets have fed him with overmuch oil of late, so restive is he become. And, lack-a-day! My doublet is besmirched with mire! Thou smilest, I see, Agatha. There is but scant reason for merriment, shameless girl!"

"Nay," replied the beautiful Lady Agatha, as with exquisite skill she rode her dainty steed (a thoroughbred, full-nickelled light roadster) up and down the terrace, "'twas not at thy mishap, dear father! Of a truth thou must be sorely bruised. Was not that thy seventh fall this afternoon? If I smile, 'tis but that I am happy."

"Humph!" said the Baron, as he hopped painfully behind his machine, vainly endeavoring to mount anew. "Happy, eh? And wherefore? Whom hast thou seen to change thy mood so since this morning? 'Twas but a few hours ago that thou wast weeping over some trifle of a spilt oil can. Ah, I am up at last!"

"I have seen none," said the lovely maiden, with blushing cheeks; "at least, save only"—She hesitated, doubtfully.

"Whom, girl?" insisted her father. "Sir Algernon Fitzclarencé."

With a desperate wobble the Baron rode toward her, his face purple with passion.

"What, thou hast chosen to disobey me again? Talking with him whom I had forbidden to come within twenty leagues of my castle! Now, by St. Puncture, both thou and he shall rue this day! I say that!"

The Baron's skill failed him once more, and he was shot off into the gooseberry bushes.

"Nay, hear me, dear father!"

"Cease!" roared the angry Baron. "What ho, there! Lead the Lady Agatha," he commanded as twenty men rushed forth in answer to his summons, "into the upper dungeon. And, varlets, bring me the sticking plaster."

'Twas midnight. Alone in the dismal cell to which her father's cruelty had consigned her, the Lady Agatha wept unceasingly. Sleep came not to her weary eyes; she paced restlessly up and down or gazed through the narrow bars of the window over the moonlit landscape.

Suddenly she started! Was it fancy? Nay, 'twas a human voice, manly, resonant, and strong, that sang beneath her window. She could catch some of the words:

O sweetest blossom of the lea,
O daintiest flower of the field!
For love, for hopeless love of thee
My reason must her kingdom yield.

Good heavens! It was Algernon Fitzclarencé!

Across the land, across the main,
A single steed shall bear us twain.

He was ascending by a ladder! His face appeared at the window!

"Ah, darling Agatha," he said, "news was brought me of thy parlous state! But dry thy tears, my sweet! See"—he snapped the massive bars with the little finger of his left hand—"the cage is broken. One of the swiftest tandems is saddled for us at the castle gate. Let us fly together!"

Noislessly the gallant steed flitted along the road.

"Were't not best to light our lamp?" whispered Agatha. "Methinks that the sage councillors of the village"—

"Nay, I fear them not," said the intrepid Fitzclarencé. "Enough for me is the light of thine eyes."

Suddenly their steed slackened pace, and a faint hissing sound was heard. They looked at one another and groaned.

"We are punctured!" cried Agatha. It was too true. At the foot of a steep hill they dismounted, their tires flabby, shapeless, useless. Fitzclarencé passed his hand over the ground. "As I thought!" he said bitterly, "'tis thy father that hath contrived this! He hath scattered tacks broadcast over the road to foil our attempt to escape! But we will baffle him."

For some minutes he worked the tire pump in silence. Suddenly a sound was heard at which Agatha grew deathly pale. It was the clear resonant note of a bicycle bell!

"We are pursued!" she cried. "Let us fly, Algernon."

"We cannot," said her practical lover; "the tires are empty. We can but meet our doom bravely!"

Louder and louder came the noise of whirring wheels. Then—a whirr, and the Baron, breathless, pale with terror, went by them like a flash if lightning! Fitzclarencé understood in a moment what had happened. The Baron was one of those fool novices who despised a brake, and had allowed his machine to run away with him down the hill!

To stop him was impossible. He went along the highway for thirty-two and a half miles, and then, with a last despairing yell, he vanished over the cliff, still seated on his steed, and was buried beneath the waves of the English Channel. So Fitzclarencé and Agatha returned to the castle and lived happily ever after.

QUE BRADOR DE RECUERDOES.

Cycling has left its imprint upon the language of every civilized country. Mexico is the latest to note this, a Mexican paper saying: "Record breaker" is the latest term adopted from English into the hospitable family of Spanish speech, which, although elegant and sonorous, is sometimes lacking in conciseness. What with "records" and "handicaps" the vocabulary of "el sport" is augmenting. Some one more bold than erudite translates the first-named term "que-brador de recuerdos!"

IN INVERSE RATIO.

"It shows the inconsistency of a man," said the abnormally new "new wheelwoman."

"What does?"

"The course the Smithites are taking about bloomers. They object to a woman wearing them on a bicycle."

"Yes, and properly."

"And the less of them she wears the more they object to it!"

RINGING THE CHANGES.

"Say, Sweet's pretty badly gone on Miss Pushpedal. I just saw him putting a ring on her finger."

"What of it? A man has a right to ring his bicycle belle, hasn't he?"

A HARD WORLD.

"Once," she mused, "I felt as if all the world were against me. Yes; the first time I fell off my wheel."

JUST A ROLLIN'.

Sing a song o' cycling,
Movin' right along,
All the country ringin'
With that halleluia song!
'Way from Maine to Texas
Hear the chorus rise—
Rollin' on an' rollin'
Till it echoes in the skies!

LIGHT IN HIS HAT.

How the Professor Illuminated His Upper
Story at the Expense of His
Comfort.

There were those who said the professor had more wheels than the pair he bestrode; but that is neither here nor there; envy must have its fling, and even professors cannot expect to escape from the flinging thereof. The professor was an expert in ohms, volts and arcs, but he looked upon the donning of knickerbockers, golf-stockings and cricket caps as affectations when riding a bicycle. A derby hat, sackcoat, and long trousers, fastened at their bottoms, were good enough for him or any other man, so said the professor.

While his mind was full of light the professor forgot to provide his wheel with the same thing, and so it came to pass that the professor was captured by a cycle policeman, and had to pay \$3 for his negligence. Then he was mad clear through, was the professor. He declared neither the law nor its minions could make him put a lamp on his wheel, so he rigged up a pocket battery lamp and fitted the light inside of the derby hat he wore when riding, cutting openings in the hat to allow the light to shine through. In the front was a plain white lense; on the right side was one of green glass, and one the left side one of red glass. You see the professor's idea was that his lights would show which way he was heading when he rode after dark. "Any man who knows the rule of the road," said he, "will know by the color of my lights which way I am heading, and can keep out of my way." This was very convenient for the professor, as his sight was rather dim, letting alone the fact that he had one glass eye; and this being the case, he often ran into people and horses and things when he was out after dark.

He made a good deal of a sensation the first time he appeared on the Boulevard with his headlight and his sidelights burning their brightest, and, as was natural, he had a pretty big crowd following him. The policemen were a little doubtful about the thing at the start, for a policeman always thinks that anything that is new must be unlawful. However, the professor was so respected that even the policemen hesitated to club their ideas into his head.

JUST ABOUT SO.

Julian Hawthorne has truthfully said that bicycling is a freemasonry broader in its membership than any other save human nature itself. The man of brawn and the man of brains are as one in the saddle. Youth and age alike can do their mile in three minutes or under.

A woman on horseback in a trim riding habit is an alluring sight, but we miss one important feature—the rhythmic grace of motion, which nothing but the bicycle affords. The entire pose shows the figure to the best advantage, and the slight, unconscious swaying of the body to maintain the balance imparts an element of life to the spectacle which is more fascinating than the most studied art of attitude.

ATTACKING HIM FROM BEHIND.

"I see," said Woody Funne, "that the racing men in Philadelphia have decided to take another tack to beat Gideon, and are going to run their own race meets."

"Have they?" was the response of the man with sealskin whiskers. "Well, that'll make it harder for Gideon to sit down on them, won't it?"

WOMAN'S LOVE OF DRESS.

The inconsistency of the average man finds special revelation in his attitude and opinions regarding woman's love for handsome and becoming cycle raiment. The smaller in nature the man, the more does he range himself in opposition to this trait in woman. The wheelman worthy the name is just the reverse of his weaker and more narrow-minded brother. The right sort of a man recognizes in his wife's or his sister's love of becoming raiment for year upon the wheel a womanly characteristic without which she would lack a most valuable attribute, one that she has inherited from Mother Eve.

In proportion as races reveal barbarism, so do the women of such races show indifference to their apparel, and, vice versa, as man attains civilization and refinement, the women manifest taste and the instinct of adornment in direct proportion to the plane occupied by the race to which they belong. The extremes of these types are found in the American woman of to-day and the squaw of the lowest grade of Indian in the far West. Yet there are men of intelligence in the conduct of their business and of presumably good sense in most of the affairs of life that seem to regard it as a duty to discourage the women of their household in all matters relating to their gowning.

Such men do not merit the wheel companionship of womanly, well-dressed wives, and should be mated with blowsy, careless persons fit to make one shudder. A desire to appear to advantage on a wheel in becoming raiment is a thoroughly feminine trait, and as such should be encouraged by every man in a position to guide, counsel or protect a woman. Yet it is the exceptional man that does this. The average masculine will permit a dollar to so obscure his sense and hide his manners as to make his fair dependents shrink, as from an ordeal, from what should be regarded as a pleasure and a privilege by every male breadwinner.

LARIATS, LASSOES AND RIATAS.

In San Francisco the park policemen are supplied with lariats with which to capture the scorchers who infringe park regulations by scorching. Now that the New-York police force is being reformed and improved, it seems that the introduction here of the riata would not be a bad idea. Of course a lasso in the hands of an ordinary policeman at the start would be as rhino to a rhinoceros, but by practice he might attain an expertness that would be perfection itself. Prizes could be given as an encouragement to proficiency, and ten-day offenders could be used as models to be lassoed at various ranges. The policemen could stand at the scratch, and the fugitive be sprung from a trap, like a pigeon, at say, fifty feet distant. They could also practice the art upon a wheel, to increase their deftness and accuracy when on foot.

TAKING NO CHANCES.

"You won't mind my leaving my wheel here in your office, will you? I know you don't ride one, and"—

"No, I don't ride one very well yet, but I began taking lessons yesterday"—

"Er—Come to think of it, I guess I won't impose on your good nature, old man."

THAT "FIVE-MINUTE WALK."

Citily—Commuter isn't late at the office now-days. Has he moved into the city?

Madison—No; but he's got a wheel to ride the five minutes' walk between his house and the Lonelywood station, and he can scorch the distance now in nine minutes.

BEFORE THE FLOOD.

"Say, Shem," remarked Ham one fine, sunny day on which the contractors on the ark had laid off because of the lack of iron stringers delayed by the factory of Damascus working overtime on a new cycle tube contract it had taken, "say, I believe the old man is a little woozy; don't you?"

"Well, I don't know," said Shem, reflectively; "father never seemed quite right to me, but he has always done well in a business way, and mother seems to think he is all right. Still, this flood idea that he has got into his noodle looks a little queer. I wouldn't care so much if he hadn't entirely ruined the wheel business with all his wet weather predictions. His talk about it makes us all ridiculous, too.

"Did you see that interview with father in the Ararat Hebrew yesterday? Pa loaded the reporter down to the gunnels with fact and fancy, and the cuss printed it all. He added on the end that, flood or no flood, pa was going to have the finest menagerie since Hagenbeck, and it would be a good thing for Arabia, as the Egyptians and Phœnician wheelmen were organizing tours to see the big ark."

"Well, I don't know," said Ham. "I hope there will be a cloudburst, to keep the old man's courage up, for his heart is set on a flood; but I wager we'll have a three years' drouth. The sloughs are all dry now. Hello, see Japhet, there; the little devil is sticking splinters in the tires of dad's new wheel. If pa saw that he'd leather him, sure."

SILLY WOMEN AND SENSIBLE ONES.

Would a woman tipping the beam at 200 have a street gown made of a large plaid material, or would a tall, angular woman dress in conspicuous perpendicular stripes, thus accentuating the defects of their figures? No, indeed, but the former pedals and puffs on the Boulevard, clad in home-made costumes of some conspicuous material, and right behind her comes the tall woman in one, the first ever made by her dressmaker.

She smiles contentedly as she gazes down at her wrinkled, home-made leggings, and wonders if it be true that cycling develops the calves so rapidly as some people assert. The women with trim figures, who would look well and appropriately dressed in well-cut cycle suits, gaze upon such specimens and say to one another: "We'll stick to our skirts, even at the risk of our bodily safety and comfort." And the trim-figured ones are wise upon their generation in making such a decision.

A NOCTURNE OF THE NILE.

"Ah, my 'Tony, you will always love me, won't you, dearest?"

Notwithstanding the fact that Cleopatra's taper fingers were held fast in his strong right hand and her brick bronze hair floated around him like a golden dream, a shadow of annoyance passed over Antony's face.

"Yes," he said at length, "I shall always love you, unless—"

She gazed up at him with a strange fear in her eyes.

"—You become a victim of the hateful bloomer habit."

Reassured by her expressed belief that she was not built that way, he clasped her tightly in his arms, and then, mounting their tandem, through the long dusky twilight they rode on in happy silence, drinking in the lotus-laden breezes from the sleepy Nile.

PELL OUT WITH HIM.

"Beautiful fall weather," remarked Dipsey to Miss Skirtles, as she stood near her fallen wheel, brushing the mud from her costume. And now they never converse.

SHE WAS TURNED AROUND

A well-known society woman, who had finally to succumb to the all-prevailing cycle, because of the inconvenience of skirts decided to adopt bloomers for a trip she and her husband intended to make through the Berkshires, and left her order and measure with the ladies' department of a well-known tailor. In answer to a card to "call at her earliest convenience to try on," she dropped in the other day. The lady fitter at the time was not in, but the new woman said that didn't make any difference, and she would try them on, anyhow.

She was, therefore, ushered into the small dressing-room and tried the patience of the proprietor and cutter, who awaited her appearance, for she was gone a good while.

When she did come out finally, she was in bloomers, but not in a very equable frame of mind. Turning to the proprietor, she exclaimed:

"This is a horrid fit. I don't see how you could have made such a botch. I don't know just how they ought to be, but I know they are not right. I can scarcely breathe. Where they ought to be tight they are loose, and where they ought to be loose they are tight.

The proprietor looked at the cutter and the cutter looked at the proprietor. The proprietor blushed, but the cutter, who was behind the lady's back, smiled and boldly winked at his employer.

Then the proprietor determined on heroic measures. Gently, but firmly, he said:

"My dear madam, if you'll kindly return to the dressing-room and put them on right side before I think you will find that they fit all right."

Sadly she disappeared behind the curtain and said never a word.

THE WINNING QUARTETTE.

Sunshine, sleep and fresh air are the three great restorers and vitalizers of the human frame; as such they are necessities to existence; yet many people tax their brains in close rooms both day and night, and without realizing that they are extremists in this direction, they wonder how they become victims to nervous prostration, paralysis, St. Vitus's dance, hysteria and kindred disorders.

Cycling ranks almost equal in importance to these three restorers; with a due amount of these four, almost any human being born of healthful parents may enjoy good health, but it is of the greatest importance to add to these, and above these, a judicious "moderation in all things," if you would enjoy the very best that life holds in store for you.

SING A SONG OF CYCLES.

Sing a song of cycles, a pocket full of gold!
Four-and-twenty different kinds, and each
the best one sold;

Each one with its partisans its eulogies to
sing;

Every one the daintiest that ever bore a king.
The king has left his counting-house' and
wisely spent his money;

The queen and he are cycling, forgetting
bread and honey;

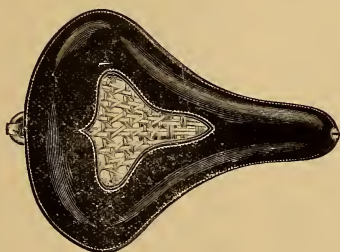
The maid has bought a wheel, too, and left
her hanging clothes;

'Twould take a nimble blackbird now to nip
off half her nose.

JOAN AFTER A RECORD.

"Ah!" cried Joan of Arc. The Maid of Orleans drew herself up proudly. "I will live in history as the first female to wear a coat of male, and"—a gleam of triumph shone in her eye—"the nether garments to match." In her exultation she caused her barbed steed to prance until the rivets rattled in her castron bloomers.

LOOK ON
THIS AND THEN ON THAT.



THEY ARE BOTH.....

MESINGERS

AND BOTH ARE GOOD,

But one embodies ideas a year old, and the other is up-to-date. The market is full of imitations and infringements of the former (the sincerest flattery), because they were sellers, and we shall continue to make them, but the '97 is as much of an advancement as the '96 was over the common strap saddle. Insist on the '97 Mesingers on your wheels and your manufacturer will give them to you without extra charge.

SOME '97 CHANGES.

Wider back, narrower pommel, anatomical outline of V-shaped cut improved. Seat-post clip adjusts to post and saddle independently. Made of the best forged steel. New slack adjustment. No bolt in the rear.

The RATTAN and peculiar weaving of it is the success of all our saddles.

MESINGER BICYCLE SADDLE CO.,

Manufacturers of Saddles and Air Brakes,

NEW YORK CITY.

TOLD OF TERAH.

Accounts of His Versatility and Ability
as a Promoter—An Amusing
Editorial Liar.

London, Oct. 31.—E. T. Hooley has sprung a fresh sensation by an "offer" to purchase the John Griffiths Cycle Corporation, as a going concern, for a net sum of £400,000.

This company had originally been floated in 1894, with £175,000 capital, but it was a failure, and at the end of last year it was decided to write down the value of the 11 shares to 7s. 6d., so as to wipe out all losses. Thanks to a highly successful season, the shares had been gradually appreciating, until they reached 38s. a few months ago. The inevitable setback came, and they declined to 18s. They were at this figure a fortnight ago, but day by day they rose steadily in quite a puzzling way, the buying being from outsiders. When they touched 26s. the "offer" was made, and, getting out almost immediately, huge lots were bought. Under the circumstances the price ought to have jumped considerably, but it only rose to 29s. and then immediately receded to 25s. The offer was considered yesterday by the directors, but their decision has not leaked out, though, as the price has risen again to 27s. 6d., it almost looks as though the deal was on.

The break in the monotony of quiet which has afflicted the company-promoting ranks for some time has come at last, and in quick succession the Swift Cycle Company, the Bagot Tyre Company and the Pattison Saddle Company have all been flung on the market.

The first named is the new title of the old Coventry Machinists Company, Ltd., and I must say that, knowing that the purchase price of the latter was £250,000 Mr. Hooley has been most moderate in his demand for a fresh capital. This is to be £300,000, and I am quite certain that it will have been oversubscribed. The directorate includes R. L. Philpot, who had practically made the old company; Harvey du Cros, jr., Alfred du Cros and C. W. Hely, the wealthy Dubliner.

The Bagot Tyre flotation was not quite so successful an affair. Two hundred thousand pounds was the amount asked for, but I believe that the public did not go frantic in an endeavor to secure an allotment, consequently the whole affair almost fell through until Mr. Hooley's assistance was secured.

Under these circumstances it is not surprising that the promoters were able to corner the market at the start, and Bagots were quoted at 25s. premium, but the bears were too strong ultimately, and next day they dropped to 22s. 6d., and are now 16s. 6d. premium, and likely to go lower. The Bagot tyre is being made under the Preston Davies patents and license, so far as its fixing goes, and, with all due deference to the promoters, that is the best part of the tyre.

But the Pattison saddle flotation is the biggest joke of the lot. Some years ago Mr. Pattison introduced his bifurcated saddle, and it was well spoken of by those who tried it, but its popularity never got beyond that rather embarrassing stage, and of late it quite went out of the ken even of those like myself, whose duty it is to keep in touch with every line of trade included under the head of cycling. On Wednesday last, however, our old pal reappeared as the applicant for £100,000 in cash from the public, of which £80,000 was the promoters' share. I would not like to say that over 800 Pat-

tison saddles have ever been sold, so you can guess of the character of the promotion.

As a sample of the huge profits that can be made out of the cycle trade when properly handled, commend one to the reports of the group of companies hitherto banded together under the direction of Albert Eadie—otherwise known as the Emperor of Redditch. The Eadie Manufacturing Company has just declared what in effect is a dividend of 115 per cent, and the Eadie Chain Company, Ltd., has followed this up with the modest effort of 100 per cent. R. W. Smith, who has just returned from a tour among your labor-saving cycle toolmakers, is a main factor in these brilliant successes. It is on the back of such results as these that the public are induced to support the rottenest flotations.

The American cycle press has been reviling their British contemporaries for their partisanship in the matter of English vs. American cycles, but I wonder what they would say if they read the silly, bigoted lick-spitting which such papers as Jerome K. Jerome's "To-day" indulges in to please the English trade. Take this for instance—a clipping from its latest issue:

I am every day expecting to hear a wild cry of rage against American machines. Their true character is being discovered, and very few English riders have anything good to say about them. It cannot be said that they have not been given a reasonable trial. This year they have been purchased in an almost reckless manner by English riders. Cheapness has been their first recommendation, and a fancy appearance the second. Speaking of them generally, I must say I think they have proved absolute failures, and, of course, their English admirers, finding them untrustworthy, have diminished in numbers. Next year the cyclist will buy his American machine with his eyes open. There will have been revelations long before then, and, in the face of these, he still persists in purchasing foreign machines, he must be prepared to stand by the consequences and forego the sympathy of his fellow-cyclists.

The summer has been sufficiently long to prove that there is something really bad in half of the American machines sold in this country. Still more damaging evidence will be secured against them during this coming winter. They are gaudy deceits, with fantastically painted tubing and wooden rims, and will never do honest work on our rough roads in the winter. Many of these machines, bought at the beginning of the winter, are, by this time, tumbling to pieces. They break record in becoming obsolete and useless. An English-made machine that has degenerated into a crock at the end of three years' hard work is honestly worth more than the average American article after it has been ridden through its first season. The life of a cheap American machine is one season, and it might, without doing it an injustice, be christened "the single-season machine."

All this is undoubtedly written with the idea of forcing American makers to advertise in this journal, and, as it has a large circulation, and is popularly considered an honest, straightforward type of journal, I fear that unless such policy is adopted American machines will be considerably discounted in good quarters before the falseness of the criticism is made plain. I do not think that the English trade, as a whole, look on this style of thing with favor, but several second-rate firms are quoting from "To-day" in their advertisements. The cycle press here is ignoring the whole business.

WAIL OF THE SHORT MAN.

"What did you think of the big cycle parade the other day?"

"I was in the crowd trying to get a look at it, and I think I can truthfully say that it was by far the biggest parade of bicycles I never saw."

NORTHWESTERLY.

Trade Has Advanced in That Direction Despite the Idea That It Would Not.

Vancouver, B. C., November 6.—The bicycle trade of this place during the year 1896 has been in a highly flourishing condition, and the prospects are exceedingly bright that it will in '97 eclipse its previous records. This will be understood when it is taken into consideration that '96 was the first year that the "boom" proper reached this Western city. Of course, for several years past cycling has been a favorite pastime here, but it was not until this year that it became popular with the masses, so to speak. Probably this is accounted for by the fact that this year three renting agencies were established, which have tended to cultivate the public's taste for cycling, for previously if a person wanted to ride a machine he had to purchase one, and it is not everybody that can afford to buy. Now, these bicycle stores renting wheels at popular prices, namely, 25 cents per hour, have done away with all that trouble, and the proprietors of these renting agencies have consequently reaped a rich harvest in return for their enterprise. The following wheels are represented here: March, Hyslop, Climax, Brantford, Cleveland, Columbia, Dayton, New Barnes (Canadian), Stearns, Belvidere, Gendron, Remington, Crawford, King of Scorchers, Cavalier, Massey-Harris, Henley, Evans & Dodge, Perfect, Garden City, Dominion, Eldredge. There is, however, room undoubtedly for other leading American manufacturers. There will be five repair shops and four renting stores at least in full operation in '97.

As a criterion, I would mention that Ernest Easthope is asking for prices from manufacturers for twenty machines in order to add a renting department to his establishment, and another dealer of this place is advertising in a Canadian cycling paper for cash prices for twenty-five or thirty strictly high-grade wheels for similar purposes. This tends to show what will be done in the cycling line here next year. Victoria, B. C., this year has been a hotbed of bicycle agencies, and New Westminster and Nanaimo, the other leading cities of this province, have a very fair representation also. The Good Bicycle Co., of Brantford, Ont., makers of the "Brantford," will shortly open a branch house here, which is to be their shipping depot for China, Japan, Hawaiian Islands and Australian trade. As Vancouver is the port from which the steamers to Honolulu, Australia, China and Japan run, it is more than probable that several Canadian manufacturers will establish branch houses in this city during the next few months. There is one thing the manufacturers who do business with agents in this province should remember, and that is, a peculiarity of the climate of British Columbia is that we have two or three weeks regularly each year in February of dry and warm weather (it is never very cold here), and during that warm period the public commence to purchase their respective mounts, and consequently the agents who have wheels on hand at that early date reap the benefit. This is worth bearing in mind.

TOO LAZY TO WORK EVEN PEDALS.

"I had the best kind of chance," remarked Mr. Dismal Dawson, as he held out his cup for a little more coffee, "to steal a bysickie." "And you nobly resisted the temptation?" said the lady, as she cut another slice of pie.

"Yes'm, I don't know, though," continued Mr. Dawson, "whither I would or not if it had been one of them self-propellers what runs themselves."

ON THE OTHER SIDE.

What One Student of the Foreign Market for Americans Learned Regarding Same.

Toledo, Ohio, Nov. 9.—The Board of Trade of this city were invited by the Government of Denmark to send representatives to the International Exposition at Copenhagen, which opened September 1. The Board were slow in taking advantage of the invitation, so that the Exposition had been open for some weeks before they took action. W. T. Dewey, general manager of the Maumee Cycle Company, who is also secretary of the Yost Manufacturing Company, was selected as one of the representatives, and sailed about the middle of September, but after his arrival in England he could not escape the conclusion that the limited time at his disposal was not adequate for such an investigation of the trade conditions of Copenhagen as would be of value to his constituents, and that the Exposition, while an important event, was hardly of a nature to justify a simple visit.

He decided, therefore, to spend a bit of time in England and France in purely personal fashion, and returned home in time to cast his vote for "honest money."

THE WHEEL man in an offhand chat got him to talk a bit. Mr. Dewey accentuates the fact that his impressions may be superficial, being the result of so hurried a trip.

"No, sir," he said, "I do not think that the general run of American machines have made as yet a very serious impression on the English trade, although a strong assault has been made the past season. The English machine, while heavy and to the eye of an American rider somewhat cumbersome, is nevertheless better adapted to the conditions of their climate and roads than the American pattern. The average English manufacturer is much more alert and alive to conditions than he is generally given credit for, and while he is at present behind us in means for economical and uniform manufacture, I am sure that he will be well in front just as soon as he finds that it is a matter necessary to take up in order to protect himself. He gives the public what it wants, and the Englishman seems to want what is safest and most comfortable. Witness the success of the English in their foreign trade all over the globe. Our factories have had an outlet over there this year, more on account of the shortage of English wheels than because of the demand for ours, except in the case of a few makes, which have had a footing in past seasons."

"This shortage will be more than made good this next season, and American wheels will be likely to suffer. The difference between English and American wheels is largely in the matter of fittings. The average English wheel, disencumbered of its fittings, will not scale much heavier than an American one. The Englishman buys his wheel for practical purposes in all kinds of weather. I was absolutely amazed to see the number of machines on the streets of London on rainy and muddy days. In each case they were fitted with brakes, heavy, durable saddles, practical mud guards and gear cases.

"I do think that several of the American manufacturers who got over there early and made strenuous efforts to introduce their goods will do a good permanent business, but it will be a case of fight, and the business will come from those who invest in new wrinkles and novelties. The American manufacturer who has not already a strong foothold there had better leave the English market alone.

"The American wheel has taught the Eng-

lish riding classes that a bicycle for ordinary road riding can be just a bit lighter and still stand up, and the English maker has learned his lesson and will give them what they want."

About the French makers, however, Mr. Dewey waxed enthusiastic. It is in France, he feels, that the real market for and the real appreciation of American bicycles exists. Why? Because, he explains, in France the American bicycle is fashionable. The impulsiveness of the race is characteristic. Their sentiment is stronger than their merchantship. They are volatile to a degree, and their like or dislike of another nation is a factor in their purchases of the latter's goods. French bicycles are not, generally speaking, very good cycles (although there are several striking exceptions), and the French have bought English bicycles because they were indisputably better goods than they could get at home. They have a strong sympathy for the American nation, and would rather buy American than English goods.

"Yes, so long as the French makers do not make as good goods as the Americans Yankee wheels will find many French purchasers, and that state of things is likely to continue for some time. Even should evenness of quality eventually prevail, the lively American wheels will have secured so strong a foothold as to be permanent factors in the market.

"It costs, I am sure, quite a deal more to build the Frenchman's wheel than our own.

"The only thing I fear is the possible success of the effort now in progress in France to have the tariff on wheels so raised as to make the cost of laying down a wheel there about twenty dollars. From what I gathered, however, I do not think the effort likely to be successful. The present cost of laying down a wheel is about ten dollars."

CASE OF SOFT PEDAL AND CYCLE ONE.

When Captain John Smith, on his around-the-world wheel tour, was carried a prisoner into Colonel Powhatan's fine old Colonial mansion in Virginia he heard the atmosphere shattered into splinters by Pocahontas practising "The Maiden's Prayer" on the piano, a piece of music that was just then becoming popular. Miss Powhatan was having a neat little finger scorch along the keyboard, now and then letting one hand get out of control and cross over the other to wiggle the keys of a little tinkling symphony "all by its ownty" on the upper register, from which the heat had been turned off. Captain Smith watched this proceeding a moment, then turning to Colonel Powhatan and raising his eyeless with his lace-cuffed hand he said:

"Bah Jove! Powhatan, we English have heard, you know, a good deal said, you see, about the torchah practised by you red men—ah, you know; but I'm very, very certain that we had no, ah—conception of the severity of it, to be suah, or I never should have attempted to ride this bicycle through this blawsted country, don't you know?"

"Kunnel Smith, sah," replied Colonel Powhatan, with true Virginian dignity, "yo' remark, sah, does you no credit, sah. Had it not been for yondah girl, sah, we should have had you clubbed, yes, clubbed, sah!"

"Ah, weally, pon honah!" said Captain Smith, startled by his narrow escape; "vervvy kind of her, I'm sure."

And Pocahontas smiled sweetly at the gallant young Englishman, for, like all her American sisters, she had designs on almost anything that wore a monocle and rode a wheel.

In the choice of their future abiding places, heaven will suffer among cycle-riding shades, because of the superior facilities for scorching offered by the other place.

ELLIOTT FOR ELECTION.

Tells of His Hobby and Declares He Has Not Had Time to Carry It Out.

Sterling Elliott would like to remain president of the L. A. W. for another year. Of course, every one who knew anything at all knew this weeks ago, but Mr. Elliott did not "officially unbosom himself" until Saturday last. He did the unbosoming with a pen. This is what he wrote and gave to the press:

"I am a candidate for re-election to the L. A. W. presidency, for the reason that I have found it impossible to accomplish in one year all that I had hoped for, even though the growth in membership has been phenomenal.

"The gain for the past nine months is over 31,000 members, and the gain in treasury is over \$13,000. In view of these facts, I trust that my request for re-election may not seem presumptuous to those who have only the welfare of the L. A. W. at heart.

"As I stated in my roads speech in Baltimore, I believe that by far the most important mission of the L. A. W. is highway improvement agitation, and the passage of laws looking to the actual carrying out of the work. I promptly appointed a highway improvement committee, consisting of some of the best men for such work that our organization contains, but owing to a peculiar combination of circumstances practically nothing has been done.

"My pet hobby for several years has been the establishment of an L. A. W. press bureau, from which should be furnished systematically good roads matter for publication in the largest possible number of agricultural and other papers, the work to be done under the supervision of the Highway Improvement Committee. I believe that greater results in the direction of road improvement can be accomplished by this than by any other means at our command. It has been possible only within the last month to take the preliminary steps toward such a press bureau. Tangible results from its work cannot be seen before next year.

"Although I have been obliged to partially neglect the work of the Massachusetts Division, it has still hampered me, to some extent, in my work for the National L. A. W., for no man can do full justice to both offices at once. It may be proper for me to call attention to the fact that Massachusetts has by far the largest number of League members in proportion to its inhabitants, and that it has a much larger sum than its treasury knew before. Massachusetts has also the most effective system of building State roads which has yet been discovered.

"I have plans already in process, to be explained shortly, which I fully believe will place the League membership at 150,000 by January 1, 1898, and, being more or less human, I naturally desire to have the satisfaction and credit incident to the fulfillment of this prediction. Assuming, of course, that present results and indications would justify the assembly in trusting me with the office for another year."

Whether this declaration will take any of the wind out of the Potter and the Morrison booms remains to be seen. The latter does not just know "where it is at," while the Potter movement, which is more of an undercurrent than an inflation, is just as strong as it ever was, and is likely to wash the Elliott pebble off the beach.

TWO TERMS ENOUGH.

"You're a scorcher, an idiot, a"—she said, after he had run into her.
 "That'll do," he answered, his mind full of politics. "Stop just where you are. I'm no believer in a third term."

POINTS ON PEORIA PRODUCTS.

Peoria, Ill., Nov. 9.—Sylph bicycles will be listed in 1897 at exactly the same figure they were catalogued during the current year—\$100. Their makers, Rouse, Hazard & Co., have made the announcement. The first of the '97 models will leave the factory this week. Harry G. Rouse gives me these specifications and matters of mechanical detail: Frame, 22, 24 and 26 inch; main frame, 1½-inch tubing; rear forks, ¾; rear frame braces, ¾, both the latter made with "D" tubing; outside reinforcements. Benson patent detachable sprocket, simple, neat and boltless, can be removed without taking off crank axle or removing the pedal. Seat-post and handle-bar clamps will be novelties, neat, simple and boltless. The crank axle is another novelty. It is in two pieces, and so shaped that the movable crank and chain, as well as gear, may be removed without either taking out the cups, changing adjustment or unbolting the chain. These two novelties are R., H. & Co. inventions, for patents on which applications have been made and are now pending. The chain adjustment is still another new feature, effective in permitting the removal of the rear wheel without changing the adjustment or removing the axle nuts. "The orange crown" will be a distinctive feature, the color having been associated with the Sylph for two seasons. The general construction is such that there is ample room provided with a tread measuring from the pedal ends of cranks of only five inches; yet 7-inch cranks will be used with a 24-tooth rear sprocket, and tires as large as two inches may be used. Sprockets up to 9-tooth front and 24-tooth rear, with genuine Perry Hubber chain. There will also be plenty of room for a gear case.

The crank-hanger will be dropped two inches, balls in crank bearing ¾ inch in front and rear ¼ inch. Bearings are one of this firm's hobbies, and will have ball-retainers, with a device for carrying the oil directly to the balls. These dust-proof bearings will, of course, be made of the best tool steel. A change has been made from two-point to three-point bearings, after a careful series of exhaustive experiments, which show the three-point wear longest and are best.

Overlands for 1897, both ladies' and gentlemen's models, will list at \$75 and \$50; youths' and misses' 26-inch at \$50, and 24-inch at \$40.

The \$75 Overlands will be similar to the Sylph, but will lack the outside reinforcements and "D" tubing, and will have the ordinary style of seat-post instead of boltless that will be used upon the Sylph. Frame—24-inch diamond, 22-inch drop pattern, finished in maroon enamel, very highly finished and handsomely decorated. The \$50 pattern will be the same as the '96 \$85 model, with the nickel-plating omitted from the fork crowns and ends; the orange crowns will be a distinctive marking of the entire line.

The \$50 26-inch youths' and misses' wheel will be the same as this year's \$65 machine, but provided with the 1897 fork; the \$40 boys' and girls' 24-inch will be the same as the \$45 wheel of '96 design, except the fork.

In addition, Rouse, Hazard & Co. will build a tandem, of which the list price and specifications are not yet fully decided.

BANDING TOGETHER.

Even in South America wheelmen have grown numerous enough to demand a national organization. The Liga Salvadorena is the latest, composed of riders living in San Salvador.

The best some men get in cycling is the worst of it.

HAVE A FULL LINE.

All other things being equal, there is probably no one who would not prefer the highest possible grade of wheel without regard to its cost. All other things, however, are not equal, and consequently wheels and their prices must both be built to suit the pocket-books and requirements of their purchasers. It is with this idea that the Thomas Manufacturing Company, of Springfield, Ohio, have concluded to enter the field of cycle building. The three cardinal points of their cycle making and selling will be: the best possible wheel for the money asked for it; quality of output to be sought for rather than quantity, and the asking of a just price from which they cannot and will not deviate. Success comes surely along these lines, and such concerns are welcome to the cycle trade as they have been in other lines of manufacturing.

The Thomas leaders will be a flush-jointed 1¼-tubed wheel listing at \$100, and another with the parts precisely the same, with 1½-inch tubing and outside tapered connections at \$85. To make the line complete an up-to-date medium-grade wheel listing somewhere between \$75 and \$65 will be turned out. So that the rising generation may not be overlooked, a full line of juvenile 24 and 26 inch wheels, with 1½-inch tubing in the frames, will complete the Thomas Company's offering to the trade.

With W. C. Johnson acting as director-general of the Thomas output, an efficient corps of agents and travelling men is already assured, so there is no possible danger of the light of Thomas being hidden under a bushel measure or otherwise. If the reputation of the wheel was not already assured by that of the company building it, perhaps the fact that Superintendent Fay, formerly with the Remington Arms Company, was in charge of the Thomas Company's cycle plant would of itself be sufficient guarantee of the quality of the Thomas line.

It is a safe prediction that when the history of the newcomers in the trade is written up at the end of next season, the name of the Thomas Manufacturing Company will not be missing from the list of successful ones.

THEY WANT AMERICAN WHEELS.

A Continental (Italian) agent is open for negotiations for American wheels. Address C. Foreign, care THE WHEEL. Propositions held confidential and will be forwarded.

Wanted—100 wheels of good reputation from America by Theodore J. Gort, Holbok, Denmark; reputation and status unknown to THE WHEEL.

Five hundred wheels of good, medium or first-class grade are wanted by a firm in Holland. Must be 1897 wheels. If negotiations are satisfactory, order may be run up to 2,000 or 3,000. Cash will be paid. Address A, Foreign, care THE WHEEL. Propositions held confidential and will be forwarded.

NUMBERS TO THE FRONT.

Romanian wheelmen are compelled by law not only to carry a large numbered tag upon their wheels, but the same number must be plainly painted on the lens of their lamps, so as to be plainly discernible at night time.

TRYING THE CHAINLESS.

The French army has been ordered to give the new bevel-gear wheel an exhaustive test. If the result is satisfactory the machine will be adopted in place of the chain-gear one now in use.

WANTS TO KNOW.

A policeman's very first question when anything happens to a cyclist is invariably, "Where's your light?"

NO REMORSE WITH THIS GRIP.

There is a you-can't-shake-me-loose spirit about Chicago when she fastens herself upon a good thing that seems to penetrate through the business ideas of her people. Give a Chicagoan a good idea and he sticks to it until he lands the idea and himself a winner. The Morse Machinery Company, No. 1,720 Michigan avenue, had an idea that no part of a wheel needed improvement more than the handles and handle-bars; vibration was killing, therefore vibration should be killed; but how?

The question had been asked a thousand times, but the answers were not equally numerous. The Morse Company submitted their solution of the question in the Morse grip, wherein a double-coiled spring is embedded in soft rubber, grooved for ventilation, and provided with a simple, but effective device for fastening it to the handle-bar so it cannot be shaken loose therefrom.

The handles are easily attached to any bar, though where users of the Morse grip do not care about taking off the old handles and replacing them with the new ones the Morse Company will supply bar and grips complete, all ready for use. To use the words of an admirer, the Morse grip "is as full of good points as an egg is full of meat."

BACK TO HIS OLD HOME.

Dave J. Post is going back to Hartford. He has been on the fence for some time. He has had a snug berth as manager of the Peerless Manufacturing Company, in Cleveland, Ohio, and to relinquish it has meant several long conflicts of feeling. But he finally elected to return to his old New England home, where his personal interests, particularly those in the Veeder Manufacturing Company and the Cycle Supply Company, are centred. His resignation of the Cleveland position has been tendered, and Post will be established in Hartford shortly after this is in type. In some respects, Mr. Post's move is not wholly surprising. The Veeder Company in particular has grown marvelously in the last few months, the new Veeder cyclometer, which is no larger than a thumb nail, having sprung into well-deserved popularity and contributed largely to the growth. Mr. Post has ideas for still further extending his interests, and that they will quickly develop now that he is to devote his whole time to them those who know the energy and level-headedness of the man will not doubt for an instant.

WANT TO SHOW CYCLES.

Three local cycle shows have been sanctioned by the National Board of Trade, those at Boston, Philadelphia and Pittsburg, each of which is promoted by the local boards, and will occupy the week February 20 to 27. Three applications have been refused, those of Wisshickon Wheelmen, Germantown, Pa.; Penn Wheelmen, Reading Pa., and Central Wheelmen, Brooklyn, N. Y. Applications are under consideration from the Cycle Club of Brooklyn and Syracuse Local Cycle Board of Trade.

In all cases the applications of local cycle Boards of Trade will be given preference.

WORTH LOOKING INTO.

Makers of cycles, parts and novelties who are seeking foreign trade, will do well to "look up" Klaas Baving, Zwolle, Holland, who, elsewhere in this issue, advertises for American goods.

NINETY-NINE BETTER.

"Mamma, what is a 'Sabbath day journey,' like what's in the Sunday-school lesson?"
"About a mile, my dear; but the Sabbath day journey of to-day is"—
"Oh, I know, mamma—a century run."

ALL GRADES
 AND AT
 INTERESTING PRICES

There is a
Great Demand

—FOR—

"The Fowler"

THE FRAME TELLS THE NAME

'97 AGENCY.

Have you secured it?



FOWLER CYCLE MFG. CO.,
 .. CHICAGO ..

BOSTON.

NEW YORK.

PROVIDENCE.

LONDON.

New England Agents:

We respectfully request you to correspond, with reference to '97 agency for the celebrated line of FOWLERS, direct to our New England Branch, No 6 Park Square, Boston, Mass.



When you see
A High-Grade Wheel
 with a
TRUSS FRAME
 You know it is A
FOWLER



Kindly mention The Wheel.

EVERYTHING THE MAKER WANTS.

It isn't so very long ago since the Toledo (Ohio) Cycle Supply Company came into being—less than two years, to particularize. Their formation was the result of the excellent opportunity then offered for a house that could serve as a medium between parts-man and cycle maker; with money enough to buy cheaply, with the experience to know what the trade would want, and the prestige to dictate to its principals what to make up and what to leave alone for an ensuing season; all in all, to relieve the parts-man of the labor and worry of marketing his goods and thus permitting the concentration in the manufacturing of his product.

The Toledo Cycle Supply company was the result of the general need of a house on these lines. And it prospered. From an unpretentious beginning it has grown to power, and since success itself is the master of success, its future is likely to be on the plane of even larger purchases, larger sales and added accounts.

The company practically sells exclusively to the manufacturing trade. It will supply the new maker or the old one everything and anything he can use in the putting together of bicycles, from pedal pins to complete frames.

It has, however, its specialties. The manufactures of the Snell Cycle Fittings Company, for which concern it is general sales agent, is one of them. Snell's fittings are so well known as to be in all truth an advertisement for the character of the firm selling them. Forgings, hubs, pedals, frames and frame connections are the main items of the Snell product handled by the Cycle Supply Company.

Butler & Ward saddles constitute another specialty, and a goodly portion of the Newark firm's output goes through the Cycle Supply Company. Cilley chains form another item, which the company claims are first-grade goods at medium-grade prices.

The "good" tires of Morgan & Wright is another account of the Toledo concern, and are the only tires they handle.

On wood rims they are well fitted to take care of the trade by supplying the popular Plymouth brand, made at Plymouth, Ind., by the Indiana Novelty Manufacturing Company.

The newest account of the company is the tubing of the American Weldless Steel Tube Company of their home town.

All in all, the Cycle Supply Company is headquarters for cycle material. It has everything—spokes, nipples, wrenches, oil cups and what not.

The personnel of the concern consists of Samuel Snell, who is president; A. A. Barber, H. J. Thompson and H. H. Nelson.

ATTENTION TO THE NEW.

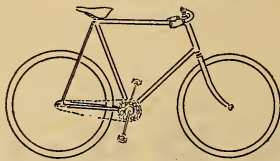
New machines should be carefully adjusted directly they come from the makers, and it will usually be found that after about fifty miles or so the process should be gone through again, as the bearings do not get into proper place. Perhaps the head is the most important point, and next comes the crank axle. As a rule, both these bearings will shake loose rather quickly for the first ride or two, but afterward will remain adjusted for a considerable time. Many machines are often seriously damaged by insufficient attention being given to this matter of adjustment.

SHE SCORCHES.

A daily paper observes that "the wheel-woman has come to stay." Not much! She has come to move, and the fellow who doesn't give her the road will be run over.

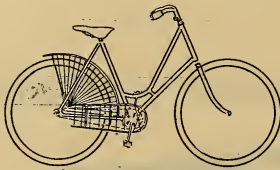
INTENDED TO PLEASE THE RIDERS.

When the now hyphenated Hamilton-Kenwood Cycle Co. linked fortunes and a few months since established their home in Grand Rapids, Mich., it was predicted that a particularly fine wheel for '97 would result. There were men in both concerns so well versed in the art that the combination of such brain matter could scarce result otherwise.



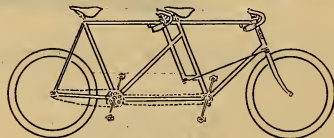
Hamilton.

Predictions are in a fair way of fulfillment. The first of the '97 Hamiltons are putting in an appearance, and display not only an attractiveness of pattern and finish, but a painstaking effort in the matter of mechanical details. The aim has been to produce a wheel that the unmechanical rider may readily adjust, clean, care for and comprehend generally.



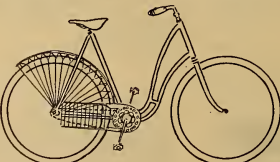
Wellington.

The bearings and cranks afford a fair instance. While some special machines have been built embodying the principle, the Hamilton-Kenwood Company believe they are the first to place on the market a stock wheel built with two-point bearing cones that are stationary upon the axles, and upon which the balls are held by suitable retaining rings.



Hamilton Tandem.

The results obtained are obvious. The axles may be removed with cones and balls intact, and thus are easy of access. The rings also retain lubricant, so that the bearings need oiling less frequently than bearings of the usual type. As these cones are stationary, the adjustment is made by means of the cups. This renders adjustment possible with-



Hamilton.

out disturbing the nuts by which the axles are held in the frame and avoids the forcing of the cone against the balls when the axle nut is tightened, which often causes the bursting of the cup or otherwise injuring the bearings.

This method of construction also renders it impossible to adjust the bearings too tight, as when the lock nut is screwed into place the

tendency is to carry the bearings from each other, preventing any possibility of undue tightness. The bearings in the crank axle are made on the same plan, tool steel cones being forced upon the quill into which the divided cranks are screwed. These cranks are of the two-piece type, joined in the centre by an improved method and are removable by means of a stud, which is a fixture in the yoke, being screwed into the plane of rotation of a milled lug projecting from the surface of the cone-bearing sleeve. This enables the rider to at any time remove or tighten his cranks without the use of wrench or spanner.

Both sprockets are detachable, the front one being removable over the crank. They are locked in place by means of milled lugs seated in milled recesses in the crank-spider and in the rear hub flange.

In the Hamilton the seat-post forging is not split in the usual manner, the clamp being so arranged that the forging presents a smooth, cylindrical surface, where it is ordinarily milled out, and contains within this cylindrical projection a sliding nut, which, by being drawn into place by means of an ornamental hexagon headbolt, comes into contact with a split bushing, through which passes the seatpost, thus binding the different parts together in a perfectly secure manner.

The handle-bars have adjustable grips, and a 6-inch adjustment vertically in head, which is believed to be enough to satisfy any rider. The handle-bar is clamped into place from the interior, so that the ordinary clamp and split fork stem is avoided, and the head presents a smooth, finished appearance.

Recognizing that the weak point of a bicycle has generally been the junction of the fork sides with the crown and stem, the Hamilton company have adopted a triple-plate crown similar to that used on a few tandems in '96, which, while being light and graceful, is of such length that it distributes the breaking point over a large surface.

The adjustment of the chain is another detail to which much attention was devoted, with the result that the rear fork ends of the Hamilton are serrated, and the rear axle fitted with two blocks serrated to correspond with the fork ends. These parts are not enamelled, but nickel-plated, and, consequently, clean and free to lock together.

The frame of the Hamilton Ladies' Special, while somewhat on the lines that have been previously adopted, is so planned that the step required to mount this machine is some four inches lower than that required on ladies' machines of ordinary type. The lines are all true curves, and such as produce the greatest strength possible to be attained in a drop frame.

The size of tubing has been given much thought and is 1 1/4 in the main frame, 1 1/8 in the head, 3/4 D in the rear frame tubes, and 3/8 in the upper braces.

The Hamiltons have flush joints throughout, with all connections made from drop forgings. The Hamilton tandems have been designed upon the same lines as in the single wheels. They have flush joints made from 1 1/4 tubing, with the bearings the same in design as used upon the singles. The front chain is of the centre driver type, thus securing a narrow tread, and the stretch is taken up by means of eccentrics, so there are no unsightly idlers, as are commonly used.

While the output of the Hamilton-Kenwood factory is principally of high-grade work, yet in order to satisfy the demands of agents for a real line, they will put on the market the Wellington at \$75, and the 808 at \$60. These machines are of the conventional type, being built with 1 1/2 tubing with outside connections, and the workmanship is in every way first-class, and is fully up in finish to any machine class of the same grade manufactured. All models will be in enamelled black and maroon, but any other color will be supplied when desired. This rule will also apply to the tires. It is the policy of the company to give riders what they want.

ENTER '97 VICTORS.

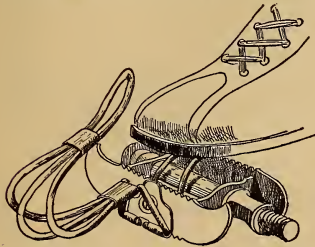
Two new Victors will make their appearance in '97—a road racer and a double-tubed lady's wheel. The former will, of course, be lighter than the Victor roadster, but both rear and front diamonds will be longer than in the latter. The wheel base, however, is not increased. The added length of the frame is offset by a straighter fork. The hanger drops about one inch, which shortens the head that much. The angle of the upright tube and head has been changed to correspond with the demands of racing men. The fork is straight almost its entire length, with a short curve near the end.

The single-tube Victoria will be retained. The double-tube frame is simply an addition to the line. The tubes which constitute the backbone on this machine are one inch in diameter. The lowest one is straight from the head to a point about eight inches from the hanger, where it curves to meet the centre hanger connection. The top bone is curved its full length in such a way as to give the most room for the skirts, and conform in symmetrical line with the lower tube.

In construction '97 Victors will show changes only in minor details. Larger tubing will be used in certain parts, and the forks will be straighter and the sides more nearly oval.

AUTOMATIC AND PRACTICAL.

This automatic toeclip is being marketed by Eugene Arnstein, of Chicago. It seems practical enough to merit no little consideration. After being clamped to the pedal it acts by the pressure applied to the wire project, which brings the clip up to and over the toe



of the shoe and holds the foot firmly in place. When the pressure is removed the clip drops down, releasing the foot and allowing freedom for dismounting.

HERE'S HOPING THE SIGNS ARE TRUE.

If signs of the times read aright, the Hodgman Rubber Company, of Broadway and Grand street, New York, will continue to be a factor in the tire trade. Their company is now in the hands of a receiver, but matters are being run just as if the company had had no financial difficulty. Affairs are cleaning themselves up nicely, and the Hodgman people expect in a short time to enter into possession of their property clean and clear. Meanwhile orders are being received, and Hodgman tires are being gotten out promptly.

LETTING EACH LEG KNOW.

"What's the secret of learning to ride the bicycle?"
 "Reverse the Scriptures."
 "How so?"
 "Always let your left leg know what your right leg doeth."

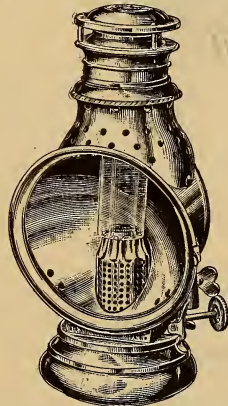
A somewhat discouraging and foreboding sign in front of an open-air Boulevard tea-chery reads, "Riding taught with pains."

LIKE A LOCOMOTIVE HEADLIGHT.

It is sometimes hard to throw new light on an old subject, but everything new regarding bicycle lamps is eagerly sought by all who ride wheels. Absolute perfection is an impossibility, but it is an excellent goal to strive for and he who makes an earnest effort to that end usually reaps a reward.

For years it has been contended that the ideal bicycle lamp should resemble the headlight of a locomotive as nearly as possible, and now Markt & Co., the big London exporters, whose New York office is at 193 and 194 West street, are offering the American trade The World, a German-made illuminator that is in all respects a headlight in miniature, glass chimney and all, with the result that it gives a light of great power.

In appearance it slightly differs from the conventional patterns, as it is hardly possible to construct a lamp on this principle as com-



pactly as one with a naked flame. The lens is 3 1/2 inches in diameter and, backed by a parabolic reflector, throws a tremendous light surface. The oil reservoir is attached by two simple clamps, and every part of the lamp is easily accessible for cleaning. However, it is in the chimney that the most radical departure is shown. By its use all smoking of the reflector is avoided, besides allowing a flame of great steadiness. The lamp is handsomely nickelled, and weighs but fourteen ounces.

Four other models are shown, of which the Globus, weighing but eight ounces, is the best seller.

DIFFICULT FORGINGS A SPECIALTY.

Charles W. Dornage, the one-time racing man and cycle manufacturer, is now a member of the McKaig-Dornage Drop Forging Company, which has established itself at No. 1,286 West avenue, Buffalo, N. Y. Difficult forgings is their specialty. The Messrs. McKaig have spent their lives at the hammers, and are naturally well up in the business. They have supplied a number of cycle makers in New York State. Their stock patterns, from which forgings can be made on short notice, include detachable sprockets, sprocket centres, fork ends, hubs, handle-bar clamps, brake levers, pedal centres, single-piece fork crowns and seat-post clusters, and other connections for flush and outside joints.

PLACED IN THE POSTAL.

W. E. Lindsay & Co., of Milwaukee, have planted the standard of the Lindsay bicycle in the East, in No. 205 Postal Telegraph Building, this city. H. J. Warner, a bright, well-spoken young man, is in charge.

Harry B. Reid, the Owen agent, at No. 8 Park Place, this city, reports the theft of Owen bicycles Nos. 44 and 91.

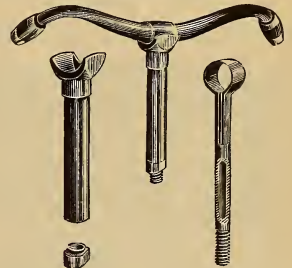
WHERE THEY GO AND THEIR VALUE.

Exports of bicycles and bicycle material from New York for the week ending November 3:

Antwerp	\$855
Aden	325
Brazil	283
British Australia	1,243
British Africa	9,745
Brussels	7
British Guiana	35
British West Indies	2,677
Central America	20
China	279
Copenhagen	140
Chili	125
Christiania	312
Dutch Guiana	80
Genoa	75
Hull	45
Hamburg.....	2,049
Lisbon	258
Havre	81
Liverpool	297
London	3,971
Mexico	637
New Zealand	1,900
Peru	75
Plymouth	65
Southampton	2,763
United States of Colombia.....	523
Venezuela	15
Total	\$27,810

WHERE THE EYE OF THE CLIP IS SLIPPED.

Despite the multiplicity of "clips" for wood handle-bars, it is not probable that a device so neat, simple and effective as that made by the Standard Manufacturing Company, No. 212 North Queen street, Lancaster, Penn., will fail to interest the trade. It consists of



but three pieces; its principle can readily be understood by a glance at the illustration. The eye of the clip is slipped over the bar and drawn down through the shaft by a nut securely clamping the bar in any position desired, at the same time avoiding the necessity of any extra contrivance fastening directly to the wood. The end nut is of the same diameter as the shaft, so that it in no way interferes with clamping it tightly in the head of the machine.

GIVE A NAME, GET A WHEEL.

Put on your thinking cap and conjure an appropriate name for a bicycle. The Reading Standard Manufacturing Company, of Reading, Pa., will make it worth the effort. They are producing a new wheel, a strictly high-grade \$100 wheel. It is yet unnamed. The world is invited to assist in the naming. To he or she who suggests the most suitable name, the name which is adopted, they will present one of the bicycles. To the person suggesting the "next best" name they will award one of their \$80 wheels. All suggestions must be filed before December 1. The names must be original, of course, and suggestive of high quality, comfort, swiftness, progressiveness and patriotism.

WELDED BY WATER.

How Heat Is to Be Supplanted by Wet in the Cycle Welding of the Future.

Two wonders are simultaneously to be accomplished in the British cycle trade—welding is to be done by water, and Mr. Terah Hooley has organized a \$2,000,000 stock company to boom the process, not one single share of stock in which is to be offered to the public. The new process is the invention of Charles Crowden, the head of Humber's mechanical department, a gentleman whom the old-timers will best remember as the designer of the Kangaroo, the first radical departure from the orthodox lines of cycle construction, as laid down by the good old ordinary.

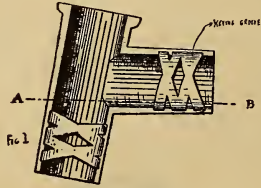
In untechnical language, the result sought for and obtained is about this: Suppose two tubes are to be joined. One is made to fit into the other. The inside of the outer one is spirally grooved along the length of the proposed joint. Water-power is brought to bear inside the inner one. The water endeavors to burst it, but it merely succeeds in pressing it into the grooves of the outer tube, which form a kind of mould to which the inner tube is shaped. The inner tube is not only shaped to the grooving by the water pressure, but it is fixed to it. On the removal of the pressure the two tubes are indissolubly united, and the object is attained.

Heretofore the frame of a bicycle in its first stages has had to be brazed. This causes deterioration of the tubes by overheating; and they have then had to be reinforced and strengthened by bushing; then the frame had to be sand-blasted, clearing off the scale. By the new invention all this is accomplished at once, without heating, so its inventor claims.

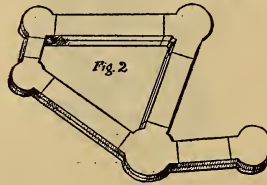
It is said that tubes joined by this system have been subjected to the severest tests, and in every case it has been possible to tear away the tube below the lug, and in some instances, to wrench even the lug and the tube away above or below the joint, but the joint has never been made to budge.

Cycling dealing with the new departure says: Like many another invention which has required practically a lifetime of thought and experimentalizing, this system of hydraulic jointing is simplicity itself, and but slight explanation is required to describe it; the accompanying sketches will, in fact, be almost sufficient in themselves. Fig. 1 illustrates an ordinary head lug, with spirally cut keying grooves, the directions of the spirals being right and left-handed, and crossing each other as shown. These spirals can be provided for in the mould that is ordinarily used for a malleable casting, and the lug has only to be bored out to the requisite size as usual. If the lug used is a stamping, then the spirals are cut as an ordinary thread is (only square instead of V-shaped), after the hole has been bored. Wherever a joint is required in a frame, it is treated in this manner, and instead of brazing each joint separately, the whole of the fittings that require joining together, are fitted up in their proper position, and are held together with what Mr. Crowden calls "hydraulic cement." The whole frame as fitted is placed in a jig, as shown in the rough sketch (Fig. 2). This jig is in two halves, like a mould, and the inside is an exact fit of the outline of the frame, and the reason for this is obvious. When the pressure of the water or oil is introduced into the interior of the whole frame, and if the fit is imperfect or full, the tubes will swell by the interior hydraulic pressure (which varies

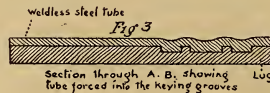
from four to six tons, as may be required), forcing the tubes into any inequalities of the mould or jig, the same as an airtube of a pneumatic tire is forced when fully inflated. The hydraulic pressure is gradually applied to the limit required, and it takes from four to five minutes to complete the joining of the frame. Every joint is made simultaneously, and as the spirally cut keying grooves are the only places into which the tubes can be



forced, it necessarily follows that upon the full hydraulic pressure being introduced, a perfectly strong joint is made between the tube and the lug, it would offer a counter resistance to the tube forcing itself into the keying grooves, and the hydraulic cement prevents this in the initial stages of the hydraulic pressure. Even should the water get in between, it is again forced out through a small hole in the lug, the position of which is



in one of the threads of the spiral keying grooves. The jig itself is necessarily bulky and heavy, as it has to withstand the whole of the strain of the enormous interior hydraulic pressure. The top half of the jig or mould is raised and lowered by overhead tackle, in the same manner as the large dish-covers one sees at a restaurant; and the two halves are held securely together by hydraulic pressure, the tubes and lugs are



tenaciously joined together, and the crossing of the spirally cut keying grooves resist all torsional strain, as well as tension and compression. The advantages of the system must be obvious; there is no scale or deterioration of tubes through heating, consequently less bushing is required, and the result is a much lighter frame. Then again, the frame requires little or no truing after being removed from the jig.

NOT AS SMOOTH AS SILK.

"What is haste, papa?"
 "Haste? Why, to move rapidly, to hurry along like one of those bent-up bicycle idiots, for example—to make haste, you know."
 "Oh, indeed! I thought it was some kind of silk; Mamma said she was married in haste."

PATENTS GRANTED.

- 570,464. Bicycle Support. Zena J. Dilley and Hector J. Hayes, Muir, Mich. Filed March 12, 1896. Serial No. 582,968. (No model.)
 570,465. Wall Attachment for Supporting Bicycles. Zena J. Dilley and Hector J. Hayes, Muir, Mich. Filed March 23, 1895. Serial No. 584,425. (No model.)
 570,497. Saddle for Velocipedes. Sidney Pattinson, London, England. Filed April 25, 1896. Serial No. 569,021. (No model.) Patented in England Nov. 1, 1895. No. 20,653.
 570,504. Antifriction Bearing. Charles W. Robinson, Florence, Ala. Filed Dec. 20, 1895. Serial No. 572,823. (No model.)
 570,521. Bicycle Lock. James E. Turton, Washington, D. C. Filed Feb. 15, 1896. Serial No. 579,386. (No model.)
 570,536. Attachment for Bicycle Frames. Clarence M. Brooks, Oconto, Wis. Filed Feb. 6, 1896. Serial No. 578,216. (No model.)
 570,560. Handle-Bar for Bicycles. Thomas H. McQuown, Somerville, Mass. Filed Oct. 24, 1895. Serial No. 566,697. (No model.)
 570,659. Bicycle Support. Alvin J. Branham, Springfield, Mo. Filed Nov. 11, 1895. Serial No. 568,583. (No model.)
 570,664. Tool for Mending Punctures in Pneumatic Tires. Arthur Heywood and Arthur T. Heywood, Chicago, Ill. Filed March 16, 1895. Serial No. 542,964. (No model.)
 570,676. Bicycle Suits. Alice C. Nash, Minneapolis, Minn., assignor of one-half to Frank L. Darrow, same place. Filed Aug. 29, 1895. Serial No. 569,862. (No model.)
 570,681. Bicycle Attachment. Edwin B. Pike, Haverhill, N. H. Filed Dec. 21, 1895. Serial No. 572,852. (No model.)
 570,698. Gearing. Frederic A. Curtis, Anderson, Ind., assignor to the Wheel Company, same place. Filed Dec. 21, 1895. Serial No. 572,915. (No model.)
 570,739. Roundabout. Alfred A. Sustins, Arthur F. Sustins and Ernest G. Sustins, Stevens Point, Wis. Filed Aug. 23, 1895. Serial No. 560,219. (No model.)
 570,778. Bicycle Pedal Clip. John E. Stannard, Springfield, Mass. Filed Feb. 12, 1896. Serial No. 578,387. (No model.)
 570,850. Machine for Cutting Bicycle Tubing. William R. Fox, Grand Rapids, Mich., assignor to the Fox Machine Co., same place. Filed Sept. 18, 1895. Serial No. 562,911. (No model.)
 570,800. Bicycle Ball Bearing. Melvin L. Wilcox, Bay City, Mich. Filed Oct. 12, 1895. Serial No. 565,508. (No model.)
 570,833. Bicycle Lantern. Frank Rhind, Bridgeport, Conn., assignor to the Bridgeport Brass Company, same place. Filed Aug. 7, 1895. Serial No. 558,526. (No model.)
 570,894. Bicycle Lamp. Frank Rhind, Bridgeport, Conn., assignor to the Bridgeport Brass Company, same place. Filed Feb. 20, 1896. Serial No. 580,078. (No model.)

GOING FOR SEVEN NOW.

Evidently the Champion handle-bar clip has won its way without much trouble. Its makers, the Champion Blower and Forge Company, Lancaster, Penn., report that the sales have already touched six figures.

MOTHER OF PEARL.

Mother of pearl "transfers" for decorating frames is a '97 novelty being marketed by the well-known enamel maker, Eugene Arnstein, No. 113 Franklin street, Chicago. It is said to produce an effect strikingly like the genuine article.

WITH CHICAGO HEADQUARTERS.

H. H. Wylie, formerly with the Fowler Cycle Manufacturing Company has engaged with the G. H. Haulenbeck Advertising Agency. He will have charge of the Western interests, with headquarters in Chicago.

KNOWS BETTER NOW.

An unusual accident happened to a Cleveland rider who was knocked off his wheel by the nose-bag of a truck horse, who tossed his bagged head just as the rider was passing.

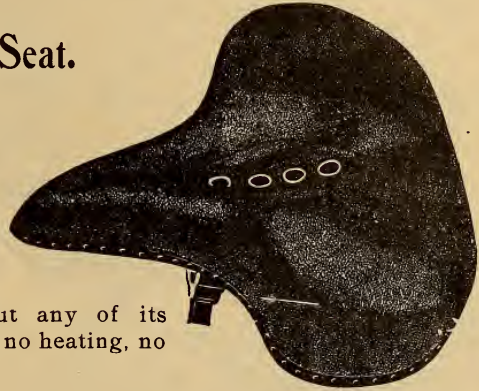
The King Cushion Saddle.

The Only Perfect Seat.

Upholstered like a library chair—soft and yielding, yet constructed to avoid pressure on any delicate parts.

Constructed from coil springs and hair, upholstered in rich leather, handsomely finished.

This Saddle embodies the points of advantage of the pneumatic without any of its faults. No leakage of air, no rolling, no heating, no forcing of air into the pommel.



King Mfg. Co., 35 Warren St., New York.

Price, \$5.00.

Kindly mention The Wheel.

You Run No Risk

WHEN USING

“PROJECTILE BRAND”



**COLD-DRAWN SEAMLESS STEEL TUBING,
FORKSIDES,
HANDLE-BARS,
TAPERED TUBES.**

Manufactured from the BEST SWEDISH STEEL
by

The United States Projectile Co.,
BROOKLYN, N. Y.

Used by the Highest-Grade Manufacturers.
We Solicit Correspondence.

Kindly mention The Wheel.

The Luthy Wheel
\$150.

WE GUARANTEE THE LUTHY WHEEL TO BE:

THE HANDSOMEST IN DESIGN AND FINISH,
THE BEST IN MATERIAL AND WORKMANSHIP,
THE MOST PERFECT IN ITS LINES AND BEARINGS,
THE EASIEST AND SMOOTHEST RUNNING WHEEL
IN THE WORLD. A FEW SELECT AGENCIES SOLICITED.

LUTHY & CO.
MAKERS,
PEORIA, ILLS.

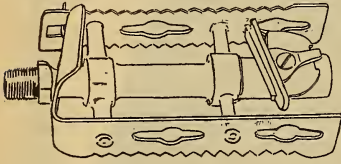
A Special List of Bicycle
Manufacturers, Handlers of
Parts, Sundries and Specialties,
Sellers of Raw and Finished
Material; in fact, a List covering
the entire Wholesale Bicycle
Trade of America.

F. P. PRIAL CO.,

88 West Broadway,
New York.

NEW IDEA FOR A TOE CLIP.

J. M. Cassidy, No. 12 Canal street, Albany, N. Y., believes in toeclips. He believes they should form a part of all pedals, believes it so thoroughly that he has thought how best to do it with such excellent results that a patent is now in the mill. The patent does not cover the toeclip as it is ordinarily known. The Cassidy invention is designed to form a constructive part. It is simple enough, and seems practical enough to merit consideration. The inner side plate of the



pedal is shaped as shown in the illustration, while on the far end of the barrel is affixed, by means of an adjustable collar, a pivoted and recessed plate or arm. It will readily be seen that this can be adjusted to any width of shoe, and will hold it as securely as a clip or cleat. When a quick dismount is necessary, a sudden push forward or pull backward will cause the pivoted plate to move in that direction and release the shoe.

BARGAIN-COUNTER TRADERS.

It is rumored in Washington says "Stoves and Hardware Reporter," that the department stores there will not handle bicycles or sundries next season, and it is stated in this connection that manufacturers are beginning to appreciate that the best results are obtained by marketing their product through legitimate tradé channels. It is to be hoped that this is true.

The department store, as a demoralizer of prices in all lines, is recognized everywhere. The desire to influence trade to their stores causes them to make cuts in prices from time to time, which serve frequently to set the price on those articles and to compel the adoption of sacrifice prices by the legitimate trade competing with them.

The department store trade is doubtless a strong temptation to manufacturers, but we believe that if it were sturdily resisted the resulting gain in steadiness of price and the added incentive given to the regular trade to push the goods of manufacturers taking such a stand would more than compensate them.

DOMINIONIZING WARWICKS.

Warwicks have been cutting such a considerable figure in the Canadian trade that the Warwick Cycle Manufacturing Company has elected to make its wheel more than ever a factor in the Dominion. To that end they will establish a depot in Montreal, with T. T. Cartwright in charge. Mr. Cartwright has travelled the territory and popularized himself, so that he is well fitted for the post. He has obtained managerial experience as the head of the Warwick branch in Cleveland, Ohio, which will not be affected by the change.

BETTER AND CHEAPER.

While the figure has not been announced, the Mesinger Bicycle Saddle Company say that the price of the '97 Mesinger will be less than that which prevailed during the current year. They also announce that they will continue the manufacture of the '96 model, which will be sold for less money than ever before.

The latest English tire is made of felt. Of course, it is expected to fill a long-felt want.

FOR JUVENILE SAFETY AND COMFORT.

Improvement in juvenile bicycles will be a marked feature of the '97 product. Better goods for less money than were ever to be had before will be the rule.

The juvenile line of that sterling old concern, the Gendron Wheel Company, Toledo, Ohio, is a splendid typification. The Signals, as they will be titled, are not only extremely good looking, but will embody high-class material, and all the up-to-date ideas in cycle construction, from wood handle-bars, barrel hubs and bottom brackets and gold striping up or down. They will be made in three models and will list at \$40. These specifications will give a truer idea of their worth:

Frame—Depth to centre of crank shaft, in Nos. 1 and 3, 16 inches; in No. 2, 19 inches; seamless steel tubing throughout, head tube, 1 1/4



inch; centre tubes, 1 inch; rear forks, 3/4 inch; rear stays, 5/8 inch; connections made with sheet steel stampings; yoke bracket, barrel pattern. Fork—Tubular stamped steel crown, with tubular steel blades; no forgings nor castings. Wheels—24 inches, dustproof nickel-plated barrel hubs; tangent spokes, nickel plated; fitted regularly with wood rims. Tires—1 1/4 inch Akron double tube tires. Bearings—Full ball bearings throughout; ball retainers in yoke and



hubs. Pedals—The Gendron juvenile barrel pedal, with rubber plates. Gear—51 in Nos. 1 and 3, 58 in No. 2; round spring steel cranks, 5 inches. Chain—1/4 inch solid block steel chain. Handle-bar—Fitted regularly with wood bar, but seamless steel tube bar will be furnished at same price if desired. Finish—In black enamel, with ornamenting and striping. Weight—No. 1, 20 pounds; No. 2, 21 pounds; No. 3, 22 pounds. Price—Each, \$40. Full guaranteed.

THE BAND, THE BAR AND THE FERRULE.

Louis Rastetter & Son are just completing a two-story brick extension to their Fort Wayne, Ind., factory, to accommodate the increasing demands for their laminated and single piece wood rims and handle-bars.

The distinctive feature of the Rastetter wood handle-bars is the ferrule, a band of seamless steel tubing secured in the centre of the bar where the clamp is fastened, preventing the clamp from coming in direct contact with the wood. It is explained that the ferrule compresses the fibre of the wood, and both strengthens and protects the wood bar at the point where the strain concentrates.

Mr. Rastetter says they experimented almost a year with wood bars, and also by fastening the clamp directly over the wood bar, but their experience has shown that it was impractical, because the clamp would wear the wood bar and weaken it.

The Rastetter plant is working full time on present orders; next week thirteen hours will constitute a working day.

A Continental (Dutch) agent is open for negotiations for American wheels. Address B. Foreign, care THE WHEEL. Propositions held confidential and will be forwarded.

LOOKS LIKE AN ANTI-LEAKER.

Inventors do not come from any particular social class; sometimes they are mechanics, sometimes millionaires. In some cases they have little or no knowledge of the business to which their device or principle applies. So it is with Mr. L. Hirsch. He is a dealer in precious stones, and is not a cyclist. He knows little concerning the appliances a wheelman needs in taking care of his wheel, yet he has invented and placed on the market a cycle oil can that looks all over a good thing.



The "Safety Oiler" is a compact, neat, simply constructed little device. Its novel feature is the tubular spout attachment, as shown in the accompanying illustration. When the spout is pushed into the can it drops over a pin which is soldered to the bottom of the oiler. This automatically closes the spout, and leakage is impossible. When the spout is drawn out its entire length the wheelman is enabled to oil hubs and such parts without being compelled to force his hand and fingers through the spokes. The "Safety Oiler" is also made in larger sizes for heavy machinery. Mr. Hirsch's address is No. 65 Nassau street, this city.

TO SUIT ALL DEMANDS.

Whoever uses enamel cannot do better than to get in touch with Eugene Arnstein, of Chicago. In the past Mr. Arnstein was able to cope with almost any reasonable demand. During the year he has improved and increased until he now occupies an enviable position. He can supply either baking or quick-drying enamels, and the brushes to apply them, or the ovens in which to bake them, while in the matter of colors he offers a wide range of selection, having added six new shades to his already long line. His pure white baking enamel, a product of the current year, is his especial pride. It is the result of much experimentation, and he believes, and not without reason, that it is "just right."

Mr. Arnstein's enamels, ovens and brushes share notice with his vulcanizer, which is too well and widely known to require more than passing remark. He has four of them in operation in his place at No. 113 Franklin street, and that one girl attendant is all the attention they require, is sufficient to convey an idea of their economic worth.

A new lamp oil, plug and rim cement, a liquid puncture cure for single-tube tires, a mother of pearl transfer and an automatic toe clip complete the Arnstein line.

NO GROWING HERE.

Says President Spaulding, of the Spaulding & Pepper Company: "With the present capacity of our Chicopee Falls works, we have enough orders on hand to keep them running twenty-four hours a day for the next two years. This is literally true," adds Mr. Spaulding. The concern had booked a great number of tire orders conditional on McKinley's election, and after that happy occurrence started the factory working full time.

BARGAIN IN TOOLS AND MACHINERY.

A splendid opportunity to secure tools and machinery and cycle material will be afforded by the receivers' sale of the equipment of the factory of the defunct Thorn Manufacturing Company, which occurs at Washington, D. C., on Wednesday next. The receivers' advertisement, detailing the goods to be sold, appears in this issue.



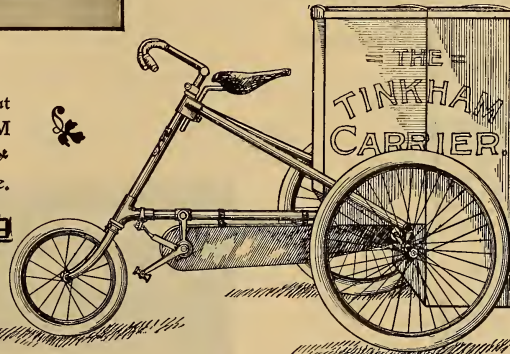
EVERYONE

Can't ride a bicycle, and to these you should sell **LIGHT TINKHAM TRICYCLES.** Easy running, finest workmanship.

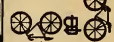


NO ONE

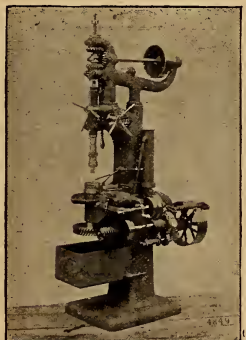
Can afford to be without A '97 **TINKHAM CARRIER.** Strong, compact and simple.



Patent applied for.



THE-TINKHAM CYCLE CO.
306-310 WEST 59TH. ST.
NEW YORK.



DRILLING, TAPPING AND FORMING MACHINE.

SAVE MONEY

by using latest types Labor-Saving Machinery.

Special Machinery

FOR THE Manufacture of Bicycles

CORRESPONDENCE SOLICITED.

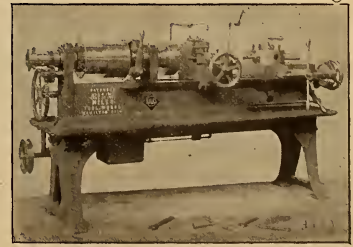
THE NILES TOOL WORKS CO.,

HAMILTON, OHIO.

BRANCHES:

- New York.
- Chicago.
- Philadelphia.
- Pittsburgh.
- Boston.

Please mention this paper when writing.



BICYCLE HUB MACHINE.



National Board of Trade of Cycle Manufacturers

271 BROADWAY, NEW YORK.

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National Bicycle Wood Rim Manufacturers' Association.

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W. W. STALL, Bedford, Mass.

NATIONAL CYCLE SHOWS.

Under the Auspices of the National Board
of Trade of Cycle Manufacturers.

January 23-30—Chicago, Coliseum, A. E. Pattison, Auditorium Hotel, Chicago.

February 6-13—New York, Grand Central Palace, Ernest R. Franks, 271 Broadway, New York.

February 20-27—Boston, Mechanics' Building, C. W. Foudrinier, 34 Stanhope-st., Boston.

February 20-27—Philadelphia—Local Cycle Board of Trade.

February 20-27—Pittsburg—Local Cycle Board of Trade.

FOREIGN CYCLE SHOWS.

November 20-28—Stanley; Agricultural Hall, Islington, London, N.; E. A. Lamb, secretary, 57 Chancery Lane, W. C. Telegraphic address: "Insuppressible, London."

December 4-12—London, National Show, Crystal Palace; Frank Peach, secretary, 48 Holborn Viaduct, London.

December 12-27—Paris, Palais d'Industrie, Champs Elysees; M. Bivort, manager.

January 2-9—Manchester, England.

January 16-23—Dublin, Ireland; Royal Dublin Society Building, Balls Bridge; R. Wilson, secretary, 14 D'Olier street.

January 23-30—Glasgow, Scotland; A. G. Rennie, secretary, 49 Lilybank Gardens.

TRADE CHANGES.**CALIFORNIA.**

San Francisco.—W. B. Cookson. Attached \$37.

Riverside.—W. S. Collins, closing out.
Pasadena.—Palmatier & Van Etter, closing out.

CONNECTICUT.

New-Haven.—The E. C. Bennett Co. Name changed by order of court to Veru Bicycle and Rubber Co. M. Bennett withdraws.

Norwich.—Geo. W. Cilley Co., incorporated Geo. W. and Frank E. Cilley, and Frank H. Allen; to manufacture bicycle parts. Capital stock, \$50,000.

Waterbury.—M. J. Leavenworth. Reported gone out of business.

IDAHO.

Boise.—E. Gordon, receives deed, \$300.

ILLINOIS.

Bloomington.—C. C. Martens, bicycles, etc., reported sued for \$400 and \$300.

Chicago.—The Onward Co., incorporated by H. W. Hamlin, D. W. Graves and E. A. Otis; to manufacture bicycles; capital stock, \$2,500.

Chicago.—C. W. Barr, president of Barr Cycle Clothing Co., filed a bill in the Superior Court, asking for a receiver for the concern. The firm was started October, 1895, and the other stockholders are J. A. Cost, Thos. Allison and J. Devor, of the Belfast Linen Co.

Chicago.—Gordon M. Richardson. Four chattel mortgages aggregating \$17,139, covering merchandise, machinery, etc. Mortgagees took possession, selling stock of bicycles for \$16,000. Three suits entered, aggregating \$4,128 71.

Moweauqua.—Snell & Walker. Out of business.

INDIANA.

Lafayette.—M. E. Sears Implement Co., chattel mortgages, \$14,660.

MICHIGAN.

Detroit.—Geo. Hilsendegen. Bicycles returned to Chicago, attached on disputed claim \$11,070 71.

MISSOURI.

Kansas City.—The Midland Cycle and Supply Company damaged by fire. Most of the

error. Application to vacate made November 9.

Buffalo.—The Martin and Gibson Manufacturing Company incorporated to manufacture bicycles; capital, \$60,000. Directors, Hiram C. Martin, John L. Gibson and Charles G. Shepard, of Buffalo, and George W. Houk, of Elmira.

Illion.—Remington Arms Company. Hartley & Graham have purchased the interest formerly owned by the Winchester Arms Company, and are now sole owners of the big plant.

Ithaca.—Talby & Lainhart, bicycles, dissolved partnership.

New York.—L. J. Leyrer, reported gave bill of sale for \$2,500.

New York.—Ball Tire Company, incorporated by William A. Courtland, John D. Ducker and Richard Van Cott, to manufacture bicycle tires. Capital, \$200,000.

New York.—Circle Cycle Company, incorporated by Benjamin P. Ryder, Henry W. Brooks and George W. Burnham. Capital stock, \$500,000.

New York and Brooklyn.—S. Goldberg. Judgment, \$328 18.

New York.—John Kroder. Assignee files report, showing liabilities, \$102,554; nominal assets, \$150,758; actual assets, \$69,574.

New York.—Travis & Travis. Chattel mortgage to J. H. Dalton, \$400.

Rochester.—F. O. Bullis, reported gave judgment for \$278.

Rochester.—George H. Sears, assigned one-half his business to G. Haahn.

Utica.—Otto L. Endres, reported recorded chattel mortgage for \$103. Bill of sale for \$79.

OHIO.

Toledo.—Wilson Cycle Company, manufacturers of cycle parts, gave chattel mortgage for \$2,000 to George Wilson. Later they assigned to Walter F. Brown. Assets and liabilities each estimated, \$2,500. Creditors petition that receiver be appointed.

OREGON.

Woodburn.—L. Waldman. Burned out. Loss, \$4,000; insured, \$2,600.

PENNSYLVANIA.

Eric.—The Excelsior Manufacturing Company will install new machinery for manufacturing bicycles, etc.

Philadelphia.—Leon Strauss, reported gave judgment for \$358.

Philadelphia.—Holbrook Cycle Company, assigned to John Weaver. Liabilities, \$10,000, including judgment confessed, \$8,071.

Philadelphia.—Machold Cycle Saddle Company. Incorporated. Capital stock, \$6,000.

Wilkesbarre.—B. F. Connor and George W. Peifer, new store.

SOUTH CAROLINA.

Columbia.—Richard & Nixon. Assigned to W. D. Melton. Liabilities, \$4,134; assets, \$3,580.

TEXAS.

Temple.—The Temple Cycle Company, Hubbard & Russell, proprietors, has given a deed of trust, with preferred creditors.

WASHINGTON.

Seattle.—Seattle Cycle Company. Assigned.

WISCONSIN.

La Crosse.—Koebaum & Walker, reported to have given judgment for \$260.

Milwaukee.—Lake Cycle Manufacturing Company, F. Thanhauser, E. S. Mack, H. Landauer; capital stock, \$1,000.

ATWELL AT BUFFALO.

The New York Tire Company will establish a branch in Buffalo. J. A. Atwell, formerly with Stearns & Co.'s racing department, will be in charge.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK-REPAIR TIRE
ASK EXPERIENCED REPAIRMEN
WHICH TIRES THEY LIKE BEST

MORGAN & WRIGHT
CHICAGO

loss (about \$1,000) was in the repair shop, and was fully covered by insurance.

MINNESOTA.

Minneapolis.—C. L. Featherstone, reported gave bill of sale for \$500.

Minneapolis.—Isaac R. Snow made a voluntary assignment, for the benefit of his personal creditors, to E. R. Gaylord. This does not involve the Snow Mfg. Co., of which Mr. Snow is president.

NEW JERSEY.

Newark.—Howard & Nichols Cycle Mfg. Co. Receiver's statement shows assets, \$23,742 42; liabilities, \$25,736.

Newark.—Starlight Lamp Co. Incorporated by Erskine J. S. Van Houten, Nyack; Chas. F. Cole, Brooklyn; Jas. D. Clark, Elizabeth, N. J.; to manufacture bicycle lamps. Capital stock, \$50,000.

Plainfield.—Hobert E. Rider. Incorporated. Rutherford.—W. D. Peck. Chattel mortgage, \$600.

Trenton.—Standard Cycle Company (Anna and Vestilla Pursell) sold to J. E. Pursell, trading as the Trenton Cycle Company.

NEW YORK.

Buffalo.—A. F. Nussbaum, reported judgment for \$104.

Buffalo.—Niagara Cycle Fittings Company. Judgment entered in New York City, \$926—

The Wheeler REFORM

Built to sit on, not to straddle.

THE WHEELER REFORM SADDLE has jumped into great favor with the public. Why? It has the best shape. It conforms perfectly to the anatomy of the rider. No dangerous pressure on the sensitive parts. **Saddle Soreness** is unknown where it is used. It will not sag or get out of shape. It is the greatest favorite for long-distance riding. It is the neatest, does not get out of repair, and is the perfection of saddle manufacture.

Price, **\$3.50**. If your dealer cannot supply you, send to the **Wheeler Saddle Company, Detroit, Mich.**

Kindly mention The Wheel.



RECENT PATENTS.

670,899. BICYCLE LANTERN. FLORA BERRY, Bridgeport, Conn. Assignor to The Bridgeport Brass Company, same place. Filed Aug. 7, 1895. Serial No. 583,388. (No model.)



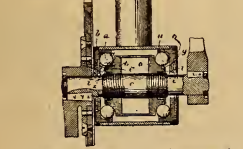
Claim.—In a bicycle lantern the combination with a body of a removable outer shell having openings 14 to permit free escape of the products of combustion, openings 15 to permit free entrance of outside air and a ring 15 and an independently removable inner shell having openings 7 to permit free escape of the products of combustion and a non-perforated top plate, said ring 16 covering the openings in the outer shell and leaving an opening 26 between the outer shell and the outer shell.

670,900. BICYCLE HALL BEARING. WALTER L. WHEELER, New York, Mich. Filed Oct. 12, 1895. Serial No. 565,500. (No model.)



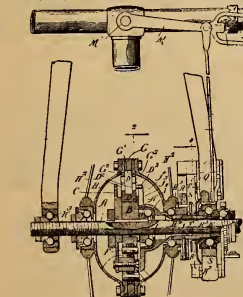
Claim.—The hub O provided with flanges F, and the shaft Q, combined with the sleeve H applied to the shaft and provided with enlarged ends, the balls 15, the tapered sleeves T placed upon the shaft and having their inner ends to bear against the outer ends of the cones of the sleeve, and the adjusting cap U, secured upon the ends of the hub and provided with flanges upon their outer end, substantially as shown.

670,901. BALL-BEARING FOR BICYCLES. EMER C. HOWE, Waltham, Mass. Assignor to the American Waltham Manufacturing Company, same place. Filed Dec. 23, 1895. Serial No. 672,980. (No model.)



Claim.—In a bearing of the class referred to, in combination with a cup and cone, balls mounted to travel in the annular space between said cup and cone, and a separator-plate secured to receive said balls, said plate being vertically movable at the small end of the cone.

670,902. SPEED-OMETER. MONMOUTH BOWEN, London, England. Assignor of his right to William R. Dorr, Chicago, Ill. Filed Sep. 18, 1895. Serial No. 583,770. (No model.) Patented in England June 13, 1895. No. 11,560.



Claim.—The combination with the driving and driven parts of a speed-rod and an eccentric-bearing and a characterizing comprising a main-shaft with a chain wheel on the eccentric-bearing and a chain wheel on the other part, said chain gear, with both chain wheels, a pinion the concentrically-mounted chain wheel, a dial-rod engaging the pin, a second flange rigid with the dial-rod flange, a lever for the second flange, a lever for operating the dial-rod, and link mechanism in operative connection with the dial-rod and lever substantially as set forth.

670,187. BICYCLE HANDLE-BAR. FREDERICK C. BOWEN, Hartford, Conn. Filed June 4, 1894. Serial No. 694,503. (No model.)



Claim.—In a new article of manufacture, a curved steering bar for bicycles consisting of a stiff taper cone formed to shape with its entire exterior surface composed of particles of cork and a binder called in a homogeneous mass by heat and pressure, substantially as specified.

670,680. HANDLE-BAR FOR BICYCLES. THOMAS B. MCGOWAN, Boston, Mass. Filed Oct. 24, 1895. Serial No. 598,677. (No model.)



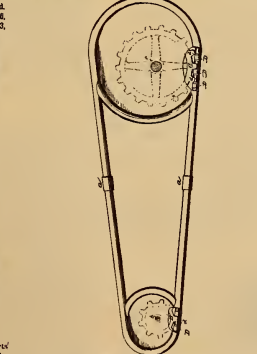
Claim.—In a bicycle handle-bar made in two sections fastened upon a bolt passing through the end of each of the posts, one of said sections having means to adjust against the shaft and at its free end.

670,083. SADDLE COVER. ARTHUR F. KLECKA, Philadelphia, Pa. Filed Feb. 2, 1895. Serial No. 571,095. (No model.)



Claim.—A new article of manufacture, a seat-protecting cover for saddles consisting of a yielding pad of felted fibrous material having a thickened portion extending inwardly over its entire rear end and the extending forward along the longitudinal center of the pad to the front thereof, the sides of the pad on each side of said thickened portion being tapered or reduced in thickness, and said pad being coated upon one side with a waterproof material, and means for securing the pad to the saddle, substantially as described.

670,698. GEARING. FREDERICK C. CURTIS, Anderson, Ind. Assignor to the Wheel Company, same place. Filed Dec. 21, 1895. Serial No. 679,745. (No model.)



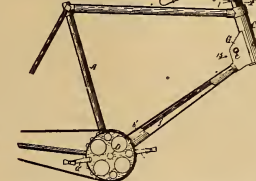
Claim.—An including casing, and the sprocket-wheels revolving therein, provided with teeth of having the grooves in their outer ends, combined with a series of links having enlarged ends and a straight central connecting part, one of the ends being made convex on its outer end and the other concave, and both ends being on their inner sides where they come in contact with the grooved teeth, substantially as shown.

670,809. FASTENING FOR BICYCLE-POSTS. FREDERICK I. JOHNSON, Flintburg, Mass. Assignor to the Ives Johnson's Arms and Cycle Works, same place. Filed July 10, 1895. Serial No. 557,584. (No model.)



Claim.—In a bicycle, the combination of a tube split at its end and provided with a recess, a post held in said tube and having one side flattened, an elastic clamping-ring including the end of said split tube.

670,871. BICYCLE. GEORGE S. BRAN, Binghamton, N. Y. Assignor to George S. Bran, same place. Filed Jan. 18, 1895. Serial No. 578,007. (No model.)



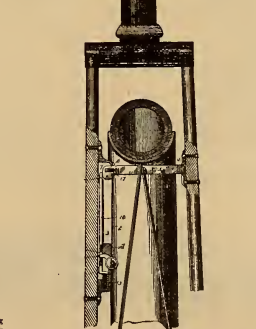
Claim.—In combination with the frame of a bicycle, the head of which is hollow, and one of the parts, B, as also hollow and tapering outwardly, of a crank shaft, a piston within the enlarged part, a reciprocating driver within the head, and a connector between the driver and the piston substantially as set forth.

670,146. BALL-BEARING FOR AFRICAN TRIPPER WHEEL-HEAD. EDWARD E. BARTER, Jersey City, N. J. Filed Dec. 31, 1895. Serial No. 673,388. (No model.)



Claim.—In a ball bearing, the combination of the cone or cup-shaped outer spring-shaft or disk concentrically to render it expandable and seated in the aforsaid groove by automatic reaction of said plate as set forth.

670,521. BICYCLE LOCK. JAMES R. TAYLOR, Washington, D. C. Filed Feb. 18, 1896. Serial No. 575,338. (No model.)



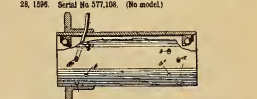
Claim.—The combination with two forks of a bicycle and a keeper attached to one fork, of a bolt pivotally connected to the other fork and adapted to slide endwise and means for automatically sliding the bolt endwise on the pivot bearing when in horizontal position, substantially as set forth.

670,137. ENDLESS TUBULAR FABRIC. GEORGE C. WOOD, Worcester, Mass. Filed Feb. 20, 1896. Serial No. 581,253. (No model.)



Claim.—In a bicycle, an endless tubular fabric having a succession of continuous courses of threads extending around the circumf. of the same, the component threads of a course extending oppositely in riging directions and each thread meeting only part way around the transverse circumference of the fabric, the said component threads of each course interlocking with each other along lines extending longitudinally in the fabric, and each course overlying the preceding courses and gaining upon the preceding course, as stated, substantially as described.

670,390. BICYCLE WHEEL. RAMON C. PAT. ILLINOIS, N. Y. Assignor to the Remington Arms Company, New York, N. Y. Filed Jan. 28, 1896. Serial No. 577,138. (No model.)



Claim.—In a wheel for bicycles or other vehicles, the combination of a rim and a tubular hub perforated at either end with a plurality of rows of holes, with spoke-wires extending through the hub between holes in adjacent rows, and having their opposite ends connected to the rim, substantially as described.

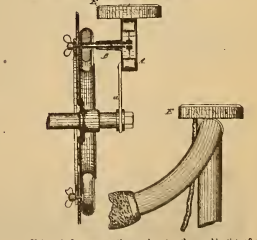
670,015. VELOCIPED. THOMAS HALL, Manchester, England. Filed June 8, 1895. Serial No. 561,890. (No model.)

Claim.—A transformer or differential driving gear for cycles comprising in combination with the pedals and cranks a driving spindle B fitted with two keys 5 one at either end and secured fixed thereto, two sprocket-wheels C of equal and capable of sliding the frame with a key 6 to engage with the said keys on the driving-spindle, grooved bosses on the sprocket-wheels C, a sliding guide E riding



ing longitudinally of the driving-spindle B provided with inclined or beveled edges and forked ends, which engage in the grooves in the sprockets, the metal brackets F with a dovetail groove or channel in which the guide E slides and by which it is supported the metal lug G of the driving-spindle, the two sprocket-wheels C, the two sprocket-wheels L attached to the back driving-wheel K and the driving-chain M connecting the sprocket-wheels C C with the sprocket-wheels L L, substantially as described and shown.

670,024. SPEED-MEASURER. HARRY R. ENLART, Elvira, Cuba. Filed Aug. 26, 1895. Serial No. 569,687. (No model.)



Claim.—In a pneumatic speedometer, the combination of a casing A, a hollow shaft entering the casing, a friction-wheel secured to the outer end of said shaft, a flanged ring secured to the wheel, and a fan-wheel secured to the shaft within the casing, with a casing E a shaft journaled therein, a fan-wheel secured to said shaft, a tube connecting said casing, and terminating in a jet-nozzle in the casing E, an adjustable spring acting on the shaft against the piston, a piston secured to said shaft, and a dial, substantially as and for the purpose specified.

HALE, HEARTY AND HEFTY.

Gormully & Jeffery's mileage souvenirs have developed another hale and hearty old gentleman, whose head is sprinkled with "the ashes of his youth," J. H. Thompson, of Denver, Col., who, despite his fifty-six years and his 230 pounds, has pedaled a Rambler 6,712 miles within six months.

LIKE THE GREEN-BAY TREE.

George S. Atwater, once chairman of the L. A. W. Racing Board, has severed his connection with the Akron (Ohio) India Rubber Company and assumed charge of the tire department of J. A. Weaver & Co., a firm which less than a year since was conducting a modest retail store on Eighth-ave., this city, but which has extended with really marvelous rapidity, and promises to prove a top-notch in the cycle material trade. Their tire, the Kennedy, will be on the market in a very few days.

WON'T SELL THEMSELVES.

Hear the Hickok Manufacturing Company, who make the Hickok bicycle, at Harrisburg, Penn.: "We are not making the only good bicycle on the market by any means; there are others. The best bicycle that was ever made needs a good man to sell it. We want good men—good agents." Such frank statements impress the average man. They are likely to redound to the benefit of the Hickok people, who for fifty years have been building high-class ruling machines. Not once during the half century has a strike or other difficulty disturbed their factory.

EUROPEAN BUSINESS.

The secretary and manager of a manufacturing incorporation will shortly go abroad, calling exclusively on the bicycle trade of the principal European cities in the interests of a specialty for his company.

In connection with the above, he will be able to represent one or two responsible houses who are seeking business relations with the above trade. Personal interview if necessary. Address European, P. O. Box 215, Rochester, N. Y.

In the darkling gloom of the midnight lone,
There came a call on my telephone,
And impressed with fears that I dare not own,
I leapt from my bed with a rueful groan;
For the floor was cold as a paving stone,
And the germs of the dread grippie were soon,
While I waited the words of my friend unknown.

The sad wires sang in their tuneless drone,
And then, in a dreary monotone,
In my ears startled these words were blown:
"From the frozen poles to the torrid zone,
From the Rio Grande and the River Rhone
To Plymouth Rock and the Battery slope,
The New Departure Bells are known,
For they have a tone that is all their own!"



ART BOOKLET
FREE UPON APPLICATION
THE NEW DEPARTURE BELL CO. Bristol, Conn.

THE GREATEST PLEASURE

Can be obtained from your bicycle oil only when the equipment is first class. An oil can is the most important accessory, and the best oil can is the "PERFECT" POCKET OILER. This oiler does not leak. It also regulates the supply of oil to a city. Experience will convince you that the "Perfect" is without an equal.



Price, 25 cents each. Handsomely nickel-plated.
Be sure you have a "Perfect." No other "is just as good."

CUSHMAN & DENISON, 172 Ninth Avenue, - - - NEW YORK.
Kindly mention The Wheel.

FOR SALE, EXCHANGE, WANTS.

TWENTY-FIVE WORDS, 35 CENTS.

Each additional word two cents. Cash invariably in advance.

ONE RAMBLER TANDEM, 1895 pattern, in good order, used very little. Will sell low for cash or exchange for high-grade bicycle. S. F. Alston, Tuscaloosa, Ala. 11-13c

BICYCLE PLANT FOR SALE.

One of the best equipped plants in the country; situated in New York City; fully equipped in every department and detail with the newest and most modern machinery and tools; now running; capacity, 200 wheels a week. Principals only address SACRIFICE, care The Wheel. 11-13-p

E. S. Edwards lowered the record from New York to Philadelphia, on October 18th, 59 minutes, with the FORCIPED attached to his wheel. We offer a prize to any rider who breaks a long-distance record on any machine with a FORCIPED attached. It has been done, and can be done every time, all conditions being equal. Call or address FORCIPED COMPANY, 445 Broome Street, New York City. c-1f



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Pass Traffic Manager. Gen'l Pass. & Tkt. Agt.
BIG FOUR ROUTE, CINCINNATI, O.

WEST END CYCLE COMPANY.

Notice is hereby given that the partnership heretofore existing between the undersigned, doing business under the name of the West End Cycle Company, at No. 820 Broadway, New-York City, is hereby dissolved from and of this date.

Dated New York City, November 7, 1896.

WILLIAM SHARPLES,
MARCUS F. BARGEBUHR.

THREE-STAR BRAND.

Situation as travelling salesman for bicycles, tires, rims, or parts. Three months' engagement desired. Have had twelve years' experience in cycle trade. Am well acquainted with jobbers and factories. References furnished. *, care of THE WHEEL.

EMPLOYMENT COLUMN.

Advertisements in this Column Free.

Patrons of this column will please notify us when they desire notice withdrawn.

SITUATIONS WANTED.

Wanted—Position as assembler, wheel truer, or repairman; has seven years' experience; references. Address J. S. Allen, Fillmore House, Buffalo, N. Y.

Salesman and repairman desires position; unquestionable references from present employer; have been two years in present position. Address H. N. V., care of The Wheel.

Correspondence solicited from bicycle manufacturers requiring the services of manager or assistant by one having a thorough knowledge of and experience in the bicycle business; capable of taking entire charge of executive department; only first-class connections considered. Address A. N. V., care of The Wheel.

New York or Boston branch house management with eastern territory wanted by a capable, thorough bicycle business man of large experience; a connection desired. Address A. N. V., care of The Wheel.

Toolmaker of ten years' experience on brass and bicycle work, used to fine work, would like a position in charge; am first-class repair hand on bicycles; best references. Address, with full particulars, W. G. D., Box 41, Oak Hill, Conn.

Wanted—Position as foreman over assembling or filing department by a competent young man who can furnish good references. Address X Y Z, care of The Wheel.

Wanted—Position as foreman in bicycle factory; am acquainted with bicycle construction; have had charge of brazing department in one of the largest concerns in the country; also foreman in large machine shop for several years; first-class recommendations from both. Address Cycle, 61 Oak Street, Hartford, Conn.

Wanted—Situation by an old factory foreman; understands thoroughly all branches of the bicycle business; large experience handling men; first-class references. Address Lock Box 200, Janestown, N. Y.

Young man, 22 years of age, thoroughly experienced in the bicycle business, desires clerical position with good concern; can furnish A. references. Address T. D. M., care of The Wheel.

Machinist who had charge of repairing chain department machinery last season wants position; references. H. E. Beck, Bellefonte, Pa.

Wanted—Position as frame maker, wheel builder or assembler; eight years' practical experience on high-grade work. Address A. N. C., care of C. H. Haynes, 182 E. 78th Street, N. Y. City.

Wanted—A position as traveling salesman for a good reliable bicycle firm; long experience; A. references. Address Alba W. Root, General Delivery, Rochester, N. Y.

Wanted—Position as assistant superintendent or general foreman of tool and machine department, by a man of thirty-five, with twelve years' experience; am expert in system and construction and thorough in inspection of work; am in no hurry, being employed at present, but open for an immediate engagement. Address Westboro, care of The Wheel.

Superintendent is open for engagement; fourteen years' experience; systematic and accurate for manufacturing high class wheels at the lowest possible cost. Address H. H., care of The Wheel.

Situation wanted by a mechanic, thoroughly competent in all branches of the cycle trade; eleven years' experience, four years as working foreman. Address Accurate, care of The Wheel.

Position wanted by a thoroughly experienced cycle repairman and practical electrician; four years' experience in repair work and seven in electrical; can furnish best of references. Address Gus Miller, Lock Box 4, Little Falls, N. Y.

HELP WANTED.

Wanted—A first-class cycle repairman to do general work; good wages and steady employment to the right man. Address H. M. Wiedler, Lake Linden, Mich.

Wanted—A foreman for machine room, employing about 100 men; must be competent, a hustler, and good disciplinarian; must be able to take full charge of this branch. Apply with references to Universal, care of The Wheel.

Wanted—To correspond with an American mechanic who can furnish reliable references as to ability and integrity as a first-class bicycle builder. No pretenders or second-grade workmen wanted. Address Corson Cycle Mfg. Co., Natick, Mass., N. H.

Bicycle Tubing—Wanted foreman who thoroughly understands the manufacture of cold-drawn seamless steel tubing; to one who is familiar with this trade in all its branches a good position is open; applications treated confidentially. If so desired, address, with age, reference, salary, experience, etc., Draw Bench, care The Wheel.

Wanted a first-class cycle repairman for an established concern in the South; references required; must be thoroughly competent; mention wages expected. C. Cycle Co., 312 King St., Charleston, S. C.

The Wheel

1896
CYCLING TRADE REVIEW



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VOL. XVIII., No. 14.

NEW YORK AND CHICAGO, NOVEMBER 20, 1896.

WHOLE No. 456.

COLUMBIAS, \$100.

Price of the Pope Product Will Remain at the Same Figure as Formerly.

'97 Columbias will list at \$100. Late last week the Pope Manufacturing Company made official announcement of the fact. It created scarcely a ripple of surprise. Everyone in the know expected it, and the announcement of any other figure would have created little short of consternation. It was known, as THE WHEEL stated last week, that at the Board of Trade meeting a tacit agreement on a \$100 price had been reached.

Hartfords, the Pope Company's medium grade, will be listed at \$75. This is in the nature of an increase. At the beginning of the year they were catalogued at \$85, but later were reduced to \$65. One who has seen the '97 Hartfords states that they have undergone a marvellous change and will prove the greatest value for the money ever offered. They will be made of the inch and an eighth 50 carbon steel tubing.

In the Columbias nickel steel tubing will be employed. Reinforced flush joints, D-shaped off-set chain stays, tubular hubs and a new method of spoking will be among the changes in mechanical detail. A recessed sprocket, which permits of a more direct line of the bearings, is another. The name plate will be of the same pattern as this year, but will be made of sterling silver, handsomely chased.

Concerning the chainless Columbia, the Pope announcement is silent, but it is known that the company's agency contracts stipulates that the bevel-gear wheel shall not be sold to agents during the year 1897, which means that the output will be limited, and will be disposed of direct from headquarters. Inability to obtain sufficient gear-cutting machinery has undoubtedly been one of the causes of this decision, but those who have seen the sample wheels in Hartford, say that once they are seen by the general public, it will be hard to stay the demand. It is an uncommonly good looking.

The '97 Columbias were this year submitted to genuine road tests. For two months two corps of men were employed pounding the first twenty models over the Connecticut roads. They were ridden 100 miles each day regardless of weather, the two corps relieving each other at noon each day.

FOWLER BIDS FOR AN EASTERN FACTORY.

Worcester, Mass., Nov. 18.—Frank T. Fowler is here dickering for the Windle Cycle Company's plant. It seems extremely probable that he will effect a purchase.

WORTH MORE THAN THAT.

The latest foreign flotation story has to do with E. C. Stearns & Co., who, rumor states, are capitalizing in London for \$2,000,000.

QUEER INSURANCE TANGLES.

Chicago, Nov. 13.—Following the rumblings and reports of internal dissension which have been heard for the last two or three months F. H. Barker, yesterday filed a bill in the Circuit Court asking for a receiver for the American Wheelmen's Protective Association.

Barker is a stockholder in the defendant corporation, holding ten shares. It was incorporated November 23, 1894, with a capital stock of \$1,000. Its object was to conduct an agency for registering, tracing and recovering lost and stolen bicycles. Shortly after it began business more than 23,000 wheelmen registered their wheels upon the books of the concern. The contract between the corporation and its members was in effect an agreement to insure every member of the association against loss of his or her bicycle by theft.

The complainant alleges that the association has collected \$30,000, and that out of that amount only \$6,500 has been expended for the expenses of the concern. It is set forth that notice was given to Recorder Chase that the capital stock would be increased to \$50,000, but the additional \$49,000 has never been paid in. The officers of the association are: Charles E. Kremer, president; Glenwood Preble, vice-president, and Edward Duncan Sniffen, secretary and treasurer.

The bill makes some rather sensational charges against Sniffen. It is alleged that he issued to himself 4,900 shares of stock, representing the increase, and 5,000 shares of overissue, the par value of which is \$99,000. Sniffen, it is alleged, expended on his personal account all of the \$30,000 collected excepting the \$6,500 used for expenses of the corporation. Mr. Barker contends that Sniffen certified a report of the corporation in which it was represented that its assets amounted to \$127,669 70, when, as a matter of fact, its resources never reached that amount. It will be recalled that only a short while since charges were made against Sniffen which led to the publication of a statement from certain of the directors exonerating him.

TIRE TROUBLE COMING.

All signs fall if the approaching season does not mark an interesting era in the tire trade. Colonel Theodore Dodge is on the alert, and is starting proceedings against all of the single-tube makers who are not operating under his license. Most of the defendants are showing fight, and litigation will be plentiful. Many of them have adopted a well-pared schedule of prices, and are assuring dealers legal protection. The India Rubber Company, of Akron, Ohio, for whom Oliver, Straus & Co., of this city, are general agents, are among these. They recently added \$60,000 to their capital, and are offering an unguaranteed tire for \$3.75 and guaranteed tires from \$4.50 to \$5.50 per pair.

RAMBLERS, \$80.

The Chicago Pioneers Break from the Hundred-Dollar Standard—Tire Prices Lowered.

While it has been known for some time that nearly, if not all, of the older and larger and more prominent manufacturers would remain true to the \$100 standard, it has been apparent that the Gormully & Jeffery Manufacturing Company was in a state of mind. This and their reductions on Ramblers during the current year made it difficult to "get a line" on their '97 price. It was not possible to learn whether they would return to the \$100 standard or maintain the reduced figure—\$85. It is settled now, however. The firm has done neither the one thing or the other. They have set \$80 as the future price of 28-inch Rambler singles, \$90 for the special 30-inch Rambler and \$130 for Rambler tandems. Their racer will be built only to order.

The new features for 1897 are larger tubing, 1½-inch head and 1½-inch upper and lower bar and seat rest; barrel hubs, front and rear wheel, and barrel crank shaft; a new arrangement of reinforcement; dished rear fork lower braces; new pedals; new saddle; new chain and new rear wood rims, mahogany piano finish. The standard finish will be black, gold striped. Optional colors, olive, dark green, dark blue and maroon, striped.

Contemporaneous with the announcement of the reduction on Ramblers comes notice of a reduction in the retail price of G. & J. tires from \$15 to \$12 per pair, with a corresponding reduction in the wholesale figures. The tires will be unchanged save that the '97 pattern will have seven instead of five corrugations as heretofore.

ARIELS CENTURY-PRICED.

Ariels have taken their place in the \$100 column. The Ariel Cycle Manufacturing Co. so announces in this issue of THE WHEEL. Incidentally, the announcement embodies testimony from an Ariel rider which should specially interest those foreigners who delight in prattlingly terming American wheels "one season machines." A bicycle that has been in use since 1891 gives the lie to such gabblers better than mere words.

STICKING TO STANDARD PRICES.

Chicago, Nov. 18.—Monarch prices will undergo no change. The Monarch roadster will be listed at \$100, the racer at \$125, the tandem at \$150.

The price of Sterlings also will remain \$100.

STEARNS AT THE CENTURY MARK.

Syracuse, Nov. 16.—During 1897 Stearns bicycles will cost just as much as during the current year, \$100. The Stearns special at \$125 will also be retained.

TOLD OF TERAH.

How He Rolled Up a Fortune in Cycle Shares—Other Concerns to Be Floated.

London, Nov. 6.—Ernest Terah Hooley has been made a Lieutenant of the Corporation of London, and, in consequence, has been unbosoming himself to some newspaper men on his past and present. Why he should feel called upon to show his hand simply because he is now privileged to appear at Court clad in a uniform more gorgeous than even those of the flunkeys at the Empire Theatre to whom Li Hung Chang insisted on being introduced when here, I don't know. The fact remains, however, that he has, and all the incipient plutocrats of London are earnestly studying the Hooley gospel.

He rents the whole of the first floor of the Midland Grand Hotel, at St. Pancras Station at \$1,000 a week, so as to have room to breathe. He claims to be the largest sheep farmer in England, and to know on sight each one of the 300 herds he owns. He started life at twenty-two with his mother's fortune of \$175,000, so that he is not quite a self-made man, as the term is accepted. Still, he has done very well, thank you, for he states that as a stock broker he was living at the rate of \$15,000 a year, and earning \$80,000 until he touched the cycle market as an investor in Humber's shares. He bought a pile of these at 5½, and reconstructed the concern when they had touched £24, making \$1,825,000 by the operation. It is not to be wondered at that he decided to abandon stock broking after this, and adopted, instead, the rôle of general dealer in cycle and tire building companies. He boasts that all his concerns are in a healthy state, but I don't quite follow this. I suppose, in the general view of the case, he is right. When a man has launched companies with aggregate capitals of \$50,675,000 on the market he is entitled to brag when only \$8,500,000 of it has depreciated a little, and this is Hooley's record. He claims to be able to command no less than \$100,000,000 if required, so that it is obvious that the man who starts bearing Hooley's stuff is in for a tough job, as the Dublin broker who sold 19,000 Dunlop deferred stock just on the first settlement. He broke the market for two days down to 8s. premium, but had to buy in at 15s.

The Swift Cycle Company flotation went off all right last week, as did the Westwood Manufacturing Company, which includes the business of Starley Brothers, the sons of William Starley, who is regarded as the founder of the Coventry cycle trade. The great saddle combination of Lamplugh and Middlemore only scraped through by the help of Mr. Singer, who, rumor says, took up no less than 50,000 shares. There is a corner in Bagots, and a suspense in John Griffiths Corporation shares. I told last week that Mr. Hooley had offered £400,000 for that business and had been asked to bind the offer with a deposit of £100,000, but so far the £100,000 has not rolled up.

To the general surprise the Self-Sealing Air Chamber Company has declared a dividend of 7 per cent on the last season's trading, but the report contained the ominous statement that fines amounting to £800 had been collected from various firms for failure to complete their contracted orders. Cycle makers don't pay fines in this way unless they see that it is probably the cheaper way out of a hole. Make your first loss your last is good advice. There are some rumors of an amalgamation of the Warwick and Beeston Tire companies, with the view to

a flotation which would undoubtedly go well, both tires being made under exceptionally favorable licenses. The latest flotation to appear is Townsend Brothers, of Coventry, who asks to-day for £80,000 for a well-established business which last year yielded a profit of £11,118. The purchase price is £65,000, and very probably the deal will be effected.

The chainless bicycle is beginning to cause a flutter here now, and I believe that I am right in asserting that Mr. E. T. Hooley has taken the Acateon flotation in hand, and will shortly put it on the English market for \$750,000. It naturally follows that the affair will go through, but how the public will regard the machine will have to be demonstrated next season.

PENNSYLVANIA POLITICS.

After a long and bitter fight Thomas J. Keenan, jr., of Pittsburg, has been re-elected vice-consul of the Pennsylvania Division. W. H. Mercur, of the same city, who ran against him on an opposition ticket and fought for the office tooth and nail, was utterly snowed under, the vote standing 3,217 for Keenan to 926 for Mercur. A much larger vote was cast than in any previous election held in Pennsylvania, and the task of counting was an arduous one, from the fact that, owing to two sets of tickets having been received by the members, many of them voted twice, making necessary a careful comparison of the two sets of ballots. There was no opposition in the other offices, except among the representatives. S. A. Boyle was re-elected chief consul, receiving 4,470 votes, and P. S. Collins, secretary-treasurer, 4,494 votes. Forty-six votes were cast in favor of George D. Gideon for chief consul, O. S. Bunnell and H. D. Le Cato were among the few unsuccessful candidates for the position of representative.

VOTERS WERE SCARCE.

In proportion to the membership, the vote in the Massachusetts Division was as light as in the New York Division's election, the total number of ballots cast being 2,522. There were no opposing candidates. In the scattering vote Sterling Elliott, the present incumbent, received 99 votes for chief consul and J. Fred Adams 15. The officers elected are: Chief consul, J. Emery Tippett, Boston; vice-consul, D. Edward Miller, Springfield; secretary-treasurer, Alonzo D. Peck, Boston.

REGULARS WIN.

An interesting fight over the presidency of the Good Roads Association of Brooklyn, caused much excitement at the annual election on Tuesday night. The opposition ticket, headed by C. J. Balmanno, was turned down by an overwhelming vote. A. H. Angell was re-elected president; George T. Stebbins, vice-president; H. Strugnell, treasurer, and W. O. Eschwege, secretary.

KIREKER, KEER AND TATTERSALL.

C. Frank Kireker, of Paterson, is the new chief consul of the New Jersey Division. He received 1,061 votes out of a total of 1,063 ballots. Fred J. Keer, of Newark, received 1,062 votes for the vice-consulship, and James C. Tattersall was re-elected secretary-treasurer.

PROVEN GOOD AND RE-ELECTED.

All of the old officers of the District of Columbia Division have been elected for another term, as follows: Chief Consul, William T. Robertson; vice-consul, W. K. Larrimore; secretary-treasurer, Charles E. Wood; representative, G. A. Mansfield.

HAIRSPRING HAPPENING.

Wheels Went Round Too Rapidly and the Rider Was Baked in Consequence.

A Buffalo man who is proud of his ability as a road rider had a peculiar experience last week. The man, who for the purpose of identification might as well be called Jones, had occasion to go to Rochester. The roads were in good condition, and the air was just right for riding, so he concluded to save his railroad fare and make the trip on his wheel. He started out bright and early in the morning, giving himself plenty of time, as he thought, to reach his destination by noon.

Jones had carefully mapped out his route and set a time by which he should reach each point between Buffalo and Rochester. Batavia, he figured, he could make in about two hours and a half. As he had started from Buffalo at 7 o'clock, this would make him due at Batavia at 9:30 o'clock. He peddled along, taking no note of the time, until he reached a point on his schedule where he was due to arrive at 8:30 o'clock. He pulled out his watch, and to his horror and surprise found that it registered 9:15. He leaned over his handle-bars and began to scorch for all he was worth.

The wheel and the rider fairly flew over the ground. It was absolutely necessary that Jones should reach Rochester by noon, and if he was already three-quarters of an hour behind him, it behooved him to get a move on. After keeping up a terrific pace for about fifteen minutes, as he thought, Jones pulled out his watch. Horrors! It was already 9:45 o'clock, and he had not gone more than four miles at the most. The sweat began to pour off his brow as he redoubled his efforts to make up for lost time.

After a short period of this exciting work the stragging houses on the outskirts of Batavia began to appear. Jones still kept up his speed, for he was already away behind schedule time and must gain in some way. He looked neither to the right nor to the left, but peddled on as if his life depended upon it. At last just as he was fairly inside the city lines, he slackened speed, stopped, dismounted and sank to the ground exhausted. For a few minutes Jones sat on the curbstone, leaning against a lamp post. Then he looked at his watch. It was 10:30.

He dropped the watch back in his pocket and started to mount. As he lifted himself to the saddle his eye caught a large clock in a jeweller's window. It said 9:15 o'clock. Jones rubbed his eyes and looked again. Still the clock pointed to quarter-past 9. Jones dismounted, stepped into the jeweller's shop and asked the time.

"There's the regulator, you can see for yourself," was the reply of the proprietor, as he pointed to the same clock that Jones had seen in the window.

"Then what's the matter with my watch?" asked Jones as he pulled the timepiece from his pocket. Its hands pointed to 10:45 o'clock. The jeweller took it, listened a minute and opened the case. Then he jabbed a screw-driver into the works and handed it back to Mr. Jones. "The hairspring was caught, so that it was gaining time. It was running about twice as fast as it should," he explained. Jones thanked the jeweller and cursed his own luck. He was too thoroughly tired to attempt to finish his ride to Rochester, and, wheeling slowly to the station, he boarded the next train.

IN KANSAS.

The election in the Kansas Division resulted as follows: Chief consul, R. C. Manley, Lawrence; vice-consul, J. L. Bishop, Salina; secretary-treasurer, W. C. F. Reishenbach, Topeka.

The Wheel

THE CYCLING TRADE REVIEW

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Editing and Managing Staff.

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J. J. PRIAL, W. D. CALLENDER, W. V. BELKNAP,
T. I. LEE, L. GEYLER, J. W. HOLMAN.
A. T. MERRICK, Illustrator.

Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

DIGNITY AND THE PEDAL.

WITH the increasing popularity of the bicycle there comes from certain staid and dyspeptic quarters a query that concerns directly neither the wheel's hygienic influence nor its excessive cost, and yet is of interest to both men and women: Does riding a bicycle for pleasure comport with the dignity attached to official station? In other words, may one who straddles and propels a wheel preserve at the same time the respect and influence required for his official character, be he judge, clergyman, or officer of the forces of the United States? Some contend that when a Justice of the United States Supreme Court sallies forth upon his wheel and sets the pace, others should fall in line and say nothing; but there are persons who think differently.

Can a judge, say these idolators of conventional decorum, use his legs in pump-handle fashion and retain his judicial sublimity intact? Fancy so sober-minded an individual as the average schoolmaster, who must constitute himself the terror of a body of pupils spurring into the school yard with a penchant spine! Can he confront his school with the same regal self-possession as before? And as for the captain of a man-of-war, for instance, after a jolly, care-forgetting spin, can he expect to exercise over his men the discipline absolutely necessary to his rank?

In the name of the prophet, why not? One's legs are given for the prime purpose of locomotion, and if it is dignified to put one foot before the other to walk, it can be none the less dignified to raise one foot above the other in order to ride. Walking is not

easier than riding a bicycle. Grinding a hand organ is easier than playing a piano. Although in each case the results may be similar, the performance that is more scientific is the one likely to be more respected.

If any wheelman is supersensitive as to the matter of dress, he is privileged to cycle the streets in a silk hat; but let no one underrate the fulness of dignity that belongs to every disciple of the wheel.

QUESTION OF VALUE.

THE time is near at hand, if, in fact, it has not already arrived, when purchasers of bicycles will learn that it is not economic or wise to buy the cheapest of everything. Within certain limits and under certain conditions it is wise to buy the cheapest and best. There are a set of conditions and circumstances, however, where the buying of the cheapest is the dearest. A cheaper article can be produced sooner than a dearer one, and where a dearer one would often never be produced at all. The first range of cycle acquisition is effected under the difficulty that a limited sum of money must cover the many things wanted or needed. Hence the buying of cheap things at the expense of quality and ultimate economy. This will be remedied as the surplus of earnings of the masses over cost of living increases. For that reason an era of prosperity such as is now upon us brings demands for finer products. Manufacturers who produce fine wheels, and those makers who send out the most serviceable machines, but at prices above those that outwardly look just as well, are disconcerted and habitually discouraged at the success of those who readily dispose of less meritorious and, in the long run, less economic bicycles.

The logical and natural explanation of all this is that during the period when the masses of the people are securing what might be termed their initial acquisitions in cycling the deterioration of purchases, because of inferiority of manufacture, is very rapid. A bargain counter bicycle is back in the repair shop in a couple of months, while a high grade machine that outwardly looks no better, perhaps, is practically a stranger to a repair shop for years. This may be an extreme statement, but all manufacturers understand that the better makes, as a rule, last proportionally longer than the poorer makes.

But it does not follow that everything cheap is dearer than every corresponding thing at higher prices. A good many things have to be looked at. It would afford a good deal of instruction if repair bills of different makes of machines in corresponding grades of service as to severity in wear and tear could be collected and made available for purposes of comparison for manufacturers, jobbers and buyers. But this, except in a limited way, is impracticable.

Bicycles are not subjected to like service under like conditions, and are seldom equally cared for from the makers' and repairers'

standpoints. But there is need of more information on this subject, and manufacturers would be benefited if it were gathered and made to show the relative or comparative economic merits of machines representing the varying degrees of cost of manufacture, from the poorest to the best. Just how such information should be or could be gathered we are not prepared to say; but we could place our finger on firms who really do make high grade bicycles, who think they would sell more of them if the ultimate economy of such a bicycle could be demonstrated by such facts and figures as we suggest should be collected.

But there are fundamental conditions controlling and directing this steady trend in the direction of better cycle workmanship, material and finish. It is a question whether we can do much more than to assist it by showing by figures of service that the better is cheaper. Even were all these figures spread out, cheap wheels would continue to sell and the finer ones meet with only limited sale, because people need something in wheels that will stick together beneath them, and they must have it right away and all the time. This involves no reflection on the maker of cheap bicycles. The wonder is that so much bicycle can be got into \$40 to \$50 as is gotten in. The builders of moderate cost machines deserve the approbation of cycle users for the wonderful strides they have made in construction, in putting as good material, as good workmanship, as good finish into them for as little money as they are doing. The manufacturer does not make cheap work for the mere love of cheap work. He finds a demand facing him for a given product at a given value, and he meets that demand, and meets it with a skill in execution and an honesty of purpose, and with a vigor of commercial enterprise, that entitles him to the thanks and approval of all who use bicycles.

THE WREATH AND ITS MATERIAL.

AN other man; a bicycle faster than any other rides; another rides it a greater distance than it has ever been ridden; still another goes up hill or down hill better than his brethren, and then we place a figurative wreath of laurel upon his perspiring brow and tell him he is famous

What is this "fame" we so lavishly bestow? Is it not a mere recognition which passes for fame, and which is given during the brief life of the subject of the recognition?

As to posthumous fame in such a puny world as that of ours, we have no means of knowing its effect upon the subject of it. In the nature of things, there can be no exact definition of either fame or happiness. If fame be distinguished from mere notoriety, its elements must be these:

A public recognition of the character of an individual, of his doings and of his capacity for doing, and a knowledge of that recognition must give rise to a feeling of pleasure, which is a degree, or form, or quality, of happiness. Fame cannot be acquired without

action, and action most frequently gives rise to controversy and criticism. There are supporters and friends, and there are opponents and enemies.

At its best the "fame" of a cycle hero is the most fleeting of all fame, and hardly worthy of even the notice we have given it here.

PERSPIRATORY EQUIVALENT.

PROF. HUXLEY, before he died, announced his belief that sooner or later we would arrive at a mechanical equivalent of consciousness, as we have now of steam, electrical and other forces. He said that if a pound weight falling one foot produced a certain amount of heat, the same pound weight, falling through one foot on a man's hand produced a definite amount of feeling, and this feeling produced a corresponding desire to be rid of the pain; knowing, then, that there is a certain parity between pain and the desire to be rid of it, we can by the magic of mathematics reach the mechanical equivalent of the mentality involved.

The Professor is dead, or we would be tempted to ask him how to find out the perspiratory equivalent of suspense undergone each week by a very large proportion of the 5,000 racing men in America up to the time Chairman Gideon wipes the gore off his snickersnee, puts it on the shelf and issues his weekly bulletin of the dead and injured. A snickersnee falling through a few feet onto the back of a racing man's neck must give rise to several million candle-power of heat—we don't know exactly how many—but the mechanical equivalent must be way up. It must be considerable, too, while the said racer each week waits for the snickersnee to snick.

The bicycle has been regarded from many points of view. There are people to whom it merely presents conclusive reasons why women should wear trousers. In the light of which they look upon this they approve or disapprove of the wheel. It has been difficult hitherto to find such reasons, yet the triumph of sex seemed to hang upon it. Apparently an ethical significance inheres in bifurcated clothes which is shared by no style of skirt.

The Church can learn several lessons from the bicycle. Any person who has ridden a wheel knows that few can stand still without falling. And few can ride along in a rut without losing their balance. The Church needs to keep apace with the times. The church that stands still will fall in these days.

If every wheelman who is big enough will get off his wheel and soundly thrash every other user of the public highways he meets riding on the wrong side of the road he will be doing a service to his fellow-wheelmen and mankind in general.

Competent authorities estimate that there are 1,000 good talkers to one good thinker among men. Here is food for reflection on the part of those who believe it is as easy to design a good bicycle as it is to sell it.

No just man desires to interfere with the privileges or the pleasure of bicyclists, but those who, perhaps foolishly, prefer to walk have a right to insist that they shall not be run down or their lives endangered.

Some of the leading lights on the racing circuit are very much like Panurge in "Rabelais." It will be remembered that that interesting person had 120 ways of spending money and only one of making it.

Some men are so conceited and so over-estimate their weight and importance in cycling that when they ride toward the west they expect the East to tip up.

There is much in the name of a wheel and the reputation of its maker. To the fascination of these many a purchaser surrenders judgment hoodwinked.

Experience has taught many racers who have become has-beens on the track and want-to-bes in the trade, that it is usually a hard job to get a soft one.

When an accident happens to another rider's wheel and you stop to aid him, remember advice may help, but it isn't help, just the same.

Adam may have missed some of the luxuries of this life, but he didn't have to teach his wife to ride a wheel nor kick at the bloomers she wore.

There are braying men in the world as well as braying asses; for what is loud and senseless talking and swearing any other than braying.

The proven pleasure of cycling as compared to the possible harm thereof is as Niagara to a glass of circus lemonade.

It is a man's duty to have a wheel. A bicycle is not a luxury, but one of the necessities of life.

Most riders are like the lamps on their wheels when they go out—that is to say, they smoke.

When a woman takes to the wheel she is known in public by the company she doesn't keep.

Don't worry about the wheel's privileges until you have secured the wheel's rights.

We may not all be poor creatures, but we are all creatures, and most of us are poor.

Charity cannot cover trade sins as fast as gossips can invent them.

Cycle arguments with a fool show that there are two.

Friendly cycle advice has cost many a man a friend.

Every wheel is a failure according to somebody.

ON LOOKING BACKWARD.

A rider of the bicycle need not keep one eye behind and one in front, as a matter of law. This is the decision made by the Appellate Division of the Supreme Court in the case of James H. Rooks, a minor. Rooks was going down Broadway, riding on the cable slot, when a car of a cross-town line using the Broadway tracks came upon him from behind, knocked him off his wheel and injured him.

The action of Rooks to recover damages for personal injuries was dismissed by the lower court on his own evidence that he did not look behind him. The Court said that as a matter of law the failure to look behind him was such contributory negligence as would prevent a recovery. Rooks said that he heard the car just as it was upon him, and that before he could spurt ahead of it he was run down. He had heard only the rumbling of the car, for no gong had sounded, nor had any whistle or cry of the driver warned him. The lower court held that the cable slot was a place of danger which required the exercise of corresponding vigilance on the part of the cyclist.

In deciding that the matter of contributory negligence was a question that should have been submitted to the jury instead of being decided as a matter of law, the Appellate Division says:

The trial court held him guilty of contributory negligence because he failed to look back. No such duty was imposed upon him as a matter of law. His primary duty was to look in front of him, indeed, to keep a good lookout all around. But he could not ride upon his bicycle at all, certainly not with safety, and yet keep his head turned so as to observe what was going on behind. Whether his failure to observe the car at the time of and under the circumstances surrounding the accident amounts to contributory negligence was, to say the least, a question for the jury. He certainly had the right to expect the usual warning in the rear.

A new trial is ordered.

SINCE THE FEDERATION WAS FORMED.

About a month ago the New York, New Haven and Hartford Railroad issued an order compelling cyclists to remove cyclometers, lanterns or tool bags before placing their wheels aboard trains, or to give the baggage agent a waiver of any claims to recover on losses occasioned by leaving them attached to wheels. The order was issued, it is said, because of the numerous complaints of damage to or loss of accessories. Frequent protests and wordy wars with employes from irate cyclists, however, has caused the company to rescind the order, and there is peace once more along the line.

ANCIENT AND HONORABLES.

What proved to be an interesting spectacle to the throng of riders on the Coney Island and Cycle Path on Sunday last was a party of South Brooklyn Wheelmen mounted on crocks of aged vintage and of all descriptions. High wheels, Stars, Eagles and solid-tired safeties of the fifty-pound order were all in line. Brooklyn was scoured for wheels of the patterns in vogue ten years ago, and the result was truly sensational. The run attracted more attention than a circus parade. Going down the Path fully 300 riders tagged on behind.

TO ENJOY THEMSELVES.

A large and roomy homestead on the Merrick Road, Long Island, known as the Baldwin property, has been purchased by the Seawanhaka Country Cycling Club, of Brooklyn. It will be turned into a country clubhouse fitted with every facility for cyclists to enjoy themselves.

JOHNSONIANS IN MEMPHIS.

Memphis, Tenn., Nov. 17.—Indoor records are bound to suffer this week. The World team arrived here on Sunday, and every night during the present week the Coliseum track will be the scene of record-breaking trials and contests between a score of fast professionals. On the opening night, Monday, Johnson cut Eaton's mile indoor record of 1:58½ to 1:48 3-5, paced by the Jallu brothers.

The triplet lowered the world's unpaced record of 1.49. Michael went against his record of 10:35 for five miles, made on the eight-lap track at Nashville. He was paced by twenty men on triplets and tandems. His time by miles was: 1:55 3-5, 3:49, 5:58 1-5, 7:48 2-5, 9:48 2-5. The final of the mile open was won by John Lawson; Newhouse, Buffalo, second, and Martens, St. Paul, third. Time, 2:14 2-5. Crooks, Buffalo, and Phillips, Chicago, also ran.

John Lawson, of Chicago, distinguished himself on Tuesday night by establishing a fifty-mile unpaced record. He rode 23 miles in the first hour, and 44½ miles in two hours, finishing 50 miles in 2:16:03. The previous best was 2:29, by Becker. Lawson cut Becker's time from 25 miles on. The times for each five miles to-day were: Five, 13:11; ten, 26:25; fifteen, 39:25; twenty, 59:55; twenty-five, 1:05:17; thirty, 1:19:59, record; thirty-five, 1:33:24, record; forty, 1:47:25, record; forty-five, 2:01:46, record; fifty, 2:16:03, record.

In the evening Johnson rode a mile in 1:52, paced by the Jallu brothers, against his record of the track of 1:48 3-5. Michael again lowered his five-mile indoor record. He was well paced and rode the first mile in 1:45, the four miles, 7:41 4-5, and, sprinting gamely, finished the five in 9:36, a cut of 12 seconds.

On Wednesday Michael will try for the hour record, and on Thursday Waller will endeavor to get the 12-hour record.

SOME FOREIGN CRACKS.

A party of English riders will sail for New York to-morrow, to compete in the Madison Square Garden meet. Among the men expected are Lumsden, who will ride in the six-day race; Tom Linton, William Chappel, J. Platt-Betts and the Chase brothers. Linton holds the hour record, Betts the English mile and other short distance records, and the Chase brothers about all the tandem records.

"TEDDY" TAKES JAY ON.

"Teddy" Goodman has accepted Jay Eaton's challenge to ride against any man in America during the Madison Square Garden meet. Eaton has arrived at his home in Elizabeth, N. J., and will keep in condition for indoor racing. At Memphis, last week, in a return match with Cooper, he was beaten half a length by the Detroit rider. The time was 2:13 1-5.

BROKEN AT THE BREEZE.

At the Point Breeze track, Philadelphia, on Tuesday, Hill and Gardiner cut the three, four and five-mile unpaced tandem records. Their times were as follows: 1 mile, 2:13; 2 miles, 4:30; 3 miles, 6:49 2-5; 4 miles, 9:10 3-5; 5 miles, 11:27 3-5. The previous best for five miles was 11:39.

TAKING CONTRACTS.

In addition to the match with Morin on November 22, Tom Butler has signed to ride against Jaap Eden on December 6, and, with his brother Nat, will tackle the French tandemics, Huret and Buchner, on December 13,

TRIUMPHANT HICKORY.

One of the strikingly new features at the last Chicago cycle show was the Old Hickory bicycle, the product of the Tonk Manufacturing Company, piano stool makers in that city. The wheels, frames and all, were of wood, and it is strictly within the bounds of truth to say that they were the best



looking wheels of the kind that had been seen. They were the subjects of much cavil, of course, but for all of that the Tonk people tell THE WHEEL that the Old Hickory met with sufficient demand and gave such satisfaction that they mean to largely increase the output and to add several models



to the line. Instead of one height of frame, they will have three each of men's and women's models. Two styles of tandems will also be made. Sample '97 wheels are already in evidence. The illustrations show what they are like.

TAKING NO CHANCES.

No action was taken in regard to the revised articles of alliance between the Amateur Athletic Union and the League at the meeting of the A. A. U. held in New York on Monday. Pressure of business prevented Chairman Gideon from attending the meeting. His presence at the meeting was desired principally to discuss the question of a new agreement between the two organizations under which each should refuse sanction to any meeting previously refused sanction by the other. Mr. Gideon thinks that, while such an agreement would hardly be of any benefit to the League, which is fully able to control the sport, it would not be likely to injure it in any way, and that if the support of the organization will help the athletic body it might, as a matter of friendly courtesy, be entered into as an experiment for a year.

GUARANTEED RIMS.

In line with the makers of cycles and tires, the Fairbanks Wood Rim Company has adopted a six months' guarantee.

HE HAD TROUBLES OF HIS OWN.

"A house that I went into one night in a town not very far out of New York," said the retired burglar, "didn't begin to pan out as well as I expected it would, and I couldn't help feeling a little bit disappointed. I'd been all over the house and hadn't got much more'n enough to pay my carfare. But when I came downstairs again I saw standing in a corner of the hall by the front door something that I hadn't noticed when I went up, that pleased me very much, and that was a tricycle; a girl's tricycle, with two high wheels and a small wheel in front, with galvanized wire spokes, and a long handle to steer by, and a seat upholstered with red velvet, and all that sort of thing, you know. You've seen lots of 'em, no doubt.

"Well, now, my little girl had been asking me for some time for a tricycle, but business had been so everlasting bad that I really hadn't felt as though I could afford to buy her one, but here was one waiting for me to carry off, and it made me smile to look at it; a bright new one it was, too. It was pretty near Christmas, and I thought I'd keep it and give it to her for a Christmas present.

"There wasn't any rubber tires on it, so I didn't dare roll it across the hall, but I picked it up and carried it to a door that opened into an entry that opened on to the cellar stairs, the way I'd come in. I got it to the first door all right, and into that entry way or hall without hitting anything, but in getting it through the door leading to the cellar stairs, goin' first myself and backin' down with it, the long handle flopped over somehow and caught in the door when I was just a step down. I tried to free it, and it freed easier than I expected, and I lost my balance and lost my hold on the tricycle and fell downstairs.

"Noise? Well, now, I tell you, I was in a steamboat explosion once, and once in an explosion in a sawmill; but I never began to hear so much noise in my life as I did when me and that tricycle rolled down the cellar stairs. The tricycle fell over me and I fell over the tricycle, and somewhere on the way down I believe I must have fell through the tricycle, for when we got down to the bottom I was all scratched and cut and my clothes were tore, and the tricycle was a wreck. I stood there for a minute looking at it, till I heard two men coming down the stairs to the hall above, and then I went away and left it lying there at the foot of the cellar stairs.

"So, you see, my little girl didn't get her tricycle that Christmas, after all."

FREE SHOW ADVERTISING.

Every exhibitor at the National Cycle show is to be given advertising space in the official catalogue, free of charge. The Board of Trade has taken time by the forelock, and in advising the trade of the fact have warned them to beware of "souvenirs" and other such affairs. Only the official publication will be permitted in the show.

RODE OFF REJOICING.

Cycling has become a necessary and highly valuable attribute to the practice of burglary. At least two thieves who entered a house at Fairfield, Ct., last week found it so. After securing all the valuables in the house they rode away on a tandem, which they found in the basement, and no doubt enjoyed the early morning scorch.

SHOWN IN LONDON AND PARIS.

R. H. Wolf & Co., Ltd., will exhibit their complete line of 1897 models of Wolf-American singles, tandems and duplex for exhibition at the Stanley show in London and the Paris Exhibition.

AN EVEN DOZEN.

Manager Johnson's Lusty - Legged Legion Carry Those Records from New Orleans.

New-Orleans, La., Nov. 15.—With twelve records in their belts, made on the saucer track in this city, Manager Johnson, "Jimmy" Michael, Adviser Eck and the World team's small army of pacers, together with their "sex," "quads" and "triplets," broke camp Friday night and departed for Memphis. Twenty-two records have been captured by the World team since leaving Chicago, and Michael and Johnson have designs on many more at the new indoor track at Memphis. In the way of long-distance rides, Michael will try for the 50 and 100 mile records, and Waller will go for the twelve-hour mark. Work on the short distance figures will be resumed on the Cumberland Park track, Nashville, on the following week.

On Wednesday Michael made another attack on the ten-mile mark, but missed it by thirteen seconds. The pacing was not fast enough to suit him and he outsprinted them at the finish. His time by miles were:

Mile.	Mile.
1	1:49 1-5/8
2	3:38 2-5/7
3	5:28
4	7:26 1-5/8
5	9:18 1-5/10

This failure seemingly acted as a spur on the little Welshman, for the next day, Thursday, he went at the work hammer and tongs, again weighing but 100 pounds. Pushing a 105-gear World wheel, and with a never-ending cry for faster pace, he rode lap after lap at about a 1:52 pace, concluding the ten miles in 18:33 1-5, against Linton's world record of 18:41 3-5.

The air was clear and dry, and the trial was made just before dusk. The pacing was superb, all records being cut, from two miles to the finish.

The two and three mile records lowered were made by Michael in Chicago, the four and five mile marks by Michael on this track last Saturday, and the six to ten mile, inclusive, by Tom Linton in England.

A goodly crowd was present, and no less than six watches were held on the ride. Michael was paced by the "sex" captained by Saunders, the "quad" captained by Waller, with three local men up; the triplet team, and the Jallu brothers of Paris. With the exception of the "sex," which went for a mile each time but the last, the machines changed each half mile, and each change was made successfully.

Michael finished fresh and was immediately surrounded by the crowd and carried from the track. None of those present were more overjoyed than the pacemakers. They had done magnificent work, lowering the figures put up with the help of twice as many men. Michael's time per mile were as follows: 1:49 3-5, 1:43 4-5, 1:49 2-3, 1:52 1-5, 1:52 4-5, 1:52 2-5, 1:53 2-5, 1:53, 1:53 4-5, 1:52 4-5.

Miles.	Michael, Miles.	Previous record.
1	1:49 3-5	1:31 1-5
2	3:33 2-5	3:25
3	5:22 4-5	5:29 4-5
4	7:15	7:31
5	9:07 4-5	9:12 3-5
6	11:00 1-5	11:08 2-5
7	12:53 3-5	13:00
8	14:46 3-5	14:53 1-5
9	16:40 2-5	16:47 1-5
10	18:33 1-5/10	18:41 3-5

Previous to this great ride, Johnson went for the two-mile mark behind the "sex" for the first mile, and at the three-quarter-mile lowered his own mark made at Nashville from 1:13 2-5 to 1:10. The "sex" died here and he

HAWKSHAW HELPED.

He Got at the Alleged Secrets of the Allen - Mercury Race Meet Row.

A hearing was given by Chairman Gideon last week to the dispute between the Allen and Mercury Wheelmen, of Allentown, Pa., over the suspension and professionalizing of Corser, Crouse and Daupenspeck. A Pinkerton detective, employed by the Mercury Club, handed in as testimony 130 pages of closely written matter, tending to prove that the charges against the men were furnished and prosecuted by a clique of members of the Allen Wheelmen for spite. The testimony is said to make a good case for the reinstatement of the riders. If the Racing Board does not reinstate the men, the Mercury Club will bring the case before the National Assembly, and in court afterward, if necessary. The part played by the detective, H. J. Barrett, is probably without precedent in the history of cycle racing, and reads like fiction. He was engaged to ascertain who had made the charges and furnished the evidence against the professionalized riders. Posing as an insurance agent, he called at one of the cycle stores in Allentown and finally bought a wheel. He was taught to ride and invited to join the Allen Wheelmen, which he did after making a great fuss about investigating the virtues of the Mercurys. He was invited to go along on club runs and accepted. Three times he accompanied the Allen racing team to the Hazleton races, and acted as trainer and rubber down. He also trained and rubbed down the Allen riders at the other races. He made the acquaintance of all the Allen members, met many Mercury riders, and met many other people about town. He went along to Bethlehem and met Union and Packer Wheelmen. He was in such high favor with the Allens that he was to be made vice-president at the next election. Little by little he discovered what he wanted to know, until at last he reported that he had found out that the Allens had made the charges against the Mercury racers, and he specified the individuals.

The detective was up late at night and early in the morning. He drank with the boys, treated and was treated. He seems to have been liberal with cigars. At one time there was a rumor among the Allens that there was a traitor among them. "But," adds Mr. Barrett, "I am sure they do not suspect me." When his work was finished he didn't reveal himself. He said he had to leave for Washington for several weeks upon orders from the home office of his insurance company. He even had some telegraphic communication with his Allentown friends after he reached the office of the Pinkerton agency in Philadelphia.

RECORD HACHENBERGERED.

Denver, Col., Nov. 16.—A series of successful record-breaking trials were held at the Denver Wheel Club's track to-day, under the Racing Board's sanction. A. L. Hachenberger, brother of O. B. Hachenberger, rode 25 miles unpaced in 1:04:20. The previous record was 1:05:30 2-5, made by A. F. Senn. Hachenberger also lowered the ten mile record held by Senn 2-5 seconds. Sanger and Swanbrough on a tandem established the following records: One mile, 1:55 3-5; two miles, 3:19 4-5; three miles, 6:07 1-5.

THINK THIRTY-THREE.

McGregor and Nelson, the English tandemites, think that next year the hour tandem record will be placed at 33 miles.

finished in 1:41 3-5. His first quarter was 0:24, his second 0:23, and third 0:23. With any one of the pacemaking machines at hand to pick him up he would have cut the mile record three seconds at least.

Michael was unable to go for the one-hour record on Friday, having caught cold during the ten-mile ride, so Johnson tried for the much-coveted mile record of 1:39 1-5 by Hamilton. Last spring Kiser made fourteen unsuccessful attempts to cut this time, and Johnson made his eighth and ninth trials Friday, and then gave it up for the present. In the morning he rode the distance in 1:42 2-5, and in the afternoon 1:42 2-5 was the best he could do.

In his trial of that morning the canvas placed under the tire whipped out and the lashing round the tire scared the "sex" crew enough to slow the time very materially while travelling at the frightful speed that must be maintained to gain this mark. The quarters of the morning trial were 0:24, 0:49 2-5, 1:17 1-5 and 1:44, and of the afternoon 0:24, 0:49, 1:15 and 1:42 2-5.

In the trial of the morning Johnson lowered the world's record for one kilometre, held by himself, at 1:01 2-5. His time of the morning was 1:00 4-5, afternoon 1:00 2-5. The record broken was made by Johnson at the Catford track in London.

BOREAS SWOOPED, RECORD REMAINED.

Despite the guarantee of the managers of the Point Breeze track, Philadelphia, to have three records broken on Saturday last, no figures on the record slate were changed. Old Boreas swooped down on the Quaker City and ripped and snorted about the track at such a rate that record-breaking was out of the question. After several unsuccessful trials the affair was postponed until Monday. On that day the weather was more favorable to fast going, and three amateur records fell to the credit of B. B. Stevens. Paced by two quads and a tandem he made the following times:

Stevens.	Previous times.
1 mile.....	2:04
2 "	4:02 3-5 2
3 "	6:08 3
4 "	8:16 4
5 "	10:21 5

Hill and Gardner and Alcott and Marriott, on tandems, went for the amateur competition record of 4:18. The former team finished in 4:31. W. H. Cressy rode a third in thirty-six seconds, a State record.

Douglas tried for the one-mile amateur paced record, but something occurred to his machine that compelled him to slow up. The quad manned by Wigmore, Hensel, Clift and Stevens finished the mile in 1:54.

CANADIAN TIME CONQUERORS.

Canadian records were again shaken up at Hamilton, Ont., November 15. John Davidson, of Toronto, paced by a tandem, broke two world's amateur records, flying start and standing, at a half-mile. The flying record was cut from 52 4-5 to 52 2-5 seconds, and the standing record from 58 to 57 2-5 seconds. Beemer and Hutchins, of Toronto, broke the amateur tandem record, going an eighth of a mile in 12 seconds. Harley Davidson and Miller, of Toronto, established a new professional tandem record for a quarter of a mile, the time being 27 2-5 seconds.

THREE FOR A THOUSAND.

E. A. McDuffee is training at the Catford track preparatory to opening his racing campaign in France. He has accepted a challenge from Barden to ride a series of three races for one, two and three miles for \$1,000 a side.

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251 First Avenue, South, Minneapolis, Minn.

Kindly mention The Wheel.

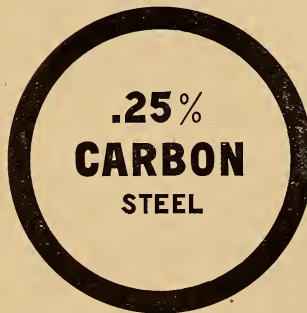
To Bicycle Riders: We Make Our Tube OF FIFTY CARBON STEEL

Because a Tube like this of our



Is just as strong as

a Tube like this of



**NOTE THE FULL IMPORT OF THE
PARALLEL LINES.**

THE comparison which they graphically make indicates the result of the prolonged investigations of the most practical experts of the world.

That the tests in our own laboratory corroborate these results is merely so much to its credit; that the same is true of actual trial on the road equally proves the trial to have been made in bicycles of correct design and construction. **THE FACT REMAINS.**

The margin of safety is greatly increased by the use of this tube. Every bicycle manufacturer should use it; every dealer should insist on having it; every rider should demand it. Send for catalogue.

THE POPE TUBE CO.,
HARTFORD, CONN.

While weight for weight in a Bicycle our FIFTY CARBON Steel will last so long

and TWENTY-FIVE CARBON Steel will last only so long

Kindly mention The Wheel.

SAND AND GRAVEL RECORD.

Since a gentleman, rejoicing in the not uncommon name of McLaughlin, first invented that form of riding a bicycle which consists in dropping down the side of a mountain while seated in the saddle of the machine, no one has attempted to steal the McLaughlin thunder like the gentleman from Denver. Choosing the Rocky Mountains to drop from and a hurricane to aid him, the Denver gentleman rests his claim on doing a mile in fifty-eight seconds. Perhaps the feat would have been more remarkable if he had succeeded in riding the mile in any less time, when the character of the stimulus is considered.

The report adds that in this brief and flying trip he gathered in his eyes so much sand and gravel that he spent ten minutes in restoring his sight. It is presumed that he practised the same celerity in digging as he did in pedalling, and it is evident therefore that whoever attempts to rival his performance must make a similar sand and gravel record. The episode opens up an entirely new field of cycling endeavor and should particularly encourage oculists to try for these fresh laurels. It seems to pave the way for a glorious future for the cycle eye.

LIME IN HIS LAMPS.

Monte Scott accounts for his second defeat at the hands of Hachenberger by not starting his sprint at the eighteenth mile instead of the twentieth, and by the dust which got in his eyes.

When the race was finished Scott was blind. For several minutes, he said, he had been able to keep the track only by a dim perception of the two white lines of white-wash placed along the track to keep the men from colliding. He feared the strain on his eyes had seriously affected them, but when he called a doctor in, quantities of lime were taken out of them. The heavy wind which swept over the track had driven the particles into his eyes, and he says he got it principally at the turn to the east of the judge's stand. Here is where he passed Hachenberger, and every time the wind blew the dust from the "Buttermilk Boy's" wheel in his face. Twice during Friday night the doctor attended him, and, though there is no fear of danger to his eyesight, he will feel the effects for some time. Despite his two defeats, he has confidence in his own powers, and believes he is a better rider than the victor.

HOFSTETTER'S BIG CASINO.

At the Casino Rink, Saratoga, N. Y., last week, a six days, four hours a day, race took place for the amusement of the townspeople, but after the first two nights they grew weary of the event and retired to their couches at their accustomed early hour. The event was devoid of interest after the middle of the week, when Hofstetter's victory became a certainty, barring accident. On Tuesday night Frank Albert, the old time all-week contestant, ran into Smith, who had been thrown by a tire coming off. Both men remounted, but after riding three miles, Albert retired for medical treatment, when it was found that his collarbone was fractured. At the conclusion of the race on Saturday night Hofstetter secured first money by riding 492 miles and 3 laps. The scores of the other men were: Smith, 491 miles 3 laps; Schock, 490 miles 3 laps; Golden, 486 miles 9 laps.

ON SUNDAY, MORIN.

Tom Butler has been matched against Morin, the French crack. The race will take place at the winter track on Sunday next.

RACING BOARD'S BULLETIN.

SUSPENDED.

The French professionals, Mordier and Solbud, are suspended from all connection with track racing for six months and one year, respectively, from October 18, 1896, by the French Association, and are therefore not eligible to track races in this country.

John H. Johnson, Toledo, Ohio, from all track racing pending return of prize.

Six months, from November 14, un sanctioned races, after warning: A. Monson, A. J. Thibodeau, Hjalme Ogren, Clarence W. Anderson, Martin J. Bolstad, H. Paulson, B. Clausen, H. Tronvig, Ray Lloyd, Hugo W. Ogren, Fred Emery, E. O. Erickson, Peter B. Peterson and Louis Anderson, Chicago, Ill.; William Loon, Detroit, Mich.; Michael H. Edwards, William Clark, Warsaw; — Wesley, — Van Patter and — Lettredge, Detroit, Mich.; — Primrose, New York; — Paige, Oberlin, Ohio; — Blake, Cleveland, Ohio; — Washington, Ypsilanti, Mich.; — Fletcher, Baltimore, Md.

PROFESSIONALIZED.

C. D. Mackay, Portland, Ore., vote of Racing Board.

James W. Cowan, Los Angeles, Cal., vote of Racing Board, Clause D.

Phil Kitchen, Los Angeles, Cal., Clause D.

F. A. Bell, Los Angeles, Cal., Clause D.

Charles W. Stimson, Los Angeles, Cal., Clause D.

Albert D. Tompkins, Los Angeles, Cal., vote of Racing Board, Clause D.

F. Falley, Dallas, Texas, Clause I.

Ed Phillips, Dallas, Texas, Clause I.

E. P. McClare, Chicago, Ill., own request.

SANCTIONS GRANTED.

November 25, Twenty-second Regiment, New York City, N. Y.

December 19, Eighth Regiment, N. G. N. Y., New York City, N. Y.

December 19, Liberty Wheelmen and Company F, Thirteenth Regiment, Brooklyn, N. Y.

January 13, '97, South Brooklyn Wheelmen and Company G, Thirteenth Regiment, Brooklyn, N. Y.

November 18, 19 and 20, Valdosta Chamber of Commerce, Valdosta, Ga.

TURNED OVER TO HACK AND SANGER.

Bald will take no action in regard to Gardiner's challenge for a series of match races. He thinks it somewhat remarkable that all the men who desire match races with him have waited until he has got safely out of condition before issuing their challenges. He says that he will not accept the Gardiner offer at this time. He also objects to the idea of riding unpaced from opposite sides of the track. "If Gardiner wants to ride in that style," he says, "let him tackle Sanger or Hachenberger."

FOR A MONUMENT.

A race meet was held at Washington, D. C., last week for the benefit of the Eugene Field monument fund. A raw, chilly wind and occasional showers had a depressing effect on the attendance, there being scarcely spectators enough present to form a corporal's guard. The weather also had a depressing effect on the contestants, all the events being won in slow time. William Sims, Fred Schade, George Ball and George Dannemiller won the principal events.

TANDEM RECORDS GO.

All tandem records from thirty-five to fifty miles were broken by the Chase brothers, at the Catford track, London, November 13. They covered the latter distance in 1:38:14-25.

McGregor and Nelson, the English tandem team, rode a half mile in 57 1-5 seconds at the Crystal Palace track, November 11. English record.

MORIN'S STREAK OF YELLOW.

Morin, the French crack, has lost caste with the Parisian followers of the cycle path. He failed to appear for the second heat of the match race with Jacquelin, resulting in the much-advertised race ending in a fiasco. The first heat, as previously reported, went to Morin. In the second heat the men collided and fell and the event was postponed. After a lot of argument, Morin agreed to ride on Sunday morning, October 25. Afterward he refused to ride in the morning, but promised to ride in the afternoon. He did not appear at the track. Jacquelin rode the distance and was awarded the prize. He afterward rode a match race with Arend, the German crack, and won. Morin's action brought out comments which were not in any way complimentary to himself, and he has been severely criticised by the foreign cycle press.

STILL DOING BUSINESS.

Despite the threatened imbroglio with the Racing Board, Tom Eck is laying plans for the future. A proposition made to the Velodrome Bicycle Track Association for the appearance of Michael, Johnson, the Jallu brothers, and other pacers, in that city for the winter season has been accepted, and the inducements desired agreed to. The appearance of the combination on the Pacific Coast now remains with Eck and his employers. If the record breakers reach California it is fair to surmise that they may eventually drift to Australia.

AN EASY JOB.

In less than twenty minutes on one day last week Chairman Gideon's errand boy with a \$2 hand press and twenty-six pieces of type, set up, printed and bound a complete edition of a work containing the name of every American racing man who is a real amateur and has ridden a mile in less than 2:10.

ALL-WINTER RACING.

On Sunday, October 25, the Seine track outdoors, was closed with a meet, and the Jaquelin-Morin match race, while the winter indoor track opened for the season of cold weather. There was an immense attendance at both places. Racing will be continued in Paris all through the winter.

ANOTHER ROPE FOR TOM.

Tom Eck has another rope around his neck. The Quill Club Wheelmen found that they reimbursed him \$50 too much for the appearance of his team at their meet, and demanded its return. Repeated promises have come to naught, so the matter has been referred to the Racing Board.

ON A DRILL FLOOR.

Armory racing was inaugurated in New York for the coming indoor season on Saturday night at the games of the Thirteenth Regiment A. A. The two miles handicap went to W. E. Mosher, R. W., 150 yards, F. J. Kirsch, 140 yards, second.

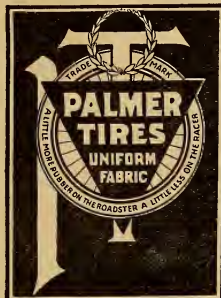
BREEZY RECORD BREAKING.

On the Point Breeze track, Philadelphia, November 10, W. G. Douglas lowered G. W. Adams's three-mile amateur paced, lying start record from 6:30 2-5 to 6:20 3-5.

FOR THE INTERNATIONALS.

Like Springfield, Glasgow, Scotland, has a Hampden Park. It will be the scene of the next international races, when a new track will be completed.

J. Silver has reduced the Scottish hour record to 26 miles 1,418 yards.



PALMER TIRES

To Bicycle Manufacturers:

Competition will be keen in the bicycle business next year. The demand for high-grade wheels will be good, but not so good as to warrant any maker or dealer in saying this or that equipment will do because the price is low. Riders will demand the best, and they will get it.

Under such circumstances, it looks like good business to forestall the demand and be prepared to furnish such pneumatic tires as time and experience have proven best.

It is a well-known fact that a bicycle fitted with Palmer Tires will run easier than the same bicycle fitted with other tires. Can any maker afford to sacrifice ease of running in his bicycles?

A bicycle fitted with Palmer Tires is not likely to make its owner walk. Palmer Tires are too easily mended—if they puncture. Can any bicycle maker afford to furnish tires that will render his wheels useless?

Tires which are not perfectly resilient—free to change shape when depressed with no other resistance than that of the air—will make a wheel go to rack. Palmer Tires are perfectly resilient. They adjust themselves to uneven surfaces. Do you want your bicycle racked to pieces?

No matter how good the wheel, its reputation is made or marred by the tires furnished.

Palmer Tires never marred any wheel's good name. They have made reputations for so many different makes, however, that it is a popular impression among riders that Palmer Tires mark the high-grade wheel.

THE PALMER PNEUMATIC TIRE COMPANY

133-139 S. CLINTON STREET, CHICAGO

New York Repair Department: 66 Reade Street

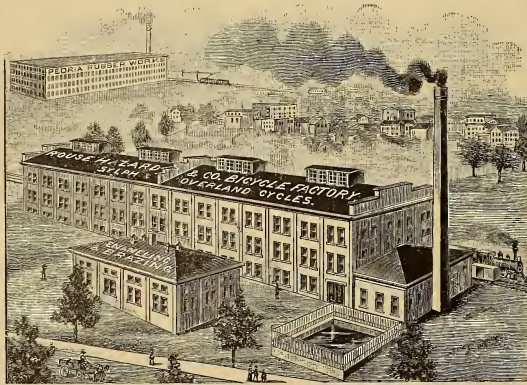
Selling Agents: The Columbia Rubber Works Co., New York and Chicago

Kindly mention The Wheel.

POINTS ON PEORIA.

How This Western City Has Made Its Mark in Cycle Trade and History.

Peoria, Ill., Nov. 14.—The aboriginals faded from sight in this Western country as the fame of this town grew, for the firewater made here did not agree with the noble savage as well as with the stronger-stomached individuals of white parentage. The great



Where Overland and Sylph Cycles are made.

corn belt of the West lay, prosperous and fertile, in every direction from the great distilleries which took the corn that was too poor to feed or to grind and made it into whiskey, until the fame of the town spread even unto Wall street, when the chiefs from that oasis swept out in warlike array and garnered in many spoils from the magnates of the "trust." As the town built one reputation upon whiskey it bids fair to now build another upon wheels, and as yet there seems to be none in Wall street to molest or make afraid those who enter upon the new industry.

Lying partly in the winding valley of the river and partly upon the bluffs which overlook the lake which is shown more distinctly upon the maps than in the water, Peoria abounds in streets and roads favorable to the daily use of the wheel. Back in 1879, the year when the trade got its first start here, these streets were mud and the roads were dirt, and the bicycle man's name was Dennis. Harry Rouse, the first rider, as well as the pioneer salesman offering wheels to Peorians, had a big stock of enthusiasm then with a small stock of wheels, and as the wheels grew in number and size (for some gigantic ordinaries were ridden by the tall fellows) his eagerness for the fray kept pace with the ever-widening field. The town began to improve its streets by the use of stone and gravel, while the county followed pace with the main travelled roads, which were gravelled and kept up in fair riding shape.

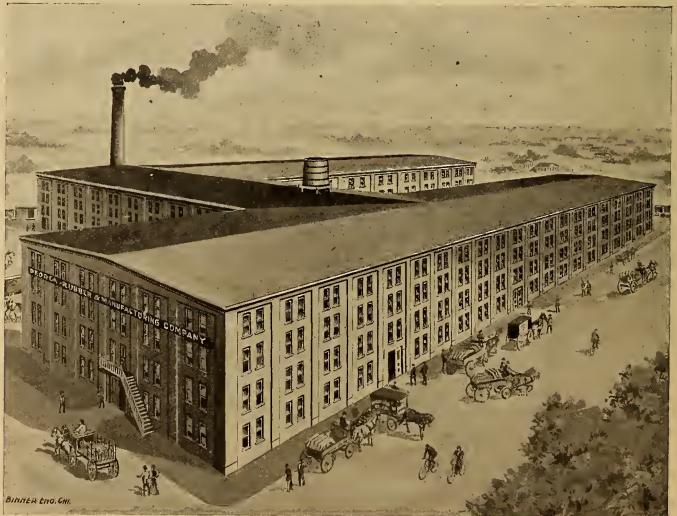
With the encouragement thus afforded the riders in the town began to look ahead to the future development of the new sport, and, finding advantages in club life, organized in January, 1881 League Club No. 20, now the fifth oldest bicycle club in the country. The club has had a useful history, serving for several years as the only club of any particular degree of activity and life that was maintained in the town, and in addition playing a very important part in the formation of public opinion. In those early days the wheelmen courted public favor for their beloved sport with a sedulous care that is unknown to those whose interest in wheels and wheeling dates

back to the days when the pneumatic tire absorbed whatever jar was left in the cycle's contact with a cold, rocky world. As in all the other movements connected with bicycling in Central Illinois, Harry Rouse played a prominent part in the club life until he became so busily engaged in selling wheels as to have only a limited amount of time to devote to its club life. The club early became famous for its smokers, hard times and other social gatherings, which kept its memory green seven days a week. As it grew in num-

them hard work, fame and glory. Lake View Park, with its half-mile track, witnessed the serious fracture of numberless world's records, and even more races of great interest, and will ever remain green in history as the scene of the dethroning of Windle by the mighty Zimmerman. In these three international tournaments the track was repeatedly resurveyed, but its length was each time re-established, to the chagrin of the dissatisfied. Since the last of these tournaments the club has held a number of successful meets, that of 1896 being a good example. Under the leadership of its president, Charles P. Watson (ex-President Harrison's former private secretary), the attendance was large, and on Peoria Day the business centre was closed during the race hours, throwing into the way of thousands the opportunity of attendance.

The riders of the city now number well on towards 10,000, and this of itself calls for a large and well appointed retail trade and affords a handsome nucleus to the factories and wholesalers whose headquarters are here. When the first wheels were sold in Peoria the census showed it had a population of some 30,000; seventeen years later from almost the same identical city limits there rolled up a registered list of voters for the 1896 election which (figured on the same basis as used in New York, 5.89 to 1), indicates an actual population of well over 75,000, although modestly forbids her citizens claiming more than 70,000. At present there are four large and well equipped bicycle factories with numbers of repair shops where more or less manufacturing is done. In the summer of 1896 there were said to be thirty-six regular retail agencies operating in the city, and one of the four largest claimed to have sold up to August 280 of one particular brand, they carrying four or five brands. This will give some idea of the retailers' point of view in the past. For 1897 there will apparently be a marked decrease in the number of houses handling wheels; several

bers it took to itself enlarged quarters on the third floor of the library building, only to again emerge from a small jacket to a larger one, going to a remodelled residence one block from the leading hotel and just in the edge of the residence portion of the city. Here they waxed strong and valiant, until there be those who predict that with the full advent of



Peoria Rubber & Mfg. Co.'s Factory.

the much-heralded prosperity the club may arrogate to itself a home constructed specially to meet its requirements.

Several years after its effect was being felt in the increased local interest in cycling, the Peoria Bicycle Club inaugurated a series of international tournaments, which brought

of those who sold them last summer regarded them merely as a side line and found that however good bicycles might be they did not mix very well with furniture, drugs, boots and shoes and other such commodities.

In a wholesale way Peoria's largest trade has been from the factories, of which the

first one to be mentioned makes the famous Sylph and Overland wheels. This factory is a distinct evolution. As before mentioned Harry G. Rouse, the president of the company, was the first rider in Central Illinois. In 1879 he began handling wheels in connection with the trade in farm machinery and vehicles carried on by G. W. Rouse & Son, whose business dated back to 1864. After several years of continuous growth their retail trade began to develop into a wholesale trade, and they in turn entered upon the importation of wheels. A little later Mr. G. W. Rouse met with a runaway accident which caused his death and left H. G. Rouse as the head of the firm. His natural inclinations and a shrewd foresight led him to devote his energies more largely than ever to the wheel trade. His individual interest in the sport had led him to join the L. A. W. when that organization was in a nebulous condition, his original number being 18, which upon the renumbering dropped to No. 6, and which will come to the front one or two more places at the next renumbering, as at least one of the first five has joined the great majority. In the mean time his sales of wheels grew apace, and he labored in season and out for the sport.

With the sporadic spread of the "craze" there developed a field which could not be reached by agencies, for there were none educated sufficiently to understand how to sell wheels, and the firm of G. W. Rouse & Son began to sell on the "easy payment plan without extra charge." That they were the first house applying this to the wheel business, coupled with their skill as advertisers, led to an enormous growth of this branch of the business. In 1883 Frank S. Beavis was associated with the firm in this branch of the trade, and under his skillful direction sales by correspondence reached from Australia to Newfoundland and from Hong Kong to St. Petersburg. He remained in this department for twelve years and only retired in 1895 to accept a very flattering offer from the Eclipse Bicycle Company at Elmira, N. Y., as manager of agencies.

With the increase of the trade the business was incorporated as Rouse, Hazard & Co., and after importing the Ormonde a contract was made covering the United States and Mexico for the famous Rudge. About this time the first manufacturing attempted in Peoria was done for this firm and gradually a large product was being turned out under charge of F. F. Ide, who afterward organized the F. F. Ide Manufacturing Company. In 1895, after a number of evolutionary changes, the old working quarters became entirely too limited and were devoted entirely to warehouse and repair purposes, a new factory being erected at Peoria Heights in the suburbs of the city.

This factory is fitted with the best machinery and has a capacity of 15,000 to 20,000 wheels a year, making both the Sylphs and Overlands. The management of the company is in the hands of H. G. Rouse, president, and S. B. Hazard, secretary and treasurer. The factory is now getting under headway for the 1897 trade, with the new models all completed and preparations being made to turn out Sylphs that will "sell easy," as well as Overlands, "always reliable." Naturally enough this concern has served as a school for wheelmen in many ways. In addition to Mr. Beavis, mentioned above, Messrs. Ide and Doubet, of the F. F. Ide Manufacturing Company, and Fred Patee, of the Peoria Rubber and Manufacturing Company, were formerly connected with it in various ways.

As stated, F. F. Ide, a local machinist of much skill, was interested in the early manufacturing here. Some four years ago he

organized a separate company called the F. F. Ide Manufacturing Company, which leased the old Peoria Watch Company's plant and established a complete factory. In 1895 they added largely to the other building, and increased their manufacturing capacity quite largely. The reputation of the Ide has been along the line of high-art bicycles, to which their patent spring crank has added not a little by its beauty and utility. The wheels were handsome, held at handsome prices and notwithstanding the rage for low-priced goods they turned up many a check for \$125 and \$140 wheels during the last two years. The Ide Manufacturing Company, however, had the misfortune on the 7th of last October to have a fire which completely destroyed the main building and badly damaged the remainder of it. Before the smoke quit curling they had contractors estimating on a new building, which is now approaching completion, and into which they will move as soon as the ground floor can be cleared from the builder's debris.

The management of the company is in the hands of Sylvester Doubet, president; George H. Sampson, secretary and treasurer, and F. F. Ide, superintendent. For 1897 they will offer the same line of goods, with the Ide tandem, and will have a capacity of some 5,000 wheels.

The firm of Luthy & Co. has for years been engaged in the implement and vehicle business, and in 1890 they began jobbing bicycles. From this their ideas of wheels began to develop, and C. T. Luthy, who is the owner of much fine horse flesh, took particular interest in the problem of constructing a wheel that would be to the generality of machines the same that the racehorse is to equine animals of every day pace. Beginning constructive work in the latter months of 1895, they equipped a factory with the latest patterns of machinery and began the development of a machine which they were determined should excel wherever they were able to obtain excellence. They have listed the resultant wheel at \$150 and call it "The Luthy." Among other achievements for which they say it should have credit is a marvellous facility for climbing hills, one of the local hills in Glen Oak Park having been climbed, descended and re-climbed on a machine geared to 80, while riders of equal repute failed to climb it once on their regular mounts geared lower. The product so far has been relatively very small, and it will be introduced generally for the first time in 1897. Both C. T. Luthy and his brother Ferd Luthy regard it as par excellence a city wheel, and adapted to the highest and best trade of this character. The factory has been evolved along the line of quality and has a capacity of probably 3,000 wheels per annum.

The Peoria Rubber and Manufacturing Company is a concern which has made for itself a large and liberal place in the annals of the town, although its history dates back only some fifteen months. The officers are Monroe Seiberling, president and general manager; J. H. Seiberling, vice-president; C. J. Butler, secretary; A. G. Seiberling, treasurer; F. L. Kryder, assistant treasurer, and Fred Patee, assistant general manager and sales manager. On September 20, 1895, they started to build. With the factory and everything fresh from the contractors' hands they still found time to build and sell 10,800 Patee wheels during the season of 1896. For 1897 they will construct from 25,000 to 30,000 wheels, while in their tire department they already have in sight orders from other manufacturers for some 80,000 pairs of Peoria single and double-tube tires. With the additions, they now have some 150,000 square feet of floor in their factory. The factory is located further out than that of Rouse, Hazard & Co., and is for the present connected

with the city by a "dummy" line, although the management have organized a streetcar company, and obtained a franchise for a four-mile line through the heart of the city. The erection of the factory has been a decided stimulus to the real estate business in that locality.

While the city cannot claim to be one of the largest manufacturing centres, the factories mentioned are doing a safe, conservative business, and will have a combined capacity of from 45,000 to 60,000 wheels for 1897, and the Peoria Rubber and Manufacturing Company will also have the capacity in its rubber department of 200,000 pairs of tires.

DUPLEX ON THE DECISION.

Why is the Wolff-American bicycle the best bicycle built in America? That is a pertinent question propounded by R. H. Wolff & Co., limited, makers of Wolff-American cycles. This firm believes that there are a large number of persons who can answer this question satisfactorily. Notably those who are riders of the Wolff-American. But in order to more fully decide the question, R. H. Wolff & Co. propose to give an 1897 Wolff-American Duplex to the person who gives the best ten reasons in answer.

As the Duplex is worth \$200, and a prize worth competing for, the contest should produce interesting results. The decision will be made by a committee of experts, and will be announced after the conclusion of the Boston Cycle show in February.

No answers will be considered unless addressed to the Publicity Department, care of R. H. Wolff & Co., limited, 116th, 117th and 118th streets and Harlem River, New York.

SEWING MACHINES AND CYCLES.

It is an interesting fact that very many of those who to-day stand high in the cycle trade were formerly or are still engaged in the manufacture of sewing machines. The drift from the one business to the other seemed so easy and natural, that when the makers of the well-known Demorest sewing machine joined the throng they proved a desirable accession. They are the sort of people who value their good name and whose utterances stand for something. Cyclingly they propose being more aggressive than ever during the coming season, and the Demorest bicycle is likely to prove a considerable factor as a result. The Demorest factory at Williamsport, Pa., is a busy place. Agents are likely to find it of interest to direct their inquiries that way.

TUBING FREE FOR A FRAME.

If any manufacturer does not learn the quality of the Sinfret tubing it is his own fault. The Hamilton (Ohio) Tube Company, who make it, afford an opportunity that is wide open. They offer to send gratis to any manufacturer who desires it, and who advises them of the required lengths, gauges and diameters, a quantity of the Sinfret tubing sufficient for a sample frame. Such an offer bespeaks unbounded confidence in the article. The Hamilton Company, however, makes seamless as well as the Sinfret and other lockjoint tubes. They are now in possession of their new quarters, which increases their capacity threefold. The factory is running fourteen hours per day to fill orders in hand.

SELLING LANE ASSETS.

By order of the court, John L. Flenner, assignee of the H. H. Lane Manufacturing Company, Huntingdon, Pa., will dispose of the assets of the concern at public sale on December 3. The property includes some 25 bicycles, a lot of cycle material and a deal of machinery.

INVENTORS' PARADISE.

Washington, Nov. 14.—Inventive genius is gambolling riotously in the cycling field. During the month of September there were recorded in the United States Patent Office over 1,100 applications for patents, all of which pertained in some respects to bicycling. Two hundred of these were under the head of general construction. Fifty-six were for brakes of one kind or another. Saddles numbered fifty-two; chains, thirty-one; valves, twenty-two; lubricants, twenty-five, and locks, nineteen. Besides these, there were other applications for alarms, dress-guards, luggage-carriers, etc. The work of the Patent Office is generally behind from one to four months. The division to which cycle patents are referred is included under the latter category. On October 20 there were 10,717 applications for all kinds of patents on hand, of which 1,256 were in the division which includes cycling inventions. Some idea of the multitude of applications for patents that pour in upon the Government devoted to this work may be gained from the above figures. The present force is capable of granting but a limited number of patents per week, so that the work continually runs behind.

During the month of October, fifty-seven patents relating to cycles and accessories were granted. Of course, many applications are rejected for obvious reasons. The patents for cycling inventions issued the past month were as follows: For bicycles entire, 10; motor cycle, 1; wheels, 1; brakes, 1; luggage-carriers, 1; saddles and appliances for attaching same, 8; tires, 5; pedals, 1; bell, 1; locks, 2; apparatus for repairing tires and punctures, 4; lamps and lamp-brackets, 2; bearings, 4; handle-bars and handles, 5; sprocket-wheels, 2; gears, 2; footplate for pedal, 1; cyclometer, 1; supports, 3.

FORCING FOWLERS FORWARD.

Fowler emissaries are up and doing. A contract with the Lee-Clarke-Anderson Company, Omaha, Neb., for 2,000 Fowlers, and the agency for the State of Nebraska and slices of Kansas, Iowa and South Dakota, and another with J. A. Johnston, Pittsburg, Pa., for 1,000 wheels and the Fowler representation in Western Pennsylvania, are among the big results already reported.

HARD-RUBBERED HANDLE-BAR.

A handle bar covered with hard rubber will be one of an Orient origination for '97. It is said to produce a very rich effect. The "pitch line gearing" will be another new feature. The makers of the Orient, the Waltham (Mass.) Manufacturing Company, believe that when this style of chain and sprocket gets about, bevelled gears will receive a setback.

"QUALITY AND PRICES RIGHT."

"Everything from frames to coasters" will continue to be the policy of the Moore Cycle Fittings Co., whose factory is in Harrison, N. J., near Newark. New designs for the year 1897 are ready, and all are treated of in the Moore catalogue just issued. "Quality and prices right" is the significant phrase which is coupled to the announcement of new designs.

SPREADING LYNDBURST GOSPEL.

McKee & Harrington's travelling men started on the road this week, to boom the Lyndhurst for '97. Paul Grosch is covering New England, J. E. Travers is looking after New York State and Pennsylvania, and Joseph McKee is on an extended Southern trip. Additional salesmen will be sent out in a few weeks.

KOKOMO—SHE BEAR.

Kokomo! Queer name for a tire, eh? Not now so odd sounding to those tire users who have grown accustomed to it during the last year, but still odd enough to quickly attract the attention of those who happen across it for the first few times, a point of benefit to its makers, the Kokomo Rubber Company. Nearly every one in the trade knows that the tires take their name from the town in which they are manufactured, Kokomo, Ind., but few know that the original Kokomo was an Indian chief, and that the term itself means "She bear." The rubber company will make the most of it. They have adopted a bear for their trademark, which will hereafter appear on all of their tires and other goods. No pun is intended by the remark that it may be well to bear it in mind. The Kokomo people have mapped out an aggressive policy, and mean that Kokomo tires shall enter into the calculations of all who have need for tires. They do not purpose "educating the public," but will supply whatever the public desires, either single or double tube tires, with either rough or smooth tread. The tires are hand made, and the method of construction is such, the makers explain, that they are not easily punctured. No soapstone is used in the single tubes, rendering repairs the easier when they are necessary. The factory is well equipped with modern machinery, and is such as assures proper facilities for both quality and quantity.

Slade, Hipp & Meloy, Nos. 300-302 Wabash avenue, Chicago, are general selling agents for the tires, Will F. Davis being the representative of the company.

THEY WANT AMERICAN WHEELS.

A Continental (Italian) agent is open for negotiations for American wheels. Address C. Foreign, care THE WHEEL. Propositions held confidential and will be forwarded.

Wanted—100 wheels of good reputation from America by Theodore J. Gort, Holbok, Denmark; reputation and status unknown to THE WHEEL.

Five hundred wheels of good, medium or first-class grade are wanted by a firm in Holland. Must be 1897 wheels. If negotiations are satisfactory, order may be run up to 2,000 or 3,000. Cash will be paid. Address A, Foreign, care THE WHEEL. Propositions held confidential and will be forwarded.

A Continental (Dutch) agent is open for negotiations for American wheels. Address B, Foreign, care THE WHEEL. Propositions held confidential and will be forwarded.

EVERY NICKELPLATER INTERESTED.

Each year along about snow time comes the annual shower of catalogues. One of the first drops of the '97 downpour comes from Maxwell M. Mayer, of No. 335 East One-hundred-and-seventh street. He has produced a modest little sixteen-page book, in which are described the improvements recently made in the construction of his well-known dynamos. In addition to letters from well-known manufacturers which testify to the merits of the Mayer dynamo, the catalogue is replete with instruction and recipes which will be found valuable by the nickel plater.

TWO OF THIS KIND.

J. W. Grimes, the Cleveland midget who weighs 400 and odd pounds, will have a partner to share the gaze of the public next season. Lozier & Co. have found another featherweight and will have him go the rounds with Grimes on a Cleveland tandem.

ROUND BOSTON.

Boston, Nov. 16.—Edward Plows, London manager of the Fowler Cycle Company, was in the city last week on a visit to Manager Larson, of the Boston branch of the firm. Mr. Plows is one of the tried and true men of the Fowler Company, and one who is making the Fowler popular across the pond. In reference to the talk of the English manufacturers regarding the importation of so many American wheels into that country, he says that the English have discovered that the Americans are beating them on making bicycles and that the English manufacturers are doing all they can to injure the sale of American wheels in Great Britain. He speaks very encouragingly of the outlook for the business in England for the coming season.

Harry F. Johnson is in the city to represent the Morgan & Wright tires for the coming season. He was for nine years prominently connected with the "Chicago Tribune," and was cashier of the Chicago Athletic Association.

W. L. Chaffee is here with the '97 model of the Quaker wheel, made by the Penn Manufacturing Company, Erie, Penn. He says that it is not the plan of the Quaker to "play Quaker" during 1897, and that New Englanders will soon discover the truth of the statement.

Among other trade visitors here are G. Y. Patterson, representing the Richmond (Ind.) Bicycle Company, and Frank T. Fowler, of Chicago.

W. L. Abbott, president, and Henry Crowther, manager of the Duquesne Bicycle Company, of Pittsburg, Penn., were also here last week. Possibly the object of their errand will be learned when the season is real lively and the Duquesne wheel is brought to the notice of Bostonians.

CYCLE SKIRT INJUNCTION.

Lynn, Mass., Nov. 14.—Mrs. Ellen M. Hoey, of this city, who filed an interference in the case of Mrs. Bygraves, of England, for a patent on a cycling skirt, has received information from her attorney that her claims have been allowed, and she is admitted to be the inventor, having perfected the device some two years before the application of Mrs. Bygraves. The Englishwoman, it will be recalled, made a flying trip to this country some month ago and disposed of her American rights to Hulbert Brothers & Co., of New-York.

Mrs. Hoey is about to file another application for a patent on a device that will entirely do away with the use of bloomers.

COUPLE OF TIGERS COMING.

It is fairly certain that not a few wheelmen will next season be riding Tigers, not the four-footed kind, of course, but the two-wheeled article being manufactured by the Stoddard Manufacturing Co., of Dayton, O. Both high and medium grades will be made, and the reputation of the concern in other lines warrant the belief that they will do well in their cycling venture. There will be a Tigress, too.

MIXED UP.

C. M. Fairchild, manager of the New York Tire Company's Chicago office, who has been confounded with another gentleman of the same name interested in the Standard Tube Company, Toledo, desires it known that he is still talking New York tires at the same old stand, No. 345 Dearborn street. He is not in any way connected with the Toledo concern.

One-armed riders, strange to say, are much less numerous than one-legged ones.

TELLS THE STORY OF DISTANCE.

While people are prone to marvel at the change—at the wonderful improvement which has been wrought in bicycles within the last few years—they are equally prone to overlook entirely the manner in which most of the accessories have kept pace with the bicycles themselves. Saddles, lamps and bells are included in this category, but of all the accessories the Veeder cyclometer of to-day splendidly typifies the point here made.

Five or six years ago all mileage recorders were big, heavy, cumbersome instruments as large as a child's hand and approximating three pounds in weight; they were suspended from the axle of the wheel, and the dial was balanced or held face up by a weight or pendulum which weighed some two pounds. They cost from \$5 to \$10. Alongside of one of those old-timers the Veeder is comparatively microscopic. It is not quite as large as the average man's thumbnail and weighs but one ounce. It is a dainty little creation, and tucked on its perch on the fork-side is inconspicuous as can be. The movements are direct and positive. The reducing mechanism is a very simple and ingenious compound differential combination of gears which has no small or delicate parts, and yet occupies a small space. The figures are large enough to be read from the saddle. They register 1,000 or 10,000 miles, and then repeat. The right hand ring shows fractions of a mile, divided into eights by figures and into thirty-seconds by graduations on the edge of the ring. But, if preferred, this ring is divided decimally like the other rings.

Each cyclometer is numbered and a record kept of its sale as faithfully as if it was a \$100 bicycle, instead of an article listing at \$1.50. A great number have been shipped abroad, not only to Great Britain, but to those countries in which the metric system prevails, and, not content with the kilometre register, the Veeder Manufacturing Company is now at work on an instrument that will record Russian versts. The factory in Hartford, Conn., has a capacity of from 2,000 to 3,000 cyclometers per day. Two hundred hands are employed.

TEMPLE'S PETS.

They are neither dogs or cats or horses, but bicycles, as those who know the Ralph Temple Bicycle Company, of Chicago, might suspect. The "pets," as Temple affectionately calls them, constitute his line of wheels for juveniles, the Messengers, as their name plates inscribe them. In introducing them the Temple Company voices a sentiment which only last week THE WHEEL exploited editorially, that is, "the dearest experiment in the world is a cheap wheel for boys and girls." As they say, handle a juvenile line of the right sort and "every child in town will be talking about them; it is one of the best advertisements that can be obtained."

NOT GENERALLY KNOWN.

In cataloguing their wood handle bars the Fairbanks Wood Rim Company say:

"It will be of pleasing interest to members of the League of American Wheelmen to know that Mr. Sterling Elliott, president of their organization, is the originator to whom cyclists are universally thankful for this addition to their comfort." An item of interest that is not generally known.

A WASHINGTON BOARD.

The Washington (D. C.) Board of Trade has reorganized with L. B. Graves, president; J. Hart Brittain, vice-president and treasurer; John Werner, secretary. A local cycle show is in prospect.

OLD, HONORED AND PROSPEROUS.

In the first flush of youth business institutions, like individuals, are prone to make over-enthusiastic claims for their product. Some of them, indeed, seem to have taken to heart the Election Day admonition of a political leader to his lieutenants, "Claim everything," and to fight it out on that line forever and aye. Usually, however, firms and corporations, like individuals, see the folly of it as their years increase, and tone down their bugle blasts. Such claims as they then make are the more respected because of it. This is leading up to the claim of the Gendron Wheel Company. "We claim to have produced," they assert, "not only the easiest running bicycle on the market, but the one in which the bearings are the longest lived."

The Gendron is a concern both old and honored, long since past the boastful age. It is not for any publication to pass judgment on



their claims, but it is fair to say that their age and position entitle them to every consideration.

"We have for years made an exhaustive study of ball bearings," they explain, "and as a result of experience and experiments have adopted such a pitch of cones and such an angle of balls as give not only a purely rolling contact to the balls, but eliminate all wedging of the balls between cups and cones when under pressure. The line of pressure in our bearings is so near the perpendicular as to give the same result, and at the same time afford free and delicate adjustment."

Of course these bearings will be a feature of the '97 Gendrons, which will also have the distinction of having wood handle-bars as the stock bar. These are the specifications in detail:

Frame—Depth to centre of crank shaft, 24 or 26 inches in men's wheels, 20 or 22 inches in ladies' wheels; seat base, 44 inches in both;



centre of crank shaft, 1½ inch below hub centre; seamless steel tubing throughout; head tube, 1½ inch; centre tubes, 1½ inch, except the upper bar in ladies' wheels, which is 1¼ inch; rear forks, ¾ inch; D shaped, rear stays, ¾ inch; telescoping reinforced and flush head connections. Fork—Double steel plate crown with wide seamless blades. Wheels—28 inches in both models; Gendron new barrel hubs; all bearings are ball-retaining. Tires—Fitted regularly with Morgan & Wright quick repair tires or Hartford single tube tires. Pedals—The King pedal. Gear—Men's wheels geared regularly to 70, ladies' wheels geared regularly to 66½. Tread—5 inches. Chain—¼-inch hardened solid block, highly finished chain. Saddle—Sager's best saddle. Handle-bar—Fitted regularly with adjustable wood bar or ram's horn wood bar if desired, or option on up-turned, down-turned or ram's horn steel bar. Weight—As shown in cut, men's wheel, 23 pounds; ladies' wheel, 25 pounds. Finish—Regularly in black enamel, with delicate gold ornamenting and striping, or option on maroon with gold or orange, with silver ornamenting and striping.

TO REVIVE THE PREMIER.

Bridgeport, Conn., Nov. 14.—Within a month it is safe to predict that the now idle factory of the Premier Cycle Company, on South avenue, will have been placed again among the live industries of the city. Negotiations are now in progress and rapidly going forward toward a successful conclusion, which will have the effect of opening the factory and giving employment by the middle of December to probably 150 persons. Times have improved since election, for the change for the better in the affairs of the company is ascribed to nothing else.

J. C. Cassidy, of New-Jersey, who was appointed receiver of the company, readily acknowledged that an effort was being made to effect a reorganization of the concern. He said that it had been in progress for some time, but that for weeks prior to election, no headway had been made. Now, however, a number of moneyed men had been interested, and he expected that in a week a meeting would be held and his purpose of reorganizing carried through. Immediately after this the courts would be asked to discharge him and the company would resume business activity. This would be about December 15, he thought.

HELP FROM HATCH PATCH.

Since the inception of pneumatic tires the puncture repairing problem has been the hardest with which the inventor has had to grapple. Many devices have been offered, some of them very ingenious and some that never went beyond the Patent Office. As a handy contrivance the Hatch Bicycle Patch easily ranks as one of the good things. It consists of a steel spring clamp and a rubber washer that slips over the tire in its deflated state. On inflation the action of the tire is such that it causes the clamp to bind itself tightly over the puncture, closing it securely with a rubber washer. In connection with a repair compound such as Vimoid it is invaluable, affording the means of continuing the ride no matter what the size of the puncture or cut might be. The price is 25 cents, and the address of the maker the Hatch Bicycle Patch Company, No. 135 Summer street, Boston, Mass.

WHERE JAMES WAS GOING.

Mrs. Percival was known to her neighbors as a person very religiously inclined. She labored hard to bring up her son James, twenty-two years old, to follow the straight and narrow path.

The crisis in the affairs of the Percival household came with the purchase of a bicycle by James. On the first Sunday after he had learned to ride he donned his suit. Mrs. Percival remonstrated, but in vain.

A little later the elder Percival came into his wife's room and found her in tears.

"Where is James?" he asked.

"I don't know," replied the fond mother, between her sobs. "The last I saw of him he was going down the road bound for Hell on a bicycle."

GROWN UP IN GRAPHITE.

The Joseph Dixon Crucible Co., Jersey City, N. J., miners, importers and manufacturers of graphite, plumbago and blacklead since 1827, have better stock and better appliances for making all kinds of cycle chain graphite than any other company, is the way the Dixon people make their annual bow. Sticks of special lengths are supplied to manufacturers of wheels and to repairers at reasonable prices. Goods are also specially prepared with firm's labels for wholesale dealers.

TOLD IN TOLEDO.

Some of the Things Going on in One of the Greatest of Trade Centres.

Toledo, Ohio, Nov. 16.—Word has been received here that Fred Peters, who left here recently for Australia, is dangerously ill in Honolulu. Mr. Peters was with the Viking company last season and made an enviable reputation as assistant business manager. This year he was offered a lucrative position in Australia, under the France company. It seems that Mr. Peters contracted a severe fever on shipboard and was carried off the boat when the Sandwich Islands were reached. He is now lying in a very critical condition in the hospital at Hawaii.

The Toledo Cycling Club is considering the feasibility of holding a cycle show one week after the close of the New York show. The club, which is the oldest cycling organization in this town of wheels, gave Toledo its first cycle show last season, at Memorial Hall. It is probable that the same location will be utilized for the show to be held next February.

Superintendent of Agencies W. L. Laskey, who also has charge of the travelling men for the Yost Manufacturing Company, has been getting his tourists in shape, loading them with samples and models of the Gold Crank Falcon for 1897. Work on the new machine will not start up on a very large scale until the return from Europe of Mr. Yost.

The Yost people were early missionaries, and were early on the ground in Europe and Australia. At the present time they have an agent who is systematically "doing" Central and South America. He left San Francisco very quietly last summer, and, sailing southward, began a journey that will embrace every capital and important town in the divisions mentioned.

The amalgamation of the Kirk-Young and the Toledo Manufacturing Company has created an exceptionally strong company here, that at once takes rank with the largest. It will be remembered that the Kirk-Young Company made the popular Yale wheel last year, while the Toledo confined its attention to the Ouida, a wheel for ladies. It also supplied an enormous number of forksides to other wheel-makers. The good qualities of the two machines will be combined and retained by the Kirk-Young Company, strengthened by additional capital and aided by a good season's experience.

The '97 Viking is practically a new machine in everything but its graceful lines. The new flush joints, hubs and other changes, however, give the '97 model new elements of beauty. Two grades of Vikings will be marketed. The first grade will carry the well-known Viking nameplate in gold, while silver will be used for a slightly cheaper quality.

Taking all in all, it may be doubted whether any concern in Toledo had as profitable a season in 1896 as the Gendron Wheel Company. It is reported that by means of its excellent foreign mercantile channels, it successfully marketed its product when the midsummer slump came, and was in splendid shape for next season, while many other makers were mournfully looking at overflowing warehouses. This pioneer company also put out its accustomed quota of wheels for the American trade, and its six-pointed star will doubtless cover still greater territory in 1897.

The success of the Toledo Metal Wheel Company with its Rugby wheel last season was a pointer to its wide-awake managers on the growing importance of the juvenile trade. The company will therefore increase its efforts along this line during the coming season.

In the allied trades Toledo will make a much

greater showing next season than she has during this year. The Snell Cycle Fittings Company resumed work promptly after election, and now has some 700 men at work. The concern is working full time in all its departments. This season the Toledo Drop Forge Company has trebled its working force of 1895-6, and has all the orders it can look after at present.

A full complement of men is at work at the plant of the Brewer Seamless Tube Company, and the concern is rushed with orders.

The American Weldless Steel Tube Company managers report to THE WHEEL that they felt the result of the election very favorably, and orders came in with a rush. The working force has been largely augmented in consequence.

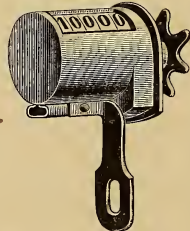
The Toledo Tube Company, which makes rolled tubing only, reports a surprising activity in its line, which would indicate that sheet-steel tubing is a factor that the cold-drawn tubing companies must soon reckon with.

The Standard Tube Company, which is turning out an excellent brazed tubing, also is a very busy place, whose product seems to have "caught on."

The Toledo Handle Bar Company, which began making wooden handle-bars last season

TELLS YOU THE DISTANCE.

Oliver, Straus & Co., No. 23 Park Row, this city, have added the Haney cyclometer to their line, and the merits of this article and the quotations to dealers should assure a large sale.



The instrument registers 10,000 miles, and weighs but one ounce. It retails for \$1.50. The illustration is the actual size of the cyclometer.

as an experiment, discovered it to be an extremely practical scheme, and expects to greatly increase its output during the present working season.

In addition to the above the trade will hear a great deal from Toledo's two well-known specialty company. Arlington U. Betts's "Red Cross" specialties were shipped to almost every civilized country on the face of the earth last season, and he is preparing for a greatly increased trade this year.

SOUTH AMERICAN POSSIBILITIES.

H. R. Gilbert, of E. C. Sterns & Co., who journeyed to South Africa as a member of the commission of American manufacturers which visited South America upon the invitation of the various Republics, under the auspices of the National Association of Manufacturers, has returned home. He reports having found that there is less known about North American bicycles and bicycling in South America than in any section of the world where wheels are ridden. He found the field in most respects very unpromising at the present time, but in several of the South American cities he noticed a progressiveness which augurs well for the future. This is particularly true of Buenos Ayres, in the Argentine. Mr. Gilbert found an extensive club of wheelmen there, the Club de Velocipedistas, Avenida de Mayo 644. In this club are a number of English-speaking riders.

WOOD WISDOM.

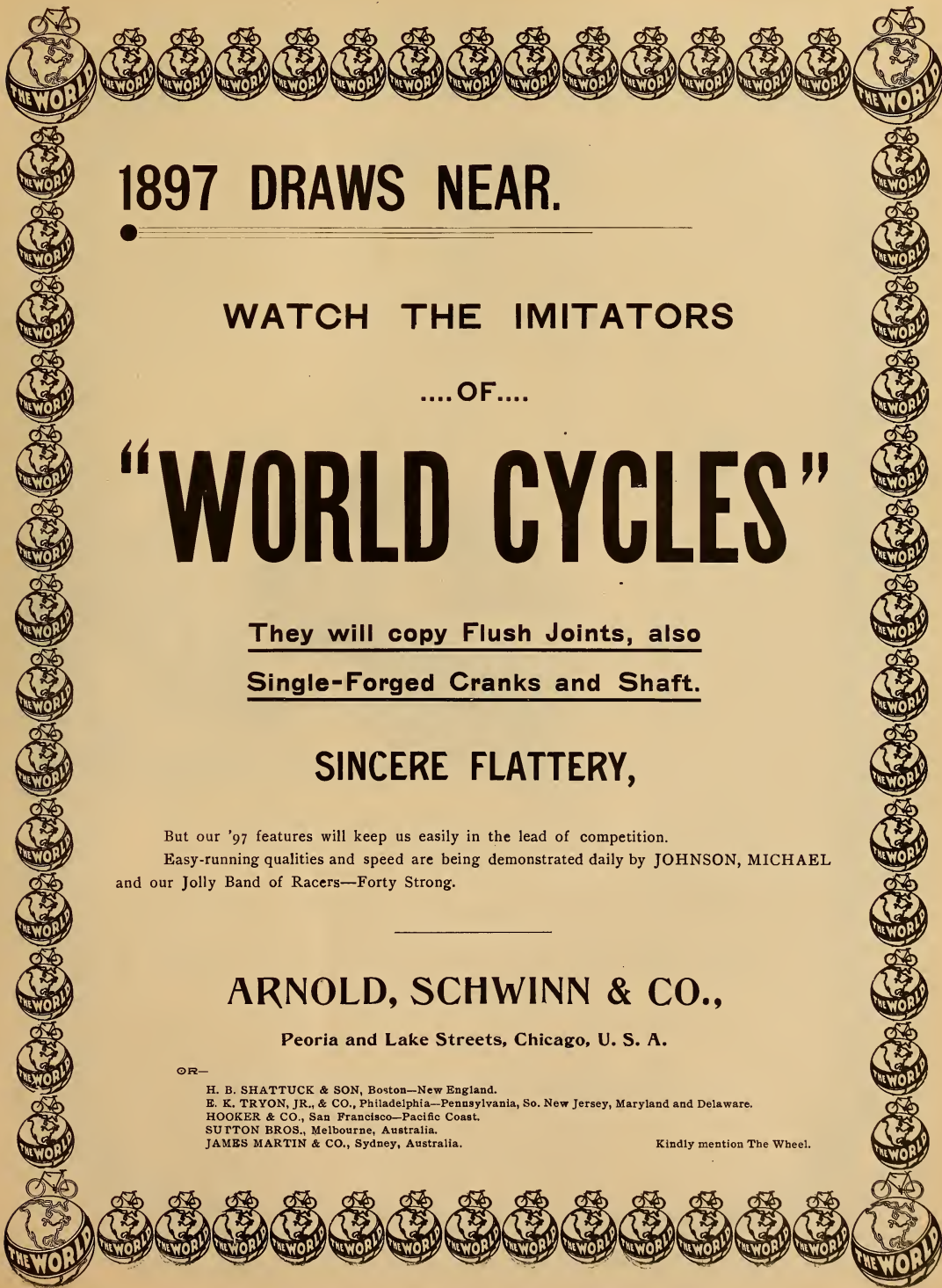
What Many People Do Not Know Regarding How Wheel Rims Are Made of Wood.

Undenably the wood rim is a dry subject, dry from whatever standpoint it might be viewed, it would appear. But the catalogues of the principal makers of wood rims are proving how thought and money can give lustre to a seemingly prosaic subject. Of this there is no better or fresher illustration than the printed spokesman of the Fairbanks Wood Rim Company, of Bradford, Penn., which is little more than off the press. The spokesman is well dressed; everything about it is high grade and in good taste. The cover is a white, soft-grained hand-made paper, with a cream-colored embossing of the title piece. The letterpress is on enamelled paper. There is a generous margin around each page of type matter, and on the margin appear those delicately tinted little sketches about which there is such a charm. Like the full-page "half-tones," they depict different phases of woodcraft and wood-rim manufacture. The letterpress is well written and dignified; exceeding care has been given its grammatical construction, and, withal, it is so plainly worded that all may understand. After one has read the book he cannot but have learned much of the manner of making the rims, and of the effect on the wood of such processes as cutting, kiln-drying and steaming, none of which are employed on the Fairbanks laminated rim. He was a clever man who wrote the catalogue. He indulges in a fine flight in the chapter on "Pennsylvania Maple—Its Habitat." Here it is:

"The touch of the glamour of mystery and romance which has always been thrown about forestry and the craft of the woodsman and the charm which surrounds the wooded wilderness are so closely interwoven with the origin of one of the most wonderfully perfect productions which have ever come from the hands of the workers in wood that it may not prove uninteresting to the users of the rims which bear our name to know something of their history, a story which begins so many years before the process of the mechanical construction is brought to bear upon the great logs of the finest maple which the earth produces.

"As the Fairbanks Wood Rim Company enters upon the fifth year of its successful business history, its management takes great pleasure in the announcement of its holdings in lumber territory, which amount to fully 150,000 acres of the noblest virgin forests of rock maple, etc., which have ever echoed to the ringing blows of the woodsman's axe. For almost centuries have these trees solidified into the flawless lumber of unswerving grain which the saw reveals, and thus, instead of depending upon the chance purchase of the ordinary lumbers of commerce in the open market, this company possesses practically exhaustless forest acreage from which to select the material best calculated to enhance the absolute and unchanging uniformity of our rims."

The catalogue compiler makes out a strong case for the Fairbanks laminated rim. He tells exactly why this built-up article is superior to the one-piece rim, and in another chapter, and as cleverly, tells why the Fairbanks one-piece rim is better than others of the kind. He does it in a clean, clear, convincing style. There is no unwholesome braggadocio or bluster in his work. It covers some thirty-one pages. It is worth reading. It is instructive. It handles the subject thoroughly and well. It is a work that redounds to the credit of the Fairbanks people.



1897 DRAWS NEAR.

WATCH THE IMITATORS

....OF....

"WORLD CYCLES"

They will copy Flush Joints, also
Single-Forged Cranks and Shaft.

SINCERE FLATTERY,

But our '97 features will keep us easily in the lead of competition.

Easy-running qualities and speed are being demonstrated daily by JOHNSON, MICHAEL and our Jolly Band of Racers—Forty Strong.

ARNOLD, SCHWINN & CO.,

Peoria and Lake Streets, Chicago, U. S. A.

OR—

H. B. SHATTUCK & SON, Boston—New England.
E. K. TRYON, JR., & CO., Philadelphia—Pennsylvania, So. New Jersey, Maryland and Delaware.
HOOKER & CO., San Francisco—Pacific Coast.
SUTTON BROS., Melbourne, Australia.
JAMES MARTIN & CO., Sydney, Australia.

Kindly mention The Wheel.

COMPARISONS.

How the Horse Show Caused Them to Be Made Between Horse and Cycle.

Up the Boulevard, separated only by the width of the street, directly opposite each other, are the largest cycle academies in New-York and the swellest equestrian educational institute. It stands to reason that horse versus cycle arguments are not difficult to stir up in that immediate vicinity. Sunday, after the Horse Show, a dozen wheelwomen stood on the grass midway between the two establishments, and this resulted:

"Did you all go to the Horse Show?" asked a broad-shouldered girl in a Princeton sweater.

"Of course," answered all of them in chorus.

"It's the only thing to do," added a frill-looking girl in a long skirt, "though I must confess I found the horses most uninteresting this year. I do wonder why it was. Ever since I came out!"

"And that was four years ago," interrupted one of her companions, with a malicious laugh.

"I've always enjoyed the Horse Show more than anything else, except the opera season, of course," she went on, not noticing the other.

"That's easy enough to explain," said the Princeton champion. "Since bicycles have come into universal use the horse's day is over. No true wheelwoman could feel any interest in the beast after having known the joy of taking a fifty-mile run on a bicycle over a first-class road such as they have in some parts of Jersey. Now, I went to the Horse Show just because it was the proper thing to do, you know, but I assure you I didn't take the slightest interest in the horses. When I used to ride one myself I was wild over what went on in the ring, and I spent hours at a time with the horses in their stalls as well, and used to talk with the grooms and make them tell me all of the good points of their horses. But, dear me! this year I merely promenaded around three or four times, barely glancing at the ring. And as for the people! Why, I looked at one woman all togged out in velvet and sables, and thought: 'Oh, if you only could know how much better you would feel in a short skirt and sweater!' and at a man in his stiff shirt front and carefully creased trousers, wondering if he knew the comfort of golf stockings and knickerbockers. Really, I think the Horse Show will pass into history in a few years."

"What nonsense you do talk," put in a slender girl in an imported suit. "Now, I'm very fond of cycling, but I wouldn't give up my horse for anything. The wheel cannot be compared in the same breath with the horse, and the horseless age is by no means upon us and never will be so long as man reigns over the earth. Think what this animal has done for us. It has led nations to great victories against each other. It has brought health to thousands of men and women, and it has carried thousands from some plague or other. It has put the very food in our mouths, for how could the farmers till the field without horses? Can a man plough with a bicycle? I rather think not, and when it comes to pleasure the horse can certainly bring pleasure and sunshine and air to the countless multitude of invalids who couldn't think of getting into an electric or steam car, much less mount a bicycle. I went to the Horse Show, too, and I must say that I was more carried away with it than ever. The sight of a dozen

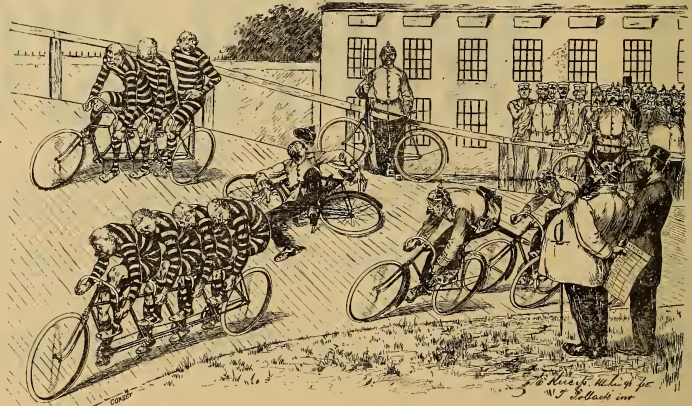
saddle horses prancing around in the ring brought back all my love for this wonderful animal and made me long for its companionship. And then I couldn't help noticing the riders. Not only their minds but their hands were also occupied in mastering the horses under them; but still they looked so free from care, so full of life, health and happiness, even those who didn't take a prize. There is no such thing as a horse face, you know. There is no reason for anybody saying that cycling will take the place of riding or driving. Such a thing is absurd. People who can afford to keep horses generally own a wheel, too, and I'll be willing to wager a good deal that they are fonder of their horses than their wheels. The horse will never be laid on the shelf until the millennium. That's coming when all the earth is at peace, I believe, and until then there will be war, and so long as nations fight each other the horse will continue king over the wheel."

"Your argument is rather interesting," spoke up a girl in a blue sweater, set off with a large bow of Yale ribbon, "but did you women ever stop to think that the cobble

generally take up a thing as they are taking up cycling, it is pretty sure to become universal. Now I don't mean to say that the time is coming when we won't see some horses in use, but I rather fancy that in a few years a man or a woman on horseback will be as much an object of comment as a person, especially a woman, on a wheel was ten years ago. It will be a great day when wheels become a universal means of locomotion where no great distance is to be travelled, and I believe that that day will come in the woman's century, which is the next, so wise men and women say."

"Oh, the horse isn't in it any more, notwithstanding society made such a fuss over the show which ends to-day. Society didn't do this because it is interested in horseflesh, but because it had its new fall clothes and wanted to show them. Officials in all of the principal cities of this country are beginning to look out for the cyclists, and their efforts, combined with those of the cyclists themselves, will soon bring about such road reforms that nobody will ever think of climbing up on a horse's back or into a vehicle drawn by one

MAKING THE PUNISHMENT FIT THE CRIME.



Radfahr Humor's Idea of How the Military Cycle Record Could Be Broken By Employing Convict Pacers.

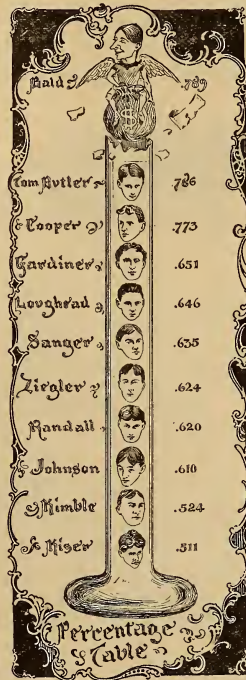
stones, Belgian blocks, and horrid dirt roads in this city are here for the benefit of the horse? When you are awakened from your early morning nap by the wagons of the butchers, bakers and milkmen rattling over the cobble stones in front of your house, say, to yourself, 'If it was not for having to keep those stupid horses from slipping and stumbling the street would be smooth and noiseless.' When you get into a stuffy, crowded street car some morning console yourself with the thought that as soon as the horse has passed out of use you won't have to ride in cars. There will be proper ways and paths provided for safe locomotion on wheels. Electricity, the cable, steam and the bicycle are driving the horse to the wall."

"You are right," interrupted a stout woman in home-made bloomers. "It is the middle class that rules the world, and the middle class says that the horse must go. Very few people in this class can afford to keep a horse, but most of them are able to own wheels, and, furthermore, working people are beginning to use bicycles, both for pleasure and for business, right along nowadays. When people

of these stupid, untrustworthy animals. A great deal has already been done for those owning horses; and I think that an asphalt road should be laid especially for cyclists, on which they could ride in the Park without endangering life and limb by being mixed up with other vehicles. An engineering friend of mine suggests such a road fifteen or eighteen feet wide on the Eighth avenue side of the Park or on the reservoir walls. That would be charming, because a road could be made to lead from there out on the aqueduct."

"And let me tell you something else," put in a jolly little girl. "I tell you, we wheel people are getting to be big bugs, and my brother says that the politicians are all anxious to make up to wheelmen's organizations. That shows what a power the wheel is getting to be. Did any of you ever hear of horseback riders being a political power?"

"Nit, nit," said the girl in the Princeton sweater. "It's no use to waste more time talking about this subject. The horse's day is almost done, and he will probably pass into sausage meat during the first half of the coming century."



Facts and figures cannot be made to lie.

The juggling of the returns won't win the coveted position.

Races can be won on the path, but not on paper.

Others do the talking, but Bald, the White Flyer, wins nevertheless.



THE BARNES CYCLE CO., Syracuse, N. Y.

Kindly mention The Wheel.

STATEN ISLAND



If in the Metropolitan district there is a wheelman who is not familiar with the perfect roads and charming views of land and sea to be found on the nearby and historic Staten Island, he is, indeed, an oddity.

There is nothing monotonous about Staten Island. Do you like sandy beaches? You will find them there, with a modest little surf breaking on the shore under favorable winds. Do you admire thickly wooded hills with old, time-worn and moss-covered bowlders? They are to be found a mile or two from the shore. Are you an enthusiast over old, picturesque, historical houses? Staten Island is rich in them. Do you care only for fine roads? They abound on Staten Island. Are you lazy in your riding? There are places along the Narrows where you can spend a day in one spot with your pipe and something to read without being bored, and every time you look out upon the water, a hundred feet below, your eye is delighted

launches plying back and forth between them and the shore.

Not the least pleasant feature of a trip to Staten Island is the ride down the Bay. It is five miles from the Battery to St. George. If you are fortunate in the rush from the ferryhouse to the boat, you have secured one

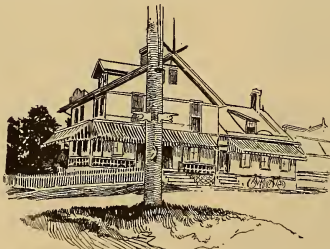


Billtop House, Tottenville.

of the campchairs and can, with your pipe and in comfort, enjoy the breeze and the rapidly changing pictures, as the boat swings out into the river and points for the Bay. To the left is the antiquated Castle William, nicknamed "The Cheesebox."

Then comes the more modern Statue of Liberty, which some may not know is a Government lighthouse. Clustered below the statue are vessels from every portion of the globe, dirty-looking schooners, trim, handsome ships and dingy tramp steamers, the latter looking so low in the water and so frail that one wonders how they can weather a really severe storm. The ride is so interesting that before you know it you have passed Robbins Reef light and the mournful-sounding bell buoy, and the high, green hills of Staten Island are before you.

Landing at St. George there is a choice of routes. Taking the road to the right, a slight climb will bring you to the Richmond Terrace Road, lately damaged, alas, by that necessary means of locomotion for unfortunate without bicycles—the trolley. After a few minutes' riding past old hotels which have long since seen their prime, and a few old Colonial houses, which appear so comfortable and homelike, one of which is shown in an illustration, Sailor's Snug Harbor is reached—the most interesting feature of the North Shore Road. Founded early in the century, and located in what is now the retail section of New-York City, the founders awoke one morning, many years ago, to find the property so valuable that the income was more than sufficient to pay all expenses of



Black Horse Inn, New Dorp.



Colonial House, New Brighton.

with a new picture. A schooner, with all sail set, comes majestically up from the Lower Bay; an ocean greyhound follows, hovering for a few minutes at Quarantine, almost at your feet. Small sail and steam yachts are constantly coming and going. From the excursion boats bound to or from Coney Island and Rockaway, come faint strains of music. Luckily for you, they are faint, if you have a musical ear.

Further up the Bay, almost where you landed from the ferry, several of the White Squadron ride at anchor, with busy little



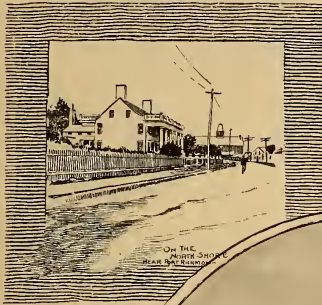
Sailor's Snug Harbor.

the institution, and still leave a handsome surplus. Removal to the Staten Island site followed.

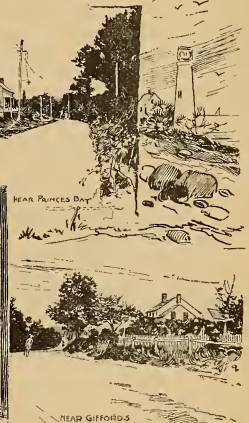
Lucky is the sailor to-day who thinks he is slightly incapacitated for work, and can prove that he has sailed under the American flag for five years or more! He can spend the balance of his life at ease, free to come and go at will. From this point, the road continues fair, and one catches frequent glimpses of

lowing the shore you pass through Stapleton. A short distance past the station you will see on the right the Marine Hospital, surrounded by an extensive lawn and magnificent trees. At the further end of these grounds a road leads to the right. This is Vanderbilt avenue, a favorite route for wheelmen bound for points along the main thoroughfare of Central Staten Island, the Richmond and Amboy roads. Continuing along the shore road, you pass through Clifton and Rosebank, and, turning to the left, enter the gates of Fort Wadsworth. You are stopped by the sentry at the gate and politely requested to leave your camera in his charge, as for obvious reasons Uncle Sam does not wish photographs taken of his means of defence. This fort is well worth visiting, if only on account of the grand view of the Narrows from the promenades on top of the earthworks.

the road, and the most southerly point of New-York State. From here a ferry will land you at Perth Amboy, if you wish to continue the ride into New-Jersey. In Staten Island Sound, at this point, is the "ships' graveyard." Old, ghostly looking hulks, in all stages of ruin and dismantledness, give a



At Huguenot Park.



Kill von Kull and the opposite shore, provided the wind is not blowing the dense smoke from Constable Hook in his direction. At Port Richmond a ferry connects the island with Bayonne and the Hudson County Boulevard. From this same point a fine stretch of macadam, the Clove Road, will serve as a short cut, if you have come to the island via the Bayonne ferry and are bound for Garretson's or points beyond. If you intend to be thorough in your investigations you retrace your way to the starting-point, St. George. Passing below the new Hotel Castleton, you gradually climb slight rises until a beautiful view of the Bay and the Narrows delights you.

Continuing your way, you fly down the steep hill into Tompkinsville. As the road at the bottom of the hill turns sharply to right and left, have your wheel under control. A cyclist was killed there this summer through carelessness in this particular. Fol-

Returning to the gate and reclaiming your camera, you can ride back by the same road, New-York-ave., to the Marine Hospital, and take Vanderbilt avenue, previously mentioned. Vanderbilt avenue in about a mile joins the Richmond Road, and from here to Tottenville there is no mistaking the route, for at doubtful crossroads the welcome signboards give you mute but pointed directions.

Every mile is interesting, with charming scenery, picturesque old houses and a road so smooth that your entire attention may be given to the passing landscape. There is small need of discomfort from thirst or hunger, as there is an abundance of inns on this old road. Some of them are quaint and weather-beaten, their sleepy old bonifaces attending your demands in a perfunctory fashion. Others are more up to date, with signs supposed to have irresistible attractions for cyclists, and conveniences in the way of stands for wheels. Tottenville is the end of

most forlorn aspect to their immediate neighborhood, and very fruitful subject for the camera. If you have taken your time in the ride to Tottenville, and find yourself in a hurry to return to New-York, the railroad will give you and your wheel good care. M.

RUINING LITERATURE.

Another "industry" is being totally ruined by the bicycle. This time it is the blood-and-thunder literature foundries. The new departure of cycle-mounted American District Telegraph boys for the prompt and expeditious delivery of messages has proved very satisfactory to customers, the managers of the office say, and has, moreover, had the effect of making quite a salutary change in the methods pursued by some of the boys.

It has been a standing joke for many years—since, in fact, the establishment of the district service—that a considerable part of the delay in the delivery of messages sent by hand was due to the propensity of the uniformed messenger boys to play marbles, pitch pennies, participate in street fights or read dime novels.

The introduction of the wheel into the messenger service has pretty thoroughly done away with even the pretext for this charge, for a messenger having in his custody a bicycle which he is under a bond not to lose cannot with any degree of safety tarry on his course either for the purpose of perusing stories of hairbreadth escapes or bloody Indian encounters, or to put to a practical test his dexterity in the handling of miggs and alleys.

On the contrary, it now sometimes happens that the emulation between two cycle messenger boys going in the same direction with messages for different persons leads to tests of speed, with the result that such messages are delivered in an almost incredibly short space of time, judged by former standards.

The sale of dime novels of the blood-and-thunder variety has been somewhat on the wane of late, and dealers in these literary commodities ascribe the falling-off to the decreased demand of the district messengers, who were among their most steady and profitable patrons. The gratuities given to district messengers kept them usually supplied with small sums of cash, and these items of revenue could be devoted to the purchase of cheap literature.

SCORCHED THEN CHUTED.

Saint Peter was sitting outside the partly gates, dictating a letter to the recording typewriter angel, while two of the cherubs were playing jackstones in the road.

Suddenly there appeared a figure bent almost double over the handlebar of a bicycle, and fairly making the pedals hum. Before they had time to move the scorcher was upon them; he barely missed running over the cherubs, startled Saint Peter so that he dropped his halo, and scared the recording angel into swallowing her chewing-gum.

Alighting from his wheel, he glanced at his watch, smiled to himself, muttered something about "record," and then demanded admittance.

Saint Peter picked up his halo, dusted it off, rang the bell and called out: "Front, show this gentleman how to shoot the chute!"

Then, as the speedster was led away, Saint Peter turned to the recording angel and remarked: "Down below is the one place where he can 'scorch' without being a nuisance to any one."

WASN'T UP ON "PERENNIAL."

"Are they perennial bloomers?" he asked of the pretty florist, as he selected some flowering plants.

"Sir!" she said indignantly, "this is no bicycle shop!"

And it took him some time to explain matters.

Experience does take dreadfully high school-wages, but he teaches cycling like no other instructor can.

TAKE NO CHANCES.

All wheelmen, traffic riders in particular, however, might do well to recall the words of a fine old sea captain who one day had a party out in a catboat in Newport harbor. Sailing there at the same time was another catboat, which was steered by a man who has since come to high rank in the United States Navy. The retired commander was not steering, but felt himself in command. It was a friendly race, and quite a close one; but on a certain long tack the old captain directed the steersman not to cross the Bouncer's bow, but to go astern of her. The party on board were rebellious, as undoubtedly their boat had speed and headway enough to cut across the other. But the edict was maintained, "We take no risk when sailing for fun."

Now, this small percentage of risk is what every good rider does take, while the wobbling brigade take even greater and more alarming risks. It is a matter of pride, of course, to the traffic rider never to dismount. Yet there are dozens of occasions in the crowded street when the best of riders should dismount, if only to show the others just what that old sea captain did. In his profession the old salt would take every risk; but on a pleasure sailing, none!

All wheelmen are taking their pleasure, even when riding to and from business. They are simply out for exercise or for getting home in an agreeable and exhilarating way. Hence they should not take chances of dangerous collisions because of a false pride which will not permit them to dismount when safety demands it.

"WHERE WARM BLOOD FLOWS."

A Memphis newspaper gives the following advice:

As the number of cyclists in Memphis increases, the necessity for a strict compliance with the rules of the road becomes more urgent. Always turn to the right with your wheel just as you would were you driving a horse. If you turn to the right and a driver runs you down, select from the street a large round stone and plant it exactly in the centre of the offending driver's features. After you have done this, have the driver arrested for assault and battery, and swear him into the workhouse.

In this beloved Southland, where warm blood flows in muscular bodies, a reckless driver must be prepared to whip the cyclist he disturbs before the law is invoked, and right here, be it parenthetically stated, that a chromo of James Corbett, Samson, Michael Angelo, or any other great man desired, will be given by the bicycle editor of this paper to any and every cyclist who whips in a square up-and-up fight a driver who runs him down or causes him to fall from his wheel.

TRYING THE CHEVAL CURE.

"I think," said the weary-looking man, "that I have found a way to cure my wife of the bloomer habit."

"Indeed! That's pretty hard to do in most cases."

"I know it is. It's a delicate undertaking; one that has to be conducted with the utmost discretion. Of course, if I let her know what I am trying to do it will make her angry and spoil everything. It took a great deal of study, but I have found something that will do the business. It's a little expensive, but it will be worth it."

"What are you going to do?"

"Buy her a cheval glass, so she can see herself as others see her."

A puncture means considerable when it come to a water cycle.

THE NOVELIST AND THE NATIVE.

Robert Barr, the novelist, is having a serious quarrel with fate; or, rather, he is not doing the quarrelling, but some mysterious evil genius does it for him. If there is any planet whose influence inflicts the most outrageous practical jokes upon a man, then that star has been in the ascendant during the last year or two of Mr. Barr's life. His recounting of each fresh misadventure brings tears of sympathy—and laughter—to his friends' eyes every few weeks. He has been utterly innocent of offence or even of contributory negligence in all his misfortunes.

Even when he was arrested for stealing a bicycle in Switzerland he had done his best to come to a proper understanding with the owner before riding off on the machine. Barr thought he was bargaining with the man in excellent French for the hire of the wheel for the afternoon, and he understood the price to be five francs. The native thought Barr was expressing his admiration of the bicycle in very bad French, and had responded politely that it had cost him 500 francs.

He was so dumfounded when Barr suddenly mounted and spun off that he hadn't even breath enough to call to him to stop. The man's astonishment was still greater two or three hours later when, while the country was being scoured by the police and a volunteer Vigilance Committee, Barr calmly rode up, handed him a five-franc piece, remarked that it was a good machine, and walked away.

This evidence of good faith, however, by no means cleared the culprit. It was plain to the astute natives that the return of the stolen property was only a bold bluff. The thief had been hard pressed by his pursuers, he knew escape was impossible, and he had resorted to a clever ruse to turn the tables in his favor. So Barr was arrested, and it required a great deal of argument and corroborative evidence to convince the magistrate of the innocence of his simple mistake.

WHAT IS IN A NAME?

"A good name is preferred above riches."

"Well, until recently, I was inclined to regard a good name and riches as things of equal value. For a good name is usually associated with a good bank account. It is the 'open sesame' to the cashier's till. Thinking so, I chose a good name. I took, for an example, a good and wealthy cycle-maker; faithfully strove to copy his ways, practising his peculiarities until I fondly imagined I had thoroughly taken the lesson to heart.

"The pity of it is that, just as I was beginning to reap the reward of my earnest endeavors, a harsh and unappreciative world wrested it from me."


The pale young man glanced hopelessly about the bare walls of the narrow room.

"Yes," he said, with a sigh, "I must admit that the saying is right. If I hadn't fooled with that cycle magnate's name, I'd have escaped ten years for forging it."

MINISTERS CAN SWAP.

A Baptist minister in Newark, N. J., came near losing his pastorate last week, because he was charged with the awful offence of dealing in bicycles and wearing a bicycle cap.

Upon trial before the Baptist Council he was enabled to prove that he only swapped off a couple of wheels, making a clear gain on each trade. This seemed to be well within ministerial rights, according to the Council's ideas thereof, and the minister was forthwith acquitted.



HOW WAS YOUR BALANCE

AT THE CLOSE OF THE PAST SEASON?

SUNOL BICYCLES

WILL CREATE A CASH BALANCE IN THE BANK.

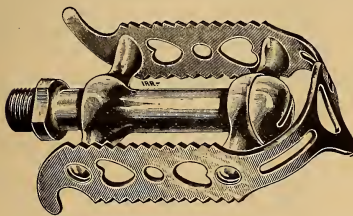
We are now receiving applications for Agencies next season.

RIGHT AWAY MIGHT BE YOUR ACCEPTED TIME.

THE McINTOSH-HUNTINGTON CO.,

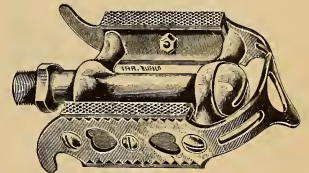
————— CLEVELAND, OHIO. —————

Kindly mention The Wheel.



..THE..

Crosby Pedal



MADE BY

AMERICAN MERCHANTS MFG. CO.

Drop-Forged Centres
 Drop-Forged Pins
 Case-Hardened
 Ball Races

Light
 Strong
 Best Workmanship
 Handsome

SOLE SELLING AGENTS:

CROSBY & MAYER CO., BUFFALO, N. Y.

**We manufacture
 SHEET STEEL
 PARTS.....**

More brazing surface in Sockets of our Three-piece Crown than in any other in the market. More threads in neck of head Adjusting Cone. Send for Samples.



WE SELL

Duckworth Chains
 Springfield Wrenches
 Rastetter's Wood Rims, Guards and Bars
 Cleveland Forksides and "D" Rear Forks
 P. & F. Saddles
 U. S. Projectile Weldless Tubing
 Hamilton Brazed Tubing
 Fiber-Bucks'in Grips
 Fay & Bowen Spokes, Nipples and Oilers

Kindly mention The Wheel.

JUSTIFYING HIMSELF

"Yes, I am learning to ride a wheel," remarked a prominent citizen the other evening, who stood with a wheel on the asphalt in front of his Boulevard residence. The street was aglow with many-colored lanterns, dodging hither and thither, resembling in the dusk huge fireflies out for an airing.

Bells of all kinds were filling the air with their warning notes, and the street was one conglomeration of movement, light and sound. All this was passing under the very nose of said citizen, and just a moment ago a small section of it had passed over his prostrate body; so that our friend might have been said to be "strictly in it."

However, he looked unhappy, and didn't smile when a good-natured-looking neighbor approached and rallied him on his dejected appearance. "For a man who has turned a cycle enthusiast so suddenly, and learned to ride in one evening, it strikes me you look rather sad."

The person addressed sighed deeply. "This morning," he said, with a look of smothered anguish and a scornful glance at his new machine, "I was one of the few New York citizens who did not ride a wheel. I presume there were others, but I can not say so to a certainty."

The kind-hearted neighbor, who was also learning, regarded his new knickerbockers with an apologetic air and spun the pedals of his machine abstractedly.

"Yes, sir," the citizen proceeded, with a tinge of bitterness.

"It seems to me that every man, woman and child in this place has gone stark, staring mad on the subject of bicycles. At first, I was inclined to regard the thing with some degree of sympathy, and enjoyed seeing an occasional rider skim along the smooth streets; but now everything is different. The whole course of my life is changed, and you behold a middle-aged business man, with grown children, who has hitherto prided himself on his common sense (at least), forced—yes, actually forced—to make a fool of himself, and such a fool—such a portly fool." The unhappy man regarded his begoiled limbs with an air of unutterable disgust, and wiped the perspiration from his bald head.

"Let me justify myself," he continued. "My course may seem inconsistent to my neighbors, after my long aversion to the wheel; but I wish to go on record as the man who purchased a bicycle in sheer self-defence. I have been tormented for a long time with people who could talk nothing else—have been mixed up in any number of hairbreadth escapades—have been knocked down time after time in the middle of the street, only to see my scorching assailant mount his wheel and sail off with a sneer, leaving me to recover as best I could. However, the climax came to-day."

At this juncture the conversation was interrupted rather unwillingly, it must be confessed, by a large, healthy-looking lady in tan colored costume, who rode very unceremoniously and with many protests, into the curb on which the gentlemen sat. The intruder proved to be an aunt of the wheel cynic, who smiled resignedly as he assisted her to mount.

PAINT AND POWDER AND RAIN.

Her face fell.

There was a blinding flash of lightning and a deluge of rain.

"Sacre!" she exclaimed, then turned her wheel and fled.

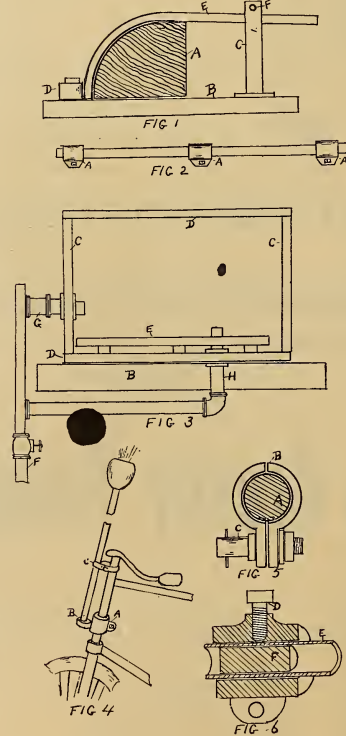
After the shower some workmen found traces of her face on the ground, where it had fallen.

She was French, and her makeup was not waterproof, hence the fall.

BENDING AND BRAKE FIXING.

Since the introduction of wood for rims, handle-bars and other parts, repairers have had more or less to do in the line of straightening, warping and bending wood. Wood-bending is more of an art than many suppose. In bending the hard woods for handle-bars, for example, the grain is very likely to be broken unless some skill is employed. Shops that are equipped with expensive and latest improved wood-bending machinery can, of course, accomplish good results with comparatively little work. The ordinary repair shop, however, is seldom thus fitted, and therefore the following descriptions of easy methods to bend hard woods with home-made appliances may be of value:

To plank B secure woodblock A, the desired shape, as shown in fig. 1. Then fix the upright C in place, and having wooden pin F in it at the top. Next secure a checkblock D as



shown. The wood to be bent to handle-bar shape is marked E. The curve is maintained as presented. To prevent the grain breaking at the ends, the steel clasps A are bolted on as in fig 2. A centre clasp will strengthen the stick.

As regards the steaming chamber, such a one can be readily made as exhibited in fig. 2, in which B is the stand, and C, D, and E the sides, bottom and top. These are practically airtight. A false bottom E should be built inside. The size of the chamber will be governed to suit. The main steam supply pipe is signified by F, in which should be a valve as shown. The distributing pipes are best arranged as signified by H and G. It has been found better to have a pipe feed from the side as well as from the bottom, and for various reasons many steaming chambers are built that way now. Of course the selection of the wood forms an important part of the process, as in-

ferior or unqualified wood will bother. If too dry, even excessive steaming will not fit it to bend. Cracked wood should always be avoided.

Of late, owing to the cycle-parade mania, there has been some work to do by repairers in the line of fitting up wheels to carry torches. The custom of strapping or tying a torch handle to the frame of the wheel is not advisable. A number of paraders have brought their wheels to the shop and had substantial fixings put on as shown in fig. 4, in which A represents a combined cast-iron clamp and socket. These can be cast at any nearby foundry, a hole bored through the shoulder so as to hide the clamp over the tubing to the position shown, where it is held in place by either the clasp or set screw method. The manner in which the end of the torch-stick sets in the socket is shown at B. To hold the stick down firmly, and also to aid in keeping it straight, the leather strap is used at C.

They tell us the brake is to be popular again owing to the number of accidents caused by wheelmen being unable to back-pedal hard enough to stop or check their speed. But few wheels of recent make are being fitted with parts for brakes, various types of clamps will evidently be needed to attach a brake to such wheels. Those brought to the shop this season for this purpose have been satisfactorily fitted with brakes by using clamps as shown in fig. 5, in which A is the tube, B the clamp half, and C the stud. If the set-screw plan is used as in fig. 6, and it is necessary to attach it to a hollow tube, a solid piece cut from a steel rod can be inserted inside the tube marked F. This will prevent the point of the screw D indenting the tube E.

GEORGE D. RICE.

WEDDING BELL LAP.

The old gentleman—he wasn't so very old either, since he was the mile champion less than twenty years ago—was somewhat surprised to see his daughter sitting on young Mr. Wobblesome's lap.

The young people were surprised, too.

The old man was the first to recover his equanimity, and as his daughter found her feet he remarked:

"Ah, Lucy! I see your race for a husband is nearly over."

"What makes you say that, papa?" asked the girl, blushing painfully.

"You seemed to be on the last lap."

Notice of the wedding followed.

QUESTION OF SHORTENING.

The American people are beginning to see that modesty in dress is a matter of adaptation to the purposes for which the dress is worn, and the manner in which it is worn. Where a healthy amusement or a desirable method of locomotion, like cycling, calls for the shortening of the skirts, there is no necessary impropriety in the abbreviation, and it will be but a comparatively short time before this is recognized almost universally.

GET THEM RIGHT.

When all is said and done, a great many of the saddle miseries which people complain of are in a large measure due to improper adjustment. So long as riders are too diletante to use a wrench, so long will the saddle question remain unsolved. The eighth, even the sixteenth, of an inch too high or too low, too far front or too far back in the position of a saddle makes all the difference between perfect comfort and acute discomfort.

GENEROSITY'S LIMIT.

A man may be generous to a fault, but you never see him making off with the poorest wheel in the rack when he mistakes one for his own, all the same.

READING THE SIGNS.

How the Professor Sized Up the Second-Hand Sellers from the Letters They Wrote.

I wanted a wheel bad.

Not a bad wheel, you know, for I wanted a good wheel, but I wanted it very much. That's what I mean.

But I thought I couldn't stand the price of a new wheel of the high grade, so wished to get a second-hand one.

But my confidence in the human race was small after a slight (Oh, a very slight!) experience with this object in view. In fact, I doubted if there were any decent second-hand wheels or decent owners of second-hand wheels; so in that state of mind you may believe I was interested to read the poster announcement of a Professor Fuller, A. M., P. M. D., to the effect that he could read character in handwriting.

Just what I'm after, I thought. I'll advertise for high-grade, second-hand wheels and let him size up the character of the writers of my responses, and from the best I can easily select an honest offer and thus get a genuine bargain, after all.

I did it. The next day's mail was quite large and contained many alluring offers of wheels. The first one opened read like this:

"If you're after a Jimdandy high-grade wheel, see me at once. It's a restive racer built to order four weeks ago, and never ridden but once. It won the race so easy that I can't get into another race now."

I didn't want a racer, so I put that aside and opened another answer, which read like this:

"I have a good honest old roadster that cost me \$100, cash; but, owing to illness in the family, I must sell it. The wheel is all right in every respect but one—it hasn't Zip tires on; but if you will make a trade I'll have them put on at your expense or mine, according to the price you pay."

That sounded honest and straightforward and impressed me. Still, I looked at the rest, and the last one said:

"Got a Blanc wheel to offer at \$75; cost \$100. That's all I'll say about it. The only blowing I do is with the tire pump. Call and see it."

Now, the signature of those two correspondents should settle the matter. I would leave the character of their owners to the wise skill of the Professor, and at once asterisks.

Ushered into the august presence of the Professor, I felt somewhat awed by his owl-like appearance and evidence of profound knowledge as indicated by the various angles at which his whitened locks stood out.

Timidly I handed him the two signatures—"Robinson Rattleback," "Silas Groob"—and explained my mission.

"Oh, yes. Um—ah! Yes indeed," said the Owl, as he scratched his head with his claw—so to speak—and frowned at the names before him.

"Robinson Rattleback," murmured the Professor softly, as if he were mesmerizing a snake or something. Then, glancing up at me, he remarked shortly: "Want a heavy machine?"

Not particularly, I replied, in a non-committal way.

"Because this Rattleback fellow rides a heavy machine. His writing is heavy—see? His is a strong fist. He must be an old rider to have gotten so much strength into his hands. But that upward slope of the writing—that indicates too much hope."

"Hope? What has that to do with the case, pray?"

"A good deal. He has Hope so abnormally

large that he is surely hoping to sell you this wheel. Hoping so hard that he'll force a point in order to do it, which he wouldn't otherwise do. Ah, my young friend, if you were a student of graphology you'd see a great many things that cannot be discerned. Yes indeed; um, yes indeed."

And the Owl swayed back and forth on his bough—that is, his office chair—gently and thoughtfully.

"But he's careless. Even you, sir, must see by his writing that he's confounded careless. The wheel that he's been using so long is in bad condition; though, with high hope of selling it, he has doubtless polished it up well, just as he has bought a sheet of clean paper to write this letter on instead of using the back of an old envelope, as is his wont—the rascal!" And the Professor doubled his fists as he made this last plunge into Robinson's Rattleback.

"Don't buy that fellow's wheel," he concluded, grimly, and then, smiling as a Puck contributor might, he added: "If he sends it to you let it Rattleback."

I sighed. "But Groob—Silas is O. K., isn't he?"

that signature would select a wheel for the nickelplate and enamel there was on it. I can't give you the name of the wheel, but you might tell it by a beautiful bow of baby-blue on the handle-bar."

And the Owl hissed "Bah!" And I added meekly: "If you know of one in the neighborhood I'll say it for two soft drinks." And I did.

I am thankful to graphology and the Professor for the tips given me, which led to the purchase of a new wheel at a fair price, and now I'm happy.

HOW TO FEED A FLYER.

The doctor who has been responsible for Morin, the French crack's success, has this to say regarding the preparation of a racing man for a race:

"One can scarcely imagine how contrary the actual rules of training are to the laws of hygiene. This contrariety is due entirely to the views of the trainer. What a mistake, for instance, to make young men eat rare meat, such as cutlets, beefsteak, mutton,



Starting at the initial letter S, the Owl's eyes rolled along the signed ink-road till it had coasted the fancy flourish at the end, and there, putting on brake, paused to say: "He's an artist. But he's not sincere. He's trying to appear honest and get your attention. He'd set fancy borders around any advertisement he constructed, if 'twas a funeral notice, he would; but he's got too much money to make it worth your while to trade with him."

"Why! If he's got money why can't he better afford to make a big concession?"

"Can. But won't. Don't have to. Any man who has a \$100 wheel to sell and asks \$75 for it these times doesn't have to sell it. And he won't."

I felt a trifle sarcastic at the statements so positively made. "Can you judge—Old Bird, I was about to add, but restrained myself—can you judge as to the make of this man's wheel?" And I smiled a cold smile as I thus rebuked him.

But he didn't rebuke worth a cent. Simply replied:

"Yes; I see the wheel in my mind's eye, as I look at this writing. The man who wrote

etc., for the purpose of increasing their strength. There is nothing more opposed to the teachings of physiology. Notice the beasts of draught and burden, the horse and the ox, for example; they do the most exhausting muscular work, and have no need of flesh.

"Vegetables are much better than meat for the racing men. Again, even in observing the strictest rules of hygiene, training ought to be moderate. That is the way to remain a long time in the field and escape the fate of the champions of the past, who could not battle three successive years. The body of a rider is a locomotive, but an infinitely sensitive locomotive. If you heat it too much, if you burn too much coal, it explodes."

DON'T HEAD HER OFF.

Nay, let ye young girl ride ye wheel,
For truly it is said,
A wheel's all right, except it go
Unto ye young girl's head.

The men who want but little here below generally get a good deal less than they want in the purchase of bargain-counter wheels.

DON'T THINK WE ARE BLUFFING

For nothing is further from our minds; and frankly, when we win the test suit now in the courts, against a manufacturer of bicycles who has used some of the imitations of our saddle, we will proceed to collect our just dues from others in the trade, in a way that will be as little obnoxious to all concerned as possible. In the meantime we are doing everything in our power to obviate the necessity of annoying you by continuing the manufacture of our 1896 model, so as to have a saddle the same in style as the imitations, which we can furnish at the same price, for the best of them are all poor copies of our '96. At the same time we have largely increased our plant, so as to take care promptly of the wants of the trade for our

'97 MESINGER.

Success is due to **RATTAN** and the peculiar way we weave... **RATTAN** is the secret...

Mesinger Bicycle Saddle Co.

MANUFACTURERS OF

SADDLES AND AIR BRAKES,
NEW YORK
CITY.

Kindly mention The Wheel.

PATENTS GRANTED.

570,941. Device for Closing Tube Punctures. William B. Merritt, Braintree, Mass., assignor of two-thirds to George W. Arnold and Edw. H. Kinney, Brooklyn, N. Y. Filed April 23, 1896. Serial No. 588,720. (No model.)

570,942. Device for Closing Punctures. William B. Merritt, Braintree, Mass., assignor of two-thirds to George W. Arnold and Edward H. Kinney, Brooklyn, N. Y. Filed May 19, 1896. Serial No. 592,108. (No model.)

570,944. Bicycle-Bell. Joseph R. Moore, Denver, Col., assignor to Blanche L. Kuykendall, same place. Filed April 13, 1896. Serial No. 587,377. (No model.)

570,952. Self-Propelling Vehicle. Reuben H. Plass, Brooklyn, N. Y. Filed April 20, 1896. Serial No. 546,555. (No model.)

570,974. Gearing. Frank J. Woods, Chicago, Ill. Filed February 4, 1896. Serial No. 577,996. (No model.)

571,001. Automatic Pump for Pneumatic Tires. Thomas M. Jenks, Galesburg, Ill., assignor of one-fourth to Edward W. Jenks, Chicago, Ill. Filed June 12, 1896. Serial No. 595,297. (No model.)

571,020. Bicycle Mittens. Thomas H. Royce, Brooklyn, N. Y., assignor to Benjamin Altman, New-York, N. Y. Filed January 4, 1896. Serial No. 574,314. (No model.)

571,025. Removable Cover for Bicycle Handlebars. Eliza M. Spamer and Richard F. Spamer, St. Louis, Mo. Filed July 22, 1895. Serial No. 556,802. (No model.)

571,029. Bicycle. Andrew Warren, St. Louis, Mo. Filed July 27, 1895. Serial No. 557,227. (No model.)

571,051. Bicycle. Antonio Pettinati, Rome, Italy. Filed July 10, 1895. Serial No. 555,512. (No model.) Patented in Italy June 5, 1895, LXXVI, 144.

571,069. Velocipede. Erasmus Humbrecht, Cincinnati, Ohio. Filed June 23, 1896. Serial No. 597,270. (No model.)

571,090. Machine for Making Rims for Pneumatic Wheels. James Banwell, Cleveland, Ohio, assignor of two-thirds to George Caunter and Frank R. Wall, same place. Filed May 4, 1896. Serial No. 590,161. (No model.)

571,083. Alarm Lock for Bicycles. John P. Daniels, Chicago, Ill., assignor to Flora Belle Meek, Davenport, Iowa. Filed August 15, 1895. Serial No. 559,213. (No model.)

571,101. Lamp Bracket for Velocipedes. Robert C. Whyarne, Louisville, Ky. Filed November 16, 1895. Serial No. 569,141. (No model.)

571,108. Repair-Plug for Pneumatic Tires. Daniel W. Colhapp, Chicago, Ill. Filed August 7, 1896. Serial No. 601,971. (No model.)

571,113. Bicycle Saddle. Arthur L. Garford, Elyria, Ohio. Filed March 18, 1895. Renewed September 29, 1896. Serial No. 607,366. (No model.)

571,132. Package-Carrier for Bicycles. George J. Hise, Chicago, Ill. Filed June 24, 1896. Serial No. 596,663. (No model.)

571,197. Mechanism for Working Velocipedes. Birger Ljungstrom, Stockholm, Sweden. Filed February 28, 1896. Serial No. 581,149. (No model.)

571,239. Bearing Bracket for Bicycles. Edward L. Shultz, Chicago, Ill. Filed July 15, 1893. Serial No. 480,626. (No model.)

571,298. Cycle. Hans Brings, Cologne, Germany. Filed August 5 1895. Serial No. 558,277. (No model.)

571,302. Bicycle. Louis De Rome, San Francisco, Cal. Filed December 9, 1895. Serial No. 571,583. (No model.)

DESIGNS.

26,263. Bicycle Frame. Eugene N. Gates, Holliston, Mass., assignor of two-thirds to W. E. Putney, Fitchburg, Mass., and Charles H. Chapman. Filed July 17, 1896. Serial No. 599,566. Term of patent, fourteen years.

TRADE-MARKS.

29,137. Cement for Rubber Goods, Especially for Bicycle Tires. James E. McWilliam, Hubbardston, Mass. Filed September 30, 1896. Essential feature: The word "Biko." Used since January 1, 1896.

29,153. Cycles, Velocipedes, Bicycles and Tricycles. J. Aucoec et Darraqo, Paris, France. Filed July 21, 1896. Essential feature: A representation of a globe, upon which is a prancing horse with a rider and the word "Gladlator." Used since April 29, 1895.

29,154. Bicycles and Tricycles. Edwin B. Willcox, Westport, Conn. Filed October 7, 1896. Essential feature: The words "Boutez en Avant." Used since June 15, 1896.

CYCLES THAT SAILED AWAY.

Exports of bicycles and cycle material from the port of New York for the week ending November 10:

Antwerp	\$665
Arnheim	2,000
Amsterdam	888
Brussels	1,560
Bremen	1,998
Berlin	105
British Honduras	55
British Australia	12,459
Brazil	300
Central America	376
Dutch West Indies	52
Genoa	180
Glasgow	385
Havre	71
Hamburg	2,134
Liverpool	2,741
London	12,021
Mexico	102
New Zealand	910
Rotterdam	1,368
Santo Domingo	88
Southampton	5,475
United States of Colombia	494
Venezuela	739
Total	\$47,166

ROCKAWAY COMPONENTS.

Robert Perkins, the former superintendent of the Liberty Cycle Company, who was a prime factor in the formation of the new Cycle Components Company, of Rockaway, N. J., has not allowed grass to grow under his feet. Samples of the concern's products are already in evidence, and travellers are on the road. Chains, pedals and a general line of parts are being made, the former Liberty plant being utilized for the purpose. Incidentally, Mr. Perkins has served notice that he is the owner of the patent on single-piece fork crowns, and intends to get after infringers with a legal prod. The officers of the Component company are: Alvin L. Strasberger, president; W. H. Cahn, vice-president; Robert Perkins, superintendent. A New York office has been established at Nos. 16-18 Maiden Lane.

RIDING ON A RAIL.

"A rail fence is a hard thing to sit upon, but no harder than the common run of bicycle saddles," is a leading assertion made in the catalogue of the Harden Saddle and Specialty Company, of Toledo, Ohio. The catalogue illustrates some seven of the Harden saddles, which, of course, are claimed to be not of "the common run." They are of the hygienic type, and seem to cover the field very thoroughly; there are saddles not only for men and women, but for children, as well, and several different patterns of each to select from.

DID YOU?

Have you never tried to save a little money for your very own, and buy some things you have long wanted in cycling, and then been compelled to spend it on something else?

Storekeepers are now divided into two classes—those who sell bicycles and the few who do not, but are going to sell them.



SAMSON was a strong man.
His strength was in his hair.

The **S**amson Tire is a strong tire. Its strength is in the Fabric, and Fabric makes the tire.

THE NEW YORK SEAMLESS SINGLE-TUBE TIRE

for 1897 is better and handsomer than ever, which is saying a great deal. You will see them on nearly all makes of high-grade wheels during the coming season.

Order your wheels fitted with the

Samson Seamless Single-Tube Tire.

BRANCH HOUSES:

BOSTON: No. 63 Franklin Street.
CHICAGO: No. 345 Dearborn Street.
BUFFALO: Room No. 415, Mooney Block.
CANADA: No. 50 Wellington Street (W.) Toronto.
CLEVELAND.
SAN FRANCISCO.

NEW YORK TIRE CO.

Main Office,
No. 59 and No. 61 Reade Street,
NEW YORK.

National Board of Trade of Cycle Manufacturers

271 BROADWAY, NEW YORK.

President, First Vice-President,
R. L. COLEMAN. R. P. GORMULLY.
Second Vice-President, Treasurer,
GEORGE H. DAVY. W. A. REDDING.
Secretary,
ERNEST R. FRANKS.

Mercantile Agency, Collection Department and
Information Bureau.

Rubber Tire Association.

President, First Vice-President,
THEODORE A. DODGE. L. K. McCLYMONDS.
Second Vice-President, Treasurer,
GEORGE T. PERKINS. GEORGE F. HODGMAN.
Secretary,
KIRK BROWN,
504-506 West Fourteenth Street, New York.

National Bicycle Wood Rim Manufacturers' Association.

President, Treasurer,
E. S. MEAD. N. D. DOUGHMAN.
Secretary,
W. W. STALL, Bedford, Mass.

NATIONAL CYCLE SHOWS.

Under the Auspices of the National Board
of Trade of Cycle Manufacturers.

January 23-30—Chicago, Coliseum, A. E. Pattison, Auditorium Hotel, Chicago.

February 6-13—New York, Grand Central Palace, Ernest R. Franks, 271 Broadway, New York.

February 20-27—Boston, Mechanics' Building, C. W. Pourdrinier, 34 Stanhope-st., Boston.

February 20-27—Philadelphia—Local Cycle Board of Trade.

February 20-27—Pittsburg—Local Cycle Board of Trade.

FOREIGN CYCLE SHOWS.

November 20-28—Stanley; Agricultural Hall, Islington, London, N.; E. A. Lamb, secretary, 57 Chancery Lane, W. C. Telegraphic address: "Insuppressible, London."

December 4-12—London, National Show, Crystal Palace; Frank Peach, secretary, 48 Holborn Viaduct, London.

December 12-27—Paris, Palais d'Industrie, Champs Elysees; M. Bivort, manager.

January 2-9—Manchester, England.

January 12-16—Liverpool, Eng.

January 16-23—Dublin, Ireland; Royal Dublin Society Building, Balls Bridge; R. Wilson, secretary, 14 D'Olier street.

January 23-30—Glasgow, Scotland; A. G. Rennie, secretary, 49 Lilybank Gardens.

Jan. 22-30—Birmingham, Eng.

February 27-March 6—Leeds, Eng.

February 1-7—Edinburgh, Scotland; Waverly Market, A. K. Dempsey, secretary, 82 Leith street.

TRADE CHANGES.

CONNECTICUT.

Derby—D. N. Clark attached, \$10,000.

ILLINOIS.

Chicago—Receiver appointed for American Wheelmen's Protective Association.

Chicago—Fowler Cycle Manufacturing Company, Lyman E. Crandall; sued for \$7,500 by Sarah F. Beall and for \$15,000 by Martin McKershaw.

Chicago—Moller Bros. sued for \$600.

Chicago—Schlessinger & Yeomans Manufacturing Company name changed to Schlessinger Manufacturing Company.

Chicago—March-Davis Manufacturing Company incorporated. Capital, \$100,000.

Rock Island—Mutual Wheel Company increased capital to \$75,000.

MICHIGAN.

Benton Harbor—Hinkle & Baushke, new store and repair shop.

Greenville—Kemp & Cole reported succeeded by E. A. Kemp.

MISSOURI.

St. Louis—The St. Louis Cycle Company incorporated by H. G. Wolzendorf, president; E. L. Morgan, secretary; Eli Silverberg, treasurer, and others.

St. Louis—Norman Cycle Company has reduced capital stock from \$25,000 to \$10,000. Liabilities, \$3,058; assets, \$5,411.

St. Louis—The Tidd-Rugg Cycle Company has assigned.

NEBRASKA.

Kearney—The Kearney Cycle Manufacturing Company will probably move their business to Denver, Col.

Lincoln—E. Rohlf, bicycles, chattel mortgage for \$946.

NEW JERSEY.

Trenton—Standard Rubber Tire Company. Articles filed in Atlantic County. Incorporators: Senator William H. Skirm, of Trenton; John C. Snyder, of Buffalo, N. Y., and E. H. Ingersoll, of Atlantic City, N. J. Capital stock, \$10,000.

NEW YORK.

Brooklyn—J. Ling; bill of sale to J. H. Rauch, nominal.

Brooklyn—L. C. & G. F. Dunham; judgment for \$123.32.

Brooklyn—Albert E. Sykes has sold his interest in the Michaux Cycle Company and opened a store at No. 315 Seventh avenue.

Elmira—Frank S. Phelps arrested on the charge of grand larceny.

Kingston—Chas F. Winkler, reported given bill of sale for \$1,000; conveyed real estate for \$1.

New York—Hodgman Rubber Company; two additional judgments vs. George F. Hodgman aggregating \$10,078.09.

Syracuse—American League Cycle Association. Machinery attached while being placed on car for Springfield, Mass. Judgment, \$191. Additional suits, \$71.35 and \$135. Syracuse—The Frazer-Jones Manufacturing Company will begin the manufacture of juvenile bicycles

Poughkeepsie—James H. Tracey assigned.

OHIO.

Akron—H. H. Crowther sued for \$1,373.42 by the Foster Bicycle Company, who ask that transfer of real estate to wife be set aside.

Toledo—Toledo Cycle and Repair Company (not incorporated) discontinued.

Toledo—Toledo Manufacturing Company has transferred real estate to Kirk-Young Manufacturing Company for \$22,000.

PENNSYLVANIA.

Allentown—F. T. Koons & Co; judgment for \$650. Execution issued.

Meadville—Peter Kress assigned. Judgments previously entered aggregating \$3,183.

Philadelphia—Hilliard Cyclometer Company. Judgment, \$40.

Royersford—Royersford Machine Company. Judgment, \$18,580.

RHODE ISLAND.

Woonsocket—E. R. Darling mortgages real estate for \$2,000.

TENNESSEE.

Nashville—J. Dunn, bicycle repairer, reported damaged by fire.

TEXAS.

Galveston—Galveston Cycle Company reported sued for \$1,129.

READY FOR THE SEASON.

Like a released bird, the cycle business has assumed unusual activity since the outcome of the political struggle has been decided, and the resultant restoration of business confidence bodes well for the immediate future of the industry of cycle-making.

As an instance of this may be taken the firm of R. H. Wolff & Co., Ltd., whose mammoth factories are located in New York City, running from 116th street to 118th street, on the East River. This firm, one of the best-known in commercial circles, has been engaged in the manufacture of the finest quality of steel and steel wire for twenty-five years, and since the earliest stages of cycling, made a specialty of high-class cycle material, supplying many of the leading manufacturers in the country for many years. Their plant is now in full operation, and preparations are now under way for next season's output.

As in the past, quality will be paramount in 1897 models, and every endeavor will be made not to maintain, but rather increase the reputation of the Wolff-American bicycle as a machine which is the triumph of mechanical skill. The warm reception recorded the Wolff-Americans in the past justifies its makers in anticipating a large sale during the season close at hand, and to judge from the many additional exclusive features promised, there seems little doubt but what their expectations will be realized. Besides the self-oiling bearings, eccentric chain adjustment and spring-tempered frame, a number of other improved patented devices will be introduced. Their tandem, they believe, will be one of the sensations of the year, being a combination of single frames joined in an original manner, typical of the aggressiveness of its maker. It will be furnished in double-diamond and combination patterns. The standard price of \$100 was announced some time ago, and this amount will be required in order to possess a Wolff-American High Art Cycle.

Wolff & Co. are firm on the price question, and have made provisions for the immediate decapitation of any agent who attempts to sell below the list price.

ADJUSTABLE TENSION.

Joseph N. Smith, of Joseph N. Smith & Co., Detroit, Mich., has essayed the role of vibration killer. An adjustable spring saddle post is the invention with which he hopes to do the business.

"It is entirely new," he says, "and just as good as it is new. It has all the practical features required to make such an article fully satisfactory. It has the regular 'T' post with square shank bearing, supported in the rear with a strong, well-arranged steel roller, carrying the load of the rider and preventing all of the friction that would naturally come on an ordinary spring saddle post, a feature entirely new. It has a coil spring with screw plug in the lower end to adjust the tension of the spring to the weight of the rider as may be required. This is a long felt want, and can be fully supplied. It is not only comfortable, pleasant and agreeable for the rider but is also a great saving on repairs of the frame of the bicycle, which is just as essential to a bicycle as a spring would be to a buggy."

THREE-STAR BRAND.

Situation as travelling salesman for bicycles, tires, rims, or parts. Three months' engagement desired. Have had twelve years' experience in cycle trade. Am well acquainted with jobbers and factories. References furnished.

* *, care of THE WHEEL.

Patents have been granted for a complete pneumatic frame for a bicycle.

CYCLOMETER TESTING.

On account of variation in the air pressure and in the actual diameter of tires which are nominally of a certain size, there will be more or less variation in the number of times the wheel will revolve in going a given distance, says the catalogue of the Veeder Manufacturing Company of Hartford, Conn., who make the well-known Veeder cyclometer.

A twenty-eight-inch wheel with an incompressible tire will revolve 720 times per mile. If the tire compresses one-quarter inch, that is, if the diameter is equivalent to 27½ inches, it will revolve 733 times per mile. We have chosen as our standard 728 revolutions per mile, which we believe to be a fair average. The wheel will then move ahead eighty-seven inches for every revolution.

To test your wheel, place your bicycle on a smooth floor with a rider in the saddle; mark the tire and the floor under the centre of the wheel; then carefully push the bicycle ahead in a straight line until the mark on the tire again comes under the centre of the wheel; mark the floor again opposite the mark on the tire. If the distance between the two marks on the floor is eighty-seven inches, the cyclometer will register correctly.

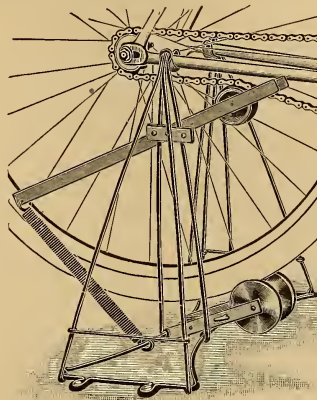
SEEKING TIDE-WATER.

Hartley & Graham, who operated the Remington Arms Works at Ilion, N. Y., are contemplating removing the plant from that town to Bridgeport, Conn.

All the world's a stage, and a good many of the men and women who are riding bicycles in it are merely stage robbers.

WHEN SNOW COMES.

Now that snow-fly is nearing, Hamblin & Russell, extensive wire goods manufacturers in Worcester, Mass., are introducing this home trainer, the Yankee, they term it. It



is light and simple, as may be seen, and affords an element of road friction that is lacking in many devices of the sort. The discount to the trade is health-inviting.

CUSHIONED RICHMONDS.

A cushioned frame Richmond will be an addition to the Richmond (Ind.) Bicycle Co.'s '97 line. They confidently expect an unprecedented demand for it.

ONE HIGH-GRADE SADDLE MARK.

Chicago, Nov. 14.—V. H. Muller, of the Muller Manufacturing Co., New-York, has been gunning for saddle-orders here in the West for some time. He jumped back to New-York to vote but returned immediately to clinch several large deals that were made good by the election of Mr. McKinley. Mr. Muller states that he is catering only to high-grade cycle manufacturers. "The mark of a really high-grade wheel is a Muller High-Grade Saddle," is the way he puts it. A number of contracts shown THE WHEEL representative prove that his words are not mere noisings. The sales thus far in the West amount to more than all of last year's sales in the same territory. Mr. Muller leaves to-day for a flying trip through Canada.

ONE THOUSAND DAILY FOR MONTHS.

Some idea of the magnitude and capacity of the Boston Wood Rim Company may be gained from the fact that on closing a large contract with the Western Wheel Works they began shipping within forty-eight hours 1,000 rims, which shipment will be continued daily for four months to complete the contract—and this without interfering with the regular shipments to other manufacturers. Their factory will soon be placed on a twenty-four-hour-schedule—having run full ten-hour-time during the past dull season. It is a notable fact that the Boston Wood Rim factory has not been shut down for two years, but kept steadily at work in and out of season, turning out a minimum of 1,000 pairs per day. The output of the Bedford factory alone will be not less than 500,000 for the 1897 trade.

You Run No Risk

WHEN USING

"PROJECTILE BRAND"



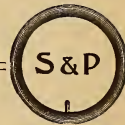
**COLD-DRAWN SEAMLESS STEEL TUBING,
FORKSIDES,
HANDLE-BARS,
TAPERED TUBES.**

Manufactured from the BEST SWEDISH STEEL
by

The United States Projectile Co.,
BROOKLYN, N. Y.

Used by the Highest-Grade Manufacturers.
We Solicit Correspondence.

Kindly mention The Wheel.



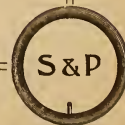
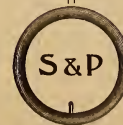
S. AND P.

TIRES

ARE A SUPERIOR PRODUCTION.

SPAULDING & PEPPER CO.,

CHICOPEE FALLS, MASS.



Kindly mention The Wheel.

CATALOGUE CONSIDERATION.

Points on the Makeup of the Annual Trade Announcements of the Makers.

If the catalogues in existence devoted entirely or in part to manufactures or sale of bicycles, parts and appurtenances thereof could be brought together, the wonder would be that enough paper-mills could have been found to supply the printing material. But doubtless it would also occur to a few minds that some of this paper had been wasted through injudicious or mistaken ideas in the preparation of the catalogues, whereby they had failed of any good results.

The main object of a catalogue is to give the best possible idea of the goods advertised by it. It is not to amuse people—for there are comic papers enough—or to introduce startling effects in printing and engraving. The right sort of catalogue has little room in it for fine writing for the sake of show, but the best of English is not too good for explaining the merits of anything really worth buying. Brevity and conciseness should be studied. A small catalogue is better than a large one, other things being equal, and the best of all the one that most promptly makes its business known. Those whose patronage is most desirable are busy people—who are pressed for time and who care only for business in business hours.

It should first be decided what classes of people a catalogue is intended for, that they may be kept in mind in compiling it. For example, a catalogue for wholesalers or jobbers may be less ornate than one for the retail trade—the general public. The former are concerned chiefly to know what is for sale and at what price. But the latter, and especially women and young people, are impressed by bright and artistic effects, so that it may pay to make catalogues for them as attractive as is possible within the appropriation for the purpose.

A catalogue ought to be a work of constant growth. The pages of a new catalogue might be pasted into a blank book, leaving ample margin, and every one connected with the factory encouraged to contribute ideas on its revision until the time for a new edition. A catalogue thus revised would represent the experience of the wheel-maker for a year or for several years, and should be freer from errors or omissions than if the whole work had been delayed until the last moment. But the final arrangement ought to be that of one responsible person—the head of the catalogue department, so to speak.

Like other salesmen, catalogues should be of good address. Cheap printing on poor paper will discredit goods with all people of taste. Whoever is competent to prepare a catalogue can easily master enough printing-office secrets to be able to judge of materials and workmanship. But one who feels at a loss in such matter might collect good-looking specimens of printing done for other houses, and engage a printer to do similar work, on condition of paying for nothing else. Special paper is needed for special kinds of engraving, and much depends upon the ink. If economy in cost be an object, it is well to have in mind an estimate from reputable printers while preparing the catalogue. Better a small one, attractively gotten up, than one twice as large but slovenly in appearance.

Pictures are the strongest features of a catalogue when the articles described are such that the pictures will need little explanation. But only good pictures are worth the cost. Their purpose should be to illustrate as nearly as possible the articles advertised. It does not pay to make engravings more attractive than the goods. Otherwise, the buyer is liable

to compare the goods with the pictures, to the disadvantage of the former. Photographs more correctly represent most lines of goods than any drawing could do, and "half-tone" engravings are unsurpassed for illustrating catalogues, but they must be well made, and printed on suitable paper by men who know how.

Oddities in size and shape had better be avoided in making a catalogue. It lowers the dignity of a business house to bid for attention by such cheap tricks as eccentricity in printing. But there is a more practical objection. A catalogue should be designed for preservation by the recipient, and one of peculiar size or shape may prove troublesome to handle, and, therefore, be speedily thrown away. For this reason, the more important makers of catalogues ought to lend their aid to bringing about greater uniformity in sizes.

Often a catalogue can be rendered more useful for reference by the addition of some facts other than descriptions and prices of bicycles and parts thereof. Whatever tends to the preservation of a catalogue is likely in the end to result in benefits to the house issuing it, in the way of more orders. It is a good thing, then, if such a catalogue can be made that it will be opened frequently for a figure to save computation, for a formula or record,

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE

**MORGAN & WRIGHT
QUICK-REPAIR TIRE**

ASK EXPERIENCED REPAIRMEN
WHICH TIRES THEY LIKE BEST

MORGAN & WRIGHT
CHICAGO

or some other item helpful to its recipient. But such matter should be carefully chosen. If a catalogue is original and likely to be of permanent value, other people can be prevented from copying it by getting it copyrighted at Washington.

CASE OF PALE-HORSE.

There was a man who liked to ride these nice cool evenings insufficiently clad. Death happened to be riding along on his white horse one day, and he didn't do a thing to that man but take him riding.

When it comes to a question of which spread the average rider would prefer, the one on the dining-table completely outdistances the one on the record table.

The newest fad, the rest cure, may be all right, but the trouble with it is that few wheelmen have time to try it, except in rainy or snowy weather.

There is one good thing about the American wheelwoman. She does not call herself a wheel lady.

Where there's a wheel there's a way.

NOT A NECESSITY.

And Because It Is Not the Minor Has to Pay for the Instalment Wheel.

Judge Cady, of Syracuse, on Tuesday decided another of those infant cycle contract cases, which have become quite numerous. This one was brought by Benjamin Cohen, by guardian ad litem, against William D. Andrews, to recover \$28 which had been paid on a bicycle. Cohen had returned the wheel, and claimed that, because he was an infant, he should receive his money back. The defendant held that the amount paid would not reimburse him for the wear and tear of the wheel. Judge Cady decided for the defendant.

Judge Cady's opinion is a lengthy and careful review of the law on the question. The General Term or the Court of Appeals have never decided it, but there is one case in the Superior Court of New-York holding that the infant cannot recover. One in Vermont holds that he can. Judge Cady thought that he should go according to the law in New-York, although he was not sure that the Appellate Court might not reverse him.

Judge Cady says:
"The cases are numerous when the rights and disabilities of infants have been passed upon so that many of the questions involved have become well settled, but the real question at issue here has not yet been fully and conclusively determined. In the different cases where it has been under discussion contrary views have been taken, so that it can be fairly said that the question is still an open one, and, in view of the large number of cases that are likely to arise, it is important that a proper determination of the question be made by the courts.

"In the case at bar no claim was made that the bicycle sold was necessary for the infant. So that in the discussion of the case that element of the law is applicable in the contracts of infants will not be considered. In fact, it has been held that a bicycle used to go to and from home to work was not necessary."

Referring to the case of Gray vs. Lessington, which was heard in the Superior Court, Judge Cady says:

"While the reasoning of that case may not seem to me to be in harmony with the general principles governing the contracts of infants, I follow the law therein laid down, particularly as it would seem that the equities are all in favor of such a determination of this action.

"I therefore conclude that judgment should be rendered in favor of defendant."

PROVED HER CLAIMS.

"I am a-weary, mother, dear,
Enfeebled and o'er-worn;
I cannot wield a broom, I fear,
Nor pull and husk the corn.

"'Twould jeopardize my health to make
The beds or can the fruit,
Or help you dust, or sew, or bake,
Ere I my strength recruit."

Thus spake the maiden, gave a cough,
To strengthen her appeal,
Then donned her bloomers and rode off
Ten miles upon her wheel.

Opportunity to win in a race does not travel by a time schedule.

The wheelwoman's name is misery, because she likes company.

The leaves of Eve's costume were the first bloomers ever worn.

A dead soft thing—a punctured tire.



Kindly mention The Wheel.

Dealers should anticipate the demand for the Holiday Trade.

Kindly mention The Wheel

The Luthy Wheel

\$150

WE GUARANTEE THE LUTHY WHEEL TO BE:

THE HANDSOMEST IN DESIGN AND FINISH.
THE BEST IN MATERIAL AND WORKMANSHIP.
THE MOST PERFECT IN ITS LINES AND BEARINGS.
THE EASIEST AND SMOOTHEST RUNNING WHEEL IN THE WORLD.

A FEW SELECT AGENCIES SOLICITED.

LUTHY & CO.
MAKERS,
GEORGIA, ILLS.



Your line of sundries will not be complete without

The . . . "L. A. W." Bicycle Cleaner.

Removes Rust, Prevents Rust, Polishes Nickel and Steel Parts, Cleans Chain and Bearings, Contains no Acid or Emery.

PRICE, 25 CENTS.

Write for Trade Prices

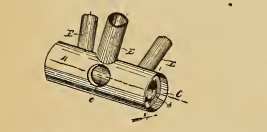
Will exhibit at Cycle Shows at New York and Chicago.

If you intend issuing a catalogue for '07 you should not fail to write us for electrolytes of same, which we furnish in all sizes gratis.

ÆTNA WAX MANUFACTURING CO,
Kindly mention The Wheel. **NEWARK, N. J.**

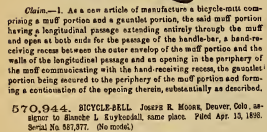
RECENT PATENTS.

571,199. BEARING BRACKET FOR BICYCLES. Edward L. Smith, Chicago, Ill. Filed July 15, 1933. Serial No. 450,285. (No model.)
Claim 1. In mechanism of the class described, the combination with a crank-hanger tube of tubular frame members inserted

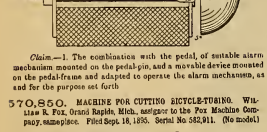


at each side of said tube, and seated in the central portion thereof, substantially as described.

571,020. BICYCLE-MITTER. Thomas R. Kott, Brooklyn, N. Y. Inventor to Benjamin Alton, New York, N. Y. Filed Jan. 4, 1933. Serial No. 374,734. (No model.)



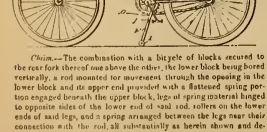
570,944. BICYCLE HELL. James R. Moore, Denver, Colo. Inventor to Elmer L. Kuykendall, same place. Filed Apr. 10, 1933. Serial No. 374,377. (No model.)



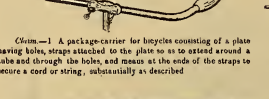
570,850. MACHINE FOR CUTTING BICYCLE-TUBING. William A. Fox, Grand Rapids, Mich. Inventor to the Fox Machine Company, same place. Filed Sep. 14, 1933. Serial No. 382,811. (No model.)



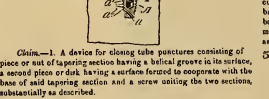
570,659. BICYCLE-SUPPORT. Alvin J. Brannan, Springfield, Mo. Filed Nov. 11, 1932. Serial No. 368,283. (No model.)



571,190. PACKAGE CARRIER FOR BICYCLES. Othman J. Bux, Chicago, Ill. Filed June 24, 1933. Serial No. 396,629. (No model.)



570,941. DEVICE FOR CLOSING TUBE PUNCTURES. William R. Merritt, Bradford, Mass. Inventor to George W. Arnold and Edward W. Kessley, Brooklyn, N. Y. Filed Apr. 28, 1933. Serial No. 353,720. (No model.)



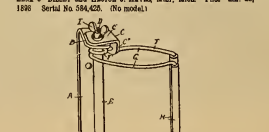
571,303. BICYCLE. Louis D. Ross, San Francisco, Cal. Filed Dec. 3, 1932. Serial No. 373,283. (No model.)



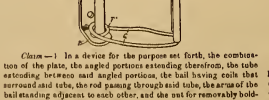
570,497. SADDLE FOR VELOPEDERS. Robert Patterson, London, England. Filed Apr. 26, 1933. Serial No. 389,031. Published in English Nov. 1, 1933. No. 320,683.



570,465. WALL ATTACHMENT FOR SUPPORTING BICYCLES. Earl J. Dally and Bruce J. Barron, New York, N. Y. Filed Mar. 23, 1933. Serial No. 354,023. (No model.)



570,052. BICYCLE-SEALING. Albert E. Prince, U. S. Navy. Filed Jan. 2, 1934. Serial No. 674,007. (No model.)



571,083. ALARM LOCK FOR BICYCLES. John P. Daniels, Chicago, Ill. Inventor to Fern Belle Mack, Davenport, Iowa. Filed Aug. 14, 1933. Serial No. 353,213. (No model.)



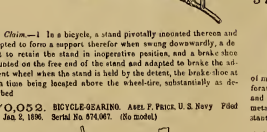
570,942. DEVICE FOR CLOSING TUBE PUNCTURES. William R. Merritt, Bradford, Mass. Inventor to George W. Arnold and Edward W. Kessley, Brooklyn, N. Y. Filed May 18, 1933. Serial No. 382,106. (No model.)



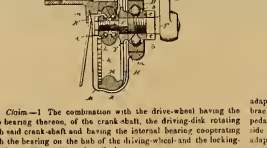
570,923. HOLDER FOR TOOLS. Charles E. O'Connell, New York, N. Y. Filed Oct. 30, 1932. Serial No. 367,283. (No model.)



570,681. BICYCLE ATTACHMENT. Edwin E. Hays, Haverhill, N. H. Filed Dec. 21, 1932. Serial No. 372,352. (No model.)



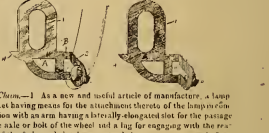
570,778. BICYCLE PEDAL CLIP. John E. Stranahan, Springfield, Mass. Filed Feb. 12, 1933. Serial No. 373,937. (No model.)



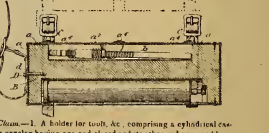
571,113. BICYCLE-SADDLE. Arden L. Sargent, Evans, Ohio. Filed Mar. 18, 1933. Renewed Sep. 23, 1933. Serial No. 407,366. (No model.)



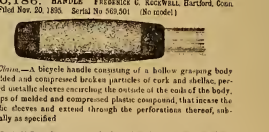
571,101. LAMP BRACKET FOR VELOPEDERS. Robert C. Wealth, Louisville, Ky. Filed Mar. 18, 1933. Serial No. 369,134. (No model.)



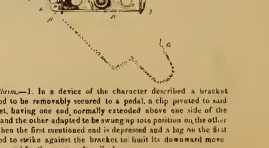
570,923. HOLDER FOR TOOLS. Charles E. O'Connell, New York, N. Y. Filed Oct. 30, 1932. Serial No. 367,283. (No model.)



570,186. HANDLE. Frank J. Kocwal, Burlington, Conn. Filed Nov. 20, 1932. Serial No. 368,901. (No model.)



570,778. BICYCLE PEDAL CLIP. John E. Stranahan, Springfield, Mass. Filed Feb. 12, 1933. Serial No. 373,937. (No model.)



The Wheel

and
CYCLING TRADE REVIEW

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VOL. XVIII., No. 15.

NEW YORK AND CHICAGO, NOVEMBER 27, 1896.

WHOLE NO. 451.

WHERE WINDLE WAS

Now Fowler Is—Plans of the Irrepressible Western Wheelmaker and Boomer.

Frank Fowler is again in harness.

After several meteoric flights across the cycling firmament, in each of which he left a train of to-be-exploded sensations, he finally found his harness in Worcester, Mass.

As THE WHEEL stated last week, he unexpectedly turned up in that busy New England town, and made an offer for the plant of the defunct Windle Cycle Company. Just after the paper went to press, his offer was accepted, and the deal closed. He took immediate possession of the property and straightway advertised for help. The next morning some 700 applicants responded to his call. Thirty of them were engaged and put to work setting things to right. Fire was started and the machinery given a preliminary whirl. The next day more men were employed, and in a short while some 200 will be at work. Several old Fowler employes will be brought from Chicago and placed at the heads of the several departments.

C. H. Larsen, manager of the Fowler Cycle Mfg. Co.'s Boston branch, and Edw. Plows, once foreign representative of the company, and both close personal friends of Mr. Fowler, have already become associated with him in his new venture.

Fowler's purchase, which was a spot cash transaction, included all of the Windle material in stock, and this will be immediately put together, after which he will begin the manufacture of a wheel of his own. What he will title it he has not decided. He has been wavering between "Regal" and "Trinity."

The factory is three stories high, 75 by 130 feet, and has a capacity of 10,000 or 12,000 wheels. Its equipment is modern and practically new. Mr. Fowler is already talking of building additions.

AN OHIO AFFAIR.

The Federal Court in Chicago denied Gormully & Jeffery's petition for an injunction against the National Metal Polishers' Union, restraining that organization from ordering a strike. Service had been made on the president of the local union, but Judge Crossup ruled that as the National Union was an Ohio corporation, service must be made on a National officer in that State.

REORGANIZED AND READY.

Place Kensingtons in the \$100 column, likewise in the \$75 and \$60 lists. The reorganized Martin & Gibson Manufacturing Company, Buffalo, N. Y., who make them, will next year market three different models at the prices stated. The \$100 Kensington is a particularly handsome flush-jointed wheel.

CANADIAN COLUMBIAS.

Rumor states the case this way: The Pope Manufacturing Company are arranging to open a branch factory in Canada for the manufacturer of Columbia wheels. George Pope, treasurer of the company, was in Ottawa last month, and had an interview with the Comptroller of Customs in regard to bringing in a lot of machinery to equip the factory. It is understood that the entry of the machinery will be facilitated by the Government. Toronto is likely to get the factory. Mr. Pope visited that city before returning to Hartford.

For once rumor was very nearly right, only a few corrections in the foregoing being necessary to bring report and fact in harmony. What the Pope company has applied to the Canadian Government for is a rating on parts of Columbias which are to be brought into Canada, and there assembled, plated and enamelled. The idea is that by this means the large Pope following across the border can be more quickly and cheaply served than is possible under the existing methods of doing business. American cycle factories in Canada are getting to be quite a feature in Dominion finance of late.

DISMISSED THE BILL.

Judge Holmes, of the Massachusetts Supreme Court, has dismissed the bill in equity brought by Everett L. Cole against Emerson H. Stoddard and J. Fannie Stoddard, of Brookfield, and others, to set aside a decree of the Worcester Insolvency Court authorizing the assignees of the Greyhound Bicycle Company, whose plant is at East Brookfield, to sell the property of the concern to the defendant, J. Fannie Stoddard, for \$8,000. The plaintiff claimed that the sale to Mrs. Stoddard was brought about by fraud, and alleged that he bid \$10,000 for the same property, the money to be paid in thirty days.

FIRST OF THE GREAT SHOWS.

London, Nov. 20.—There are no novelties of particular merit or startling innovations to be seen at the Stanley show, which opened tonight. The Earl of Warwick presided at the inaugural luncheon. In the course of his address he wished the American visitors a very pleasant visit and a happy return to their native land. The British manufacturers present heartily cheered the latter part of the remark. Discussing the American exhibits the "Daily News" expresses itself as being satisfied that American wheels are only suitable for park work. Nevertheless they are attracting great attention at the show.

ANOTHER HUNDREDDITE.

In 1897 Spaldings will list at \$100, the same price as in the past. A. G. Spalding & Brothers have made the announcement.

TIRE MAGNATES MEET.

They First Dine and Then Propose a Number of Important Trade Changes of General Interest.

At a meeting of the Rubber Tire Association, held Tuesday night last at the Arena, this city, several matters of moment to the manufacturer, the agent and the rider were thoroughly discussed. The meeting went into session at 10 o'clock and lasted until 1:30 a. m. Fifteen members were present, among them Colonel Theodore A. Dodge, Kirk Brown, John F. Palmer, George F. Hodgman, Frank White, J. E. Davis, H. C. Morse, B. G. Work, also Messrs. Parker, Kelly and Spaulding.

After considerable argument the following resolution was adopted: It is the opinion of this meeting that the cutting of tires by rims, being the result of causes over which the tire-maker has no control, does not come under the guarantee offered by this association.

It was also resolved that when tires attached to the bicycle itself are returned to a manufacturer, thereby necessitating the removal of the wheels by the manufacturer, and their replacement after repair has been made, a charge of 50 cents be made.

A standard form of application for the repair or replacement of tires was drawn up and adopted. The terms of this application will be made public later.

It was resolved that after the expiration of the guarantee, when offered for repair, tires that needed vulcanizing will be charged for at the rate of 50 cents. Those not requiring vulcanizing, 25 cents.

The resolutions adopted by the meeting are not binding, but are simply suggestions to be acted on by all members of the association. However, they will all probably be generally adopted.

ROBERT READY TO RETIRE.

D. W. Robert, the St. Louis member of the Racing Board, upon whose head a heap of abuse was hurled during the Murphy-Cabanne-Titus expulsion imbroglio, has announced that under no circumstances will he again act as a member of the board. Furthermore, he has resigned from all his local positions in connection with cycling, and will retire to the privacy of an every-day cyclist.

WILL GO WITH THE PEERLESS.

L. Fawcett, for the past few years with the Eclipse Bicycle Company, will succeed D. J. Post as manager of the Peerless Manufacturing Company, Cleveland. Mr. Fawcett was formerly engaged in the cycle business in Cleveland, and has experience in almost every branch of it.

ACROSS THE OCEAN.

What Dunlops Are Doing—Racers Who Are Coming Here and Their Plans.

London, Nov. 14.—The great law case between the Dunlop and Scottish Tire companies is in progress, having commenced yesterday.

As before stated, it will be a bitter and prolonged struggle, unless a very startling rumor, which has recently reached me, turns out to be correct. The leading counsel at the English bar are engaged four deep on each side. Such eminent patent experts as Sir Frederick Bramwell (Scottish) and Sir William Thompson, now Lord Kelvin (Dunlop), are retained at huge fees to give opposing views on vital points, but I believe that the chief struggle will be made over the question of disconformity between the original and final specifications of C. K. Welch, which embodied the patent under which the Dunlop Company claim royalties on all wired on tires. The ground being covered at present is much the same as that traversed early in the year when the Dunlop-Crowell case was being tried, and not until Monday or Tuesday can we expect fresh developments. The rumor to which I have referred is to the effect that the Dunlop Company have been preparing for defeat to such an extent that they will be prepared to take Justice Romer's decision without going to appeal. They will then fall back on a patent which they have been possessed of for years, which covers the Welch type so completely that their position will be stronger even than at present, because a failure to uphold the Dunlop-Welch patent will invalidate all the licenses which have been issued under that patent, and leave the whole market once more at the mercy of the Dunlop Company. I give the information with all reserve, and will probably have some further information in my next letter.

The Simpson chain team for America is fixed up, and the party will start on Saturday next from Southampton in charge of W. Plummer, of the "Sporting Life," who will act as Mr. Simpson's representative throughout the tour. At present those certain of starting are Tom Linton, Platt-Betts, J. D. Lumsden and Jules Dubois or Teddy Hale. A. A. Chase and eight others have been invited, but have not yet made up their minds. Linton, like Michael, is a Welshman, Platt-Betts is an Englishman, Lumsden a Scotchman and Dubois a Frenchman, so you can see that an international idea has pervaded the selection to some extent. C. Chappel and a crowd of pacers with quints, quads, trips and tandems will also cross, and Dunlop tires will be used exclusively. Linton and Platt-Betts ride Gladiators, Lumsden an Osmond, Hale a Humber and Chase a Swift.

The first engagement takes place at Madison Square Garden on December 7, where Linton expects to compete in a one-hour race. Lumsden will compete in a twelve-hour race at the same place, but I doubt if Platt-Betts can mount, as he is even now suffering from the effects of a spill at Catford some weeks ago. The tour may ultimately extend to Australia, all the principal racing centres being taken en route—Chicago, Memphis, Nashville and New Orleans being touched before making for the Pacific slope. Linton is going out specially to meet Michael and Platt-Betts to meet J. S. Johnson. If Australia is to be taken in the arrangements will be to match both men to ride in the Austral Wheel Race at Sydney on January 20, so there will be a good deal of energetic moving about, which, of course, will make the men's form rather unreliable.

We are still on the record racket—only tandems, of course, but still world's records. Last Monday the Chase brothers went back to Catford and took the mile record to 1:48 3-5, and on Friday had got so far acclimated as to attempt the hour, but owing, I am told, to some peculiar vagaries on the part of a section of the pacers they failed in this, but going on made mince-time of the fifty-mile time. Their principal times were: One mile, 1:55; five miles, 9:27 4-5; ten miles, 19:01 3-5; twenty miles, 38:29 3-5; thirty miles, 58:13 4-5; forty miles, 78:07 3-5; fifty miles, 98:14 2-5. The previous best was 1:47.08 2-5 by Magregor and Nelson, while Huret's world's record on a single is 1:42:42 1-5. Thirty miles 1,605 yards were covered in an hour despite the wintry cold and fog.

The flotation of the week has been the Australian Cycle and Motor Company, which came out under the auspices of a syndicate of West Australian gold mining and company developing promoters. The capital asked is £75,000, while I cannot see that the properties offer anything to the subscribers more tangible than a promise of good trade, which starts with orders received for delivery amounting to 2,500 machines from the factories of the Premier, Bayliss-Thomas and Calcott companies. In addition, the Australian rights of the Kane-Pennington motor has been secured and sole rights for the Incandescent Sunlight Gas lamps. I believe that Ernest Leitch, the ex-racing man, and now private secretary to Mr. Rucker, is managing director of Humber's limited.

The Osmond Cycle Company has declared a 15 per cent dividend and carried £2,000 to reserve, and the Star Cycle Company have gone a bit better with one of 50 per cent. Still the near approach of the shows has caused comparatively little interest to be taken in these matters, and the only balance sheets awaited with general interest are those of Humber & Co. and the John Griffiths Company—the latter of whom, I am now informed, have had such a good year that a big dividend is probable, while the sale of the Australian business to Mr. Hooley for £100,000 is definitely stated as having been completed.

A new firm to take over the handling is that of Bagshawe Bros, No. 4a Upper Thames street, E. C., at whose place I saw a very nice specimen of the Sterling, and also a Waltham this week. The former will be pushed as a leading line, and will be exhibited at the National Show. The firm is well known in the hardware world, and should be able to do good business.

FOREIGN TRADE OPENING.

Cycle exporters will be interested in the Commercial Agency recently organized to carry on business on a large scale at Barbadoes, West Indies, P. O. Box 107. Besides other matters, they are manufacturers' agents, making a specialty of bicycles. They are thoroughly posted on West Indian trade, and from Barbadoes they can reach the various markets of the West Indian islands, the Guianas, Spanish Main, etc.

HALF GONE ALREADY.

Although the Boston show will not be held until February, seventy-five of the 150 spaces have already been applied for. The expectations of the management that exhibitors at the New-York show will transfer their exhibits and electrical displays to Boston will probably be realized. Many of the applications received are from manufacturers who will have large exhibits at the New-York show.

FROM HANNA'S HOME.

Organized for Trade Protection and Benefit—An Accident—Ran Against a Patent.

Cleveland, Ohio, Nov. 23.—The organization of the Cleveland Cycle Board of Trade was effected at a meeting in the Hollenden. These officers were chosen: President, George Collier, of Collier & Sayle; vice-president, James W. McNair, of Likly & McNair; secretary, C. J. Lovejoy, of the Prospect Cycle Company; treasurer, N. A. Quilling, of the Euclid Bicycle Company.

A painful accident happened a short time ago to Robert Norderer, of the Norderer Manufacturing Company, well-known sundry makers, from the effects of which he nearly lost the use of his right arm. Coming suddenly upon a huge kettle of boiling cement, which was just about to run over, and thinking to avert a fire he started to rake away the fire from under the kettle to reduce the heat. He was too late, however, as the hot liquid boiled over, and, bursting into flames, scorched the hair and skin from one side of his face and broiled his arm from the elbow down to a turn. Mr. Norderer is out again, but will think twice before again tackling a kettle of boiling cement.

I. Lewis, of the firm of Lewis & Booth, builders of the L. & B. bicycle, has bought out his partner's interest, and will hereafter go it alone. The factory started up a week ago, though not running full handed as yet. It is the intention to build 1,000 wheels for the '97 trade. Mr. Booth expected to go into the hub manufacturing business, but received an unexpected setback on Saturday last, which has changed his plans materially. The hub that he expected to put upon the market was to be made with a sprocket wheel upon each end, but with a different number of teeth, so that by reversing the wheel in the frame the gear would be changed. The setback was a message from the patent office, which gave the information that the Pope Manufacturing Company owned a patent upon the device. Mr. B., so your correspondent was informed, had even gone so far as to locate his establishment and contract for machinery.

BOLTE BOOMING.

Within a few days the Bolte Cycle Manufacturing Company, Milwaukee, Wis., will be in possession of its new factory. It is now practically completed. The three floors and basement will afford facilities for a considerably increased output. Pending removal, however, the Bolte people are not resting on their oars. Both the bicycle and specialty departments are working full time. The former last week made shipments of wheels to Germany, Holland and England. The specialty branch is filling orders for their one and two piece crank shafts, the new hub, bored from the solid metal, their pedals, wood handlebars, and frame-filing vise. Some changes in the personnel of the Bolte Company were made last week. Secretary Donlevy and Superintendent Connell being retired. The former has been succeeded by A. F. Schult. The position of superintendent is yet unfilled.

CULMORE NO MORE.

Charles Culmore, the picturesque Teuton who aspired to be chief consul of the Texas Division, L. A. W., was found to be snowed under when the ballots were counted. The vote stood: For chief consul, R. K. Earnest, 260; Charles Culmore, 132; for vice-consul, W. S. Kirsch, 271; George M. Courts, 174; for secretary-treasurer, C. H. Thacker, 200; E. R. Covey, 87.

CHANCE FOR SWISS TRADE.

A first-class concern in Geneva, Switzerland, is desirous of taking on additional American lines. Address F. B., care THE WHEEL. Status of concern believed to be first-class.

The Wheel

CYCLOPS TRADE REVIEW

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WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

REPREHENSIBLE JOURNALISM.

IT is seldom that THE WHEEL departs from its policy of being purely impersonal; seldom indeed that THE WHEEL fails to particularly mind its own particular business. There are occasions, however, when a well-defined and fixed policy may be departed from, and one of these occasions is furnished by our contemporary, the "Bearings," of Chicago. This paper, in its issue of November 19, publishes an editorial entitled "G. & J. Advanced Prices," an editorial which is amazingly brutal and absolutely uncalled for, and which has excited a wholesome disgust in the minds of the principal members of the trade, and even in the minds of those who are not in love with the firm of Gormully & Jeffery.

The silly season is not now with us, yet a sillier production never emanated even in the dog days. We say silly, because the editorial can be looked at from a dozen different standpoints, can be carefully read, discussed and digested, but no process will shed upon it the light of reason. We feel certain that every bicycle paper will take pains to record their opinion of this emanation.

Briefly, the editorial carries out the sarcastic strain implied in the heading. G. & J. really reduce their price from \$100 to \$80, whereupon the "Bearings" claims that Ramblers have not been worth \$100 "for a number of years"; that the public have been misled for years by the Gormully & Jeffery \$100 price; that the alleged cut in prices by Gormully & Jeffery is "an incident that need disturb no one"; that Gormully & Jeffery really are what they have just declared they are, "big fish in the medium grade pond."

We will assume that the "Bearings" people believe their editorial utterance to be a sample of cycling journalism of the fearless style. We will assume that their motive is to protect the high-grade makers from the bad influence which the Gormully & Jeffery cut might have with the trade and with the public. Fearlessness is a very suitable garment for journalistic wear, and the protection of the trade is a good cornerstone in the foundation structure of any bicycle paper. At the same time, in pursuing the one or the other, one frequently does more harm than good, and in this case, the "Bearings" distinctly does a great deal of harm.

The facts are these: It is inane for any newspaper to tell a merchant at what price he should or should not sell his goods. This journal might as well take up every firm in the bicycle business, have their wheels analyzed by experts, and print the bald facts, and take them to task for varying a hairline as regards the value of the wheel offered to the public. In other words, the "Bearings" would have to become a universal censor of goods and prices.

The "Bearings" has published, during its existence, many paragraphs regarding the merits of Rambler bicycles. Its office is located in the same city, not far from the Gormully & Jeffery factory. It apparently should have been the duty of the "Bearings" several years ago to analyze the make-up of the Gormully & Jeffery bicycles, and to refuse the Gormully & Jeffery advertisements; and certainly it seems ludicrous that they should have published so many laudatory paragraphs about the concern that Gormully & Jeffery could very easily make a book of them. There is no bicycle manufactured that has not its traducers and its partisans. The Rambler is no exception to the rule, but we opine that did its makers so elect they could effectively disprove the belittlements of the Chicago journal.

Another, and possibly the most vital point, is that the Gormully & Jeffery Manufacturing Company could prepare a strong defence, a defence which would delve into the secrets of the bicycle trade, that would expose the inmost figures, as all exposures of that kind necessarily must. Whenever the public are let behind the scenes, whether in the theatre, the factory, or elsewhere, damage must result, and it does result. When attacked, it is the nature of man to hit back. Were G. & J. to follow this impulse, the trade would have cause to rue the "Bearings's" folly.

It would, indeed, seem curious if the Gormully & Jeffery Company should ask the "Bearings" why they raised their subscription price to \$3 from \$1, jumped it back to \$2, then down to \$1, then 50 cents, then gave away many copies for nothing. It would be equally curious if the Gormully & Jeffery Company should censure the "Bearings" for changing its paper from the full size of the ordinary bicycle paper to the magazine form. It would be equally curious, and it would also be impertinent. A man who is in business has a birthright to manage his own business. If his money, his bread and butter, and outside interference is nothing more or less than silly impertinence,

It is pleasing to know that the trade generally resent the "Bearings" editorial. They know that it is an uncalled for slap at an old and honored concern, a concern which has done much for the business, a concern which has ever conducted its business with conservatism and decency. But beyond that, the trade realizes that the Chicago editorial will do considerable general harm, and each man also wonders whether he or some other fellow will be the next victim of editorial misjudgment.

SANGER AND HIS SHOW.

THE trade this week has heard from Manager Sanger in the form of pamphlets and diagrams of his show, which contains 169 spaces, as against 769 spaces at the National Cycle Show. The launching of this show is an impertinence which we are certain the trade will resent. The trade has from time to time been gulled and gouged in many ways. In its early days the frauds were barefaced; in later years there have been fewer of these, and they have been of a more diplomatic character. The trade is now more alert to blackmail, to needless expenditure and extravagance than it ever was. The Sanger Show has not a leg of necessity to stand upon. It is extraneous, superfluous, and it is not wanted. We believe the trade will voice this verdict in a manner which Sanger will not fail to hear and remember.

In July, Sanger's circulars promised to give a rebate to all exhibitors; in November, his circulars say nothing about that. In July, Sanger promised to reduce the cost of spaces 33 1-3 per cent; in November, the prices fixed on his forthcoming show do not show that result. They are only a shade lower than the prices charged for space at last year's show. THE WHEEL has repeatedly pointed out reasons why the National Board of Trade could not contract with the Madison Square Garden Company. Sanger's terms were prohibitory. His chief demand (and this was the principal snag in the way of negotiation) was an ultimatum to the Board of Trade to the effect that, if the rate on space was reduced, the Board of Trade was to pay the Garden Company 25 per cent of such reduction. The Board of Trade is expected to protect the trade. Yet, in order to protect its own trade and its own show, which that trade itself creates, they were asked to pay 25 per cent of any contemplated reduction to an unnecessary third party.

At last year's Garden Show, the Garden received \$39,000 out of the show, whereas their building for one week is not worth over \$7,000 to \$10,000. The Board of Trade would have been without backbone and stamina to have submitted to the imposition another year, and it is to their credit that they did not submit. They cut Sanger's \$39,000 down to a possible \$15,000—a very good price for a week—and they also cut considerably into Mr. Sanger's vanity. Hence, the row.

At last year's show the trade were overcharged for everything they needed—electric

light, carpentry work and all the rest of it. Mr. Gormully has so stated in a published letter, and it is a matter of wonderment that the trade should ever have accepted the committee's report. Every time anybody winked throughout the entire week, something dropped into the coffers of the Madison Square Garden Company.

The Sanger circulars show much misrepresentation. They have no right to the word "Fourth" Annual, because, of the three previous Shows, the first was held by the Garden Company, and the second and third were held by the National Board of Trade. Hence, in using the words—"Fourth" Annual Show we believe they are subjecting themselves to legal action; and we believe the Board of Trade will not fail to be so advised by their counsel.

The Sanger Show managers talk about "strong support from all sections of the trade," whereas, it is known that the 300 biggest concerns in the cycle trade have signed to exhibit at the Board of Trade official show, and not one of them will be seen in the Garden. The trade last year spent, probably, \$100,000 in decorations. Sanger cannot afford to spend this out of his own pocket; hence, we cannot expect to find in the Garden the brilliancy of last year, nor can we expect to find there the influential people of the trade and their connections, and these are the people who go to make up a bicycle show. That certain wheels will be shown there we have no doubt, and part of the public will filter into the building, but a cycle show such as we know the National Shows to be is not possible.

THE WHEEL takes this stand because the managers of the Sanger Show have started a crusade on the public, the earmarks of which are that they will attempt to mislead the public into the belief that the Sanger Show is the Board of Trade Show, such as the public have been used to and has flocked to see. THE WHEEL will take pains, in its own sphere, to prevent such misrepresentation. There is also reason to believe that untruths have been resorted to by representatives of the Sanger Show. These representatives state plainly, notwithstanding the signed contracts, that some of the biggest people—Pope among the others—will show in the Garden by hook or crook. One of the Garden's representatives has already been taken to task by the Pope Company, and has been pertinently informed that that company would take action against him unless he ceases his misrepresentations. As with the Pope Company, so with all of the other big firms. To a man they will stand behind their organization, and there is reason to believe that not one of the really influential firms in the bicycle trade will be seen at the Sanger Show.

As an incident in this connection, the Sanger circular informs us that Mr. Kennedy-Child will act as secretary at the unnecessary function. It is indeed gratifying to have Child's position stated. Petted for years by the bicycle trade, made much of and aided

on all sides, his present position is not enviable. It will make impossible for him a resumption of that niche in the bicycle trade which he once occupied.

MERELY BUTTERFLIES.

IT WOULD be interesting to know how large a percentage of the riders in New York and Brooklyn think their dream of cycling happiness realized when they can develop energy and skill enough to get up to Grant's Tomb or down to Howe's, to contemplate the beauty surrounding the one and to carefully study the menu card at the other. For them, the accomplishment of either of these facts entitles them to class as cyclists, although in the eyes of all wheelmen who know the beauties of country riding they are nothing but butterfly cyclists. They know nothing of the beauty of the sidepath, they do not know how much livelier is the claypath than macadam and how much livelier macadam than the dead, sticky asphalt. As for a hill it causes them a delirium. Every touring wheelman and wheelwoman should perpetuate condemnation, seasoned with advice, for these butterfly riders. They should be advised and even appealed to, to go out into Nature, where they can do less of the "seeing and be seen" act, and where they cycle for cycling's sake and not for the amusement of the curbstone population.

Some of them, however, are scarcely to be blamed. The way they sit their machines would make a country tour impossible for them. Their handle-bars almost obstruct their view; their reach causes a toe extension which is painful, and their general position, from several different points of view, is altogether impossible. It makes country cycling impossible. Perfect adjustment of the wheel we hear much of, but as applied to the rider the phrase is not enough in use.

The happiest reflection on an anniversary, such as Thanksgiving, Christmas, or a birthday, is not that we have done a great many foolish things during the year and repented; not that we have left undone the things that we ought to have done and been sorry for it; not that we are twelve months older, for age is only a comparative matter, but that we have a year more of experience.

The knowledge of life is the most valuable of human possessions. Nor does it matter whether that wisdom is to be put to practical use in action or omission. The thing is to have it. It is consoling to think that none of us shall reach the last Thursday of November of next year without accumulating some more of it. If we have nothing else to be thankful for, here is something.

People now steal water, electricity, votes and bicycles. The world must be growing worse. They never used to steal these things in the Middle Ages.

If people would just tell us how not to make a mistake in cycling instead of how not to have made a mistake, we'd get along better.

ABSENTEES THEY WILL BE.

Milwaukee, Nov. 20.—Julius Andrae & Sons Company and the Bolte Cycle Manufacturing Company have been barred from the Chicago and New York cycle shows. The cause of action is that they exhibited their wheels at the Milwaukee Industrial Exposition, which was not sanctioned by the National Cycle Board of Trade. Charges of unjust discrimination are made by the local companies.

Both of the barred firms are members of the organization which is causing the trouble. On September 2, according to M. Fichtenberg, of the Bolte Company, a letter was sent out by the National Board of Trade to cycle manufacturers, warning local companies not to exhibit their wheels at the exposition in this city, because the board had not sanctioned the cycle exhibits. The letter reached local dealers on September 9, after they had contracted for their space at the Milwaukee Industrial Exposition. The firms so notified the National Board, and at the same time informed the board that the exposition was not a cycle show, but an industrial display of purely a local character and that under the circumstances they were obliged to patronize it, as all contracts had been closed for floor space. Later the two local firms made application to the National Board for floor space at the two great cycle shows, and when the list of floor space that had been sold was announced, to the surprise of the local manufacturers, they found that no space had been allotted to them. Inquiry was made, and they were informed that had been refused on the grounds that they had violated the rules of the organization in showing at the exposition.

ROOM FOR ALL.

When the National Cycle Board of Trade issued its diagram of show spaces for 1897, 451 spaces were provided; but, owing to the wonderful demand for spaces, it was found necessary six weeks ago to provide an additional 100 spaces, which were taken by intending exhibitors as rapidly as were the spaces originally provided. This grand total of 550 is, however, totally inadequate, and President Coleman, of the Cycle Board of Trade, has been compelled to lease the fourth floor of Grand Central Palace. Here 200 additional spaces will be carved out, bringing the total up to 750. It is believed that with this added room all applicants can be taken care of. The rush for space in the Chicago show is nearly as great. One hundred additional spaces have been provided.

ANTI KID-CARRYING ORDINANCE.

A proposed ordinance was brought up before the New York Board of Aldermen last week, making it unlawful for any person to carry or transport on a cycle any child under the age of five years in the City of New York. The matter was referred to the Law Committee. The previous action of the Board on this subject proved inefficient, and it was therefore decided necessary to pass an ordinance making it a misdemeanor to use a child-carrier. On Tuesday the ordinance was adopted. The penalty is a fine of \$10 for each offense.

PERMITS FOR CLUB RUNS.

Attention has just been brought to the fact that club runs held in New York without a permit are against an ordinance relating to gatherings in public places. In accordance with this, the New York Athletic Club last week applied to the police for a permit before holding a moonlight run. The permit was granted.

NOT FAVORABLE.

Weather, Wind and One Thing and Another Against the Western Time Killers.

Denver, Col., Nov. 20.—The record-breaking season in this Western city has been a limited one in 1896. The weather has been most unpropitious, one storm wave following another so rapidly that riders have been unable to get in good condition and remain so. C. R. Coulter's unpaced mile in 1:50 1-5 was made on an excellent day, thrown in as a sort of dessert after a disagreeable meal of wind puddings.

Almost every event advertised for record work has been a failure because of atmospheric movement or lack of heat. W. W. Hamilton has about gone out of training and has embarked in the coal business with W. B. Scott. Harry C. Clark, who won the M. & W. brick last year for the fastest unpaced mile on M. & W. tires, is out of it. A fractious and vicious horse aimed his heels at Clark's head, missing the occiput, but breaking the young man's right arm. The fracture is a bad one, being a diagonal break, not a square one. A. B. Hughes, who gathered in the Rambler mile in competition before being boosted from the amateur ranks to the professional, has proven unequal to unpaced work. W. F. Sager has taken the unpaced three and four miles records, but has failed in the others. O. B. Hachenberger has been training for the unpaced mile, but has not made his attempt. In practice he has jostled 2:02, without quite pushing it aside. Once he reeled off 2:02 1-5, and at another time 2:02 2-5. Other local men have not been equal to any short distance work. Sager's marks are: Three miles, 6:59 1-5; four miles, 9:27 2-5. W. F. Sager and E. W. Swanborough reduced the tandem unpaced two miles to 3:59 4-5, and three miles to 6:07 1-5.

At the longer distances A. L. Hachenberger, brother of O. B., has tried for amateur long distance marks. He rode twenty-five miles in 1:04:20, which is an amateur record and is faster than his famous brother has ever done. That the latter has never been pushed in any of his races may account for this, and he has never tried the distance against time. A. L. is a new man on the track, having commenced to ride last June. He is remarkably fast, but lacks a head for racing. Experience may give him this. He was entered in one track race during the year, and his poor handling of his machine gave him a fall and put him out of the running. An attempt was made to laugh him off the track, but it was unsuccessful. He is older than O. B. and still an amateur, though he will probably ride professionally next year. Great game was made of him because he said to his brother, "Say, Ben, you take what records you want. I'll get the rest." But he seems to have meant what he said. His ten miles in 25:24 is also the amateur record.

Arthur Gardiner reached Denver to-day on his way to San Francisco, where he goes to race Wells, Foster, McFarland and other Coast cracks. Manager Pelot is with him. Gardiner will remain in Denver about two weeks and will put in his time training. He has one eye cocked toward the unpaced mile and possibly other records. But his advent is of interest to local bicycle enthusiasts, by reason of his recent challenge to Bald and Cooper for match races. Gardiner is a claimant for National championship honors for the year, on the strength of his showing on the circuit. The Bald-Cooper claims have been plentifully aired, and Gardiner now steps in with his list of performances. But

in Denver he meets the assertion of O. B. Hachenberger's backers that he can have a series of unpaced races of one, three or five miles if he wants them. Gardiner does not seem to care to talk about anything over one or two mile races, and there it stands. As he will remain in Denver two weeks or more, there is just a chance that some sort of a series of races may be arranged.

Word from Walter Sanger at Milwaukee, is that he is still waiting to hear from Hachenberger's backers regarding that proposed five-mile race. He says he received a telegram from one P. I. Aldrich, asking if he would make the match, and replied that he would be glad to do so. That has ended the matter, but he stands ready to make the race at any day or hour. He is dead sure he can beat Hachenberger at the distance.

CONSULATE IS ACTIVE.

Numerous plans and ideas for the welfare and comfort of cyclists of New York City were discussed at the meeting of the New York Consulate of the League last week. A committee of three was appointed to endeavor to have three macadam strips laid along Jerome avenue in order to furnish a good outlet to Yonkers. An effort will also be made to secure the Circle in Central Park for the exclusive use of cyclists. It was also resolved that the Committee on Rights and Privileges should be asked to communicate with the Board of Police Magistrates as to the advisability of increasing the amount and time of punishment meted out in cases where the lives and limbs of cyclists have been in imminent danger. A. H. Curtis, of the New York A. C., suggested that the Consulate might also request the Park Commissioners to asphalt two strips on 110th street, between Manhattan avenue and Amsterdam avenue, making a connecting link between Central Park and Riverside Drive.

ROTIER ROUTS MORAWETZ.

In the Wisconsin Division's election the vote was the largest ever cast, 1,216 out of 1,651 members voting. Of this number M. C. Rotier, Milwaukee, received 826, against 389 for F. J. Morawetz in the contest for chief consul. George K. Mead, Sheboygan, was elected secretary-treasurer without opposition. Dr. S. McArthur, La Crosse, secured the vice-consulship, polling 937 votes, against 252 for H. M. Baldwin. The newly elected secretary-treasurer, George K. Mead, will be unable to serve in that capacity, so his successor will be appointed by the chief consul.

HAIL TO CHIEF PATEE!

Illinois cyclists appear to be extremely apathetic toward the League. The total membership of the State is only about 3,200, and of this number but slightly over 1,200 took enough interest in the recent election to vote. Fred Patee was elected chief consul over A. C. Jaquish, the present incumbent, by a vote of 1,024 to 252. W. H. Arthur, Chicago, was elected vice-consul; G. D. Locke, Jerseyville, secretary-treasurer.

HE WAS ELECTED.

E. Kostomlatsky has been re-elected chief consul of the Iowa Division, under whose reign last year the membership was doubled. J. A. Gallagher, Jefferson, was elected vice-consul; A. C. Miller, Des Moines, secretary-treasurer.

STOPPING A PETTY ANNOYANCE.

All New England railroads have agreed to abolish the release heretofore required by passengers shipping cycles as baggage under the reduced schedule of prices adopted October 1.

POTTER'S TURKEY.

The League Furnishes Some Agreeable Stuffing for Mr. Potter's Thanksgiving Bird.

Chief Consul Isaac B. Potter can spend a joyful Thanksgiving Day for more reasons than one. Apart from his coming nuptials, his long-standing claim against the League for alleged unpaid salary in connection with the defunct "Good Roads Magazine" was settled last week, and under the decision rendered by the referees he will receive from the organization \$4,277 50. The referees in the case were Conway W. Sams, representing the L. A. W.; George E. Miner, representing Mr. Potter, and George F. Alexander, selected by these two gentlemen. Six hearings were held, and a total of sixty witnesses heard.

Mr. Potter's claim is based on a contract made under the administration of President Burdette. When the magazine "Good Roads" was started Mr. Potter, was engaged by the Executive Committee to edit it, at a salary of \$4,000 a year, on a three years' contract, with the privilege, however, that either party could terminate it upon ninety days' notice being given to the other party. In the contract it was specified that the League Executive Committee should "use all proper efforts" to secure advertising for the new publication. From the outset the magazine was a flat failure, and after considerable money had been lost the Executive Committee gave Mr. Potter notice of their decision to discontinue the publication, which was done.

Mr. Potter claimed that the League officers had never really tried to influence advertisers to patronize the magazine, and upon this assertion the suit was based. Through the witnesses called by Mr. Potter, largely manufacturers, it was tried to show that, had manufacturers generally been asked by the President of the League to help the magazine, they would have done so by advertising in it, and in this endeavor Mr. Potter has apparently been successful.

MICHIGAN MUDDLE ENDED.

A. B. Richmond, the official candidate for the chief consulship of the Michigan Division was defeated by seventy votes, according to the official count made on Friday last. E. N. Hines, of Detroit, who ran on the independent ticket, received 432 ballots and Richmond 362. The fight between the two factions in the division has been long fought and bitter, and resulted in a close and exciting election. The independent ticket was backed by the Detroit Wheelmen, which organization controlled the vote of almost one-half of the division's membership, and all but two of their nominees were elected. The exceptions were Leo A. Caro, Grand Rapids, who was elected secretary-treasurer by 67 majority, and one of the representatives, Frederick Wells. E. F. Kemp, Grand Rapids, secured the vice-consulship by a majority of 15. The election of Hines, although distasteful to a portion of the membership, will result in the settlement of the Bressler feud, and the restoration of \$800 to the division's treasury. This pledge was made before the election.

THE ONLY "BOB."

Robert Holm, who has achieved satisfactory results during his long service as chief consul of the Missouri Division, was unanimously renominated and, as a matter of course, re-elected to that position, at the recent election. Secretary-Treasurer W. M. Butler was also re-elected.

CORCORAN'S CONTEMPLATED COMBINE.

A movement is being agitated by W. J. Corcoran, manager of the Charles River Park track, Boston, to induce the owners of the leading tracks throughout the country to organize under the title of the National Cycle Racing Association. The idea is to govern the professional riders without interfering with the League's jurisdiction, and to protect the interest of the race-promoters and track owners, with the object of placing professional racing on a sound foundation. All restrictions and rules deemed advisable would be subject to the approval of the Racing Board, and it is thought that the association could greatly lessen the Board's work.

One of the main ideas is to make a pool, which will be used for the importation of foreign riders, assuring them of a certainty for their appearance on American race tracks, and to run them over the three circuits during the season. This, it is believed, would greatly increase the interest in the sport of cycle racing, and give to the public what it is ever demanding—something new in a racing line.

Another department would be the creation of three distinct circuits—two short and one long one. They would be known as the East, West and Grand circuits. The West circuit would be started early in the season at some distant point in the West, and the East a few weeks later, the two being so arranged as to meet at the opening of the Grand circuit, about August 1. The Grand circuit could travel in the East until the middle or latter part of September, and then go west, as it did this season, and, if need be, continue right along to the Pacific coast.

Corcoran says that the Massachusetts Athletic Association, the Springfield Bicycle Club, the owners of the Manhattan Beach track, and the owners of the Willow Park Grove track, in Philadelphia, have signified their intentions of entering such an association.

BIDDING FOR ECKSITES.

The San Francisco Velodrome has failed up to the present time to close the proposed deal for a ten weeks' appearance in that city of the Eck string, and the team will probably disband, scattering to the various homes, to attend the New-York Madison Square Garden meet later or go to San Francisco, which city will give a positive answer late this month.

GETTING THE MONEY.

Rivierre, the famous French long-distance rider, is putting in his time during the off season by travelling through rural France giving cinematographic exhibitions, the whole show and himself journeying solely by means of a motor carriage.

COURSE DE SURPRISE.

What is called a course de surprise has been instituted at Paris. The competitors in this event do not know the length of the race, and are kept anxiously on the lookout for the last lap bell.

ENTER EARLY.

Rivierre, one of the winners of this year's Bordeaux-Paris race, has already entered for the '97 race. An Englishman and a German have also sent in their names for the next contest.

STUCK ON HIM.

Jacquelin is at present the idol of the Parisian racegoers, and their idolatry extends so far that when he is beaten they hiss and jeer his victors.

J. W. Stocks declares that by the aid of wind shields forty miles will be ridden within the hour in '97.

RACING BOARD'S BULLETIN.

PROFESSIONALIZED.

Virgil Hall, Omaha, Neb., clause (c).
H. B. Weise, Philadelphia, Pa., clause (b).
Harry Johnson, Newton, Kan., clause (f).
W. Shillingford, Newton, Kan., clause (f).
Dan Gracey, Newton, Kan., clause (f).
John Paecher, Newton, Kan., clause (f).
W. A. Talbert, Hamburg, Ia., clause (a).
Harry Holtzinger, Hamburg, Ia., clause (a).
Hugh T. Whitehead, Memphis, Tenn., clause (d).
William H. Whitehead, Memphis, Tenn., clause (c).
Horace Slater, Phoenix, Ariz., clause (a).
Walter Daniels, Butte, Mont., clause (a).
C. H. Kerr, Butte, Mont., clause (a).
Harry Day, Butte, Mont., clause (a).
W. O. Ferguson, Butte, Mont., clause (a).
W. B. Lasswell, Butte, Mont., clause (a).
— Pierce, Butte, Mont., clause (a).
B. B. Stevens, Philadelphia, Pa., clause (f).

SUSPENDED.

Until July 1, 1897, unsanctioned races: Walter Daniels, C. H. Kerr, Harry Day, W. O. Ferguson, W. B. Lasswell, — Pierce, E. A. Law, — Hensley, — Walter, C. A. Southwick, C. W. Reber, — Keefe, Butte, Mont., J. F. Kennedy, D. J. Davis, A. B. Dudley, L. La Fontaine, H. Lemke, Thomas Leonard, James Lyons, R. Ryan, J. Kauffman, A. S. Church, Louis Copius, C. R. Morgan, B. J. Morgan, Anaconda, Mont.; Kent Clark, Hugh Clark, C. W. Chatin, Thomas Hathaway, Floyd Hyde, George Wall, Ike Leiser, Missoula, Mont.; — Milburn, — Schwartz, — Ireland, — Lambertine, — Brown, — Taylor, — Harmlon, — Harrington, — Babcock, — Butler, Miles City, Mont.

SUSPENDED PENDING INVESTIGATION.

Thomas W. Eck and John S. Johnson, Minneapolis, Minn.

"ME TOO," SAYS JOHNNIE.

Johnson's record-breaking trials at Memphis came to a sudden termination on Friday last. A telegram was received from Chairman Gideon announcing the suspension of both Johnson and Eck, until they paid \$200 damages to the Portland, Me., Association, with whom they failed to keep an engagement in August, which put an end to their calculations. As a consequence Eck watches the work of Michael from a seat in the grandstand and Johnson packed his grip and started for Minneapolis to spend Thanksgiving Day with his family.

JAY AND TEDDY.

Jay Eaton and "Teddy" Goodwin have arranged a match for a purse of \$100, to take place in Madison Square Garden on December 5. The distance will be one mile, best three in five heats. The winners will be matched to ride against one of the foreign riders during the following week.

HURET'S HIGH PRICE.

When the team of Simpson Chalmers, which is to race in America this winter, was being made up, Huret, the French crack, was asked his terms to join it. One thousand dollars per week and all expenses of himself, trainer and valet was his price. Huret will not be a Simpsonian just yet a while.

ON THE BRINY NOW.

Linton, Platt-Betts, Lumsden, Chapelle, the Chase brothers and a dozen other foreign riders sailed from Southampton on the St. Paul Saturday last for New-York, to compete in the Madison Square Garden tournament.

THEN COMES THE FROST.

Oh, it's great to be a racer, and to see one's name in print.
Or to be a record breaker, spending money without stint;
There's a subtle joy in knowing that you are the cause of talk;
But the glory isn't fillin' if the Ghost Don't Walk!

THEN HIS LEG CRAMPED.

Memphis, Nov. 19.—Frank Waller, the Dutch Carolinian, who hails from London and drifts about the country in clothes loud enough to be heard, started to knock the spots out of the twelve-hour record of 280 miles to-day, merely as a warming up for the coming six-day plug in New-York. He had eight tandems and a triplet to pace him, and he began the ride with the intention of covering twenty-six miles each hour. He adhered strictly to his schedule for the first three hours, riding 26 1-3 in the first, 26 1/2 in the second, and 26 2-3 in the third. At 100 miles, when he was well inside the record, he dismounted for four minutes for nourishment. Shortly after remounting he complained of cramps in his left leg, above the knee, and at 106 miles he was forced to dismount and give up the ride.

Waller rode the 100 miles in 3:52:14 1-5, lowering the indoor record of 4:00:15, by Miller at the Chicago Coliseum. He also set up new marks from 40 to 106 miles, as follows:

30.....	1:08:31	75.....	2:51:20
35.....	1:19:55	80.....	3:03:12 1-5
40.....	1:31:08	85.....	3:15:33
45.....	1:42:12	90.....	3:30:37
50.....	1:53:18	95.....	3:39:41 3-5
55.....	2:04:45	100.....	3:52:14 1-5
60.....	2:16:12	105.....	4:06:29 2-5
65.....	2:27:41	106.....	4:12:04
70.....	2:39:21		

MEMS FROM MELBOURNE.

Melbourne, Australia, Oct. 22.—J. W. Parsons is home again. His return was not as auspicious as his departure. He was a conquering hero when he left. His laurels were pretty well plucked ere he returned, and his reception was rather frigid in consequence. There is considerable feeling against him because of his failure to compete in England, for which purpose, it may be recalled, a popular subscription was raised.

The entries for the great Austral Wheel race on January 20 total 180—a record.

Tom Linton and his brother Sam are among the entrants, as are Colombo and Boidi, of Italy; McDonnell and Martin, of America; Gerster, of South Africa, and all the Australian flyers. The total entries for Austral Day races are 720.

ON TANDEMS.

Denver, Col., Nov. 23.—With a flying start, W. F. Sager and E. W. Swanbrough on a tandem cut the unpaced professional record for five miles by 16 seconds, putting the mark at 10:10.37. Henry Watts and Percy Smith, on a tandem, tied the unpaced amateur one-third mile record of 37 seconds, and, continuing to two miles, put up the following new figures: two-thirds mile, 1:17; mile, 1:59 2-5; two miles, 4:12 3-5.

BUNNELL'S INDOOR BOOM.

Philadelphia will probably have an indoor track next season. A German singing society is about to build a large structure for a singing festival to be held in June, and a syndicate headed by O. S. Bunnell intends leasing the building after the festival and converting it into an amphitheatre for cycle racing.

GOING TO STAY AWHILE.

Michael received word last week from his lawyers in England that "Chappy" Warburton's suit against him had been abandoned, and that there was no necessity for his immediate presence across the pond. Michael immediately sent for his wife and expressed himself favorable to remaining in this country indefinitely.

WHEELS FITTED WITH

HARTFORD TIRES

ARE SELLERS.

Everyone Knows Hartfords Are High-Grade Tires.

HARTFORD RUBBER WORKS CO., Hartford, Conn.

BRANCH HOUSES:

100 Chambers Street, New York City.

136 Lake Street, Chicago, Ill.

910 Filbert Street, Philadelphia, Pa.

8 Queen Street, E., Toronto, Ontario.

251 First Avenue, Minneapolis, Minn.

Kindly mention The Wheel.

To Bicycle Riders: We Make Our Tube
OF FIFTY CARBON STEEL

Because a Tube like this of our



Is just as strong as

a Tube like this of



**NOTE THE FULL IMPORT OF THE
PARALLEL LINES.**

THE comparison which they graphically make indicates the result of the prolonged investigations of the most practical experts of the world.

That the tests in our own laboratory corroborate these results is merely so much to its credit; that the same is true of actual trial on the road equally proves the trial to have been made in bicycles of correct design and construction. **THE FACT REMAINS.**

The margin of safety is greatly increased by the use of this tube. Every bicycle manufacturer should use it; every dealer should insist on having it; every rider should demand it. Send for catalogue.

**THE POPE TUBE CO.,
HARTFORD, CONN.**

While weight for weight in a Bicycle our FIFTY CARBON Steel will last so long

and TWENTY-FIVE CARBON Steel will last only so long

Kindly mention The Wheel.

NOT WHAT THEY SEEM.

While Chairman Gideon Was Compiling These Figures the Record-Wreckers Were Upsetting Them.

Chairman Gideon has just tabulated the records as they appeared last week on the books of the L. A. W. Racing Board. They are interesting, but of small value. Even while they were being compiled, Michael, Johnson, Waller and others were engaged in upsetting them, so that professional figures at least must not be accepted at even their face value.

AMATEUR RECORDS.

Table of amateur records with columns for time, name, and location. Includes entries like '0:24 1/5 - J. S. Johnson, October 31, 1893' and '0:53 - A. W. Porter, Waltham, Mass., November 2, 1894'.

Table of amateur records with columns for time, name, and location. Includes entries like '0:29 1/5 - A. B. Simons, Deming, N. M., May 26, 1896' and '0:59 - Harry C. Clark, Denver, Col., November 20, 1895'.

Table of amateur records with columns for time, name, and location. Includes entries like '0:25 4/5 - G. F. Royce, Paterson, N. J., July 4, 1894' and '1:01 - Frank M. Byrne, San Jose, Cal., September 9, 1895'.

Table of amateur records with columns for time, name, and location. Includes entries like '1:25 1/5 - W. C. Farland, San Jose, Cal., July 4, 1895' and '2:00 2/5 - Frank F. Desmond, jr., Denver, Col., August 8, 1896'.

Table of amateur records with columns for time, name, and location. Includes entries like '45:49 - A. A. Hansen, Minneapolis, Minn., August 15, 1895' and '48:08 1/5 - A. A. Hansen, Minneapolis, Minn., August 15, 1895'.

Table of amateur records with columns for time, name, and location. Includes entries like '1:59 1/5 - C. Clinton R. Coulter, Denver, Col., October 2, 1896' and '4:29 - A. F. Senn, Louisville, Ky., November 2, 1895'.

Table of amateur records with columns for time, name, and location. Includes entries like '1:59 1/5 - C. Clinton R. Coulter, Denver, Col., October 2, 1896' and '4:29 - A. F. Senn, Louisville, Ky., November 2, 1895'.

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PROFESSIONAL RECORDS.

Table of professional records with columns for time, name, and location. Includes entries like '53:5 - W. W. Hamilton, Coronado, Cal., March 27, 1896' and '1:17 - Peter J. Berlo, New Orleans, La., December 20, 1895'.

Table of professional records with columns for time, name, and location. Includes entries like '1:50 1/5 - C. Crooks-Weinig, Louisville, Ky., October 25, 1895' and '52:3 - Terrill-Taylor, Coronado, Cal., March 21, 1896'.

Table of professional records with columns for time, name, and location. Includes entries like '1:50 1/5 - C. Crooks-Weinig, Louisville, Ky., October 25, 1895' and '52:3 - Terrill-Taylor, Coronado, Cal., March 21, 1896'.

Table of professional records with columns for time, name, and location. Includes entries like '1:50 1/5 - C. Crooks-Weinig, Louisville, Ky., October 25, 1895' and '52:3 - Terrill-Taylor, Coronado, Cal., March 21, 1896'.

PLUMS FOR M. & W. RIDERS.

To be eligible for an award, Morgan & Wright announce that all who are contesting for their '96 prizes must give notice of the fact before December 26. As is fairly well known, these are the M. & W. "plums".

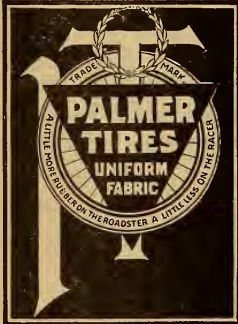
For Fastest Unpaced Mile on Regulation Track—Prize, trophy equal in value to the one awarded in 1895, and containing over 90 parts of 24-kara gold. A smaller face-simile to each breaker of the record.

For greatest mileage made on one set of Morgan & Wright tires during 1896. Rider to make his own repairs—First prize, cost value, \$100; second prize, overcoat, \$45; third prize, one set M. & W. tires.

CENTURY SURVIVORS.

The following road records have been allowed by the Century Road Club of America: Club century survivors' record, Century Wheelmen, Philadelphia, Pa., 194 survivors—June 13, 1896. American record, A. E. Smith, 10 miles, 12 hours—August 29, 1896. Illinois State and American record, A. E. Smith, 200 miles, 14:43:00—August 29, 1896. Illinois State record, A. E. Smith, Chicago to Milwaukee, 5:00:00—October 9, 1896. Course record.

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THE PALMER
PNEUMATIC TIRE CO.
CHICAGO, ILL.

To Bicycle Dealers

You are selling bicycles to make money. There isn't any fun in handling wheels unless you at least get a decent living from the business.

Your capital must return a certain percentage to produce a profit. Profit is a result of sales. Sales include money paid for wheels and sundries, renting and repairing. In selling high-grade wheels, you can get any equipment you want. You can get your wheels fitted with Palmer Tires just as readily as with tires of the second grade.

Wheels fitted with Palmer Tires run more easily than wheels fitted with other tires. Palmer Tires are so fast that almost one-half the pedal energy is saved to the rider.

Wheels fitted with Palmer Tires do not make their riders walk. Palmer Tires are too easily mended when punctured.

Wheels fitted with Palmer Tires produce the least vibration. Palmer Tires are perfect cushions. They make smooth the rough places.

Palmer Tires are well advertised. Their merits are so well known that dealers do not have to spend fruitless hours talking and explaining them.

It will please your riders, Mr. Dealer, if you give them Palmer Tires. You will make friends by doing so. Your friends will bring other customers.

And that means more bicycles sold—more profit.

The Palmer Pneumatic Tire Company

133-139 S. CLINTON ST., CHICAGO

Selling Agents, THE COLUMBIA RUBBER WORKS CO., New York and Chicago

Kindly mention The Wheel.

MIKE AND RECORD.

They Come Together in the Dark at Memphis and the Latter Is Knocked Out.

Memphis, Tenn., Nov. 21.—It seems to be utterly impossible for human beings to pedal multicycles around the track at sufficient speed to appease the unsatiable thirst for fast going possessed by little Jimmie Michael, of Wales. To-day he boosted the American hour record, established by himself at Manhattan Beach, by almost two miles, despite the fact that half the ride was made in semi-darkness. Even under this most unsatisfactory condition he continually shouted for more pace, although each pickup was made at great risk of a collision. Had the trial been made by daylight, it is thought that he would have given the world's record a close rub.

At the start of Michael's trial it was believed that the electric lights were in proper order, but when they were turned on it was found that one of the circuits was not complete.

One row of lights was in order, but these were outside of the posts, and cast such a shadow over the track that it was thought it would blind the men. The pacemakers were but twenty in number, five triplets and two tandems, and some of these men rode double, getting upon a triplet after finishing half a mile with a tandem. Changes were made each half mile, and in the dark it was one of the most wonderful performances that could be seen to witness the neatness of the changes, as the men flew round the little six-lap track. It was raining in the centre of the track inclosure, but the heavy air did not seem to hinder the men.

After the tenth mile Michael was continually calling for more pace, but the five triplets and the two tandems were doing all that they thought safe to do in the dark. At the twenty-first mile he had averaged 2:01 to the mile, and was continually shouting for faster pace. This could not be given by all the teams, but some of the pacemakers pulled him under that time.

At the finish he dismounted fresh, and said that had he known he was so near the thirty miles in the hour he would have forced the pacemakers to carry him in 1:50 the last miles. He rode in this hour the greatest distance by some yards that he has ever ridden. The League representative, with a full corps of officials, was on hand, and with the sanction placed on the ride by Chairman Gideon, it will stand as official.

Michael got under his Manhattan Beach time at eleven miles, and cut all figures from there on. Summary:

Miles.	Time.	Record.	Former Record.
1	.....1:56 2-5		
2	.....1:57 3-5	3:54	_____
3	.....2:02	5:56	_____
4	.....2:00	7:56	_____
5	.....2:03	9:55	_____
6	.....2:00	11:55	_____
7	.....2:00	13:55	_____
8	.....2:00	15:55	_____
9	.....2:02	17:57	_____
10	.....2:00 1-5	19:57 1-5	_____
11	.....2:02 4-5	22:00	22:58 3-5
12	.....2:02	24:02	25:11
13	.....2:01	26:03	27:33
14	.....2:02	28:05	29:26
15	.....2:01 1-5	30:06 1-5	31:34 2-5
16	.....2:03 4-5	32:10	33:41 1-5
17	.....2:04	34:14	34:48 1-5
18	.....2:02	36:16	37:58 3-5
19	.....2:02	38:18	40:05 3-5
20	.....2:03	40:21	42:17
21	.....2:00	42:21	44:29
22	.....2:01	44:22	46:44
23	.....2:01 2-5	46:23 2-5	48:57 2-5
24	.....2:00 3-5	48:24	51:06 3-5
25	.....2:05 2-5	50:30	53:18
26	.....2:02	52:31	55:32 2-5
27	.....2:01	54:32	57:50 3-5
28	.....2:03 2-5	56:35 2-5	_____
29	.....2:00 3-5	58:36	_____

Twenty-nine miles, 1,283 yards in the hour, former record 27 miles, 1,630 yards.

Previous to the ride of Michael, Henry Bradis, of Chicago, went against the five-mile unpaced record of A. F. Senn, and broke the two, three, four and five mile unpaced mark in the one ride. His first mile was made in 2:08 1-5, the two miles in 4:27, lowering the mark of 4:27 2-5; three miles in 6:52, lowering the mark of 7:11; four miles in 9:17, cutting the mark of 9:36 4-5, and the five miles in 11:42, cutting the mark of 11:51 1-5. This was the first attempt of Bradis at record breaking, and great things are expected of him.

AN IDOL OF THE PUBLIC.

Jacquelin, the French crack, was defeated by both Parbly, English, and Arend, German, in a series of three races at the Seine track, Paris, Sunday, November 8. It was his farewell appearance before leaving for military service, and he was presented with a magnificent bouquet and other gifts. The dual defeats cost him the Brassard prize, which he has held the greater part of the season. The Brassard brings to the holder a daily income of about \$4.50. Jacquelin took the first heat by half a wheel from Parbly, Arend being a bad third. In the second heat Parbly made a sudden sprint on the back stretch, after the bell. Arend made a desperate effort to catch him, but failed, while Jacquelin was left hopelessly behind. The final heat resulted in a loaf until the last half lap, when Parbly again tried to get away. After a desperate struggle the German caught him and won by half a wheel. By points Parbly won, Arend second, Jacquelin third. The spectators jeered the foreign riders when Jacquelin won, and hissed them each time the popular Frenchmen was beaten.

COOPER TELLS OF HIS PLANS.

Tom Cooper is at his home in Detroit, where he intends to spend the winter, having declined a proposition to go abroad. When interviewed as to his future plans, he said:

"I will rest easy on my oars until spring. Of course, I will ride for the concern that pays me the most money. A good many changes are liable to happen between now and spring. My present contract has until next March to run, so there is no reason for my worrying. I propose to keep in good condition. That does not mean that I will train constantly. Too much training is not beneficial. It is not good for a rider to keep himself on edge all of the year. I have had six months of hard and steady work. While I propose to do some skating, it is not at all likely that I will make any matches with Johnson or any of the other fast skaters of the country." He expects to start for the Pacific coast about the middle of February.

CON BAKER AND CON PRIZES.

Con Baker registered a long and vigorous kick against Manager Prince, of the Memphis Coliseum, last week. He was led to believe that a trip to Memphis would prove remunerative, being told that prizes as large as those hung up in the North would be offered. So with his trainer he journeyed to the Southern city at his own expense, accumulated hotel bills, and at the last minute found that the first prizes were \$20 and \$15. It was impossible to win sufficient cash with such prizes to make both ends meet, hence the protest. He insisted that a good-sized purse be put up for a match race against Johnson or Michael, but Johnson's suspension killed the matter. Baker is now a poorer but wiser man.

Record is money in the sense that it cannot be long held.

WAITED PLENTY OF TIME.

Neither Eck nor Johnson has grounds for any complaint against the Racing Board on account of his recent suspension. The claim of the Maine association has been hanging fire for at least five months, and repeated letters from Chairman Gideon relative to the matter have either been ignored or the question evaded. With the '96 record-breaking season about over, there would be little probability of the matter being adjusted before next spring. The meet promoters have offered to compromise the matter for a sum of \$200.

TO BECOME A BLOOMIN' FRENCHMAN.

"Choppy" Warburton, the famous English trainer, who until recently looked after Michael, has decided to turn Frenchman. He is sour on the English N. C. U. for "taking the bread out of his mouth," and has applied to the French Ministry of Foreign Affairs for his letters of naturalization. He has secured the position of official trainer to the new Humber, Clement & Gladiator Company, and will get together a team of Frenchmen for the avowed purpose of wiping out every English rider who visits France.

ENGLISH ALONE GENUINE.

The English Cyclist is sceptical of the records made in this country by Michael and Johnson, and avers that the marks put up in that country should remain on the world's record sheets, where the work of the men was correctly timed and authenticated. It infers that no one but the official English timekeepers is capable of correctly clocking a record trial.

PLAYING CASINO.

A fifty-mile paced match race was run at the Casino, Saratoga, N. Y., November 22, between C. G. Carpenter, of Rahway, N. J., and E. C. Smith, of Saratoga. The conditions were \$50 a side. At thirty-three miles Carpenter's tire burst, and he withdrew. Smith finished in 2:10:45. Shock and Golden competed in a five-mile unpaced race. It was won by the former in 13:15.

DEFEATS THE VILLAIN.

Joe Harrison, of Asbury Park, who is one of the speediest amateurs in the Metropolitan District, will ride as a professional next season. He intends to become identified with the stage in the part of a racing man during a race scene in which he defeats the villain of the play. This step will force him into the professional ranks.

TOUCHED AND SPILLED.

The English racing team which is to race this winter is a joint venture of the Simpson Chain and Dunlop Tire companies. Unfortunately Platt-Betts is suffering from a spill sustained at Catford by "touching" a pacing quad, but his place may be filled by A. A. Chase, who will thus have Linton and Lumsden for companions.

BEATS FARMING ALL HOLLOW.

Tom Cooper has been telling his fellow townsmen just how much there is in the racing game. According to Cooper he has bagged about \$6,680 for his last season's work, made up from the following: Winnings, \$1,780; salary, \$3,000; tire money, \$1,200; chain retainer, \$200; "appearance money," \$500.

Although time is money in racing, the latter is the more apt to come to a sudden stop.



"Built like

a Watch"

"Glittering Generalities"

NO
LONGER
SELL
WHEELS.

WE show you WHY the

Sterling ^{is} the Easiest Seller.

ONE ALWAYS SELLS ANOTHER.
OTHER MAKERS ARE TRYING
TO IMITATE OUR MECHANICALLY
PERFECT '97 FORK.....



Send for Catalogue. . . .

Sterling Cycle Works, Chicago, Ill.

Kindly mention The Wheel.

WAKING UP AGAIN.

The League Meet Town Getting a Move On
Once More—Election and Racing
Matters.

Louisville, Ky., Nov. 20.—Louisville has appeared to be very much asleep since the big events of August, but little news being on the wing, except when viewed through the magnifying glasses of the space writer. However, all this might have been expected, and was by those who have time and again watched the effect of a big event and the reaction.

The Kentucky Division election was, in comparison with former years, not so interesting, and about the only reason ballots were sent out was that there is no provision for otherwise deciding it when there is no contest. The secretary-treasurer will propose measures looking to the simple arrangement of a single ballot, cast by the secretary as a mere form, to settle all similar contests (?) in the future.

The Executive Committee of the '96 Meet Club met on October 1 and proceeded to bring the affairs of the club to a close, in accordance with the statutes of the State.

Messrs. Brigman, Colgan and Jenkins were appointed a committee to audit the books of the club. On November 12, at another regular meeting, the committee approved the treasurer's accounts. The cash on hand, \$3,200, was not all available for dividend, and after the last few bills were paid the dividend of 58 per cent, which was ordered was represented by the sum of \$3,176.46.

J. W. Brigman is liquidating agent at the Germania Safety Vault and Trust Company's office, No. 103 West Market street, Louisville, Ky.

Louisville is in the early throes of cycle path agitation. G. M. Allison, James Speed, Jr., and John E. Castleman are interested and have petitioned the stockholders of the '96 Meet Club to turn over the dividends on their investments to a cycle path fund which is being raised.

the people who object to using the Sabbath for such purposes. Prince Wells expresses himself mildly but firmly in this way, and as a judge of the public pulse professionally and as a business man few men can speak with any greater degree of knowledge born of absolute experience, and that, too, right along this especial line. Mr. Wells says the public may expect racing at Fountain Ferry during the next season from the time the curtain is rolled up until the last ball is pitched. It is expected three or four days each month will be the average number of racing days.

The Louisville branch of the Hay & Willets Manufacturing Company will be made the distributing point for Southern territory next season. Mr. George Wilcox has just returned from a trip on the road in the interests of the Outing.

Martin & Martin is its name now. It was Martin & Dressing. This firm has recently moved a few doors farther south from its old location, and is preparing a "campaign of education" for the Louisville people. They

REMARKABLE RESULT OF A REAR-END COLLISION.



Charley Pedalslinger is somewhat of a scorcher



—and is consequently rather "stuck up."

Chairman of the Election Committee M. J. Fleck announces the result of the canvass of the division vote as follows:

Chief Consul, John W. Clendening (re-elected), Covington, 329; Vice-Consul, Newton G. Crawford, Louisville, 333; Secretary-Treasurer, Owen Lawson (re-elected), Louisville, 338; Representatives (five to be elected), E. W. Ledman, Louisville, 313; R. F. Pelouze, Louisville, 311; E. H. Croninger, Covington, 310; Thomas B. Dewhurst, Lexington, 308; J. W. Brigman, Louisville, 304; W. R. Pratt, Madisonville, 302; scattering, 4. The total vote is only about one-fourth of the membership.

Chief Consul Clendening has requested the secretary-treasurer to call a meeting of the Division Board for December 6, at 2,510 West Jefferson street, Louisville.

Thomas B. Dewhurst, the Lexington member of the Board, is in England with his bride. He is visiting his relatives there and will prolong his stay for some time.

Compared with this time in the season two years ago, and even a twelve month since, Fountain Ferry track seems to be forgotten by all but home people. The last week has been record weather, and all the track needed was a record man to dislocate Father Time's pet figures at any distance. "Jocko" and "Dido," the Fountain Ferry monkeys, continue to fight their championships, a la Cooper and Bald, while Lum does a loafing pace on his own hook, especially when that hook happens to be entwined around a limb. "Mac" is now engaged in the railroad business, while the man with the dirty sweater continues to walk a few blocks "around the farm" each week.

Nearly every Louisville dealer is opposed to Sunday racing, even though his personal objections may not partake of that view on account of any exceedingly strong tendency toward the pious. The general opinion is that Sunday racing in one city elsewhere will affect the attendance in every other city among

will continue to handle the Henley and Overland.

R. F. Pelouze has received but little credit for the remarkable work he did as State Chairman of the National McKinley and Hobart Wheelmen's Club. With practically little assistance, he worked day and night, and the fact that Kentucky's majority is so close leads many of the riders here to think that with Dick Pelouze and his fine sense of organization, on the other side, the result would have been the other way. It is not unreasonable to suppose that McKinley could not have carried Kentucky without Pelouze, for he did the work effectively.

COSTUME, HARMONY AND CONTRAST.

It is considered good form nowadays when a lady mounts a tandem in company with a "mere male," to let her costume either match his in color or form a note of harmonious contrast. The effect upon the eye of the public is pleasing, and it is to be hoped the fashion will continue.

BOULEVARD BITS.

Seen and Heard Upon the Great Cycle
Parade-way of New York's
Wheeling Army.

"Bloomers; shocking with their—78 gear and barrel hubs—and red rims on his—teeth of the sprocket twisted—but I'm going to ride—two broken wheels with—fourteen yards in the skirt— She rode a century, but—Mamie Smith wore—a twenty-five-pounder with ball bearings on—her face," and so the crowd babbled on, not in an insane asylum, but on the Boulevard Sunday, watching the wheels go round.

Crash, smash, bang, and two important-looking men, with uptilted cigars, mowed down the wheelman with their buggy.

"No cop in sight, Jim," spoke one of them; "hit her up and get out."

But there were; four of them—two going on duty and two just relieved. Off went the buggy, but in fifty feet the four policemen had the drivers who were going off without seeing what damage they had done. Luckily neither wheelman nor wheel was hurt, and the two, who were driving on the wrong side of the asphalt, were let off, as the policeman remarked, "What's the good of takin' 'em in? All they'd get would be a \$3 fine, anyway."

It was 9 a. m., and she looked so fresh and prim in her dainty pink waist, tall Eton collar and starched butterfly bow, black skirt, trim jacket and smart hat, pedalling up the Boulevard.

"Say, there's a peachorine," observed one of those afoot, and the wheelwoman smiled slightly.

It was 5 p. m., and she was homeward bound. Her hat was all awry; her tall collar and the encircling tie were guiltless of starch or uprightness; her skirt was drab-colored with dust, and her face was, oh, so red!

"Say, Dick," exclaimed a creation in a café au lait, with hat to match, who walked, "if I looked that fright I'd keep a mile between me and a wheel."

And the girl awheel gritted her teeth as she heard it and pedaled on.

"Scorching on the Boulevard fills my heart with glee;

Coppers on the Boulevard cut no ice with me." Hand grabbed at his shoulder; off his wheel he fell, And the scorcher scorched no longer, for they led him to a cell.

"Hey, Henny, see de freaks!" bawled one urchin to another, pointing at the roadway. "Dey mus' have gotter way from Barnum's."

He had fallen on the car tracks at Eighty-sixth street, and one wheel was hopelessly smashed, the forks bent and the sprocket minus a tooth or two. He eyed his damaged mount ruefully, and so did a sympathizing crowd. Suddenly a man on a wonderful green enamelled machine pushed his way through the crowd to the dismantled one.

"Say, young fellow, if you'd ridden a Neverfall you'd be riding yet. Look at mine; a railroad train's went over it, but it's still on deck."

"Don't mind what he says; why didn't you buy a Gittenquick? They're the stuff," put in a rider whose mount was enamelled a la barberpole.

The unfortunate listened in amazement at all this free advice.

"Tshaw!" commented one in the crowd,

"these men are paid to boom wheels this way. No man gets a smash but some of 'em are right in to tell how their machines would have stood it."

"It's a graft," said the cycop, "I really declare; This scorching for scorchers is sport, sure, for fair."

He wobbled, he tumbled, for fast was his pace; And the cop on the sidewalk laughed in his face.

They swept by, fifty of them, all in snuff-colored suits, out for a club run, and the crowd admired. The captain, with plenty of gold on his shoulder straps, and the lieutenants, with almost as much, came in for lots of wonder, and so did the two flag-bearers, with silken guidons clamped to their handle-bars. In the rear rode the ambulance corps, with boxes of surgical appliances strapped to their wheels and red crosses sewed on their arms.

"Gee, ain't they fine!" The standard-bearers turned to look, collided and took beautiful headers, which snapped the flagsticks off short.

The ambulance corps tumbled off their wheels, grabbed their boxes and rushed up,



"Where are you going my Turkey maid?"

"I thought I'd go cycling, sir," she said.

"You'd better be careful, my Turkey maid."

On some one will see you, miss," he said.

armed with lint, bandages and splints.

"Say, young fellow," observed a cynic on the curb, "try yer splints on the flagpoles. The boys is all right."

And the crowd was unfeeling enough to laugh.

Blowing a whistle frantically, the negro scorcher scorched, hands off and eyes glued to the rim of his front wheel.

"You want to look out!" yelled a small boy. "Say, honey," was the reply, "you can't fool dis chile. I'se got wings on mah feet."

Perhaps he had, but half an hour later he languished in a cell, lamenting that the charge for his hired wheel was piling up 25 cents an hour.

He looked at peace with the world, in a red sweater of no uncertain hue, ecru stockings, light blue trousers and a cap of an 1840 model. He pulled at a huge cigar and labored up a slight hill on a 56-inch ordinary, holding the handles as if he had a yoke of oxen in front of a plough, and bending his back in a cycloidal curve.

"Ah there! Bygone days!" shrilled a girl, but the old man smiled contentedly and pedaled on, to the crowd's delight,

"Say, I wonder which 'un wears the pants at home," asked the fat man, as a red tandem whizzed by. Two pairs of red legs incased in knickerbockers propelled it, and two faces poked out from under two long-peaked caps.

"Give it up," replied the thin man.

There was a craning of necks. "There come the French scorchers!" Two girls with skirts that made no pretence of reaching to the knees, and served as a foil to shapely limbs incased in silk stockings, dashed along.

"Ah there, baby," cried one of the cycle policemen.

"I had to lock 'em up the other night," said he, "and, my, they swore awful for ladies."

Big man,
Shiny wheel.
"Oh, how
Good we feel!"
Small tack
In the dust.
"Great Scott!"
Tire's bust!"

Down the asphalt came the novice, wobbling like a ship in distress. He swerved, piroouetted, circled, dipped and did everything but fall of. He persevered. He gained a block. He smiled at his prowess.

"Ricketty, racketty, bang!" went the wheel. "!!! *** !!! *** !!!" went the novice.

He had caught his toe between the chain and the sprocket wheel, and was so tangled up that two bystanders had to unravel him. He limped away, leading a squeaking wheel.

THE BOULEVARDIER.

HAD FRESH AIR ENOUGH.

He was sick, or at least said that he was, and the other day he entered the office of a well-known physician uptown and sank into a leather-covered armchair in the ante-room waiting his turn on the list. At last it came, and the doctor examined his tongue critically, felt of his pulse, inquired as to the symptoms of his illness and then looked wise.

Taking a pad from the table, he wrote a prescription calling for bread pills and distilled water or something of that sort. Then, turning in his chair, the physician said: "I cannot see that anything serious is the matter with you. What you need is plenty of air."

The patient smiled a broad, bland smile, but said nothing.

"Take this prescription regularly every night, but above all things get plenty of air. Good, wholesome outdoor atmosphere, that is what you need more than anything else."

"Ha! ha! ha! I need air, do I?" shouted the man. "Well, that is funny."

"Why, what do you mean?" inquired the doctor.

"Mean? Why I have been six months steady in the business of breaking the New York-Philadelphia bicycle record."

He is laughing yet.

MIGHT BE WORSE.

Take the weather as it comes, and don't worry. You must not expect dandelions in November, and if the wind comes from a snow bank, just put on your best underwear, go riding and be happy. Here are some lines which fit the case exactly:

Don't growl about cold weather! Suppose you were to land On Greenland's icy mountains, on Norway's freezing strand? Suppose they were to send you as a missionary where The Eskimo makes fire out of whale oil half the year?

ADVISED BY THE LANDLORD.

"Say, all these alleged funny pictures and these yarns, accompanying them, which pretend to show how the broncho-buster of the Southwest is forsaking the cayuse for the cycle, make me tired."

The man who thus detailed his feelings had sold bicycles ever since the day when ability to straddle a sixty-inch ordinary was everywhere accepted as a patent of cycling nobility. "I don't know how it is just now," he said, resuming his conversation, after he had satisfactorily lighted a cigar, "but just a little while after the safety was introduced, and we had all made up our minds that she was going to be a go, the people I was working for got stuck on a lot of wheels, and thought it would be a great scheme for me to run down into the Southwestern country and sell them. The boom was on in that section, and one night I landed in one of the boomiest towns with a ample wheel and a grip full of catalogues.

"After I had worried down some dog-fodf which the landlord was polite enough to call and charge for as supper, I thought I'd get the lay of the land and learn from him what my chances of selling some bicycles were.

"Jest a lysickle, eh?" he remarked between expectorations, as he looked the sample wheel over.

"Yes, a bicycle, but it is the best wheel ever built."

"Orter be a wheel of fortune or sunthin' of that kind to be a go, but mebbe you kin hit some of 'em. That's a dog-fight and a horse race to-morrer, and it'll be a good day fur you."

"Are there any peculiarities to look out for?"

"Wall, yes, a few. You'd better begin bizness by callin' up all hands to take a drink."

"I see."

"If you hev to talk any more, tell 'em thar's another drink ahead."

"I understand."

"If the old man Jones comes in with his boys, thar'll be a row on the street. They ar' bad folks and shoot on sight. Keep your eye peeled, and if you see any signs of a row ask the hull crowd to drink."

"Yes, but—"

"Look out for dog-fights. If one takes place on the street, you can't hold the boys a minit. If you see a yaller purp begin to bristle up to a bob-tailed brindle, yell to the crowd and step over and moisten."

"Yes, but by that time the whole crowd will be half drunk," protested the agent.

"Sartin it will, and that's what you want, of course. That will give you a chance to skip out and take your life with you, and if you make a stop anywhere within a hundred miles I'll send on the masheen—purvided thar's anything left to send. Nuthin' like knovin' how to handle one of these crowds, my friend. Did you ask me to take sunthin' in advance of to-morrer?"

MARY MINUS SKIRTS.

A facetious devotee of the wheel, who claims that cycling dissipates all dyspepsia and morbid fancyings, asks: "Would Marie Bashkirtseff have diarrhea and died had she been able to turn into a Marie Dividedskirtseff, or even a Knickerseff, and witch the world with noble wheelwomanhood?" Apropos of this sad Russian girl, memorial services were held for her with most elaborate ceremony recently in Paris.

TAKING TRADE EASY.

A perambulating Philadelphia scissors grinder has succeeded in combining the bicycle he rides when looking for trade with the emery wheel and grindstone he needs in his business. If he doesn't do any business he secures plenty of exercise anyway.

YOUNG MAN AND THE GAME.

Remember, son, that cycling is older than you are by several years; that for years it has been so full of smarter, better and younger men than yourself that their feet stuck out of the dormer windows, but when they died the old game went rolling right along, and not one person in ten millions went to the funeral, or even heard of their death.

Be as smart as you can, of course. Know as much as you can about a wheel and the riding of it without blowing the packing out of your cylinder heads. Shed the light of your wisdom abroad, but don't dazzle people with it. And don't imagine a thing is so, simply because you say it is so. Don't be too sorry for your father because he knows so much less about cycling than you do. Cycling has great need of young men,

PREPARING FOR BUSINESS.



"Well, my man, I hope you have been making good resolutions to be acted upon when you regain your liberty?"

"I intend to learn ter ride a bicycle, I does."

"A truly laudable desire for a manly exercise."

"Yes, ef I'd ha' only knowed how to ride, I could have got away on de blame' wheel I got sent here for pinchin'."

but no greater need than the young men have of it.

Your clothes fit you better than your father's fit him—they cost more money; they are more stylish; your mustache is neater, the cut of your hair is better and you are prettier, oh, far prettier than "pa." But stop a moment, young man and reflect. The old gentleman gets the bigger salary and his homely, scrambling signature on the business end of a check will drain more money out of the bank in five minutes than perhaps your handsome autograph can do during the balance of your mortal life.

Young men are useful and they are also ornamental, and everybody in cycling likes them—but they are no novelties, son—oh, no, nothing of the kind; they have been here before. Don't be so modest as to shut yourself clear out, but don't be so fresh that you will have to be put away in a cooler to keep from spoiling. Don't be afraid that your merit will not be discovered. Manufacturers all over the world are looking for you, and if you are worth finding they will find you.

KID'S SHORTER CYCLE CATECHISM.

EXERCISE I.

See the man!

Why does the man walk as though he were ri-ding a bi-cy-cle?

And yet I do not see a bi-cy-cle anywhere in sight.

Why does he use the air to walk on instead of the pave-ment?

H-s-s-s-s-h!

The man knows a great many sa-loon-keepers and he has been to see them all.

They have been very kind to him.

Will the man get home?

Oh, yes; with the aid of a friend-ly po-lice-man he will get home by and by.

What will the man's wife say?

H-s-s-s-s-h!

EXERCISE II.

See the lit-tle boy with the look of great pain on his lit-tle face!

Why does the lit-tle boy hold his lit-tle hands over his lit-tle sto-mach and say "Boo hoo, boo hoo?"

Is it not pit-i-ful to see the tears drip-ping off his nose?

Has some-body been cru-el to the lit-tle boy?

Oh, no.

He has just finished his thanks-giv-ing dinner and he ate tur-key, cel-ery, po-ta-toes, tur-nips, cran-ber-ries, par-snips, beets, pickles, slaw, more turkey, more po-ta-toes, more pick-les, plum pud-ding, pump-kin pie, ice-cream, nuts, cake and more cake. Now he wants to ride his bi-cy-cle and finds he can't.

He will be able to after a while. Let us go a-way and leave him a-lone.

He pre-fers to be a-lone just now.

EXERCISE III.

Do you see the man with his face all wrea-thed in smiles?

Has he not a hap-py ex-pression on his coun-ten-ance?

Why does he stop every now and then to give thanks for some-thing?

Don't let on and I shall tell you. He has just sold his best friend a sec-ond-hand wheel for twice what he would ask any other man for it.

No, you must not blame the poor man, because you may have a second-hand wheel to sell some day your-self.

EXERCISE IV.

Why does the man look so mel-an-choly?

Is it not per-fect-ly dread-ful to see that ex-pression of re-gret on his pale face?

Why does he throw those large rocks at him-self?

I will tell you. You see, he has been to a raffle for a fine new bi-cy-cle, and he threw forty-four, the first dash out of the box. He was so over-joy-ed that he treated every-body in the place. Then some-body offered him \$2 for his throw and he re-fused with scorn. By and by another man threw forty-six and this poor man went out in the middle of the street and had a fit.

Is it not dread-ful to have fits?

It cer-tain-ly is.

EXERCISE V.

Do you see that strange thing com-ing this way?

It is push-ing a high col-lar and a man's neck-tie, and a man's hat, knickerbockers and an en-or-mous pair of sleeves ahead of it.

That is a new wo-man going for a cycle ride.

Let us go away.

NOT OUT OF MIND.

"You used to think a great deal of the bloomer girl; what do you think of her now?"
"She is out of sight."



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DAWNS UPON MAN WHEN HE SELLS



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BICYCLES

Kindly mention The Wheel.

HAD TO RIDE.

Everything Conspired to Drive Him Into Cycling, So He Determined to Get Even.

"Oh, I know what you are thinking!" exclaimed the portly and pompous elderly gentleman, as he partly fell and partly dismounted from his wheel and came to a standstill where his neighbor on the sidewalk was looking at him with an amused sort of smile upon his face. "I know you are just laughing to yourself to see me on a bicycle after all I have said against them. I don't know but what I ought to be laughed at. But I was driven into it, sir; yes, actually driven into riding a bicycle.

"I know you don't believe it, but hear my story and then see if I could do anything else. This morning I started down to my office about 8 o'clock, as usual. There wasn't a vehicle in sight. I had barely taken three steps across the Boulevard, when there was a furious ringing of bells; and I glanced up just in time to hear a muttered exclamation, and see—stars. Gradually I disentangled myself from a maroon sweater and a pair of gray trousers, while the other chap did the same in regard to my new business suit and best black silk hat. I am not naturally a profane man, but was preparing to discharge my righteous indignation in the way that any self-respecting man would, when I suddenly became aware that the base intruder was none other than my highly esteemed pastor, who had only the morning before admonished me, with great dignity, to 'pray for them which despitefully use you and persecute you.'

"Curses, not loud, but deep, were my refuge, as I wiped the oil off my new hat and politely assisted my religious adviser to mount his wheel. I had a malicious satisfaction, however, in recalling the fact that his profession prevented him from giving vent to his feelings in words. Mine didn't. Then, too, I observed a long, jagged cut in a knee of his trousers. When I finally reached the office another surprise awaited me. I found my partner in the hall with a bicycle agent.

"I caught enough of the conversation to know that the rash man was about to commit the greatest mistake of his life, and remarking in some heat to this effect glided into my private office, hoping to lose myself in work. I closed the transom, but for the next hour there floated through the cracks bits of discussion on 'sprocket wheels,' 'single tubes,' 'hose pipes,' 'cork grips,' etc., until I was almost distracted.

"It was beyond the usual hour for my stenographer to arrive, and as she did not appear I rang up her residence, only to find that while riding on her wheel the night before she had been run into by an ice wagon, and was now lying at her home at the point of death. This was too much. I seized my hat and made a mad rush for the door—not even attempting to reason with my partner, who was prancing idiotically around the office in a pair of new bicycle shoes.

"I bounded down the stairs and started in the direction of my home—reflecting with anguish on the immediate dissolution of the well-known law firm of which I am a member. There was at least one human being, I remembered, who was not wheel-mad. I felt that I needed my wife's soothing influence, and, incidentally, a dose of bromide. Besides, I had frequently heard her express her contempt for cycling, and I wanted sympathy. As I neared home a sight met my eyes which I shall never forget.

"There, on the asphalt directly in front of the house—perched on a wheel and clad in a short skirt and leggings—sat—my wife! When my astonished gaze met hers she forgot her-

self for a moment—being new to the exercise and also conscience stricken—and neglected to move the pedals. Here was another scene—the worst of all. I assisted my wife into the house, and passed into the library in silence—my disgust and disappointment too deep for words. Every hope of congenial sympathy was blasted. All my friends had joined the procession of fools. There was but one course for me to pursue. I rushed downtown, and, in sheer self-defence, made this purchase.

"Mark my words, my first ambition is to get revenge—on any one—every one. I must even up with the world for what it has made me suffer. I will learn to 'scorch' and strike terror to the heart of the absent-minded pedestrian. I will get a gong big enough to send a sensitive person into hysterics the first ring and make life miserable for people generally. I will sit up nights until I have mastered the technical language of the wheel, and will forever spring my knowledge on the poor, defenceless wretch who doesn't ride a bicycle, and who doesn't care anything about it."

With this remark the reckless sufferer mounted his wheel after a desperate effort and rode it into a street-scraper, where he was lost to view.

GUILTY ANYWAY.



"Here now! It is agin the law to ride that wheel ahn the sidewalk."

"But I'm not riding. I'm only trying to."

"Be jabbers, thin, Oi will run yes in fer givin' an akkrobatic exhibition without a license."

HOW HE CONQUERED THE WHEEL.

Few Catholic priests are seen on the bicycle, but some in this diocese have taken to the wheel, and one noted for his hearty good fellowship with men of all sorts made a shocking confession to a layman of different faith. "I had struggled with the thing all the week in vain," said the father, "and finally last Sunday afternoon, when there was nobody on the premises, I took the wheel from my house into the basement of the church and gave two hours to a lesson that left me master of the thing."

IN DAYS TO COME.

Miss Neuwoman—I saw Cholley De Cadent riding on the Boulevard yesterday, and, guess what?—he had on bloomers.

Pan De Siècle—The brazen thing!

MONKEY WRENCHEDNESS.

How the Forgetting of the Spanner Caused the Forgetter to Be Called an Indian.

"My, but I was glad I didn't wear that new riding suit of mine yesterday afternoon," said the girl in brown in the cable-car this morning. And the girl in blue wanted to know why. "Well, you must know that when I started out I forgot to put my monkey-wrench in my pocket."

"I thought your monkey-wrench went in the toolbag," interrupted the girl in blue.

"So it does," said the girl in brown, "but one of the first things that every wheel-woman learns is to leave the toolbag at home. Yes, I know it sounds queer. When I first heard it I said, 'Well, what is the use of having a tool bag if you never have it with you, but I soon became converted to the thing, and joined the noble army of those who never think of going out with any other tool than a wrench and a tire pump.

"Well, yesterday I forgot even my wrench. I went out in a great hurry and not until I was way up the Boulevard did it suddenly flash across me that if anything came loose on the machine I had nothing to fix it with. After that I was simply on pins and needles for fear something would come loose. When I reached the rendezvous I got off and squeezed every nut and bolt on the wheel to see if there was any danger. But there wasn't; at least, nothing was loose then.

"I rode out Riverside Drive, however, in no peaceful frame of mind, for I was so afraid something would happen before I got back. The joke of it was, too, that if I had had the wrench I don't believe I would have known how to use it.

"All the way home along the Drive my mind still dwelt upon the fearful possibilities of my situation, which, perhaps, accounts for the fact that at about Ninety-seventh street, with the entire road at my disposal, I banged straight into a wheelman. It was a plain case of thinking of something else, the 'something else' being in my case a money-wrench—but the results were just the same as though it had been a case of plain awkwardness. My wheel went flying across the road, while I sat down disgracefully in the dust.

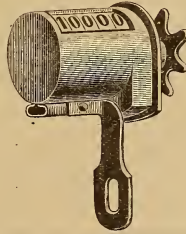
"Well, madam," observed my victim, as I scrambled to my feet, 'you are an Indian.' 'A what?' asked I, vainly trying to brush the tell-tale dust from my clothes. 'An Indian,' repeated my victim, 'don't you know that riders are divided into four classes? Beginners, wobblers, Indians and scorchers. The first two are afraid of everybody else, while of the last two everybody else is afraid. And of these last two the Indian is really worse than the scorcher. As I say, madam, you are an Indian.'

"All of which, of course, made me feel perfectly awful—why, it was only the other day that I boasted that I never yet had a collision. But nothing was quite so dreadful as the dust all over my clothes. I shook and patted and did my level best to get rid of it all, but it was no use, and I pedalled home with some of New York's most valuable real estate upon my leggings and shoulders.

"That's why I'm glad I didn't wear my new suit. If I had it would have been simply ruined. Fortunately, I had on my old one. If I had just had a whisk with me, though, I would have avoided much embarrassment. I mean to always carry one after this. For a woman, it's of more use than a monkey-wrench. And by the way, I got home safely after all, not a screw nor a bolt loose. I'm never going to bother about a monkey-wrench again. But I mean always to take a whisk."

Springs in a Cyclometer

are not desirable factors. Every child knows how easily they are disturbed and disordered. It is well to observe, therefore, that there are *no* springs and very few parts in the Haney Cyclometer. It is simplicity itself—the invention of the gentleman responsible for the bond-numbering machine used by the United States Government.



HANEY CYCLOMETER.

REGISTERS 10,000 MILES. ILLUSTRATION SHOWS ACTUAL SIZE.

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SPROCKETS AND GEARING.

Ratio and Relation of These Two Important Portions of a Safety's Make-up.

In the ordinary cycle nomenclature of to-day, the word "geared" or "gear" refers to the equivalent size of driving wheel; a wheel "geared to 70" or "70 gear" is equivalent in rate of travel to one of 70 inches in diameter. This is governed by the relative size of the sprockets, and is not affected by either throw of crank or actual size of wheel. For instance, if the front sprocket is twice the size of the rear one, the travel is 2 for 1, a 28-inch wheel running as a 56, a 30-inch as a 60, and so on. In other words, to say that a wheel is geared to 60 means simply that for each complete revolution of a pedal it travels as far as an actual 60-inch wheel would travel for one pedal revolution, if it were attached directly to the pedal. The word "geared," although not strictly inaccurate, is rather infelicitous in this use of it; "speeded to" would be better, just as "chain case" is a better term than "gear case."

Simple as this seems, many intelligent but non-mechanical people, among them not a few bicycle riders, have indefinite and inaccurate notions about it. For example, women sometimes ask for a low-geared wheel, "because I like a low seat," thus showing that they mistake the word "low" as meaning near the ground. So it is proper to say that neither height of seat nor position of crank bracket affects the ratio of gearing. And when we find men who are said to be regarded as authorities writing in the trade press that if a certain cycle with $6\frac{1}{2}$ crank is geared to 65 to change the crank to $6\frac{3}{4}$ would reduce the gear to 62%, we see it is well to state again emphatically that crank length has nothing whatever to do with the rate of gear; the crank may be 2 inches long, or 2 yards, and the ratio of gearing is the same.

The old Ordinary, or high machine, almost unknown to the majority of present riders, was a perfect example of a direct-driven or "level-geared" cycle. The rider bestrode his wheel, and drove it by crank and pedal without any intermediate device, the length of his leg determining the size. This inflexibility was often very disadvantageous. The short and strong man, although slow pedalling was best suited to him and he had power to drive a large wheel, had to take a small one in order that he might reach his pedal; the tall and slim man, although perhaps able to pedal rapidly without becoming "winded" and lacking muscle for a powerful thrust, had to straddle a large wheel or have his legs so cramped that they could not work. This level gearing was, indeed, very "level" in effect, for the usual range of size, compelled by the usual leg, was 50 to 54 inch; it took rather a little or a "sawed-off" man to manage a 48; a "split-up" could use 56 and 58, a rare tall man could get on a 60, and now and then a 61 or a 62 wheel was built, for show on parade.

By the way, a few new terms are much needed. In that day the bicycle was commonly spoken of as a "machine," the proper word not being either euphous or convenient, nor is it to this day; and one of the incidents of the fight for the possession of the right to the highway, in 1879-81, was that the Anti party seized upon the unlucky word, "It's plainly a toy and no vehicle," said they; "why, the young fellows themselves call it a machine." We still greatly need a new word for it, "wheel" sometimes meaning one of its rolling parts and sometimes the entire construction as a whole.

Following the high wheel came the Facile, the first small bicycle ever known in America, and the pioneer of the machine of to-day.

The level gear continued in this, but as the pedal was borne on a lever and placed below the axle, having also considerable adjustability in height, a long leg could manage a small wheel, and vice versa, and each leg length did not require its own size of wheel. The same may be said of the American Star of that time, which should not be passed without mention; but that machine had a ratchet action and no crank, and its construction was such that it cannot strictly be said to have had any gearing ratio at all. Then came the present type, which, by variations in height of frame and position of saddle, fits all riders; it is also geared or speeded over a wide range, as explained in the first paragraph.

The Facile was the "easy" thing its name declared it; but it had the disadvantage, shared somewhat by the high machine, of being too much so. For speed of travel and slowness of pedalling were sacrificed to lightness of action, although not so by intention; the power of the body was not sufficiently drawn upon in either case. But evolution has proceeded until the level-geared 50 to 56 of the Ordinary and the 40 to 46 of the Facile are succeeded by wheels of 60 to 84 and even 120 inches of equivalent diameter.

Looking backward the question arises, How did the Ordinary of a given size compare, in point of power consumed, with the present type speeded to that size? This question interests nobody now except students of mechanics, and it is not easy for old-timers to remember well enough to make a positive comparison; but we venture the opinion that the old level 52 did not drive more easily than a properly made and adjusted 66 or 70 of to-day. There are reasons for this, as there are for the well-known progression in the speeding ratio, which, beginning in the present type of rear-driver with 54 and 56, has worked along until in this year its average is perhaps 66 and—even aside from the coming larger sprocket—it has not yet reached its limit. The human race has not physically improved much in eight years, but roads have. As above stated, the size of the Ordinary wheel was imposed by necessity, not chosen; with the later type, choice has been open, and we have been gradually finding out what muscle and lung can do. The air tire and better construction have helped enormously; moreover, the truth is that the Ordinary was of very unmechanical design. Its lines of stress were weak; its application of power was bad, and the bicycle of to-day, as a piece of design and construction for the special purpose is a prodigious advance upon it. The driving power thus saved from wasteful expenditure in various ways is directed to coping with a higher ratio of gearing; that is, to working through a more unfavorable leverage.

As already stated, this ratio of gearing depends on the relative size of the sprockets; that is, to their relative number of teeth. The effect is the same as if the sprockets meshed directly together; so, as each tooth in the large sprocket pulls a tooth in the smaller, if they have twenty-four and eight teeth each eight teeth (or one-third) of the large one will pull eight (or the whole) of the small one, thus revolving it 3 to 1; a twenty-eight-inch wheel will run as an 84, a thirty-inch will run as a 90, and so on. Computing the ratio is an application of the rule of three, thus: As the number of teeth in the small sprocket is to the number in the large, so is the actual to the equivalent diameter of wheel. Or, multiply wheel diameter by the number of teeth in the large sprocket, and divide by the number of teeth in the small one. Or, for each size of small sprocket, multiply the number of teeth in the large one by a certain number (which is a constant factor), and the result is the ratio or equivalent of gear. With the usual

twenty-eight-inch wheel this multiplier is 4 for a seven-tooth sprocket, since 28 is just 4 times 7; for all other sprockets the factor is a mixed number, and the results involve may fractions. Following is a table of gear equivalents:

12	56	7							
13	60 $\frac{1}{2}$								
14	65 $\frac{1}{2}$	56							
15	70	60	8						
16	74 $\frac{1}{2}$	64	56						
17	79 $\frac{1}{2}$	68	59 $\frac{1}{2}$	9					
18	84	72	63	56					
19	88 $\frac{1}{2}$	76	66 $\frac{1}{2}$	59 $\frac{1}{2}$	10				
20	93 $\frac{1}{2}$	80	70	62	56				
21	98	84	73 $\frac{1}{2}$	65	58 $\frac{1}{2}$				
22	102 $\frac{1}{2}$	88	77	68	61 $\frac{1}{2}$				
23	...	92	80 $\frac{1}{2}$	71	64				
24	...	96	84	74	67 $\frac{1}{2}$				
25	...	100	87 $\frac{1}{2}$	77	70				
26	...	104	91	80	72 $\frac{1}{2}$				
27	...	108	94 $\frac{1}{2}$	84	75 $\frac{1}{2}$				
28	...	112	98	87	78 $\frac{1}{2}$				
29	...	116	101 $\frac{1}{2}$	90	81 $\frac{1}{2}$				
30	...	120	105	93	84				
31	...	124	108 $\frac{1}{2}$	96	86 $\frac{1}{2}$				
32	...	128	112	99	89 $\frac{1}{2}$				
						11			
						56			
						58 $\frac{1}{2}$			
						61 $\frac{1}{2}$			
						63 $\frac{1}{2}$			
						66 $\frac{1}{2}$			
						68 $\frac{1}{2}$			
						71 $\frac{1}{2}$			
						73 $\frac{1}{2}$			
						76			
						78 $\frac{1}{2}$			
						81 $\frac{1}{2}$			
						84			
						87			
						89 $\frac{1}{2}$			
							12		
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							61 $\frac{1}{2}$		
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							66 $\frac{1}{2}$		
							68 $\frac{1}{2}$		
							71 $\frac{1}{2}$		
							73 $\frac{1}{2}$		
							76		
							78 $\frac{1}{2}$		
							81 $\frac{1}{2}$		
							84		
							87		
							89 $\frac{1}{2}$		

The column at the left is the number of teeth in front sprocket; the figures above the other columns are the number of teeth in rear sprocket; at the intersection of the columns is the ratio of gear. Following are the multiplying factors mentioned above:

	28-inch wheel.	26-inch wheel.	24-inch wheel.	30-inch wheel.
5-tooth rear sprocket..	5 $\frac{3}{4}$	5 $\frac{1}{2}$	4 $\frac{3}{4}$	6
6-tooth rear sprocket..	4 $\frac{3}{4}$	4 $\frac{1}{2}$	4	5
7-tooth rear sprocket..	4	3 $\frac{3}{4}$	3 $\frac{3}{4}$	4
8-tooth rear sprocket..	3 $\frac{3}{4}$	3 $\frac{1}{2}$	3	3 $\frac{3}{4}$
9-tooth rear sprocket..	3 $\frac{1}{2}$	2 $\frac{3}{4}$	2 $\frac{3}{4}$	3 $\frac{1}{2}$
10-tooth rear sprocket..	2 $\frac{3}{4}$	2 $\frac{3}{4}$	2 $\frac{3}{4}$	3
11-tooth rear sprocket..	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
12-tooth rear sprocket..	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2 $\frac{1}{2}$

The number of teeth in small sprocket being known, multiply the number in front sprocket by the multiplier given here, and the product is the gear. The table above applies to twenty-eight-inch wheels only, but for completeness we add multipliers for 26, 24 and 30.

If a belt carried the power the sprockets could be varied in relative size indefinitely, and hence any desired ratio could be had. But, as the numbers of teeth determine, we start with a rear sprocket of a fixed size and adjust the size of the front one to that. The gears given in makers' catalogues are not always exact, and the purchasers who select and order a ratio sometimes call for what is impossible, so that the tact of the shoe dealer who fits a small shoe to a large foot has to come into play. For instance, an exact 66 cannot be applied to a twenty-eight-inch wheel, yet there is ample range of choice and exactness is immaterial. Nor is exactness possible in any case. A heavy rider, or a soft tire, slightly lowers the rate of gear, just as it slightly raises the reading of a cyclometer—in each case by slightly reducing the actual diameter of the wheels—and there are other considerations which preclude complete exactness.

We may be allowed to say here that since writing on the bevel gear we have seen a number of devices for transmitting power over the gap by spur gearing. Some of these propose several toothed wheels, to be borne on the rear fork, and one would engage a pinion with a row of teeth on the rim of the driving wheel, thus making that wheel itself a gear wheel of large size. As these teeth must be on the side of the rim it is easy to see what must happen as soon as the rim gets out of centre by the wheel's being out of "true"; moreover, the driving wheel is so

large that, in order to get any pace out of the bicycle, the pinion which works on the rim must be enormously geared up, and the resistance on the bearing of this pinion will bring the whole contrivance to balk; it would not be easy to devise anything more absurdly impracticable. One man, whose machine we had opportunity to try briefly, hangs his large sprocket up on one of the back stays, running a long chain down to the small sprocket, and completes his contrivance by a pair of huge levers. Another called upon us recently for aid to build a machine, admitting that the bicycle makers gave him no encouragement; nor could we, and he went away indignant, declining to leave his drawing for further examination. At his request, we refrain from describing his plan, but it involves levers, spur gears, a slotted yoke with cam movement, and claims absence of dead centre. Another, returning to the Broncho type of frame and seat, attaches his crank to a large internally toothed wheel, driving therewith a small pinion on rear axle; either his contrivance is on each side, with pedals connected only through the gears, or he offers the phenomenon of a driving wheel with a crank shaft passing through it—the cut does not clearly show which. These people think it is in the air that gearing is the coming mode, and they are trying to get in along that line. They start with the proposition that a chain is an unmitigated evil, and they conclude that any combination which abolishes it is improvement. Neither the proposition nor the conclusion is correct, yet they go on, proposing to hang gears on studs carried on the rear forks and to replace the exaggerated chain friction by a friction elsewhere which would be simply destructive. They want assistance, not counsel; praise and agreement, not expert opinion. They do not look into the state of the art, or so much as inquire

whether their own suggestion has not already been tried and abandoned. Even if they are mechanics, they are not designers; many are evidently not familiar with bicycle construction and some are not even riders. One of those above-mentioned is described as not in mechanical pursuits, but as manager of a grocery, who has designed and constructed his wheel in leisure evenings. So they push ahead, wasting time and money on impracticable contrivances, sowing disappointment for themselves, increasing Patent Office lumber and adding to the long list of bicycle abortions.

This paragraph is written out of regret and pity, in the hope (though not in much expectation) of holding back some of these would-be improvers.

The important question about large sprockets is whether they will be a passing fad, a change to meet the public desire for novelty or have real practical value. That question divides into two: What will be the result, if any, as to durability of the structure, and how the rider will be affected. The large sprocket, without change in the gear ratio, might increase both durability and comfort; or it might allow higher gear and still increase both. This we are firmly convinced it does do.

Practice, not theory, is to decide. The thing is to determine, experimentally, what are the facts; the reasons come afterward, if they can be found. Testing experiments, as by weighing power against load, are valuable as suggestive and confirmatory; but in such a matter the conclusive evidence must be found by actual riding. So we took for the purpose a Wolff-American road racer and fitted it with sprockets of nine and twenty-six teeth, and have also used a Humber roadster fitted with 10x25 sprockets by the Humber people, who have been experimenting for themselves

in the same direction; the Wolff is geared to 81 (80 8-9), the Humber is geared to 70 only, the regular 6½-inch crank being retained in each case. Riding these two—the trial extending over nearly two months—has been done on familiar roads, thus allowing comparison with usual sprockets and gear ratios; the tests have been directed to every point in practice; others than ourselves have used these wheels more or less, and all who have tried them agree in approval and upon each point of test. It has happened that Mr. Wilcox has done more of this riding than his associate, and for convenience his experience is given in the first person singular.

I took up this question in an open-minded way, without any prepossession, except that, for mechanical reasons, I have always condemned the seven-tooth sprocket. Not having tried a higher gear than 68, the jump to 81 somewhat appalled me, and I really did not suppose my rather slight physique would be equal to it. But surprise was followed by amazement, gratification and delight, until—although slow about new things, and very cautious about haste in conclusions—I firmly decided my comfort greater than ever before, and I conceived such an affection for that 81 Wolff that I should almost have a sense of personal loss if it should come to wreck. One cannot ride two at the same time and thus compare driving; the best attainable test is to change from one to another, and to make repeated tests over the same roads and under the same conditions. There seems no unusual difficulty on hills and against winds, and as there is no way of putting comparisons into precision, as in figures of weight and measures, I can only say that I personally prefer this combination of gear and sprocket to a 68 or a 63 as heretofore made.

We regard the large sprocket as the greatest single improvement since the air tire, with possibly the exception of the wood rim. The gear ratio, however, is a matter by itself; that undefinable thing, the personal equation, is also a large factor, and there are some other considerations yet to be mentioned.

JULIUS WILCOX,
ALEX. SCHWALBACH.
(To be Concluded.)

NEWTON TIRES

SINGLE AND DOUBLE TUBE.

EASY RIDING, SERVICEABLE.

Our DOUBLE-TUBE TIRES for JUVENILE WHEELS
have no equal and are FULLY GUARANTEED.....

RECORDS COUNT.

At Paterson, N. J., October 24th, Charles Stewart, on a Lyndhurst wheel and NEWTON SINGLE-TUBE TIRES, won the Union Club 25-mile road race.

At Passaic, N. J., November 3d, Thomas Adamits, on a

Spaulding wheel with NEWTON SINGLE-TUBE TIRES, won time prize, 5-mile road race of the Riverside Athletic Association.

NEWTON SINGLE-TUBE TIRES also got 1st, 2d and 3d places.

THE NEWTON RUBBER WORKS, Newton Upper Falls, Mass.

New York Office, No. 103 Reade Street.

London Agency, No. 7 Hatton Garden.

Kindly mention The Wheel.

"LAW OF THE ROAD."

How the Lawmaker Stands in His Attitude to the Rider of the Wheel.

The term "Law of the Road" relates chiefly to the passage of travellers on the public roads, and the object of its rules is to prevent collisions and to facilitate travel on the highways. In England this branch of the law had its origin in custom, which has been incorporated into judicial decision, while in the United States it is largely the result of legislation. In the former country the rules of the road are just the reverse of the American law. For instance, in meeting in the old country, each party shall bear to the left, in passing the passer shall do so on the right, in crossing from a side street the driver shall bear to the left and pass behind the other vehicle. The law in this country broadly is "keep to the right, pass to the left, in crossing use discretion as to best course."

The English rules apply to horses as well as to carriages, while in the United States a horseback rider may exercise his own notion of prudence and turn to the right or the left. In the absence of statute, it seems that the last would be a reasonable rule to apply to cyclists when meeting other and heavier vehicles on a country road—the wheelman yielding the travelled track when safety permits.

It is the law in most States that when one is ahead he need not, unless he chooses, turn out at all to let a man pass, if there is room enough on either side. If, however, there is not sufficient room, he must turn out. There seems to be no redress in most States for one who is prevented from passing another on the road, unless special damage or injury result.

The statute of Michigan regulating the conduct of travellers on the highways fairly represents the average road law when it says: "Whenever any persons shall meet each other on any bridge or road, travelling with carriages, wagons, carts or other vehicle, such person shall seasonably drive his carriage or other vehicle to the right of the middle of the travelled part of such road or bridge, so that the respective vehicles may pass each other without interference. Every person offending against the provisions of this statute shall be fined not exceeding \$20, and shall be liable to the party injured for all damages sustained." It has been held in Massachusetts that parties do not "meet" when one is travelling along and another comes into the road from a crossroad at right angles to the first man.

The word "road" in this statute applies to streets as well as highways. Streets are public roads, and while the Legislature confers upon municipalities power to regulate their use and to control the highways in their boundaries, they can only pass laws which are not contrary to the road laws of the State.

The language of the statute includes bicycles, and while it is not probable that it was intended to embrace the wheel, and no doubt the very legislators who framed the law would object strenuously to turning out of the road and sharing it with a bicycle, such is the law of Michigan, and being the only statutory right that wheelmen enjoy, when necessary to their safety and convenience they should enforce it and demand part of the road.

By the term "seasonably drive" is meant that travellers shall turn to the right in such season that neither shall be retarded in his progress by reason of the other occupying his half of the way, when he may have occasion to use it in passing.

In addition to this statute it is a customary law that in cities vehicles shall travel only on

the right-hand side of the street, and unless this rule were observed in crowded districts accidents would be the rule rather than the exception. Public safety would be increased were this rule put into the form of an ordinance and strictly enforced.

It is true that a man who drives on the wrong side of the road is not liable to prosecution, but he is bound to stricter care and must keep a closer lookout, and Angell, in his work on highways, tells us that if a man, not on his own side of the road, suddenly meets another and injury results, he who is voluntarily in the wrong must answer all damages, unless the other individual could have avoided the accident.

QUESTION OF SALUTING.

Accidents are no respecters of persons. The Emperor of Russia, who in his cycling excursions wears the uniform of a colonel in the Russian army, recently met with some misfortune to his wheel, and, dismounting, proceeded to correct it. While doing so an old general from the provinces passed. Not receiving the salute due to him, the general walked up to the wheelman he thought was an ordinary colonel, and requested an explanation of the omission. The Emperor politely informed the irate general that he had not had the honor of becoming acquainted with him during his short reign; otherwise he would, of course, have saluted the general as befitted his rank.

FROM THE FRENCH.



A Tow-Headed Girl.

MAUD, MUD, MAD.

Maud Smithers on a summer day
Went for a ride on her wheel, they say.
Under her cycling hat of brown
Her lovely hair came tumbling down
In a tangled mass of sunburnt curls,
The especial envy of all the girls.
Over the road she proudly flew,
In a bright shirt waist of crimson hue;
And a pair of bloomers that she had made
From a pair of sleeves and a yard of braid.
And as she merrily rode along,
Humming the air of a Bowery song,
Filling her lungs with the rich ozone,
All of a sudden she struck a stone,
Off from her wheel with a sidelong pitch,
Upside down in a muddy ditch.
There she lands with an awful thud,
Bruised and lame and covered with mud,
Down the road on his horse of brown
Came a man on his way to town.
Quickly she strove to hide behind
The bushes with which the road was lined:
But all in vain, for he saw her there,
And stopped his horse with wondering stare;
For a moment gazed in mute surprise
At the startling sight that met his eyes,
And then his laugh through the meadows rings,
As he suddenly grasped the state of things.—
"A form more fair, a face more sweet
"Ne'er hath it been my lot to meet."
And saying thus with a manner light,
He whipped up his horse and was lost to sight,
And when the twilight shadows fell
Over the meadow, plain and dell.
A form stole noiselessly down the road
Till it reached the shelter of its abode,
And of all the strong words that e'er were said
Hers were the strongest, on the dead.

BULL AND BICYCLE.

They Get Mixed Up in a Way Unpleasant to All Save the Bull.

The bicycle, which has crept into almost every path of human life, has at last found its way to the bull-fighting ring. There are not many bicycles as yet in Mexico. The people of the neighboring Republic are inclined to regard the riding of a wheel as very similar to work, and a good many of them are opposed to that sort of thing. Still, there are a number of Americans down there who ride, and a few Mexicans who have the imitative faculty sufficiently developed in them to follow suit and enough human nature in them to like it, once having done so.

A few days ago Manuel Garcia, who has been one of the champion bull-fighters of the domain, and who felt his pride had suffered recently because of a falling off of the attendance when he performed his daring feats, determined to begin a new epoch in the history of the ring and to become the hero of it.

He had fought bulls on foot and on horseback. He had killed everything in sight with horns in both ways. He felt that he could repeat the thing blindfolded almost, but all that was an old story. So he made up his mind to introduce the bicycle in the ring. He knew well how to ride. There was no better rider in Mexico, and if he could kill a bull while seated on the saddle of a bicycle, he felt certain of wearing a new crown of glory.

The City of Mexico was touched here and there with flaming red and yellow posters from end to end. In big letters the bills told the story. It was a simple one. Manuel Garcia, famous for years as the bravest and shrewdest bull fighter of Mexico, while mounted on a bicycle was to meet the biggest and wildest animal in the capital city in the present generation.

The great day arrived. Thousands gathered in the great amphitheatre and waited until the bovine giant was driven in. He looked big enough and mad enough to eat a man. One of the lesser lights rode in and prodded the bull once or twice. Then a few darts were fixed in his quivering flesh, and he rushed madly up and down, while Manuel, looking very handsome in his bright costume, rode in on a glittering wheel. The bull eyed it and then rushed for it. Manuel dodged once. There was almost a punctured tire, but the horn just missed the wheel, and no damage was done. The bull went far past the bicycle, and, turning at the other side of the ring, watched it for a moment. Then the old fire came back into his eye, and he moved toward the uncanny thing again, as though shot from a gun. The torador rode slowly along with his sword ready, and as the bull approached, prepared to strike him in the side.

But bicycles do not dodge like horses. They have not that keen, personal interest in their work that a horse has. The front wheel struck some light impediment and the machine stopped just long enough to get a horn in each wheel. He lifted bicycle and rider high in the air, and still rushing madly on, pitched both far over the fence among the spectators and the fight was over. The torador looked, after it was over, as though he had passed through a printing press, and the bicycle reminded the onlookers more of a tangle in a wire factory than anything else. The bicycle will probably not be used further in this way.

The liberal professions are represented more in cycling than they are in all other sports combined.



ADMIRATION.

Your friends will all admire you,
And you will better feel,
If you only use the famous
IDEAL TIRES on your wheel.

IDEAL TIRES ARE RIBBED.

IDEAL RUBBER CO.

FACTORY AND OFFICE:

631 and 635 Kent Avenue, cor. Rodney Street,

BROOKLYN, N. Y.

Kindly mention The Wheel

As Good As the Best...

Agents Wanted,
Correspondence Solicited.

NIAGARA BICYCLES

Catalogue on Application.



BUFFALO WHEEL COMPANY,
BUFFALO, N. Y.

Kindly mention The Wheel.

QUESTION OF COSTUME.

The sturdy contention for bloomers and the strange, bulbous apparitions on the Boulevard are not to be regarded lightly, as an amusing spectacle, but seriously, as an ultimate conclusion which may be reached. It is noticeable, however, that there are fewer bloomers than last year. The argument remains the same. Liberty of leg can be defended from a dozen different views, yet most women have retired themselves behind a seeming continuity of cloth. It is the period of compromise. All the great tailors have their wits employed in devising skirts which shall practically be divided, while deceiving the critical person on the sidewalk, and the small cry of unchastened speech.

The unprejudiced mind would suggest that the object of bifurcation is that the bifurcated might ride a diamond-framed wheel, preferably by reason of its lightness. On the contrary, the compromise skirt, a most ingenious combination of the two great sartorial principles, has its bifurcation in the rear, while presenting a deceitful appearance in front of the orthodox skirt. This, of course, prevents its usefulness on a diamond frame, which demands frank separation, and obvious recognition of the fact that women, as men and chickens, are bipeds. Another costume is lined with black satin, and this lining is cleverly constructed into bloomers, otherwise uniting with the exterior in the stitched rows of the bottom. Nor does this meet that element of danger which is pleaded for what is called rational dress.

But if women are to use the drop framed wheels the contention for bloomers falls to the ground. No one will regret this. They are an epicene garment that deserve no standing, even at the price of women's lives. No woman of good taste would be satisfied to be found dead in them. It is regrettable that this, which is a calm statement of fact, should sound like slang. Between them and the knickerbockers worn by men there is no choice. It is a striking fact and worth mentioning that women look perceptibly younger in men's clothes, and in knickerbockers have the air of sisters to their sons. This makes a husband very lonely in the accumulation of years.

No costume will appeal to women that is not attractive to the eye. Neither reason nor persuasion can seclude or reveal them in costumes they regard as unbecoming. It is clearly observed among the haunts of the cyclists that the skirts not only prevail, but have been lengthened since last year. Natty leggings were too much of a novelty not to show them.

The newest skirt is a triumph of cut. It hangs without a fold and falls in the back in two straight lines, concealing the saddle. It is a man's invention, and women admire, applaud and wonder how they can imitate. It is apparent from the new skirt that the ethical significance of divided garments which the bicycle seemed to bring to its conclusive end has distinctly lost ground. With practice, and a high saddle on a drop frame, and in the latest skirt, women show so little evidence of their propelling power that the whole matter of bloomer-wearing seems thrown back further, than at any time since it first came up.

SHOULD BE MATES.

"Stockings and short skirts in place of leggings and long skirts?" she said. "Why not? I have a perfect right."

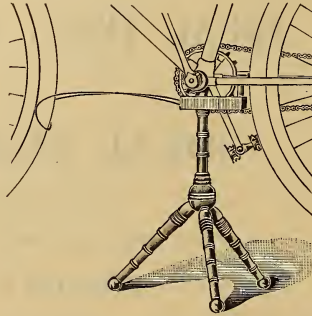
"And the left?" some one asked her, hesitatingly.

But she preserved a dignified silence, deeming the question in the nature of a personality.

WILL HOLD UP WHEELS.

At a casual glance the construction of a stand to hold a bicycle seems an easy matter, yet many inventors have found to their sorrow that to make an article of this kind much more was required than was at first thought. There are so many points that are absolutely necessary to be considered before the thing can be a success. It must be light, it must be slightly, it must occupy but little room, it must hold the machine firmly so that it will not topple over, be easy of transportation, and, above all, be marketed at a figure that will make it a good seller.

The New England Cycle Supply Co., of Keene, N. H., are offering "The Wizard" stand, which in many ways fills these requirements. It is made of wood, finished in natural color, is substantially constructed, and presents a handsome appearance. The clamp



holding the crank-hanger is adjustable to width, and will firmly hold a hanger having an adjustable lug on the bottom, there being a little depression into which the lug firmly fits. The No. 2 stand has an extra adjustment for fastening the frame of a bicycle to a bracket. For shipment the stands can be taken apart and sent in a very small package, as the various parts are easily assembled.

Many other bicycle specialties are manufactured by the New England Company, among them being a wheel truing machine and an apparatus which marks the spoke holes for drilling wood rims, doing the work in thirty seconds, which task sometimes requires as many minutes to accomplish.

COMES THE SAGAMORE.

From the ashes of Porter & Gilmour has risen a new concern, the Sagamore Manufacturing Company, with headquarters at No. 16 Warren street, New York. On December 1 the certificate of incorporation will be filed, the incorporators being James M. Gilmour and Mary Gilmour, of New York, and E. J. Dunn, of Paterson, N. J. The new corporation have purchased all the tools and machinery of the Porter & Gilmour Co., used in making Sagamore bicycles, and will practically succeed the old concern, being located at the old address, and producing practically the same bicycle.

GIVING AWAY WHEELS.

In the way of an advertisement, McAfee & McMaster, Nashua, N. H., dealers, offered a Sterling tandem to the purchaser of a wheel at their store making the greatest mileage from April 1 to November 15, and a gold watch to the lady covering the greatest distance under the same conditions. Seventeen cyclists competed for the prizes, the winner of the tandem being H. F. Marshall, who rode 11,561 miles. This included thirty-seven century runs. Mrs. Brooks Manchester won the watch by riding 6,757 miles.

NO ACCOUNTING FOR FASHIONS.

A New-Yorker who returned recently from Paris and had been for several years an enthusiastic wheelman here told a "Sun" reporter that there were still many more cyclists to be seen in Paris than in New-York, even when the greatest number turns out here, and that there had apparently been no diminution in the number of riders there during last year, according to the testimony of persons who had seen cycling there assume its present extensive proportions.

But, according to the accounts of this New-York observer, there are some phases of cycling which have not yet reached the riders here, and evidently never will. "It is considered the 'smart' thing for men," he said, "to ride on the Bois not in cycle costume, but in ordinary clothing, with long trousers, and quite as a man would dress for an afternoon walk."

"The only difference lies in the fact that the trousers are turned up very high, until they show the sock above the shoe. The socks were always elaborate, and if the shoes worn were not low patent leathers they were of tan with white canvas tops, or of patent leather with tan tops—combinations very dear to the hearts of Frenchmen, although they have never become popular here among well-dressed men.

"A conspicuous feature of the costume is the cane, which is carried in the hands, parallel to the handlebars of the machine. The cane is not merely ornamental, but is used for a very practical purpose. If a rider wants to stop and speak to an acquaintance on one of the walks along the road, he keeps the wheel upright by sticking the cane into the ground. This is regarded as the proper fashion for afternoon riding, but only by the dandies. Most of the Frenchmen who ride are quite as enthusiastic and earnest about it as we are here.

"Most of the women who wear bloomers now are of a class that is very distinct from those who have returned to skirts. A year ago bloomers were very general among all classes of women riders. But now they have practically been given up only to those who have no objection to attracting the sort of attention which the bloomers do even in Paris. It has become very general, too, to see women in this costume about the streets at night, and the Moulin Rouge, Bullier's and other similar resorts usually show their share of women in that get-up. Their excuse always is that they have just gotten off the bicycle, which is common enough in all classes of Paris to make the explanation seem plausible."

LOOKING FOR A FACILE.

Mr. Julius Wilcox, well known as an old-timer and as the introducer of the Facile Safety (which it is believed was the first small bicycle ever known in America), is desirous of procuring a specimen of that machine, formerly imported and sold by him, in fair condition, either level-driving or geared, or both. Anybody who has one of these machines which he is willing to part with, or can name somebody who perhaps has one, will confer a favor on Mr. Wilcox by communicating with him at his office. As Mr. Wilcox's salesbooks have disappeared from sight in the lapse of years, he is unable to reproduce the addresses of former customers.

WANTED TO KNOW.

"Excuse me," he said, "if I seem to be a little impertinent, but my curiosity has gotten so much the best of me that I must venture a question."

"What is it?"

"Are you a gentleman going golfing or a lady going cycling?"

HAIL COLUMBIA!

Here's the New Things the Pope People Offer for the Year to Come.

Samples of the '97 Columbias and Hartfords reached the Pope Manufacturing Company's New-York branch on Monday of this week.

THE WHEEL was last week enabled to briefly but exclusively touch on the most prominent changes in mechanical detail, but until the wheels were publicly exhibited this week particulars were not possible.

In general appearance the new Columbia does not differ materially from that of previous years.

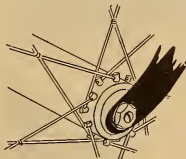
The lines of the frame remain about the same; the wheel base is 42 inches, and the frames 22, 24 and 26 inches in height; flush joints have been used for the first time however. In tubing, 1 1/4 inch is used for the main frame, while the head is 1 1/4 inches; the upper rear stays are 9-16, and the lower rear stays



are tapered from 7/8 at the crank-hanger to 3/4 at the rear. They are flattened ovally, beginning at about 2 inches back of the crank-hanger, where they are bent or offset. In last year's wheel the lower rear stays were perfectly straight.

The fork crown is of the double plate variety, but flush with the fork sides, and is made handsomer in appearance by the insertion of a nickel piece, in the space between the plates usually left open, thus making it possible to use this as a personal name-plate. The crank-hanger has a one and seven-eighths inch drop, a trifle more than in the past.

In the construction of the wheels proper there are some radical departures; the hubs are tubular, and, instead of the usual spoke

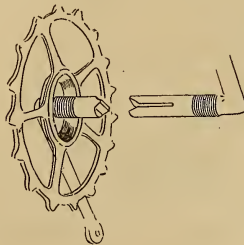


flanges, are fitted with studs, in which the spokes radiate in a perfectly straight line, thus avoiding bending of the spokes. These studs are rivet-headed, inserted from the inside and held in place by a supplementary collar; the distance between the spokes is narrowed down to 2 1/2 inches. Twenty-eight spokes are used in the front wheel, and thirty-six in the rear, and are set a little more tangent, and are made of slightly heavier gauged wire than was heretofore used on the light Columbia wheels. The handle-bar clip is about the same shape as was seen on the '96 wheel, but the detached triangular dog has been done away with, and the point of contact with the bar threaded, which allows of very much more rigid adjustment than in the past.

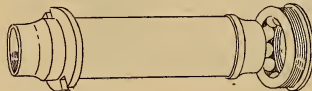
A noticeable feature is that a wider section of wood rim has been used; heretofore an unusually narrow rim has been employed by the Pope Manufacturing Company.

The chain adjustment is very neatly devised; it is practically hidden from view, being on the inner side of the rear fork end, and instead of binding on the axle, as is usually done, the adjusting screw touches on a slight offset from the cone itself. The oiling is done, as in last year's wheels, through the side of the cone, thus making the surface of the hub perfectly smooth, and without the usual oil cup or spring clip. The same pattern of chain used by the Pope Company for the last five years is still retained.

It is in the crank-bearing, however, that the most improvement is apparent. Their two-piece crank has been retained, but it has been vastly improved. The left crank and left part



of the axle are forged in one piece, while the right crank and right section of the axle are forged together with a drum, to which the sprocket-wheel is screwed, doing away with the customary sprocket spider. This drum is dished in such a way that it brings the sprocket-wheel directly in a line with the balls of the bearing, and at the same time allows the sprocket-wheel to be screwed on, and held in place by means of a lock nut. The sleeve that holds the crank-axle together is practically the same form as heretofore used, but the bearing itself is made in such a manner that the cases can be screwed from the bottom bracket, and the balls retained. This year both cranks screw into the sleeve with a left-hand thread, instead of one left and one right, the left-hand axle being split diagonally, so that screwing on the sleeve and jamming it



spreads the axle, making sleeve and axle practically one piece.

Felt washers are used this year in the bearings, which, from a theoretical standpoint, at least, should be dustproof. No bolt is used in clamping the bearing case, a lock nut taking its place. The tread is 4 1/4 inches, measuring from centre to centre of cranks.

The wheel weighs 23 pounds, without the toolbag. The nameplate is practically the same, but has been greatly elaborated, being chased, and made of oxidized silver.

The '97 Hartford wheel to a certain extent resembles last year's Columbia. It has the double fork crown and frame connections used in last year's Hartfords. The lower rear stays are tapered and bent for crank clearance, but are left round. The hubs are of the usual flanged pattern, barrel, of course, and the regulation tangent spokes are used. The crank-bearing is made in two pieces, the left crank and axle being in one piece, while the sprocket is attached by screwing on, the same as in the '97 model Columbia. The crank-bearing resembles practically the bearing on

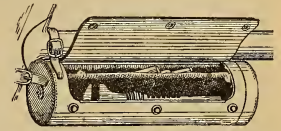
last year's wheel, with the difference that the sleeve is forced on to the left crank and axle forging, and simply slipped in and adjusted in the usual way.

The tubing used in the frame is 1 1/4 inch for the head, 1 1/4 for the main tubes, 9-16 for the rear upper stays, the lower being tapered from 7/8 to 5/8; the tread is 4 3/4 inches. The wheel weighs 25 pounds. The new nameplate is a very pretty design, not cut out, and is made of oxidized silver.

An innovation is that the sprocket-wheel, chain and wheel cones and bearing cases are interchangeable to both the high grade Hartford and the '97 model Columbia. By this method, much of the confusion relative to different parts will be avoided.

REVOLUTION IN TOOL BAGS.

C. E. Goodspeed, of Brooklyn, is the inventor of the "Kansoo" tool bag, designed to relieve the bicyclist of the trouble and annoyance of having to remove the entire contents



of his kit whenever he seeks any particular tool. The new revolving bag is cylinder shaped, and occupies the same space, or, if anything, less than the ordinary tool bag. The tools are divided by partitions on the inside on a revolving frame. Each revolution exposes the contents. Separate compartments are reserved for the wrench, the pump, oiler, and, in fact, everything that is wanted by the cyclist. Each compartment adapts itself to the size and shape of the tool, which fits snugly and does away with all rattling. The bag will be handled by A. G. Spalding & Brothers.

HARD TO ECLIPSE THESE.

Every Eclipse bicycle turned out of the Eclipse Bicycle Company's factory in Elmira, N. Y., will bear the Eclipse nameplate. This applies to the \$100 special, of course, and to the \$50 juvenile as well, for be it known the Eclipse people will next year considerably enlarge their line, listing this complement of wheels:

	Inches.	
Eclipse special, model 44, diamond frame.....	28	\$100
Eclipse special, model 46, drop frame.....	28	100
Eclipse, model 34, diamond frame.....	28	75
Eclipse, model 36, drop frame.....	28	75
Eclipse, model 35, diamond frame.....	28	60
Eclipse, model 37, drop frame.....	28	60
Eclipse, model 40, juvenile diamond frame.....	26	50
Eclipse, model 41, juvenile drop frame.....	26	50

Each model, they say, will be strictly high-grade in every sense of the word. The \$100 wheel will be a "special" in all that the term implies and will embody a number of new and exclusive mechanical features.

ALL SERENE HERE.

The interests of the Chicago Stamping Company, of Chicago, manufacturers of the United States bicycles, have been represented in the East during the past few days by J. D. Lasley. This company will make a determined effort to greatly increase their reputation and interests in the East during the coming season. In New-York they will be represented by Stephen Moen & Co.; in Philadelphia by George F. Foley, No. 911 Market street; in Baltimore by R. A. Banning. Mr. Lasley is well pleased with the result of his Eastern trip.

STANDARD THREADS ONCE MORE.

President Parmelee, of the Wire Goods Co., Worcester, Mass., is leading a commendable undertaking, which merits the earnest consideration of the whole trade.

Among other things Mr. Parmelee's concern manufactures bicycle axles in considerable quantities, and his experience has prompted him to agitate the adoption of a standard thread. He has already interested a number of manufacturers, and states the case so well that it can scarcely be improved on. He says:

"We have given much attention to the subject and have noted wide differences in the size of rod, shape and pitch of thread, varieties of thread, etc., in the axles commonly used. Some axles alleged to be $\frac{3}{8}$ of an inch in diameter have varied from .008 small to as many thousandths large, and the pitch of the thread has run from 20 to 32 on the same size rod. It has been made apparent that there is great call for uniformity and for a standard of size and thread which should make parts interchangeable, and should settle the manufacturers upon a standard to which we may all direct our energy, and which, in time, will become recognized everywhere.

"To manufacture axles cheaply and to make prompt shipments and to have last year's parts agree with this year's parts and with other prominent manufacturers' parts, it is evident that a standard gauge must be established. In many other lines like master car-builders, plumbers, etc., standard threads have been adopted, and the entire trade has been benefited. Our endeavor is to have bicycle manufacturers agree upon a standard for bicycle axles. We have already succeeded in establishing a standard for threads on spokes, nipples, etc., which is now almost universal.

"We have been in consultation with many of the largest manufacturers in the country, and with the leading authorities on matters of threads, and we have taken counsel of our own experience of many years in this direction, and we ask your concurrence in the following plan:

"For axles in common use we propose the following United States standard:

Inch	%	5-16	$\frac{3}{4}$
Threads	24	28	30

"These sizes, number of threads and style of thread we find to be best for the purpose for which they are used.

"Those who conform to this suggestion will then have a $\frac{3}{8}$ -axle that is always $\frac{3}{4}$, and that always runs 24 threads to the inch on this size, and always conforms to the United States standard, and hence must interchange with anything else that is made to the same standard.

"The Pratt & Whitney Co., of Hartford, Conn., are in full sympathy with us in this effort.

"If the axles are made in one place and the cones in another, and both parties work to these gauges, there can never be any failure to correspond.

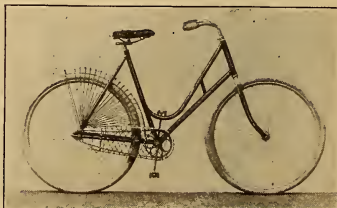
"It was necessary for some one to move in this matter, and we have already put a great deal of time and labor upon it. We ask your co-operation with the full assurance that if what we suggest is not accomplished at once, we shall still all make progress in that direction, and in a short time the standard gauges will be universal."

WANT A WESTERN WHEEL.

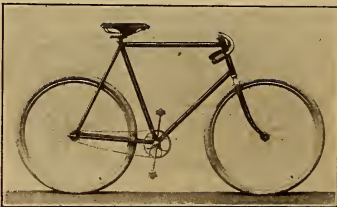
The Burke-Roberts Company, No. 343 Broadway, desire the New-York agency for a Western wheel. The concern are acting as manufacturers' agents and cycle exporters. Status unknown.

FOWLERS TO THE FRONT.

Among the makers now showing their new models is the Fowler Cycle Manufacturing Company, Chicago. The models being exhibited are the diamond drop frame, in both the truss and straight bar patterns, here illustrated. The truss is the same as has been used heretofore, except that it is much handsomer. The straight frame is the same in all respects, except that the truss is omitted. The drop frame models are the same in construction, and are so made that a gear case may be fitted if desired. The mud guard fastenings will be appreciated by those having had experience in that line. The hubs are of special Fowler design, and dustproof. The cones are on the inside, and screwed on the axle up against the shoulder, the cups being screwed into the hub. In making the adjustment it is not necessary to disturb the axle nuts. The adjusting cup has a small flange extending beyond the hub, and this is screwed in or out as



the occasion demands, and the locking effected by a jam nut working on the outside of the hub and shoulder. All bearings have ball retainers. The oiling devices are very neat; the cups project but very slightly beyond the surface of the hubs, and hanger, and the oil passes through these cups into a tube which carries the oil directly to the balls. The arch crown is a feature of the new wheel. It is of tubular construction. A piece of tube is drawn oval, and is then bent to the required shape, after which it is drilled at the top and a machine steel bushing shaped to fit the in-



side of crown brazed in. The hole is then drilled for the head stem, and after that is thoroughly reinforced it is brazed to the crown, making one of great strength.

The forksides are then inserted, $1\frac{1}{4}$ inches, giving assured strength and retaining the Fowler feature of last year, namely, the outside reinforcement on the fork. The crank-hanger, with bearings, is one of the most important changes which has been made, and differs materially from anything yet produced. The crank-hanger is very large, admitting of the cups being screwed in either side until they are flush. The cones are placed upon a sleeve, which sleeve is threaded on either end, and the cones screw up against the shoulder. This sleeve and cup once in the hanger, they remain, and the rider can remove his crank and crank-shaft at will, never disturbing the adjustment, the adjustment being affected by clamping the cup through compression of the hanger. Into the sleeve above mentioned the shaft and cranks are in-

serted, which are in two pieces, joining together in the centre of the shaft with a taper fit. In the right side of this shaft is inserted a stay bolt, which passes through and out the other half of the shaft, and a small nut screwed on. As the nut is tightened the shaft comes together, with the taper expanding it against the sleeve, making the sleeves, cones and shaft practically solid. When everything is in place there are no nuts or other fastenings visible; the entire arrangement is as simple and as clean as a whistle.

The seatpost connection is radically different to that used on last year's models, the rear stays being brazed instead of being secured with a bolt as last year. The hanger is dropped $1\frac{3}{4}$ inches, and all braces used in the frame are rounded to conform with the crown, which is of the arch pattern, but of a strictly original design. No bolt is employed to clamp the seatpost, a patented collet device is used. The head clamp is something after the old pattern, but has a hole countersunk in the seat for the head of the bolt, the latter being eccentric to the line of the bolt. This makes flush surface on the side of the clamp, and also prevents the bolt from turning. The nut used upon this bolt is something unique. The clamp is countersunk and the nut is rounded on the inner side, giving it a perfect seat in the countersunk and permitting the bolt to adjust itself to any angle.

LOOKS LIKE A SUCCESS.

H. L. Millner is heading the Washington-Baltimore cycle path project. He says he has ample backing and will have the forty miles of path completed by May next, but as all interested save McMillner appear anxious to keep their names from the public, the whole scheme assumes a somewhat dubious aspect. Things have progressed so far, however, that the Washington Loan & Trust Company, of Washington, and the Guardian, Security, Trust & Deposit Company, of Baltimore, will receive deposits of \$1, and hold the same subject to conditions expressed upon the certificates of deposits, which assures the depositor five round-trip tickets, or their equivalent in sectional tickets over the completed road, or a return of the deposit in case the road is not ready for use by May 1, 1898.

PREACHING HIGH ART.

Two more of the Wolff-American travelling staff started out to preach the gospel of High Art Cycles last Monday. Mr. Charles Newman and Mr. George C. Bartow are going through New-England and New-York State and will visit the entire eastern trade before their return. Mr. Newman is an old Wolff-American traveller, but Mr. Bartow is a recent acquisition to the Wolff-American forces, having been previously connected with O. J. Faxon, of Boston. Next week Perry Chamberlain will visit Ohio on a similar mission. Another one of their staff, J. H. Toole, who is now passing through the West and South in the interests of Wolff-American cycles, reports encouraging business from all points in the territory which he has already visited.

COST MORE, BUT FAR HANDSOMER.

Through the introduction of one cycle sundry, the Buescher Manufacturing Company, Elkhart, Ind., have gradually become more interested in cycle equipment, until their line is now of commanding length. To their pumps, toe clips, lamp brackets and cycle stands they have added the Dyer saddle and a full complement of forgings and stampings. Just now they are making a drive on their new aluminum bronze crank-hangers and other connections. They are more expensive than the usual forging, but the Buescher folks point out that this is offset by the lessened cost of finishing and the handsomer finish which is obtained.



On Election night, when it seemed certain that McKinley had carried Indiana, the Bellis Cycle Co., of Indianapolis, conceived the idea of so notifying the President-elect, at Canton, Ohio, by cycle couriers. Within twenty-four hours the relays had been organized and the event was under way. It was perfectly carried out. Despite two severe rainstorms which marred the roads, slowed the time, and necessitated considerable walking. Mr. McKinley received the couriers graciously, gave an hour of his time to listening to the story of their ride, presented them with souvenirs, and personally penned a reply to the Bellis Co. The picture shows the Bellis riders and managers who shared the glory of an achievement which excellently typified the American spirit.

Garford Saddles
are scientifically
made in styles to fit all

Send for Catalog. GARFORD MFG. CO., Elyria, O.

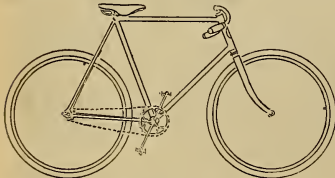
The advertisement features several diagrams of saddle components and styles:

- TRUSS**: A trapezoidal shape with a central slot.
- ROADSTER**: A similar trapezoidal shape with a different slot design.
- MEN'S PAD**: A small, rounded rectangular pad.
- LADIES' PAD**: A larger, more rounded rectangular pad.
- LADIES' PAD - NARROW Pommel**: A pad with a narrower front edge.
- MEN'S PAD "T" FRAME**: A pad with a T-shaped cutout.
- SPRING**: A curved, saddle-shaped component.
- ROADSTER**: A saddle-shaped component with a central slot.
- EASY**: A saddle-shaped component with a different slot design.
- RAWHIDE**: A saddle-shaped component with a textured surface.
- JUVENILE**: A small, simple saddle-shaped component.

BODE UNBUKENS HIMSELF.

E. C. Bode was among the week-end trade visitors to New York. He was bubbling over with enthusiasm concerning the '97 World and its prospects. It will again be listed at \$100, he says, and some of the new features, notably the crank-bearing group, will open the eyes of the trade. The '97 catalogue, too, will be distinctly superfine. It will differ in shape and style from the usual catalogue, the name of the wheel having afforded great play for the artist's fancy.

While here Bode delivered a strong essay on the value of racing teams as an advertisement. As is well known, his firm, Arnold, Schwinn & Co., backed the record-wrecking campaign of Michael, Johnson and Eaton in the South. As some thirty men comprise the party, the expense of the campaign may be easily imagined. Asked if he thought it paid, Mr. Bode declared himself in this fashion:



'97 World.

"Does it pay? Of course it does. The very fact that you ask the question tends to prove it. It has excited unlimited inquiry. We're a new firm, yet we are far better known than most of the concerns that had ten years the start of us. They have spent, say, an average of \$10,000 per year in advertising for ten years; in one year we have spent some \$40,000. You can judge for yourself whether it is worth the money to more than make up such an advantage. Every newspaper in the country has chronicled the doings of Michael and Johnson, and there is hardly a person who reads who had not wondered and asked the name of the wheels they are riding; there are few wheelmen or agents who cannot answer the question. It is good advertising."

EVERYONE ADJUSTABLE.

Adjustable die stocks under the latest and best patents are the specialties of the Oster Manufacturing Company, Cleveland, Ohio. The stocks are made of a new secret process metal of great strength, and the dies are made of the best brand of tool steel. Taps, reamers, screwplates and numerous machinists' specialties are also manufactured by this company, all of which are fully described and illustrated in a neatly prepared brochure which will be sent to any address on application.

IN AND AROUND BOSTON.

Boston, Mass., Nov. 23.—THE WHEEL representative was shown through the plant which Frank T. Fowler has purchased at Worcester, and can testify that the machinery is new and modern. The Windle people had a large amount of stock on hand when they became embarrassed, and the material is of the best. Fowler thinks that he will name his new wheel "The Trinity." He expects to soon have upward of 200 men at work. He informed THE WHEEL that he will put \$200,000 in the business at once. As a "Thanksgiving" for the kindness of the newspapers of Worcester, he has placed at the disposal of the Worcester people two \$125 '97 model Windles, to be contested for in any manner thought best, the funds received to be devoted to charitable purposes. Mr. Fowler has a skilled mechanic in the factory, a man who has been associated with Mr. Fowler in the manufacture of bicycles for five years.

Walter Woods, of the American Waltham Manufacturing Company, will soon pack his trunk and sail across the billowy to boom the Comet in England, where this firm is finding a call for its bicycles. Eddie McDuffee, who is now in London training for the bigger cycle races, will mount a Comet.

The Humber people have opened their cycling academy. It bids fair to prove a paying venture in further bringing the Humber wheel to the notice of the public. The riding school is under the tutorage of Miss Grimm, a bright young lady who came from Copenhagen, and who has been a competent teacher of gymnastics and cycle riding.

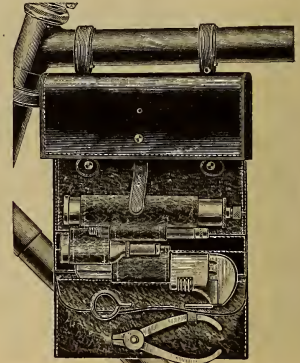
Without doubt the New-England Cycle Show to be held in the Mechanics' Institute in February will be most successful. There are 300 spaces, and already nearly all of them have been leased. Many of the exhibitors at the New York show will move direct to Boston and exhibit.

HANDLE-BAR HEADQUARTERS.

Accustomed though he be to great varieties of handle-bars, the average wheelman would be staggered could he but see in its entirety the great array of bars being made by the Chicago Handle-Bar Company. As the title of the concern implies, they make a specialty of those articles, and a grouping of their thirty different patterns with their varying curves is a lesson in itself. There is scarcely a whim that is not catered to. Owing to its great output the Chicago Company assert that they are able to sell bars cheaper than any bicycle manufacturer can make them. To prove it, all they desire is an opportunity to submit quotations. They can figure on either wood or metal bars and guarantee their work. They are also in position to quote favorable figures on frames, seat posts and rear forks.

CONVENIENT COMPARTMENTS.

The Congdon & Carpenter Company, of Providence, R. I., who are New England selling agents for the Dayton bicycle, are putting on the market an extension tool bag that seems to merit the consideration of the trade. As the illustration shows, it resembles the ordinary bag to a certain degree, but on releasing the strap which binds the bottom an extension fold drops down, revealing the tools neatly clamped and thoroughly protected from each other. Of course, any number of compartments can be made, but in the regulation bag spaces have been provided for pump, oil-can, wrench and repair outfit, while a neat pocket at the bottom offers plenty of room for such little nicknacks as the



rider may want to carry. These bags are offered in various finishes, the ones shown THE WHEEL man were made of patent leather, sealskin, alligator, plain-calf and pig-skin, and looked what they were claimed—strictly high grade bags. The price is reasonable for goods of this kind, and the bag certainly commends itself to the buyer of high grade sundries.

AN ALL-AROUND MAN.

H. B. Gleezen has been added to the Keating staff. Gleezen is widely known because of his handling of a circuit-following racing team, but comparatively few are aware that he has engaged in nearly every phase of the cycling game, as repairer, builder, salesman and racing manager. The Keating people believe he will prove a desirable acquisition.

CAN YOU FIGURE?

Any one versed in mathematics and graphics who doesn't mind an expenditure of gray matter and pencil and paper has a chance to secure a Racycle without additional cost. The terms of the contest are fully stated in the advertisement of the Miami Cycle and Manufacturing Company in this issue.

—≡CORK GRIPS.≡—

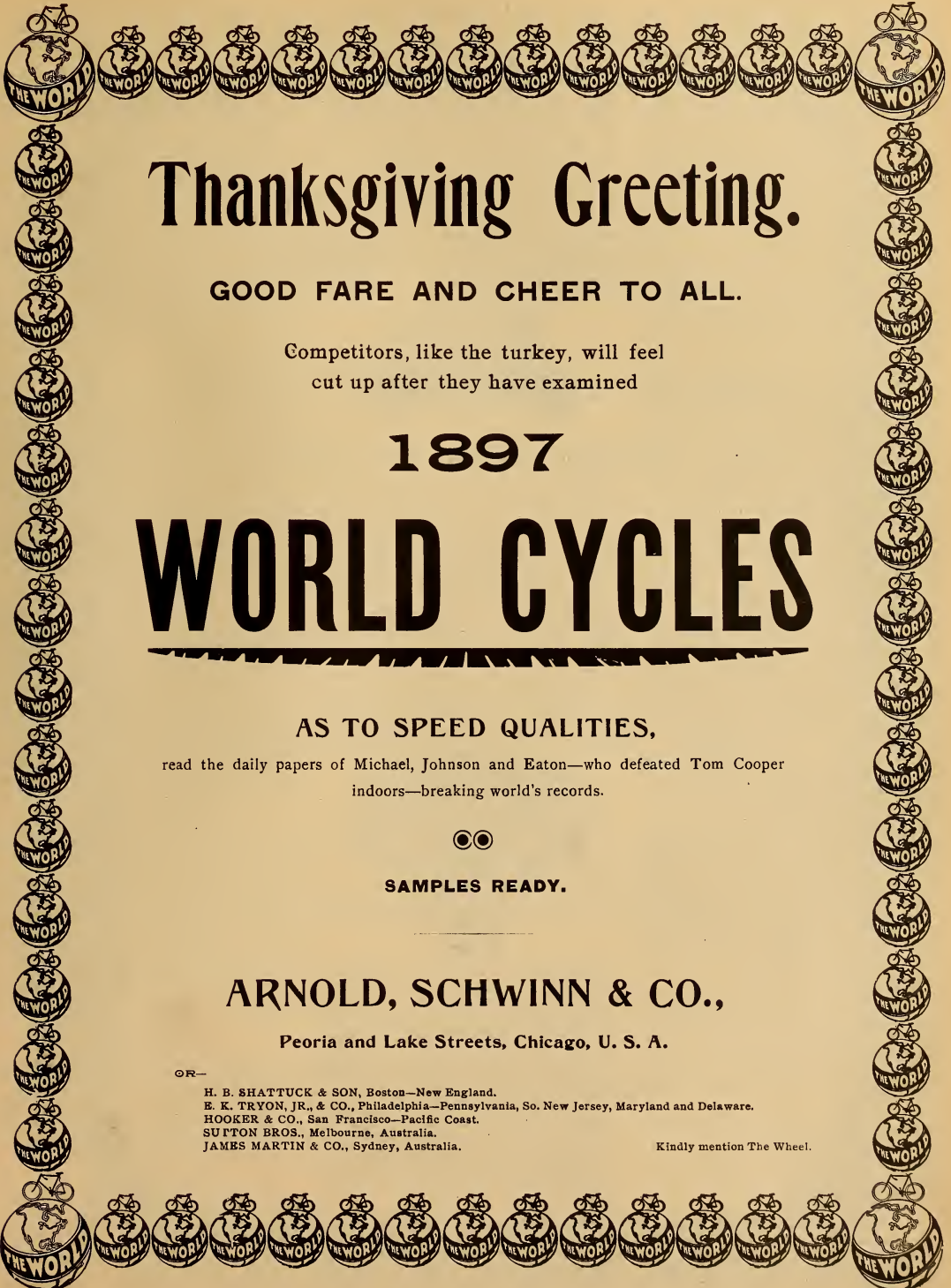
"B. S. T." Brand Seamless Steel Tubing.

© BICYCLE MATERIAL OF ALL KINDS. ©

WRITE US.

BROWN & WALES, Manufacturers and Jobbers,

BOSTON, MASS.



Thanksgiving Greeting.

GOOD FARE AND CHEER TO ALL.

Competitors, like the turkey, will feel
cut up after they have examined

1897

WORLD CYCLES

AS TO SPEED QUALITIES,

read the daily papers of Michael, Johnson and Eaton—who defeated Tom Cooper
indoors—breaking world's records.



SAMPLES READY.

ARNOLD, SCHWINN & CO.,

Peoria and Lake Streets, Chicago, U. S. A.

OR—

H. B. SHATTUCK & SON, Boston—New England.
 E. K. TRYON, JR., & CO., Philadelphia—Pennsylvania, So. New Jersey, Maryland and Delaware.
 HOOKER & CO., San Francisco—Pacific Coast.
 SUTTON BROS., Melbourne, Australia.
 JAMES MARTIN & CO., Sydney, Australia.

Kindly mention The Wheel.

TOLEDO TRADE TOPICS.

Toledo, Ohio, Nov. 23.—Eighteen Gendron salesmen left the city last week, each with a section of the broad United States figuratively carved out for him. The house called all the men together in order that they might swap experiences for the good of the cause. After the confab each man left with two new trunks containing four wheels, the trunks and men being grouped for a big photograph before their departure. President Fischer says the company will this year make 17,000 bicycles. These will include the Gendron and Reliance and the new ball-bearing juvenile, the Signal. Sample shipments were made by the Gendron last week to Spain, Melbourne and Australia.

Toledo continues to contribute her quota of "good men" to Australia. The latest recruit for the Antipodes is Barney Oldfield, who made such an excellent record last season, and was for a long time Ohio's premier Class A man. Oldfield will travel as a Stearns emissary.

The Yost Manufacturing Company has begun to spread its travelling men over the land, under the direction of Superintendent of Agencies Laskey. Up to date this company has distributed its couriers as follows: F. S. Hodgman, New England; T. P. Anderson, New York and Pennsylvania; G. W. Madison, Minnesota and Wisconsin; Alfred H. Gallagher, Michigan and Indiana; A. C. Hyde, Ohio and Kentucky; C. P. Stacy, the late solid South, and F. D. Hartman, the Western territory, working from Denver. Other men will soon be added to the list. The Yost Company will market only three models next season—one for ladies, one for gentlemen and a racer. It will deal direct with dealers, instead of through jobbers, and anticipates a good trade. In the Falcon wheels one and one-eighth tubing will be the largest used. A new idea will be the crank-yoke arrangement, which does away with the crank key. The chain will be three-sixteenths, and the large balls, for which the Gold Cranks have always been noted, will be continued as a feature.

Alvin Peter's health has materially improved in the last week, and it is more than likely that he will give up his contemplated year's rest and trip abroad.

A shipment of 200 Vikings was made from the Union Factory last week, and a small force is at work on samples, etc. Mr. Peter says that this force will be increased from time to time, and the factory will soon be running with a full complement in every department.

The Toledo Metal Wheel Company is seriously considering changing the name of its juvenile wheel, the Rugby. It is likely that this favorite in the juvenile trade will henceforth be known as the Pastime.

Albert K. Hoff, who was for a long time the downtown manager for the Yost Manufacturing Company, has accepted a position with the Maume Cycle Company as superintendent of agencies. This concern has decided to change the name of its single wheel, put out last season as the Volant. The new name has not yet been announced.

W. G. Alexander has foreclosed the stock of the Toledo Novelty Company, which will enable him to put together a few hundred '97 model wheels of his own, in addition to his line of Barnes and other wheels for which he has the Toledo agency.

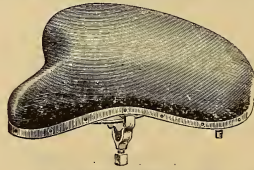
FOR PUZZLE PURPOSES.

Now that some of the American makers are producing cyclometers which register miles and kilometers, a few dyed-in-the-wool cranks are equipping their wheels with each style of the instrument.

WITH PNEUMATIC EDGES.

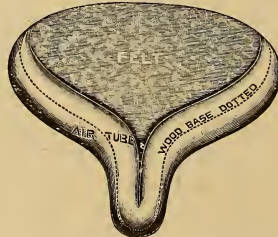
While engaged in the sale of cycles and sewing machines in Canton, N. Y., the inventive faculty of G. Ernest Sims has been at work with such good results that the Sims cycle saddle and the Sims Saddle Company are now in being. The saddle, which was patented October 16 last, and which is illustrated herewith, appears to reasonably combine the good features of felt and pneumatics. Its sale will be pushed energetically. Mr. Sims "states his case" in this wise:

"The base is constructed of veneers glued up with the grain running crosswise. On top of this is secured a felt pad 1½ inches in thickness, which terminates short of the front edge of the base. A hollow space or cavity is thus left at the front edge of the saddle, and on each side of the centre thereof, at the points where the thighs of the rider would bear.



Within this space or cavity is arranged an inflated rubber tube or sack. The leather cover of the saddle is left full at the front edge, so that when the tube of the sack is inflated the cover will be projected ¾ inch in advance of the front edge of the base, thus receiving the pressure of the thighs, and therefore prevent their bearing against the edge of the base. By means of this construction there is no pommel to chafe or otherwise injure the rider. A firm, broad, padded support is provided for the tuberosities or pelvic bones.

"The saddle is also provided with a pneumatic edge, which relieves the pressure against the thighs. The objection to pneumatic saddles has been, while they were soft and comfortable, the rider was still allowed to wobble from side to side, thus interfering



with the proper management and guiding of the machine. In this saddle the pneumatic feature is placed just where it is most needed, and at the same time gives the rider a steady and firm seat. Special attention is called to the automatic feature of this pneumatic edge. When the tube is proportionately inflated (quite lightly), the air will alternate from one end to the other with the motion of the leg, thereby relieving the pressure on the one side, while building up the seat on the other. It will also be noticed that what little projection there is in front of the saddle is all pneumatic, and that at no time can this projection be on any higher plane than that portion of the saddle where the tuberosities or pelvic bones rest."

BRAZING SOLDER SPECIALTY.

The North American Smelting Company, No. 1,012 Spring Garden street, Philadelphia, are making a specialty of brazing solder, and are seeking the favor of the cycle trade. They have been engaged in the business since 1865.

TUBE-TESTING EXTRAORDINARY.

An interesting test of Mannesman seamless steel tubing was made for Charles G. Eckstein & Co., New York, last week at the works of Watson & Stillman Company, No. 204 to 210 East Forty-third street, New York. The specimen used was 5½ feet long, 9¼ inches in diameter outside, and 5-16 of an inch thick, of low carbon steel.

The test was for the purpose of ascertaining its resistance to internal pressure, and was effected by means of ordinary hydrant water forced into the tube by a hydraulic pump. At the first trial, with a pressure of 2,700 pounds per square inch, an increase of 1-64 of an inch in circumference was observed; at the second, with 4,000 pounds, there was an increase of 1-32 of an inch over the original measurement, and at the third, at 4,350 pounds pressure, the increase was 1-14 of an inch. No perceptible permanent set was observed until the fourth test, when the increase in diameter over the original was 3-16 of an inch, the pressure being 4,550 pounds.

Previous to this the tube resumed its original measurement upon the pressure being removed. Tests were made at 5,000, 5,280 and 5,730 pounds. At a pressure of 5,760 pounds per square inch the tube burst, the fracture being a clean split, extending from the end of the tube at which the water had been introduced for about one-third of its length. The appearance of the metal was excellent. The tubing was calculated to resist a pressure of 5,550 pounds, which was exceeded in the actual test. The test was made by Professor D. S. Jacobus, of Stevens Institute.

ON THE HARD HIGH ROAD AGAIN.

Another unfortunate concern has pluckily drawn itself out of the slough of despond, and is again on the high road. This time it is the Oswego Tool Company, manufacturers of the Ontario bicycle, Oswego, N. Y., who expect to have their receiver discharged this week. When investigated by the court, the affairs looked so well that the assignee was authorized to run the factory and pay all claims. This has been done, and a full settlement having been obtained by all creditors, the company will continue business as in the prosperous days in the past.

DEATH OF C. H. CLARKE.

C. H. Clarke, president of the Aladdin Cycle Company, agents for Temple bicycles at Kansas City, Mo., died in Chicago at 7:30 o'clock Wednesday evening of last week at the Richardson Private Hospital. Typhoid fever, the immediate cause being complication of stomach trouble, was the cause of death. Mr. Clarke was well and favorably known throughout the West as an enterprising cycle dealer, and he was also identified as manager for the Western branch of the Hall Safe and Lock Company for a number of years.

CYCLE SHOW SOUVENIRS.

Polishing cloths are gradually gaining favor. As an advertising souvenir they should be of value to the cycle firms who first make use of them. The importing house of Markt & Co., this city, evidently realize this, as they are offering cloths in quantities for the purpose at attractive figures.

READY FOR BUSINESS.

The McCool Tube Company, of Beaver Falls, Penn., state that their new plant will be the largest tube mill in the country. Their seamless tubing will be known as the Eagle Brand. It will be made by a patent process and without the use of acid.

A league of soldier cyclists has been formed in France.



1897 MODELS.

The BARNES Flush Joint has been
tried and can be trusted.

We are extremely flattered when
we see the leading bicycle manu-
facturers copying our FLUSH
FRAME JOINT in their 1897
models.

That's Right--It's a Good Thing.

But beware of the "Buzz Saw."
The BARNES Frame Joint is patented.



THE BARNES CYCLE CO., Syracuse, N. Y.

Kindly mention The Wheel.

THE CYCLE, THE BEND AND THE ALLEY.

The bicycle has not spared Mulberry Bend and Bottle Alley. Wheels of all sorts, sizes and shapes, from the home-made wagon-wheeled affairs of the McGinleys and Caszas of the Bend to the 1896 full-nickeloned ones, owned by the Levys and Cohens of Baxter street, have appeared by the hundred. Benders and Baxterites who haven't got machines yet stand around the corners and curbs and comment on the appearance of the wheels and riders, and talk about cycling. They are in the incipient stages of the sport, and there is no hope for them. One feature of the fever is that since it has struck the Bend the porters and longshoremen around there have new excuses for black eyes and bruised faces on Monday mornings.

There are no swell cycle academies around the Bend, but the denizens were never distanced by the 400 in a craze where sport was concerned, and the four asphalted blocks in Centre, White, Franklin, and Elm streets around the Criminal Courts Building are good enough. This region was quiet and deserted after business hours until the bicycle struck the Bend. Now it bustles like a merry-go-round.

Everything in the shape of a cycle goes in this Mulberry Bend academy, and no cycle exhibition could get up such a show. Even the wan scraps of humanity who spend all the year in anticipation of "going to the country with a fresh air fund" have got the fever. They have got cast-iron velocipedes and made them over into bicycles.

Two alert Italians have started a cycle renting place in Leonard street, and are official purveyors of wheels to the patrons of the Bend's cycle academy. The sign in the place reads: "Tony and Joe, bicycles rented." Underneath in small letters is "P. Delany, professor." In the old days of the Bend P. Delany might have been the proprietor and Tony and Joe the instructors. The young Italians who run the place are togged up in fantastical cycle rigs, and are as busy as bees repairing and renting bicycles. There is always an extensive demand for wheels, and the stock of second-hand machines is warranted sound, kind and well broken. The charges are 25 cents an hour with \$1 deposit. Tony and Joe, in dealing with their customers, have ideas at variance with those prevailing in the Boulevard establishments uptown.

For example, the Italian proprietors will, one or both, pull out a watch, glance at a book, whisper something to a strapping young fellow, and a few moments later the young man will enter the store, holding a youngster by the ear with his left hand, and wheeling a bicycle with the other. The youngster had stayed out over his time limit. He is usually let off with a threat to confiscate his deposit if it occurs again.

To any one who doubts that the bicycle is firmly established as the horse of the democracy, a short visit to the neighborhood of the Bend or Bottle Alley will instantly remove all doubt in the matter.

THE MARCH OF PROGRESS.

Algy—What is this I heah about using bicycles instead of horses at the hunt?

Cholly—Gweat impvovement—deah boy—gweat impvovement! The man with the anise-scented bag will take the best roads, and there won't be any twouble with nabstly fences.

MILK IN THE COCOANUT.

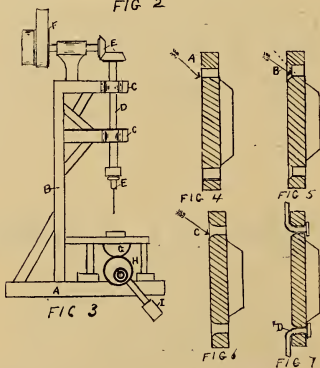
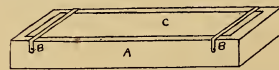
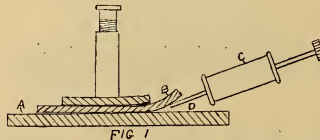
Sally Skirtless—I don't see why men should object to our wearing bloomers, do you?

Dolly Ditto—Pure selfishness. They want to wear them themselves, that's why.

TIRE AND SPOKE REPAIRING.

Trouble is sometimes experienced in repairing a leaky inner tube valve. A handy way to do the work is illustrated in Fig. 1, in which A designates a section of the inner tube, B the rubber ring and D the point where leaks usually occur. Ordinarily the repairer undertakes to place prepared glue or cement beneath the ring with a brush or other instrument. This answers well enough in many cases, but for difficult jobs in which the parts are hard to reach the writer has found that a common syringe is handy to inject the glutinous matter to all points. The manner of using is shown in the view, C being the syringe.

Another bother when repairing a leak in a tube with a patch is that the application of the cement to the patch will cause it to wrinkle up and make it difficult to apply the cement evenly. To overcome this, procure a smooth block, such as is marked A in Fig.



2. Arrange straps BB as shown, and keep the rubber patch taut by placing it beneath the straps as indicated. Then apply the cement, allow to stand a few minutes, after which the rubber patch will keep smooth. Benzine will loosen the tube from the tire if it is necessary to remove the tube.

In Fig. 3 is a drawing of a type of drill for small bicycle work. It may be built cheaply on a stand A, with an upright of wood B, as shown. Attach firmly the arms CC, and to these bolt the bearings for the upright drill shaft D. A regular socket drill or other type may be fixed at E. Put in a shaft with bevelled gear to engage with the gear at E. Put the belt pulleys F at the other end of the shaft as signified. To the under table should be attached an ordinary elevating and depressing plate G, governed by the cam H, and the latter by the handle I. Such a drill is convenient for boring many things related to cycle work.

In boring flanges for spokes considerable care is required to do the work correctly. The form of the hole has more to do with the future running of the wheel than many suppose. In the first place, the angle of the spoke must be right, then a hole to conform therewith is next essential. Supposing that the holes are bored straight through and left in that condition, as shown in Fig. 4. The result is that a sharp edge remains at the point designated by the arrow A, and this edge will cut the spoke.

This is known by many, and an attempt to remedy the defect is made by boring the hole partly with a larger sized drill, thus leaving the hole with what is practically another sharp edge as is signified by B in Fig. 5. The best way to finish off the holes is shown in Fig. 6. Here the holes are rounded off, as pointed out at C, leaving no shoulder, but being smooth and rounding. In Fig. 7 we show a spoke in position at D. It will be noticed that the bend fits the rounded form of the hole.

A common handle-bar may be changed to "ball" type by inserting a ball socket B in the bar A as shown in Fig. 8. Rivets will hold the two together firmly. A stud with a ball end, C, will be required, and A can be attached to the interior of the handle E in the manner shown at D. These ball handles are not common, but occasionally a wheelman wants them. GEO. D. RICE.

CYCLING AND THE CHIROPODIST.

A chiropodist who numbers among his patients many of the wealthiest and most fashionable people declares he is glad of the spread of cycling. When asked why this was so, he answered:

"In the first place, the majority of women ride in shoes entirely too tight and too narrow for them, and this causes great irritation, and you may be sure that the sufferer is glad enough to rush to a chiropodist. If women would only learn to ride in broad-toed, thick-soled shoes, a trifle too large for them, so they could bring down their weight on the foot, wheeling would strengthen their feet and ankles instead of getting them out of gear. I believe that after a while cycling will bring about a revolution in women's shoes."

When the chiropodist's ideas were repeated to a dealer in shoes, he said:

"Cycling has already caused one department in women's footwear. Women still cling to the pointed toes, but they call for much thicker soles than formerly, even in dress boots. So far that is the only change, but there is no telling what others the wheel and time will work."

THE BENEVOLENT AND THE BOOHOOR.

Little boy with a small tire puncture and a large cry. Benevolent old gentleman stops to console the weeper, and opened the ball with:

"Come, my little man, you mustn't cry like that!"

And the boy, replying, said:

"Gorn wid yer! How am I to cry, then?"

Benevolent vanishes without further discussion.

FAT AND LEAN.

"Seems like a pretty heavy wheel, that one you are riding."

"'Tis; the man who sold it to me on the instalment plan is a very hard chap."

"What's that got to do with the wheel's weight, I'd like to know?"

"He has a lien upon it."

The trouble about the pensive sort of novice is that you can never tell whether he is thoughtful or only ashamed.

SPLENDID LINE.

McKee & Harrington are going strong on tandems next season. They will have several models, among them one of the convertible type, for which there is an undoubted demand. The removable top bar of this machine is so made that it may be detached within two minutes; when in place the connections are not noticeable, the tandem then appearing exactly like the double diamond pattern. All Lyndhurst tandems will be double-braced and on eye-pleasing lines. They will be listed at \$150. The Lyndhurst singles will, as heretofore, sell for \$100, and the full nickeled racer for \$125.

The general lines of the '97 frames will be unaltered. They will be constructed in three heights: 23½, 25½ and 27½. The ladies' frame, 21½ and 23½. The same diameter of tubes will be used as in '96, the main tubes 1¼, head 1¼, and rear stays tapered at each end from ¾. The bottom runs of the back legs will be built of ¾ tube tapered to ⅝ at the back ends, flattened on the inside to admit of the use of a larger tire, without increasing the width of tread; these tubes are round at the connections at the bracket, insuring a good joint. The Lyndhurst joints at the crank-bracket will be "flush," with inside connections of improved form, and wide brazing surface. The bottom brackets will be, as they have been for the past four years, 2 inches below a line drawn from hub to hub.

The front fork sides will be of heavy, wide, oval tapered tubing, with tapered gauge; and for those who wish it, we have an open socket steering gear, with the fork sides running up on the outside of the head to the top, with a crown top and bottom, making the stiffest head ever seen.

The crank axle will be of the divided pattern, cranks and axle in two pieces; the connection is made with a key, by an entirely new method. The axle is entirely without threads, and is the simplest device yet shown. The cones for the crank bearing consist of an untempered steel centre, with tempered tool steel cones on each end, fitting over the axle like a sleeve. The two cones, being ground and polished in their places on the axle, must necessarily be true, one with the other. Outside shells will be used in the hubs as well as in the crank-axle bearing. By the method adopted, shells, cones and balls may be removed without disturbing the arrangement of either, so the bearings may be easily cleaned.

MOST POWERFUL LAMP.

Markt & Co., the well-known importers, with New York offices at No. 194 West street, have issued their illustrated price list of bicycle lamps, which vary in price from 90 cents to \$5.50. The list, of course, includes the German-made World, recently illustrated in THE WHEEL, and which is beyond doubt one of the most powerful lamps ever marketed. It throws what may be fairly termed a flood of light.

DEFYING THE UNION.

The Gormully & Jeffery Manufacturing Company has applied to the courts for an injunction against the Metal Polishers' National Union, restraining that organization and its officers from ordering a strike in its factory as was threatened.

HAS SHOW ASPIRATIONS.

About all the cycle dealers in Minneapolis met last week and formed a local Board of Trade. The chief object is to hold a cycle show and keep outsiders from conducting shows as a speculation.

SOME SLIGHT FRICTION HERE.

Although the Cycle Board of Trade of Brooklyn was organized to advance the interest and good fellowship of the local trade, there was a small-sized fracas at the meeting held on Thursday night of last week. Harmony was quite an unknown factor. The trouble arose over the adoption of a new constitution. After drafting an original one, the constitution of the New York Board of Trade was adopted, and this led to a war between Alex Schwalbach and G. W. Bennett, during which some very hot language was exchanged. After several squabbles, the election was finally decided. G. W. Bennett, local manager of Gormully & Jeffery Manufacturing Company, was elected president over W. B. Osgood, of the Brooklyn Cycle Co. F. N. Bruner was chosen vice-president, A. M. Franklin secretary, and

READY IN BUFFALO.

One of the firms that has not dilly dallied nor "stood shivering on the bank," fearful of the future, is the Buffalo Cycle Company, Buffalo, N. Y. Proprietors Atherton and Punnell had faith, and as a result are in position to take care of their trade very much earlier than in years past—that is to say, they have produced something more than travellers' samples of '97 Fleetwings and Envoys. They can meet any reasonable demand and are already filling export orders and impressing home agents with the advantage of having in stock a line of '97 wheels in time for the holiday trade and the early worms—a point which the average dealer may well take to heart.

The Buffalo people anticipate that 1897 will prove the best year which they ever experienced. Much of the belief is based on what must have occurred to other far-sighted folk, that the quality and financial standing of the cycle agents as a class have been improved by the business depression. It has acted as a purgative. Only the fittest have survived, and as a result the profit and loss accounts should hereafter be very considerably curtailed.

During 1897 they will market two lines, one at \$75 and one at \$60. The former will be a thoroughly up-to-date and high-grade wheel in every particular; the latter will be fully guaranteed and constructed with the same care, but without the beauty of finish which will characterize the \$75 line. The \$60 wheel will practically be equivalent to the \$75 '96 model.

The \$75 line will have patented one-piece shaft and cranks with a peculiar adjusting device which is extremely simple and effective; flush joints will also be adopted in the entire construction, giving to the wheels an extremely light and graceful appearance. The ladies' wheels will be made in 20, 21 and 23-inch frames, and the gentlemen's in 22, 24 and 26 inch, a choice of height calculated to suit the requirements of the trade.

The ladies' wheels will be fitted with continuous chain guards, an improvement of importance.

All \$75 wheels will be furnished in black, maroon or olive green, at the option of purchasers, the latter two colors being beautifully striped in gold.

The \$60 line will comprise two sizes of ladies' frames, 19 and 21 inches, and three sizes of diamond frames, 22, 24 and 26. Option of but two finishes will be given, black and maroon.

TROUBLE IN A CYCLE SHOW.

Among the 130 exhibitors at this year's Salon du Cycle in Paris are seven English and six American firms. There is trouble in the show committee, several of whom have resigned, among others Messrs. Clement and Darracq. This, it is said, is due to the selection of Comte de Dion as president, as he is a motor vehicle-builder, and not a cycle-maker.

GOOSE AND THE GOLDEN EGGS.

The Irish Cyclist declares that American wheels are selling at retail in London for as low as \$22.50 each, and at auction for prices correspondingly low. As the Irish Cyclist wisely remarks, "This is hardly the way to create confidence"; nor to make exporting pay, might be added with equal truth.

A British magistrate has given it as his opinion that wheelmen should not serve as jurors in cases of cycling interest.



"Hands Off."

W. B. Osgood treasurer. In the first ballot more votes were cast than there were members present. A letter was received from the secretary of the National Board of Trade, asking Long Island dealers not to exhibit in the Madison Square Garden show, and threatening that if they did so they would not be allowed to exhibit in the Brooklyn show. The suggestion was adopted.

HAS TWO DIALS.

H. R. Hamilton, No. 67 Lake street, Chicago, is marketing the Record cyclometer, an instrument having two dials, one registering 10,000 miles and the reverse, or trip dial, recording 100 miles. The latter may be set back at the beginning of a day's ride without in any way affecting the other. It retail for \$1.50.

STORY OF BEN HUR.

How the Success of the Book Was Repeated
in the Bicycle of Like
Name.

Pretty much everybody knows of the Ben Hur and its history. How the Central Cycle Manufacturing Co., of Indianapolis, were making the wheels; how the famous Lew Wallace, himself an Indianapolis man, wrote a book which was an inspiration from first to finish; how he called it "Ben Hur," and how it sold as no other work of an American novelist had sold. But to the analogy. L. M. Wainwright, president of the Central Co., was looking for a name for his wheel of the following season. The Ben Hur came to him, and it was a happy thought. A name should possess dignity, individuality, ease of pronunciation, and shortness; Ben Hur had them all. Since then the company have worked on the drawing of the famous chariot race so well described by Wallace, in conjunction with the name, in their advertising, and have achieved an equal reputation for both.

So much for the Ben Hur name. The Ben Hur man is L. M. Wainwright, president and manager of the Central Co., a veteran in the trade, and one of the best known figures in cycling.

THE WHEEL man called on President Wainwright the other day, and asked for news.

"News," queried Wainwright, "for publication or otherwise?"

The newspaper man answered that he wasn't particular.

"Well, sir, I can give you a lot of news, but as yet you can only publish it in a general way, not in its details. Is it a go?"

"I think you'll admit that the Ben Hur has always been a pretty good bicycle, won't you? Not a perfect wheel, of course, for none of 'em have been, but a strong, trusty and good-looking mount, and as skilled a job in its vitals as money could make it. You admit that, do you not?"

THE WHEEL man said yea to the impeachment.

"Well, sir, my news is this: As good a wheel as was the '96 Ben Hur, it's '97 offspring is as superior to it as the sun is greater than an electric light. I'll show you the model and let you judge for yourself."

And the '97 Ben Hur is a wonder. There are twenty-five mechanical features about it which are different from anything yet produced in a bicycle. One is not at liberty to enter into the details of construction here at present, but can merely touch upon some of the results achieved in the wheel, without explanation of how they are arrived at.

The crank bracket is of tubing, and contains fifteen $\frac{3}{8}$ -inch balls in each case, retained in large tool-steel adjusting cases; the left and right cases are precisely alike, and interchangeable, and the adjustment is held by a device entirely on the inside, operated, however, by pressing a projecting oil cup, thus doing away with the usual split-lug.

The cranks are square and half hollow, the right crank and shaft proper being one piece and arranged to drive a sleeve, on which are mounted the two cones, exactly alike. The sprocket is slipped in the axle and is held in place by a tapered shoulder. All being held by one nut, the entire crank-bracket group can be disassembled, the sprocket changed, and reassembled in less than two minutes.

The hubs are conspicuous for the same features that characterize the crank-bracket bearings. The axles are hollow, and the cups and cones are of one size, exactly similar, and interchangeable. The tool steel cases are

ball retaining, and fit either side of the hubs. Front hub has $\frac{1}{4}$ balls and the rear 5-16 balls. In adjusting the hub bearings there is no disturbing the axle nuts, as the adjustment is controlled by a dog on the inside and located entirely within the hub.

The Ben Hur reversible handlebar is a novel and clever thing. A patented device holds both the bar and the slot part, and is positive in its action.

The front fork is one of the most artistic bits of cycle construction that the business has brought to light. It is made of three pieces of tube, is arched at the crown, is half nickel, half enamel, and has a very distinctive as well as handsome appearance.

Flush joints are another point. An eccentric chain adjustment, controlled by one nut, is another.

In a short time THE WHEEL will publish a detailed description, with cuts, of the mechanical features of the new Ben Hur, and it can be safely predicted that no wheel will produce greater comment.

CHEAP STICKING.

The Royal Cement Company, Broad and Race streets, Philadelphia, are offering cycle cement at from 9 cents to 15 cents per pound, according to quantity.

QUALITY ALWAYS WINS.

To aspire to the best is a laudable ambition. To ever strain for improvement means a safe return; eventually quality will win. Spaulding & Pepper, Chicopee Falls, Mass., have earned, in a comparatively short career, a name in the tire-market that places them in a very enviable position. The mere brand of "S. & P." stamps the tire at once as an article as good as can be produced, and their success in this line has more than strengthened them in the belief that their policy of making strictly high-grade goods was the right one. A visit to the factory at once impresses even the most casual with its extreme neatness and business air. Carelessness is unknown. On every side are evidences of painstaking system.

The Humber tire, which was made by Spaulding & Pepper last year, is a splendid example of what this concern can accomplish. In every way it has given good satisfaction, and while being a road tire, its record in coasting contests is not to be underestimated. While the quantity of tires turned out, when compared with other concerns, is comparatively small, yet by conservative business tactics they have brought their name well to the top of the heap.

DOWN SOUTH.

One of the Chief Gateways to the Southern
Cycle Trade Leads Through
Baltimore.

Baltimore, Md., Nov. 23.—For the first time the trade of Baltimore is united. It was the cycle show question that brought the dealers together.

The only show Baltimore ever had was given last year by the Young Men's Christian Association just after the organized Board of Trade had declared against it. That affair had the effect of pointing out to the trade the possibilities of such functions, and ever since then they have been preparing for the organization which they have just completed. The title of the Baltimore organization is "The Associated Cycle Trade of Baltimore." The first step was the appointment of Fred B. Eisenbrandt, Columbia agent; J. J. McElroy, Tribune representative, and O. H. Harvey, America agent, a Board of Managers, to have sole charge of the show.

These gentlemen have already had an experience that has altered the plans with which they started the work of preparation. They started with the idea that the show was to be purely of local character, but after the receipts of letters from a number of manufacturers, indicating that the Baltimore show should be known as the Southern Cycle Show. These letters intimate that Baltimore has before it a fine future as a point for distribution throughout the South. The great success in the southern territory of the Black Manufacturing Company, Eagle Bicycle Company and Crawford Manufacturing Company, seems to have drawn attention to Baltimore's value as a place for handling the Southern market. Some of the Southern States are dominated commercially by Baltimore merchants. This is emphatically the case with such extensive merchandising as represented by the dry goods, clothing and hardware trades. The three manufacturers who have had marked success in the South have conducted their affairs for that section through wholesale hardware houses, with connections in the South. It was the method of these houses, however, to entirely divorce their hardware and bicycle branches. The cycling end is on an independent footing with them as the managers of those departments, and the salesmen who travel the South with bicycles for them, having nothing to do with the hardware end.

The advantages proven to be with Baltimore in the competition for the Southern trade are: Quickness with which orders can be executed, reduced transportation expenses by shipping by carloads to Baltimore and then reshipping, better knowledge of the Southern people and customs by travellers already familiar with that section, and the long time habit of the people of the section in dealing with Baltimore. The letters received by the Baltimore show's Board of Managers indicate that the manufacturers are awake to these advantages, and think well enough of Baltimore to warrant them in bringing their exhibits here for a show for Southern people. The date of the show will probably be February 20 to 27. Special rates will be made with the Southern railroads so as to induce the merchants of that section to visit this city and the show. The managers are now dickering for one of the largest halls in the city.

CONTINENTAL LIGHTMAKER.

Reukauf & Schillinger, No. 304 Race street, Philadelphia, are making and marketing a new lamp, the Continental, "the best in the world by actual test," they assert.

LOTS OF WHEELS.

For the National Show, London, 3,155 cycles are entered, while the managers can only find space for 2,110, including the gallery annex.



Mr. Curiosity—"Aha! I see a '97 Mesinger Saddle on it."

—Apologies to the *New York Evening Telegram*.

MESINGER BICYCLE SADDLE CO.,

Manufacturers of SADDLES AND AIR BRAKES,

NEW YORK CITY.

National Board of Trade of Cycle Manufacturers

271 BROADWAY, NEW YORK.

President, First Vice-President,
R. L. COLEMAN. R. P. GORMULLY.
Second Vice-President, Treasurer,
GEORGE H. DAY. W. A. REDDING.
Secretary,
ERNEST R. FRANKS.

Mercantile Agency, Collection Department and
Information Bureau.

Rubber Tire Association.

President, First Vice-President,
THEODORE A. DODGE. L. K. McCLYMONDS.
Second Vice-President, Treasurer,
GEORGE T. PERKINS. GEORGE F. HODGMAN.
Secretary,
KIRK BROWN,
504-506 West Fourteenth Street, New York.

National Bicycle Wood Rim Manufacturers' Association.

President, Treasurer,
E. S. MEAD. N. D. DOUGHMAN.
Secretary,
W. W. STALL, Bedford, Mass.

NATIONAL CYCLE SHOWS.

Under the Auspices of the National Board
of Trade of Cycle Manufacturers.

January 23-30—Chicago, Coliseum, A. E. Pattison, Auditorium Hotel, Chicago.

February 6-13—New York, Grand Central Palace, Ernest R. Franks, 271 Broadway, New York.

February 20-27—Boston, Mechanics' Building, C. W. Foudrinier, 34 Stanhope-st., Boston.

February 20-27—Philadelphia—Local Cycle Board of Trade.

February 20-27—Pittsburg—Local Cycle Board of Trade.

FOREIGN CYCLE SHOWS.

December 4-12—London, National Show, Crystal Palace; Frank Peach, secretary, 48 Holborn Viaduct, London.

December 12-27—Paris, Palais d'Industrie, Champs Elysees; M. Bivort, manager.

January 2-9—Manchester, England.

January 12-16—Liverpool, Eng.

January 16-23—Dublin, Ireland; Royal Dublin Society Building, Balls Bridge; R. Wilson, secretary, 14 D'Olier street.

January 23-30—Glasgow, Scotland; A. G. Rennie, secretary, 49 Lilybank Gardens.

Jan. 22-30—Birmingham, Eng.

January 23—Vienna, Austria; Steiner Hoenicks, Mgr.

February 1-7—Edinburgh, Scotland; Waverly Market, A. K. Dempsey, secretary, 82 Leith street.

Feb. 3-6—Nottingham, Eng., Albert Hall; B. Richards, secretary Nottingham Athletic Social Club.

February 27-March 6—Leeds, Eng.

TRADE CHANGES.

ARIZONA.

Phoenix.—F. H. Knowlton and William Rhodes, business consolidated.

DISTRICT OF COLUMBIA.

Washington.—Temple Cycle Agency removed to No. 603 E street, N. W.

ILLINOIS.

Chicago.—John Grant Company, Judgment \$200.

Chicago.—Gordon M. Richardson. Offering 26 per cent.

Chicago.—Smith, Sieb & Co. Sued \$350.
Elgin.—Elgin Sewing Machine and Bicycle Company. Court authorizes receiver to complete 400 bicycles.
Fairbury.—C. E. Amster, closed by Sheriff. Liabilities, \$10,000.

INDIANA.

Indianapolis.—C. G. Fisher & Co. Incorporated. Capital stock, \$5,000.

South Bend.—Carlisle Manufacturing Company incorporated to manufacture bicycles, by Meade W., Addison A. and Robert E. S. Carlisle; capital stock, \$10,000.

KANSAS.

Salina.—John Jeffries, judgment for \$12.

KENTUCKY.

Louisville.—Griffiths & Semple succeeded by J. C. Semple & Co.

Louisville.—Kessler-Smith. Discontinued.

Louisville.—Edward H. Miller. Removed to Grand Rapids, Mich.

MASSACHUSETTS.

Cambridge.—William E. Furness reported recorded chattel mortgage for \$700.

Springfield.—M. D. Stebbins & Co. Sold out.

MICHIGAN.

Menominee.—Dunning Bros. & Co. Closed by Sheriff.

MISSOURI.

Kansas City.—Welch-Hutchinson Cycle Co., chattel mortgage for \$200, and reported attached.

NEW JERSEY.

Elizabeth.—Evans Cycle Company. Chattel mortgage, \$1,600.

Jersey City.—G. W. Anderson. Chattel mortgage, \$76.

NEW YORK.

Albany.—Eugene Sanders. Gave judgment for \$417. Gave bill of sale.

Buffalo.—Niagara Top Company. Sued \$40.

Lockport.—Imperial Cycle Company. Discontinuing.

New York.—Hodgman Rubber Company. Additional judgment vs. George F. Hodgman, \$20,107.91

New York.—Zimmerman-Castle Wheel Company. Judgment \$32.28.

Tonawanda.—Tonawanda Bicycle Company. Assignee files reports, showing liabilities, \$37,706.71; nominal assets, \$15,428.57; actual assets, \$3,652.84.

Troy.—W. J. McAllister & Son. Judgment \$168.

OHIO.

Akron.—The Ranney Cycle Company assigned to F. E. Whittemore.

Cincinnati.—William Hulvershorn. Judgment \$25.

Cincinnati.—Rubber Tire Wheel Company against the Victor Rubber Tire Company. Depositions taken on behalf of complainants received by mail from Columbus, O.

Columbus.—Columbus Company, bicycles and sundries, mortgagee's sale of entire stock of goods.

Sandusky.—W. A. Gilcher & F. Donahoe, new store.

OREGON.

Astoria.—W. E. & M. S. Warren reported to have given real estate mortgage for \$500.

PENNSYLVANIA.

Allentown.—Koons & Wolle. Sold by Sheriff.

Philadelphia.—Penn Bicycle Company Confessed judgment \$6,500 to Warwick Cycle Manufacturing Company. Execution issued.

TEXAS.

Denison.—The Leeper Hardware Company. Assigned to John Waples.

VERMONT.

Rutland.—Coolidge & Morse. Succeeded by Coolidge Cycle Company. (Not incorporated).

SENDING THEM AWAY.

Exports of cycles and cycle material from the port of New York for the week ending November 17:

Antwerp	\$1,228
Argentine Republic	1,338
Amsterdam	100
Amheim	35
Bremen	1,597
British West Indies	3,776
Berlin	1,520
British Australia	26,387
Brazil	996
British Guiana	710
Central America	2,011
Cuba	59
Danish West Indies	40
Genoa	540
Hamburg	6,126
Havre	1,073
London	23,719
Liverpool	5,474
Leghorn	150
Mexico	345
New Zealand	1,887
Rotterdam	613
Southampton	3,869
U. S. of Colombia	63
Utrecht	375
Venezuela	140
Melbourne	11,987
Nassau	336
Rio de Janeiro	71

\$106,656

"IS BEYOND COMPETITION."

It will be well to keep the Demorest Special in mind. It will not make its formal debut until show time, but it is already casting its shadow before. In speaking of it Manager Hugh McDonald, of the Demorest Manufacturing Company, impresses one with the belief that the factory at Williamsport, Penn., will do itself unusually proud on this particular wheel. "We mean that it shall be far ahead of anything on the market," says McDonald, "and mean that the trade shall be compelled to say that it is beyond competition so far as workmanship and material are concerned. We will realize our expectations if the wheel costs us \$10 more than we receive for it." There is a determined ring in Mr. McDonald's words that compels respect and arouses keenly curious anticipation.

A SUCCESSFUL CAMPAIGN.

Harry G. Rouse, W. J. Bowman and J. A. Wright, of Rouse, Hazard & Co., Peoria, Ill., have been swinging around the circle in the East. Their campaign has resulted in establishing some desirable connections, none of them more valuable than that with Baldwin, Robbins & Co., No. 113 Milk street, Boston, who will control Sylphs and Overlands in all the New England States. The firm is an old wholesale hardware concern, who have some thirteen travellers working in the territory.

A PRICE-TOLD STORY.

In Massachusetts two men who bought stolen bicycles for a low price have been convicted of the offence and sentenced to State Prison for nine months. The only proof in the case of guilty knowledge was the insignificance of the price paid, the Court holding that they must have known the property was stolen when it was offered at such a sacrifice.

READING TRADE CHIEFS.

New officers have been elected by the Cycle Board of Trade of Reading, Pa., as follows: President, Harry O. Koller; vice-president, M. T. Killmer; recording secretary, John W. Spangler; financial secretary, L. D. Douglass; treasurer, Charles G. Wilson. Application has been made for a cycle show sanction.

You Run No Risk

WHEN USING

"PROJECTILE BRAND"





**COLD-DRAWN SEAMLESS STEEL TUBING,
FORKSIDES,
HANDLE-BARS,
TAPERED TUBES.**

Manufactured from the **BEST SWEDISH STEEL**
by

The United States Projectile Co.,
BROOKLYN, N. Y.

Used by the Highest-Grade Manufacturers.
We Solicit Correspondence.

Kindly mention The Wheel.






S. AND P.

TIRES

ARE A SUPERIOR PRODUCTION.

SPAULDING & PEPPER CO.,
CHICOPEE FALLS, MASS.

Kindly mention The Wheel.

The
Luthy Wheel
\$150.

WE GUARANTEE THE LUTHY WHEEL TO BE:

THE HANDSOMEST IN DESIGN AND FINISH.
THE BEST IN MATERIAL AND WORKMANSHIP.
THE MOST PERFECT IN ITS LINES AND BEARINGS.
THE EASIEST AND SMOOTHEST RUNNING WHEEL IN THE WORLD.

A FEW SELECT AGENCIES SOLICITED

LUTHY & CO.
MAKERS,
PEORIA, ILLINOIS.

FOR RENT,

In THE WHEEL Building,
88 West Broadway and 72
Warren Street, Model, Well-
Lighted Lofts; Steam Heat,
Electric Light, Electric Power.

**IN THE HEART
OF THE
CYCLING DISTRICT.**

— 1897 —

STAR PEDALS



**FOR HIGH-GRADE BICYCLES.
TWO MODELS,
Rat-Trap and Combination Rubber.**

Standard thread $\frac{1}{2}$ -inch 20 threads, or special shanks
cut to order.

Quality and finish guaranteed. Extra fine nickel finish.
Superior hardening.

Send for prices and descriptive circular.

The Bridgeport Gun Implement Co.,
313 and 315 BROADWAY, NEW YORK.
Kindly mention The Wheel.

NEW PATENTS.

571,379. Bicycle saddle. Charles F. Lefever, Syracuse, N. Y. Filed October 28, 1895. Serial No. 567,104. (No model.)

571,383. Bicycle saddle. Charles E. Page, Denver, Col., assignor of three-fifths to Carl A. Freeman, same place. Filed December 30, 1895. Serial No. 573,747. (No model.)

571,394. Bicycle handle and bell ringer. Henry U. Prindle and Eugene T. Lampton, Woodland, Cal. Filed March 10, 1896. Serial No. 532,621. (No model.)

571,397. Bicycle. John D. Riggs, Hiawatha, Kan. Filed June 24, 1895. Serial No. 553,798. (No model.)

571,398. Sprocket wheel. William J. Ross, Boston, Mass. Filed January 17, 1896. Serial No. 575,841. (No model.)

571,406. Bicycle frame. Arthur Sidwell, Waltham, Mass., assignor to himself, and Walter Measure, Highlandville, Mass. Filed August 13, 1894. Serial No. 520,182. (No model.)

571,422. Needle for repairing punctured bicycle tires with cement. Charles F. White, Denver, Col., assignor of one-third to Robert Gerwing, same place. Filed March 24, 1896. Serial No. 584,655. (No model.)

571,433. Bicycle support. Ezra Farnsworth, Minneapolis, Minn. Filed April 3, 1896. Serial No. 586,112. (No model.)

571,439. Wheel. William F. H. Harvey, Kokomo, Ind., assignor to John W. Lappin, John Braun and James Coffey, same place. Filed February 15, 1896. Serial No. 579,339. (No model.)

571,444. Bicycle tire. Charles A. Hussey, New-York, N. Y. Filed April 9, 1896. Serial No. 585,802. (No model.)

571,469. Power mechanism for bicycles. August Brauer, Independence, Mo. Filed June 29, 1896. Serial No. 597,456. (No model.)

571,561. Brake for bicycles. Frederick A. Gladwin, Rochester, N. Y. Filed May 8, 1896. Serial No. 590,790. (No model.)

571,700. Bicycle rest. Lewis Smith, Brooklyn, N. Y. Filed October 22, 1895. Serial No. 566,455. (No model.)

DESIGNS

25,234. Toeclip for velocipedes. David Basch, New-York, N. Y. Filed September 9, 1896. Serial No. 605,323. Term of patent seven years.

25,235. Bicycle frame. Edward M. Graham, Chicago, Ill. Filed October 5, 1896. Serial No. 607,956. Term of patent seven years.

TRADE-MARKS.

29,185. Bicycles. Henry C. England, Reading, Penn. Filed August 3, 1896. Essential feature, the word "Vindex." Used since July 15, 1896.

29,186. Bicycles. Tonk Manufacturing Company, Chicago, Ill. Filed October 2, 1896. Essential feature, the words "Old Hickory" associated with a monogram formed of the letters "O" and "H." Used since November 1, 1895.

RECENT PATENTS.

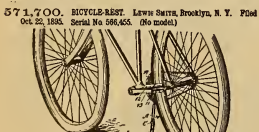
571,394. BICYCLE HANDLE AND BELL RINGER. HENRY U. PRINDLE AND EUGENE T. LAMPTON, Woodland, Cal. Filed Mar. 10, 1896. Serial No. 532,621. (No model.)



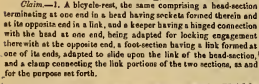
571,379. BICYCLE SADDLE. CHARLES F. LEFEVER, Syracuse, N. Y. Filed Oct. 28, 1895. Serial No. 567,104. (No model.)



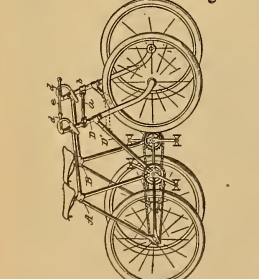
571,406. BICYCLE FRAME. ARTHUR SIDWELL, Waltham, Mass., assignor to himself and Walter Measure, Highlandville, Mass. Filed Aug. 13, 1894. Serial No. 520,182. (No model.)



571,422. NEEDLE FOR REPAIRING PUNCTURED BICYCLE TIRES WITH CEMENT. CHARLES F. WHITE, Denver, Colo., assignor of one-third to Robert Gerwing, same place. Filed Mar. 24, 1896. Serial No. 584,655. (No model.)

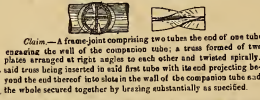


571,397. BICYCLE. JOHN D. RIGGS, Hiawatha, Kan. Filed June 24, 1895. Serial No. 553,798. (No model.)



571,433. BICYCLE SUPPORT. EZRA FARNSWORTH, Minneapolis, Minn. Filed April 3, 1896. Serial No. 586,112. (No model.)

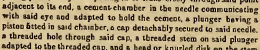
571,406. BICYCLE FRAME. ARTHUR SIDWELL, Waltham, Mass., assignor to himself and Walter Measure, Highlandville, Mass. Filed Aug. 13, 1894. Serial No. 520,182. (No model.)



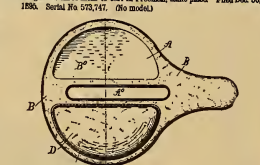
571,439. WHEEL. WILLIAM F. H. HARVEY, Kokomo, Ind., assignor to John W. Lappin, John Braun and James Coffey, same place. Filed February 15, 1896. Serial No. 579,339. (No model.)



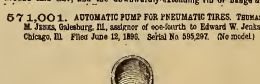
571,444. BICYCLE TIRE. CHARLES A. HUSSEY, New-York, N. Y. Filed April 9, 1896. Serial No. 585,802. (No model.)



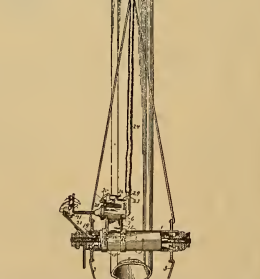
571,469. POWER MECHANISM FOR BICYCLES. AUGUST BRAUER, Independence, Mo. Filed June 29, 1896. Serial No. 597,456. (No model.)



571,561. BRAKE FOR BICYCLES. FREDERICK A. GLADWIN, Rochester, N. Y. Filed May 8, 1896. Serial No. 590,790. (No model.)



571,009. VELOCIPEDE. FRANZES HERRMANN, Chudman, Ohio. Filed June 23, 1896. Serial No. 597,570. (No model.)



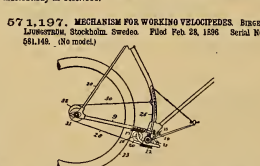
571,001. AUTOMATIC PUMP FOR PNEUMATIC TIRES. THOMAS M. JENNA, Glasgow, Ill., assignor of one-fourth to Edward W. Jenks, Chicago, Ill. Filed June 24, 1896. Serial No. 595,571. (No model.)



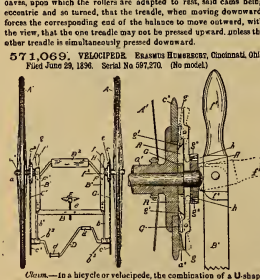
571,108. REPAIR PILES FOR PNEUMATIC TIRES. DANIEL W. GAGLEY, Chicago, Ill. Filed Aug. 7, 1896. Serial No. 603,071. (No model.)



571,197. MECHANISM FOR WORKING VELOCIPEDES. BENJAMIN LEWISMAN, Stockholm, Sweden. Filed Feb. 23, 1896. Serial No. 581,140. (No model.)



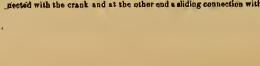
571,098. CYCLE. HANS ERING, Cologne, Germany. Filed Aug. 5, 1895. Serial No. 558,277. (No model.)



571,050. MACHINE FOR MAKING RIMS FOR PNEUMATIC WHEELS. JAMES LAWRENCE, Cleveland, Ohio, assignor of one-third to George Conner and Frank K. Will, same place. Filed May 4, 1896. Serial No. 590,181. (No model.)



571,051. BICYCLE. ANTONIO FERRARI, Rome, Italy. Filed July 21, 1895. Serial No. 553,572. (No model.) Patented in Italy June 4, 1895. LXXVI, 154.



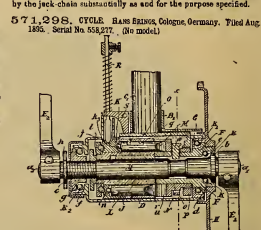
571,444. BICYCLE TIRE. CHARLES A. HUSSEY, New-York, N. Y. Filed April 9, 1896. Serial No. 585,802. (No model.)



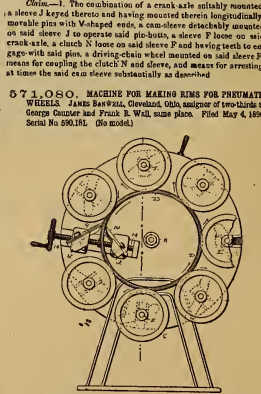
571,398. SPROCKET WHEEL. WILLIAM J. ROSS, Boston, Mass. Filed Jan. 17, 1896. Serial No. 575,841. (No model.)



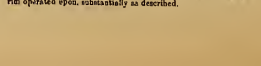
571,298. CYCLE. HANS ERING, Cologne, Germany. Filed Aug. 5, 1895. Serial No. 558,277. (No model.)



571,050. MACHINE FOR MAKING RIMS FOR PNEUMATIC WHEELS. JAMES LAWRENCE, Cleveland, Ohio, assignor of one-third to George Conner and Frank K. Will, same place. Filed May 4, 1896. Serial No. 590,181. (No model.)



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The Wheel

and CYCLING TRADE REVIEW

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VOL. XVIII., No. 16.

NEW YORK AND CHICAGO, DECEMBER 4, 1896.

WHOLE No. 458.

CRAWFORD CUTS.

What the Big Marylander Will Offer for Less Money Than Last Season.

Crawfords for '97—the 28-inch adults' wheel—will list at \$50.

This is in the nature of a reduction of \$25. Last season the same wheels were catalogued at \$75. The vigorous cut will prove a general surprise. The Crawford Manufacturing Company was one of the "Big Four" who made \$75 wheels. Whether their action will affect any of the others is for the future to decide.

The prices of the other Crawfords have also been reduced, but the reduction is not so generous. The 28-inch has been lowered from \$50 to \$45, the 24-inch to \$40, and the 20-inch to \$35.

The tandems are listed at \$100.

Although the prices are announced this week simultaneously with the issuance of the catalogue and the presence in New York of President Crawford, the Crawford people have been able to keep their figures dark until now. Only a favored few were prepared for the reduction.

The catalogue incorporates a twelve months' guarantee.

These specifications of the men's 28-inch wheels, which are furnished in three heights, will give a fair idea of the entire line:

Frame—Improved diamond pattern; weldless steel tubing throughout; upper and lower reach and upright, 1½ inch, 20 gauge; rear fork, ¾ inch, 20 gauge; rear braces, ½ inch, 20 gauge; barrel bracket; hollow seat-post; clamped seat-lug; height of frame, 24 inches. Wheels—28 inch; fitted with Hartford single-tube or M. & W. quick-repair tires. Spokes—Tangent; standard swaged; 15 gauge; nickel-plated. Hubs—Barrel, turned from steel bar. Sprockets—Detachable; front, nickel-plated. Rims—Wood, "Plymouth." Brake—Direct-plunger pattern; fitted with improved bearings and detachable clip. Bearings—Ball throughout; positively oil-retaining and dust-proof. Head—10-inch ball bearing, with hardened steel cones cut from the bar. Handle-bar—¾-inch weldless steel tubing, 19 gauge; 16½ inches wide; adjustable. Chain—¾-inch Indianapolis; hardened centres. Chain adjustment—Rear, with set screws. Front fork—Tubular; drop-forged crown and weldless steel crown tube. Cranks—Drop-forged and hardened; round; 6½ inch. Gear—70 inch. Pedals—Crawford. Saddle—Sager Hygienic. Wheel base—44 inch. Weight—25 pounds.

What the average freak tire inventor needs is an alarm clock that will wake him from his dreams of making millions out of wind.

COTERIE TO THE BAR.

That coterie of Chicago newspaper men who composed the Chicago Exhibition Company which last year, under the auspices of the National Board of Trade, conducted the Chicago Cycle Show, will shortly taste some of the doubtful sweets of adversity. For nearly a year the Board of Trade has been endeavoring to reach a satisfactory settlement of the finances of the function. Their efforts, however, have been in vain, and the Chicago gentlemen have fenced to such good purpose that a suit at law has been decided the only recourse. Counsel Redding and Stimson, of the Board of Trade, got together last week and decided to take that action. A suit in equity for a full accounting will be at once instituted, and it is probable that the far from modest charges made by the Chicagoans will soon be amply aired.

TOOK IT ALL BACK.

Chicago, Nov. 27.—The bill asking for a receiver for the American Wheelmen's Protective Association, which was filed a short time ago by P. H. Barker, a stockholder in the concern, has been dismissed on the motion of the complainant. Barker made serious charges in his bill against the corporation, alleging that E. D. Sniffen, the secretary, had expended, on his personal account, funds belonging to the concern, and that it was in an insolvent condition, because of this and other acts of its officers.

CHANGE OF OWNERSHIP.

Cleveland, Ohio, Nov. 30.—Quite an important deal was consummated a few days ago by which the Dangler Stove and Manufacturing Company becomes the owners of the Kelly Handle-bar Company, manufacturers of the Kelly adjustable handle-bar. The firm name will be retained, and Mr. Kelly, the inventor of the bar, and vice-president of the company, will retain his connection under the new management. The Kells Saddle Company is also owned by the Dangler Company.

UNDER THE RED FLAG.

The once prosperous Plymouth Cycle Manufacturing Company, whose Smalley bicycles were the pride of many, has found it impossible to recover from its financial ailment. Its end will be sounded by the tattoo of an auctioneer's hammer on December 10. The receiver's sale will occur on that date at Plymouth, Ind. The property includes a deal of machinery and cycle material and a number of completed and uncompleted.

A Vienna cyclist was recently fined 15 florins for riding "hands off."

SCENE SHIFTING.

Sanger Replaces "Cycle Show" with Something Called "Grand Military Bicycle Tournament."

From January 11 to January 16 inclusive the Madison Square Garden will be given over to a "Grand Military Bicycle Tournament," from which it is expected that \$20,000 or \$30,000 will be realized, the net sum to be expended to establish rooms in the Hannemann Hospital, New York, to be used exclusively by members of the National Guard. The Ladies' Association of the Hannemann Hospital, a committee of militiamen, distinguished citizens, the Mayor of New York, the Madison Square Garden Company, and "The New York Herald" are the supporters of the tournament. Exactly what the military tournament is going to be has not yet been stated; it is, however, intended to make it a fashionable function. To a pressman Mr. Sanger stated that there were going to be exhibits "all round the arena." The more suspicious suspect that there may be a "nigger in the fence," and that Mr. Sanger has abandoned an unsanctioned show in order to hold a sanctioned show. It is fair to presume, however, that President Coleman (who is a Southerner) will be able to scent any Ethiopian, no matter how carefully he may be concealed in the woodpile.

Again, although it is ungracious to fly in the face of charity, the Board of Trade, in accordance with its rules, cannot sanction any exhibit for the shows held before the National shows are held; thus, technically, it cannot sanction the exhibits at the military tournament. However, no trouble need be expected on this score. There is a spirit of compromise, common sense and decency within the Board of Trade. If it should develop that a noble charity will be aided, and that the coherence of the Board of Trade will not suffer, a proper consideration of this particular show may be expected from the Board.

BACK TO THE FOLD.

Chicago, Nov. 28.—The Fulton Machine Works, of Chicago, manufacturers of the Thistle bicycle, will reopen their plant on Monday. They will run full force on their '97 machines, and expect to have models out within ten days. One of the officials of the company stated to THE WHEEL man that something like \$100,000 new capital had been added, and that they were settling all their claims in full. This will no doubt be good news to the bicycle trade in general, as it will be remembered that the Thistle was one of the high-grade bicycles that stuck to high-grade methods and the \$100 list throughout the season.

"The life-saving apparatus of a cycle," is an English definition of a brake.

HOME AND ABROAD.

What One Concern Has to Offer American Riders and Those of Foreign Lands.

Fresh from a Western trip, Fred Johnson and E. H. Wilcox, were in evidence in New York on Saturday last. With them and on exhibition at the showroom of C. J. Godfrey, were samples of the Iver Johnson '97 bicycles, which are not only good looking, but show lavish and painstaking attention to details.

The Iver-Johnson people are strong on forgings and weak on brass; that is to say, they are intense believers in the one and do as little brazing as possible. The result of this is that no reinforcements, lapped joints or sheet-metal connections are employed in the wheel, although all joints are flush. By their method of construction the long brazing surfaces themselves act as reinforcements. There are but twelve brazed joints in the wheel, about one-half of the number, it is asserted, that are to be found in wheels of other makes. Brass wire, but no spelter, is used in brazing these joints, the construction of which is such that while brazing as a rule is largely a blind process, in the Johnson wheel it can readily be seen when it is right or wrong. The head and head lugs are in one piece, machined out, and the fork-crown and shaft are also one forging, similarly treated. The crank axle is of the two piece variety, one of the cranks only being detachable. The brake is of the interior type; the spoon is split and grips the sides and not the thread of the tire. The pedals, which, like the chain, are made in the Johnson factory, are of new design and have flush spring oilers that will convey the oil directly to the balls. All other bearings are constructed with this object in view.

Fred Johnson, who, despite the fact that he is not yet out of his twenties, is the head of the enormous Iver-Johnson Arms and Cycle Works, was among the most recent American tradespeople to visit foreign shores. He little more than reached New York when he left for the West. He was so well satisfied with his trip abroad that he expects to make another visit in March. He believes there is ample room for the best class of American goods—for wheels that cannot be "hawked," as he expresses it. This sort of wheel, he states, is far more numerous than the average American imagines. They have been unloaded on the English markets in great quantities and are sold at all manner of prices; the more astute English dealers affixing a name-plate or transfer of their own. Mr. Johnson believes it sheer folly for any American to attempt educating the English public. His trip convinced him that to be a success the American wheel must meet English ideas and must be fitted with steel rims and mud guards and Dunlop tires, which in Europe enjoy a monopoly which is not even faintly appreciated on this side of the water. As to square cranks, the size of bolts and nuts and such minor details, he found no criticism whatever.

Mr. Johnson found that the English trade has one admirable trait—no one manufacturer can stamper the trade; that is to say, if any one of the leaders brings out a striking pattern or striking novelty, his competitors do not find it necessary or incumbent upon them to follow his lead. The result is that there are a number of distinctive wheels, each on their own lines, and each with their exclusive features, and each with a substantial following.

Asked as to the future of the export trade, Mr. Johnson remarked that he believed it would prove profitable for many years to

come. In England the American wheel might not prove a considerable factor, but there is a sufficient colony of Americans to make their patronage worth cultivation.

As an item of some interest Mr. Johnson stated that in catering to the English trade it should be borne in mind that their season begins later—it does not open until March—and lasts longer than ours; in this country he believes the bulk of the business will be over by May 1st.

HOW THE '97 HUMBER APPEARS.

As the oldest wheel and one which has ever been one of the world's leaders, the Humber is always an object of interest. Its makers have contributed so very many of the ideas now accepted as standard by the cycle trade that wide awake people are usually anxious to learn what innovations are incorporated in the new models of each successive year. The American Humber is, of course, essentially an American wheel, but in a measure it reflects the English notion. The 1897 model was brought to New York on Monday last and is now on exhibition at their stores, No. 318 Broadway, Fifth ave. and Forty-second st., N. Y., and No. 545 Fulton st., Brooklyn. No impressive alterations are apparent. The most important is the adoption of barrel hubs. The reason for their adoption, the firm states, was to enable the use of the same type of bearing that has been successfully used in the crank hanger since the present form of safety cycle was made by Humber & Co. This was the invention of Thomas Humber, the founder of the house, the principle being that the cones are fixed on the axle and the cups are adjustable. This necessitated the adoption of barrel hubs in order to get the axle with the cones attached in the same.

Another important change is in the adoption of the flanges on the sprockets, which have been used so successfully on the Beeston Humber cycles. This, together with the regular equipment of a 25-tooth front sprocket and a 10-tooth rear, making a 70-gear, will add very materially to the well-known, easy running qualities of the cycle. They will also fit 8 and 9 tooth rear sprockets, and give choice of gears from 56 to 87½ inches.

The frame is of the same size tubing and is not changed from the 1896 model, the only feature being the placing of a second transfer upon the seat post tube.

The adjustment of the crank hanger bearings is somewhat improved upon. In addition to the regular method of fastening the cup has been added a dog which fits into recesses in the cup, making the same absolutely immovable except by the removal of the dog.

The pedals are on the same lines as those on the 1896 model, with the addition of a dust cap covering the adjusting cone, and the rounding of the end of the outer plate instead of its being square, the plate being a trifle thinner, and it giving the same strong and easy running pedal as before, but appearing lighter and more graceful to the eye. Another improvement which will be greatly appreciated by the rider is the adoption of two sizes of nuts. One spanner about five inches long is furnished, which will fit every nut on the cycle necessary for adjustment on the road.

In other respects the cycle remains the same as in 1896. Humber & Co. have found that the Humber saddle which they introduced last year, and the Humber tires which were also adopted by them last year, have given universal satisfaction, and continue the same for 1897. The finish of the cycle is as before, black with royal purple wood rims, Humber hose pipe tires with red tread.

Suitable clothing adds much to the enjoyment of a ride.

SIX FIGURES NOW.

This Number Needed to Express the Fowler Capitalization—Won Out on Merit.

Until Saturday last it required but five fingers to express the capital stock of the Fowler Cycle Manufacturing Company. On that day the annual meeting of the stockholders and directors occurred in the Chicago headquarters, and when it adjourned the Fowler concern had placed itself in the six-figure column, the capital stock having been increased from \$50,000 to \$400,000. Of this increase, \$250,000 was declared a stock dividend; the remaining \$100,000 is treasury stock, that is, merely paid in by W. S. Warfield and his son, John D. Warfield, both of Quincy, who, ipso facto, secured a considerable interest in the business. The senior Warfield is president of the First National Bank of Quincy, and naturally a most desirable acquisition.

At the annual election, which followed the distribution of stock, Frank M. Sproehle was elevated from the vice-presidency to the presidency, John D. Warfield was chosen vice-president, and James M. Davis re-elected secretary-treasurer.

On the eve of its new year, it is simple justice to say that the Fowler company fairly earned its spurs during the season just closing. During the panicky days of the summer, no concern was more persistently or more cruelly assailed by rumor. As a result, creditors made several wild rushes on its treasury, but each rush was met manfully and with the necessary grace and cash. In August, on the very day when some of the Chicago papers stated that the factory had been closed, and that its sides were bulging with overstock, and when the report was current gossip in the trade, a WHEEL man went through the plant and found some 200 men at work and some 100 wheels in course of the assembling process. The stockroom showed no perceptible evidence of a surplus of parts. "I'd show you the storage room," remarked Mr. Slusser, who acted as the press man's pilot, "but we have none, and have never found need for one. Our wheels have been shipped as fast as they have been put together."

MAY BE RIVALS.

Considerable difficulty is being experienced by the Minneapolis Cycle Board of Trade in securing the support of the jobbers. They are of the opinion that they will receive no practical benefit from the organization, and contemplate forming an association of their own. The Board of Trade has promulgated a rule to govern the sale of wheels on the installment plan, and a schedule of repair prices is being prepared. Officers were last week elected as follows: President, W. L. Harris; vice-president, C. D. Velle; secretary-treasurer, Horace M. Hill; directors, J. B. Kennedy, W. K. Morrison, A. Bloomquist, F. L. Darrow, L. H. Fawkes, J. A. Wirtensohn, J. E. Harper, S. M. Davis, E. E. McMasters.

ADDED TO THEIR LINE.

The Gillam Manufacturing Company, Canton, Ohio, has added a number of new saddles to its line. Among them is an invitingly easy-appearing hygienic saddle on rational lines, and another of the coil-spring variety so popular in England.

POTTER'S IDEA ABROAD.

It is proposed that the Austrian Union should only look after touring, and give up entirely the supervision of racing. Who is the Austrian Potter? This is exactly what our own I. B. wants the L. A. W. to do.



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Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

FOR THIS, MUCH THANKS!

OVER and beyond ordinary things, for which we must always be thankful, there is a special reason for joy this week. Mr. Frank W. Sanger has abandoned his cycle show. It appears he must give up his Garden to charity—to a noble charity indeed; a benevolence which will provide military cotrooms in the hospitals. This indeed is most worthy of him, and bespeaks a kind heart.

On the other hand, it is much more of a credit to Sanger's sense than to his heart that the trade is thus relieved of two Eastern shows, one legitimate and one illegitimate. Sanger had published his prices and drawn his diagrams, and was all ready for business; but no business came. The trade stood firm to a man. The big houses who were to exhibit "by hook or crook" were not in evidence. A request for the list of exhibitors drew out the fact that only one concern had agreed to take space in the Garden, and that concern was one which will not be represented at the National Cycle Show. This list of exhibitors totalling one firm after many days of canvassing was not increased to two. Hence, the project was dropped.

Congratulations are in order for R. L. Coleman, president of the Board of Trade, for the Board of Trade executive, which gave him so much power and so much support, and for the cycle trade generally. They have not won a big victory, because the victory was not difficult; the game was not big. But they have shown a power of clinging together; they have shown a disposition to attend to their own business in their own way. They have signl-

fied, above all other things, that, as a trade, they will refuse to be held up by every passing showman, by every windblown scheme. Having beaten off the biggest combination that could oppose them—that is, Sanger, the Madison Square Garden Company, and, above all, the Madison Square Garden, which is a more potent factor than its managers or owners, the Board of Trade need fear no more trouble. In future, if shows are held, they will be held by the Board of Trade.

Incidentally, it may be remarked that the \$39,000 which the Garden Company received last year will be largely augmented through this year's shows, and the sum total net will give the Board of Trade a handsome capital with which to pursue its legitimate work.

POTTER OR ELLIOTT?

THE gleaners for news in the daily cycling column and in the weekly cycling journal are eye-startled with "Potter or Elliott?" headlines, of large proportion and singular prominence. It is supposed to be an interrogative knockout to the average man. It is supposed to be an important issue as to whether Potter or Elliott should occupy the presidential chair during the approaching year. The merits of the men are discussed with erudition and ponderance. The works of the one and the deeds of the other are carefully reviewed. Hung on to the main hooks of comparison is a lot of balderdash.

Students of League politics and those who are familiar with League presidential history know that the question as to what person will occupy the chief chair in that organization is a matter of the smallest importance. It is not half as important to the average bicycle rider, even if he be a League member—which only about one-twentieth of them are—as the purchase of the proper tire or the most effective plug, or the easiest saddle; in fact, any one of the 888-10 per cent of the League members would gladly exchange his presidential preference for an easy seat.

We assert that the position is of no importance, for many reasons. Look over the story of those men who have been elevated to the froth throne, and you will look over a history of failure, chagrin, obscurity and insult. Who knows of Kirk Munroe, who started the League, or of Charles E. Pratt, its first president? Or of Kirkpatrick, twice its president, and a wonderful worker? And to what Hole-of-Calcutta-like obscurity has Burdett retired? To what obscurity Luscomb? How Willison was drubbed out last January! And Beckwith, four times a president, what of him? How many League members even know that he has passed over the Great Divide? This is only one light on the question; there are many sidelights. The position is one with small glory, with no profit. Most of its incumbents have sacrificed their private business in order to bathe in the political bath for a year, some of them for two years. After that they were shunted out, most of them covered with execration. Assuming, then, that the matter is of little importance, candidature can be reviewed without much heat.

THE WHEEL asserts that Elliott should be re-elected, not Potter. Most League presidents have served more than one term; no League president can get familiar with his work, can inaugurate it and make it fruitful, materialize, and reach its logical and practical result in one term. The first year is largely of sowing; the second, largely of reaping. Elliott has been an impartial and clean president. He has attended to his business, and, though the League has tied itself into an unprofitable contract, he has rebated to the organization some several thousand dollars. He is capable, he is enthusiastic. Even from the standpoint of letting well enough alone, it is good policy, good politics and good business to re-elect him.

On the other hand, Potter's position is "that he will not oppose Elliott." Nothing has occurred up to the present time to switch that position. Privately he is on a hard run after the office. His official statement to a WHEEL staff man is: "I am not a candidate, but do not say I will not run." This remarkable utterance, by the way, is the keynote of Potter's political character. THE WHEEL admits and admires his capacity and his unlimited perseverance; yet, at the same time, it recognizes that his work is, like that of most other men, largely for self-advancement and profit. All the time he is half Mephistopheles, half Hamlet.

No substantial reason can be advanced as to why Potter should oppose Elliott's candidacy, or why he should permit his friends to attempt what they have in view, the "stamping" of the National Assembly for him, which is evidently their intention. Potter is the pivot and orbit about which a group of newspaper men revolve, and he furnishes them ample material for space filling. Journals which have in the past opposed Potter and Potterism are now filled with laudation and with ingenious argument in support of his candidacy. One Western cycling journal states that, because Potter refused a cool \$10,000 from the railroads, he is worthy of the presidential nomination. This paper claims that no offer was made, because said offer "would have been refused with scorn." The intimation is one which Potter will scarcely relish. The fact of a man being guilty of common honesty does not entitle him to wear a blazing diadem. It is something that is expected of him, and there is no need of showering bouquets on the gentleman in question, because he was not bribed, or because of the assumption that, in case he were offered a bribe, he would have refused it. Such circumlocutive laudation almost approaches censure.

Then again we have columns of twaddle about Potter's extreme honesty, his martyrdom, on the supposition that he has injured his private business. THE WHEEL is not in a position to analyze Potter's private financial matters, nor would it do so, if it were in such a position. THE WHEEL does, however, make the general assertion that Potter has not sacrificed himself or his finances in his League work. He is one of the best known "good roads" men in Amer-

ica, and is even now in the light of a promotion, should there be a vacancy in a Governmental position of any importance. He is familiar and personally admired by the "good roads" people. He is one of the best known men in his State and in his city, and preferment is probably even now awaiting him, should he choose to take it. We do not say that he has been offered political preference, but by a mere turn of his hand he could have it. He is in a position, even without making a definite statement or taking a definite position, to be named for a high office in his political party—whatever it may be—because of the unmeasured, indefinable influence which he would have as the head of the League in his State.

Mr. Potter has, in other words, created a reputation which is not without great value. He has accomplished in a few years, through his League connection, what many lawyers only achieve late in life. He is a well-known public man. Could he have foreseen the growth of cycling, and had had the talents of a prophet, he could not have selected any better means to have quickly advanced himself in his profession. It is also true that his law business has been carried on, because his firm has always been a partnership affair, and he has directly and indirectly obtained revenues which have at least kept him from the verge of starvation, even though he may have suffered a limited and much regretted martyrdom.

Again, Mr. Potter's work in New York State is not extraordinary, though it appears so to those who have not closely studied the question. Mr. Potter has done no more than circulation managers or the heads of subscription bureaus do. He has spent a great deal of money to achieve an admirable result. The League membership of New-York represents a business campaign. The majority of its members are not drawn to the League through sheer love of cycling, through belief in the League's work and through knowledge of what the League has done and is doing. They have been drawn there by the work of the "machine," if one may unbelittlingly use that much used term and apply it to Mr. Potter, his consuls and his newspaper friends. New-York's League membership has cost a great deal. We believe the expense of the State Division last year showed that it cost \$19 (estimated) to obtain each League member. The New York State membership would not outlive Potter, that is, in its present proportion. It is his creation; it is his entire work, and it has been accomplished by a liberal expenditure of time and money. It is not extraordinary, though it is worthy of praise.

Turn to Elliott, and we find a man who is not garmented with partisanship. He is not political. He is a simple, sincere and enthusiastic worker, and if space would here permit, THE WHEEL believes it could readily show that Elliott has in his time accomplished a far greater and more lasting work for cycling than has Potter. In his own State, Elliott's work has not been less radical and far-reaching, and we believe it has been of a more intelligent and permanent character. Elliott is

the centre of a body of intelligent and enthusiastic cyclists. In his work he represents the best and most advanced ideas as applied to cycling, because Boston was the home of cycling, and the men who are behind Elliott—the majority of them—know the sport from its initial day up to the present time, know its needs and know its possibilities.

Briefly, the comparison is not worth spinning out at further length. The office in question is an evanescent, directly unprofitable business. Every man who has ever occupied it has been victimized and cudgelled out of office, leaving it with small honor and with few friends, for his temporary adherents during his term usually show their elasticity by turning quickly to the new king. Potter, standing on the pinnacle which he at present occupies, should be content to leave well enough alone. The presidency of the League will not make him any greater or bigger than he is.

We may also state, confidently, that the operation of "stamping the convention," which seems to be the only way in which Potter can be nominated, may not be as easy as the Potter adherents think. In the rank and file of the League and in the rank and file of the National Assembly, Potter is not held in unmitigated belief and love. He is, in fact, watched with suspicion. It was only his native brilliancy which saved him at Baltimore, last January, from complete obscurity. He went to Baltimore a beaten man, with no strength behind him; but on his Good Roads Day, he made such use of his histrionic ability that he soon became the chief figure, and on the second day he had become a force. But the inherent "Potterism" is still there, and at the National Assembly Potter will meet men who have been in League politics as long as himself, and an oratorical stampede need not be expected. Without Potter's New York strength, which is his own strength, since he created it, he would not be considered a dangerous candidate. At large he is neither loved nor feared nor hated.

Charity covers a multitude of sins. The Hannemann Hospital charity, which is to be substituted for the private cycle show at Madison Square Garden, is serving as a cover for not only Frank W. Sanger, but for the New York Herald, whose kind offices in "exposing the outrageous profits of bicycle magnates" contributed no little of the cycle trade's recent distress.

We would not take ourselves so seriously if we considered that what are tragedies to-day will only be comedies when we remember them.

There are some persons in cycling who will never go to heaven except they go at excursion rates.

Prosperity is one of the things we don't think we have until we lose it.

The fool at twenty was probably an infant prodigy at four.

BEST OF ITS KIND.

Perseverance and undoubted merit are beginning to tell in the case of the Spencer Brake Company, and when the '97 wheels are assembled at the cycle shows, it will probably surprise not a few people to note the progress which the brake has made. It will be part of the equipment of several of the most prominent wheels. The leaven being now in good working order in this country, the company is about to devote a share of its attention to the foreign field. One of their representatives, W. E. Gilbert, left on Wednesday with some seventeen wheels equipped with their brake, which are to be exhibited at the Paris and other Continental cycle shows. On the other side, where brakes are in more extensive use, the Spencer's success should be even more immediate than here at home. That it will prove a most desirable option, its construction, its invisibility and its method of application, by a mere twist of the wrist, leave no reason for dispute.

WORKING UP THE GAME.

Tom Eck has been heard from. He declares that Michael is mad all through, and that he will deposit \$5,000 next week to bind a match with Tom Linton, the contest to be the best two in three races, Linton to select one distance, Michael another, and, if a third race be necessary, it is to be fifty miles. All races to be paced. The Linton party, when seen at the Hotel Bartholdi by a WHEEL man, hailed with delight the prospect of the match. They will agree to all Eck's propositions, and are ready to post their money at any moment. Those who recall Eck's wrath and how he could not post \$500 for a Michael-Starbuck match will smile at his \$5,000 talk.

WATCH THE CABLE.

Elliott Burris, manager of the American Humber Company, quite unexpectedly left for Europe on Wednesday last. The story promptly got abroad that he had been called to London to consider the proposition to take charge of the Humber's English works. It is known that Chief Director Rucker thinks very highly of Burris, and the report is possible, of course, but not probable. No one connected with the Humber interests in this city knows aught of the alleged offer.

SALVE FOR A COLLAR BONE.

All the riders training at Saratoga took part in a benefit race meet for Frank Albert, who recently broke his collar bone, at the Casino on Tuesday night. Bald rode an exhibition half mile in 1:05, lowering the track record a second. Hadfield won the mile professional in 2:11, winning a purse of \$50. Jay Eaton rode an exhibition mile in 2:09. The match race between B. W. Pierce and W. J. Hufstetter resulted in a dead heat.

SANCTION SEEKERS.

The Long Island Board of Trade will apply for a sanction for a cycle show in Brooklyn to be held during the second week in March. The Providence (R. I.) Board has also voted to hold a local show immediately following the Boston function.

SILENT, BUT SATISFIED.

A. L. Collins, Sieg & Walpole's Eastern sales agent, is in New York. He is not talking for publication, but it is plain that he has been immensely tickled over certain deals which have gone through.

GREYHOUND COURSING.

A meeting of the creditors of the defunct Greyhound Bicycle Manufacturing Company has been called for December 9. It will be held in the office of Assignee R. F. Herrick, No. 40 Water street, Boston.

TWENTIETH STANLEY.

England's Great Cycle Show Opens in a Blaze of Glory—American Exhibitors Present.

London, Nov. 21.—The twentieth Stanley Show is with us, and the general verdict is greater, grander and more magnificent than any predecessor.

Could I but imagine that the sombre pillars and balconies, the sunless alcoves and bays were the creeper-enfested columns of the Crystal Palace, that the refrigerator-like atmosphere was tempered like the Palace draughts to the worn reporter, and that the evil-smelling cement floor was the knot-studded arena of Sydenham, I would unhesitatingly assert that it is the grandest of any English cycle show. The Stanley Club has striven hard with paint pot and bunting and paper garlands to bring the dingy Agricultural Hall within measurable distance of the rival venue, but for all the streamers, the lightsome colors, Japanese umbrellas and imitation wreaths, the effort is not a success. Still, apart from that one point, the twentieth Stanley Show is lord of all its line and lineage.

If I cannot assert that competition has been keen in devising novelties to be embodied in machine designs for '97, I can at least bear testimony to the keen rivalry evident in the matter of stall design and decorations. The magnificence of some of the appointments dwarfs all previous efforts, and has caused me to roughly turn over in my mind the cost of the present Stanley Show to the trade. I do not think that I am far out in placing the figures at £20,000, that is, including advertising. For such a conservative country as England, this is something to wonder at.

The chaste effect secured last year by the Columbia white and gold decorations has caused quite a run on this combination. Humber & Co., with a colossal design resembling a temple in the Italian style, literally wipes the floor with all its competitors—and the rules laid down for the government of the show also, this causing much heartburning. The Rudge-Whitworth stand is an exquisite production, somehow reminding one of a gondola in its curves and tracery. The Royal Enfield and Elswick are more severe in tone, as is the Simpson lever chain stand; but turn where you will, the same magnificence is evident.

America's contribution to the general effect is creditable alike to the taste of the managers and enterprise of the firms. The Columbia is a reproduction of last year's design. The Crescent is an unique embodiment in ruby plush and gold of the Crescent symbol. The Dayton is equally handsome in blue plush and silver. The Fowler affects a pale sea green, with draperies that must have absorbed a lot of effort to devise. The Waltham is more simply displayed, as is the Ben Hur and Envoy, but effect is not wanting in either. The Columbia and Crescent have been the most generously treated so far as position goes, they being in the main body of the hall, while the America and Fowler are quite hidden from view under the galleries.

When I suggested in a recent letter that there would be few innovations in English models, I was absolutely correct. Glancing over the whole array, I cannot find any really radical alteration of pattern in a standard machine which can compare with the adoption on Humber machines of the double chain stay on Beeston & Wolverhampton models. This duplex arrangement is fitted only to the chain side of the machine, and is simply a doubling of the ordinary $\frac{3}{4}$ -inch round tube, which, starting from above and below the crank-hanger, converge toward the rear axle

lug, in which they meet. Of course the result is a strong frame, but it also looks a trifle awry. Beyond this one cannot look for alterations toward the minutiae of fitments—pedals, brakes, handle-bars, etc. In the latter the curving forward so popular on your side has been abandoned in favor of a T-piece not unlike the forward L pin of a saddle, to which is affixed the handles in shape approaching to those of a year ago. This arrangement gives clearance for the riders' knees, with a forward position, while permitting considerably more freedom in steering, and a stiffer handle-bar.

Perhaps the machine in which the most inside work (coat inside) has been devoted is the Dunlop. In this machine a new pattern

VERY LIGHT ON HIS FEET.

Now comes the gay inventor who tells the world it is all wrong in its present idea of how its way should be lighted. In proof that the inventor believes this, he has sweated his brain and depleted his bank ac-



count by inventing and patenting the foot lantern here shown.

According to the inventor, who must be light-headed, the rider of a bicycle must be light-footed, hence he places him behind the footlights as above. It is worthy of remark that the inventor expects to make considerable money out of this invention, in which expectation he, of course, differs greatly from his kind, and of every one else.

bracket is fitted, which, I think, gives the nearest approach to absolutely perfect alignment that has yet been secured in bicycle bearings. American ideas have been freely absorbed in matters of detail, such as chain adjustments, and the most trivial detail has not been thought too trivial to command an effort toward improvement. I will describe some of these details in a later communication, so will pass them here and go on to the American exhibits. The American exhibitors are: Buffalo Cycle Company (Stand 59); Benetink & Co. (Stand 14); British-American Ball Nozzle Company (Stand 56); British Hunter Cycle Syndicate (Stand 289); Central Cycle Manufacturing Company (Stand 58); Eclipse Cycle Company (Stand 70); Fowler Cycle Manufacturing Company (Stand 37);

Hawthorne, Sheble & Co. (Stand 150); Morgan & Wright (Stand 210); Overman Wheel Company (Stand 136); Pope Manufacturing Company (Stand 121); Roslin Cycle Company (Stand 152); Vertical Feed Company (Dayton cycles) (Stand 54); Western Wheel Works (Stand 120); Wolff-American Cycle Company (Stand 99); Waltham Manufacturing Company (Stand 139).

Where so many clever brains have been devising artistic stands, and succeeding, it would be invidious to distinguish in the matter of criticism.

On Stand 59 the Buffalo Cycle Company show a host of Envoy and Ben Hur cycles. The Envoy has been Anglicised considerably to meet the English trade, but they have succeeded in retaining sufficient of their American raciness to preserve their distinctiveness. Six models are shown with, however, very little difference between them. The cone adjusting saddle-bracket is retained, and though of course it is excellently designed and fitted, I cannot help regarding this as a disadvantage in appealing to English buyers, who insist above all things on disk-adjusting bracket.

Side by side with the Envoy is shown the Ben Hur. Here again we have the cone-adjusting bracket, although I must confess in other ways the Ben Hur goes very far to meet our ideas. A double crown is fitted, and steel mudguards.

The America, shown on Stand 150, is quite out of sight, and practically speaking, all the efforts of Messrs. Hawthorne & Sheble have been lost so far as stand decoration goes. The America also, I think, makes a mistake of fitting cone-adjusting bracket for the English market.

On Stand 56 the American Ball Nozzle Company are showing the Stearns, side by side with the Syracuse Cycle Company, which are on Stand 55. These are considerably better off than the America people, because they have at least some light, and a look in at the general body of the hall. The chief object of interest on the Stearns stand is the sextette, which attracts a great deal of interest. It is a magnificently staged machine, and though I am by no means enraptured with the idea of such mammoth machines, I can conceive from the design that the Stearns sextette should be a working machine, which is more than we have found some of these to be. The Stearns design is one which should attract the English public, and in matters of detail it has not needed a tith of the alterations which most of its fellow-competitors from America have found necessary. The Syracuse has met English ideas in so far as fitting Dunlop tires, steel rims, brake, etc., and is a very good-looking, attractive machine, although the glaring crimson rim, which forms the basis of most of its advertisements, is just a trifle too loud for trading purposes here. The Eclipse, on Stand 70, is a nice machine, but it has not been materially altered for the English market. The Fowler, on Stand 37, is like the America, quite lost under the shadow of the balcony, and yet it shows a determined attempt to meet English views: a Humber bracket is fitted, and well-fitted disk-adjusting hubs are included; the advertising effect of the Fowler sextette is called in to assist. The American Warftek makes a good show, as does the Overman Wheel Company, on Stand 136. The Wolff-American, on Stand 99, have a very artistic show, enlivened by such means as stuffed wolves, palms and things of that kind. On the gallery Morgan & Wright hold their court. The Columbia models this year are certainly magnificent, and while Colonel Pope has, as he has stated, preserved his own ideas, their application is such as leaves no room to cavil. Columbia is certainly a magnificent wheel; the Crescent has been largely developed to suit the English trade, and in the hands of Mr. Copping it is likely to considerably enhance its popularity.

WELSH RABBITS.

Two of Them Have Been Imported for American Racing—Linton's Plans and Prospects.

The American liner St. Paul, which steamed into port last Saturday, landed the biggest aggregation of cyclists that has yet invaded this country. The party consists of ten men: Two Welshmen—Tom and Sam Linton; two Frenchmen—C. Chapple and Alf Hunter; two Englishmen—James Warburton and Dudley Marks; a Scotchman—J. D. Lumsden; an Irishman—Teddy Hale, and a Swede—Antone Johnson, brother of John S. and the same who left these shores with the Eck party early in the year. Eddie McDuffie was also abroad. He left with the Butlers, and his return was unexpected. It is stated that the climate was too much for him. Of course, Tom Linton is the bright, particular star. Those on the dock who had been informed of the former collier's great prowess, were disappointed when a small, slim, quiet-looking chap was pointed out as the man who had ridden 31 miles and 582 yards in an hour.

Part of the baggage which came with the party was five crates of cycles. When these crates were deposited on the dock they were immediately surrounded by a curious crowd, who gazed with astonishment on the enormous gears and the peculiar Simpson chain with which each machine was equipped. The invaders and their machines were driven to the Bartholdi, where they are now staying.

When seen at the hotel by a representative of THE WHEEL, the foreign cyclists were lounging in the corridors. All wore sweaters, or dark-colored flannel shirts, those who wore the flannel shirts being bedecked with white neckties.

In answer to THE WHEEL man's questions, Ed Plummer, who is in charge of the party, stated that they would strive to lower the colors of any one who chose to meet them and proposed to wipe clean the American record slate and fill it with new figures. He said: "In Tom Linton I have the gamest and fastest man that ever rode a wheel. I will take the team to Pennsylvania, somewhere in the mining district, where Welshmen predominate, and show Linton to his countrymen. A match between Michael and Linton would draw an enormous crowd in that locality, but I do not think that Michael would ride against us."

The machines that the party brought with them, with one exception, are all made by the Simpson Lever Chain Company, the exception being Linton's mount, a "Gladiator," a French wheel. All are geared over 98 and all are equipped with Simpson's chain. In fact, the enterprise is practically a Simpson lever chain advertisement.

When Michael's name was mentioned to Linton, he forgot his passive, quiet attitude, and leaned forward eagerly asking rapid questions concerning Michael's popularity, his work, time and the conditions under which they were made. He seems to be as eager as Plummer for a match with Michael.

Tony Johnson, the Swede, or American, as you choose to call him, "wears a broad grin continually. The other members of the team, being entirely strange to the country, make "funny breaks," as he expresses it, every minute in the day. One morning at breakfast Lumsden, seeing some fried hominy on the bill of fare, asked the waiter to bring him "some of that fried'errin." He got it, but said it didn't taste nor look like fish.

Tuesday morning, notwithstanding the snowy condition of a portion of the streets, the clear, cool weather attracted all of the party to try the asphalt surface of the Boulevard

and the macadamized drive, on which they hope to do their training.

It is practically impossible to ride slower than twelve miles an hour with such high gears, and they were at once called down by the first cycle policeman they passed. The policeman mounted his wheel and turned on behind them. Plummer soon made his acquaintance, and the conversation ran on cycling and cycling races generally. The cycle cop was a little sarcastic (being a patriotic American), which did not please the foreigners. In order to escape from it, they commenced quietly to dig on their high gears. When they had ridden a mile and a half the cycle cop's conversation had dwindled to short, disconnected, breathless sentences, and he cried out to the tandem, "Let up a little bit there! You are going too fast!" There being nobody on the Boulevard, and realizing that they had ridden themselves into the good graces of the policeman, the foreigners let

TOM LINTON.



The band on his left sleeve signifies that he is the holder of the Middle-distance Brassard, which nets an income of \$4.50 per day.

themselves out, and when three blocks had passed the bluecoat discovered that he had business up a side street.

Linton, Lumsden, Hale, Chapple and Warburton will start in the coming six-day race at Madison Square Garden, but it is unlikely that more than one will attempt to finish. The Simpson people expect Teddy Hale to win the big race. He has had a long and special preparation, and says he is as fit as a fiddle. When asked where he was going with his team after leaving here, Plummer replied: "Anywhere I can cop a few quid."

GOT EVERYTHING IN SIGHT.

Morgan & Wright's thorough and persistent campaign against Father Time has reaped its reward. Their tires now hold all world's records, $\frac{1}{4}$ to 10 miles; all world's records, unspaced, $\frac{1}{4}$ to 50 miles; all American records, $\frac{1}{4}$ to 100 miles, and all American hour records, from one hour to twenty-four.

TRIED IT AGAIN.

Muscle Matched Against Steam, with a Break-down for a Finish of the Race.

Philadelphia blossomed out with a bicycle vs. locomotive story last week that put to shame some of the previous yarns on this subject, which have been widely circulated in the newspapers. The "race" was well advertised and attracted a large crowd to the road at Haddon Heights, N. J., along the tracks of the Atlantic City branch of the Philadelphia and Reading Railroad. The locomotive's contestant was a sextuplet manned by six members of the Kenilworth Wheelmen of Philadelphia. The riders were attired in knickerbockers, stockings and red sweaters and dispensed entirely with wind shields, respiratory devices and ear protectors, such as their predecessors at the game have been pictured as using.

When the train was heard approaching the men were shoved off. Just as they were getting well under way and the train was fast overhauling them there was a snap and a rattle and the rear chain hung limp and broken. The train went by with a roar and was out of sight before the riders could dismount. The race no doubt would have proved mighty interesting but for the unfortunate accident. The locomotive was one of the fastest that haul the Atlantic City express trains, averaging 43 seconds to the mile on the runs to the seashore. The engineer had been posted on the proposed race, and felt confident of being able to give the riders all they wanted, so he, too, bemoaned the accident to the sextuplet, as he desired to see what the six riders really could do if they remained in his sight at all.

But the story was too good for a true narrative of the event. So it was telegraphed about the country as follows:

The riders of the sextuplet wheel met with an accident this afternoon in their race with the Reading Railroad flyer, below Pleasantville, N. J., on the Atlantic line, and had it not been for this it is believed that the wheel would have beat out the engine and created a new world's record.

The race was for one mile and flags were used to mark the course. At 2:10 the whistle of the approaching engine warned the wheelmen of the proximity of their contestant. The sextet had started about a quarter of a mile up the road, and by easy riding reached the start just as the cowcatcher of the engine stuck its prow toward the line.

The engineer pulled the throttle out further and all steam was piled on. The racers on the left were straining every nerve, but they were slowly losing ground. On the train the excitement was intense. The passengers were on the platforms and standing on the seats of the cars, waving handkerchiefs and other articles frantically, all to encourage the cyclists.

The race was anybody's at this point, but at the half mile the bicycle was seen to be gaining. A little further the wheel had gained a length. The boys let out a couple of links more and gained more. Inch by inch they increased their lead, until at the three-fourths mile mark, they were two lengths ahead, as near as could be estimated in such an exciting moment. Just at this point the chain of the bicycle snapped and the race was over and the train won, for it reached the milepost first.

Before the sextet could be stopped, it, too, had reached the end of the mile, but the Royal Flyer by that time was a few miles further on its way to the champion seaside resort. But it was a good race while it lasted and showed to some extent what the bicycle is capable of. With experienced racing men, under the same conditions, the bicycle can beat the express train in a mile race. This was the opinion of many well-known cyclists and sporting men who witnessed to-day's trial.

The telegraph operator at Haddon Heights is authority for the statement that the train to-day was travelling at the rate of a mile a minute.

See us before closing your
Contract for Tires for 1897.



THE "RUGBY"

Single-Tube Tire, made of the best
material and fully guaranteed.

The "Common Sense"

Single-Tube, made with the greatest care,
and especially adapted for hard road use.



WRITE FOR SAMPLES AND PRICES.

The Eastern Rubber Mfg. Company,

102 Chambers St., New York.

Kindly mention The Wheel.

THE CZAR RIDES ONE OF THESE.

Of course, '97 Daytonos will be constructed of large tubing. Naturally, practically every other wheel on the market will be similarly constructed, but in the instance of the Dayton, made by the Davis Sewing Machine Company, Dayton, Ohio, the fact is worthy of remark, because that wheel was one of the very first in which the "swell tube" was incorporated. In fact, it was used on the very first Dayton that was turned out, at the time when, to the unpractised eye, inch-and-a-fourth tubing seemed awkward and cumbersome, while it now appears eminently eye-pleasing and the proper thing.

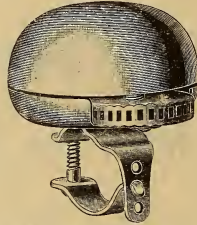


'97 Dayton.

Of course, the Dayton has been in the re-nery during the last year. The results are apparent in the '97 model, although, as a matter of fact, no very radical alterations have been made. It is in the construction of the bearings that the most important departure has been made, one which it is confidently asserted will add materially to the running qualities of the wheel, as well as to the durability of those vital parts. The alteration is the adoption of three-point bearings which are three-point in the strictest sense of the term, both theoretically and practically. The surface of the cones being a perfect plane from circumference to apex, this construction, the Dayton people assert, furnishes the only absolute three-point gearing obtainable. The cones are made of the finest tool steel, and are proof against cutting and wear. A two-piece crank-axle has also been adopted, the crank-axle, right crank and sprocket-flange being forged in one piece, a particularly clever bit of work. The left crank is detachable, the fastening device therefor being an adaptation of the '96 tapered shaft and key, which method of securing is completed by means of a nut on the end of the shaft, which takes the place of the screw used in past years, while a nut between the crank and bottom bracket acts as a lock-nut for the adjusting cone and has a draw-nut for ready removal of the crank from the axle. Drop steel forgings are used for all frame connections, including the rear fork ends. The Dayton double fork crown is changed only in width, having been narrowed to one and three-quarter inches between the fork sides, adding materially to the strength and beauty of the fork. The hubs also have been changed only in the width between spoke-flanges, the enlarged bearings admitting of the addition of two balls to each bearing. Blind nuts are used on front and rear axles and in handle-bar and seat-post bolts. The same painstaking care in minor details and in finish that has ever characterized the output of the Davis factory will be apparent in the new wheels.

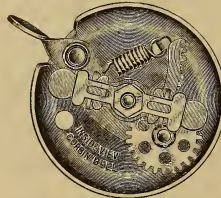
RINGING THE CHANGES.

With thirty-six different styles of bells to choose from the dealer who cannot find something to his liking in the Corbin line will be hard to please. The line includes electric, double and single stroke bells and the range



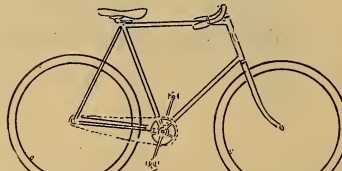
of prices is such as assures a look in at the contents of any purse. P. & F. Corbin, New Britain, Conn., who make the bells, are so large and so well known, that little more need be said.

The electric stroke bells, it is emphasized, are on the rotary principle, as illustrated in the open view. The double strokes are on an entirely new principle, and decidedly novel in construction. The single stroke are the same as last season.



The chief features are improved mechanism for electric double stroke, a cage-gear thumb-wheel for those desiring that style of a bell, and a lock Lund-clamp quickly and easily adjusted to any size handle-bar, not necessitating removing of screw for adjustment, which will be appreciated.

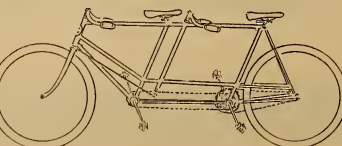
POPE MFG. CO.'S '97 MODELS.



Men's Hartford.



Ladies' Hartford.



Columbia Tandem.

HONOR IN THE VERY NAME.

Please observe that "there is honor in the name Frontenac." The Syracuse (N. Y.) Specialty Manufacturing Company are anxious that that slogan be impressed on the minds of all who use, or are likely to use, bicycles. They make the Frontenac bicycle. It is a catch phrase, full of meaning, and sounding pleasantly to the ear. Although but one year old, the Syracuse people are well satisfied that nowhere is the force of it better appreciated than where Frontenacs are in actual use. This sphere, they have good reason to believe, will be considerably enlarged during the year 1897. They are directing their energies that way, and the '97 Frontenac itself is the sort of wheel that will render very material assistance. It will list at \$100, of course, and, among other features, will have reinforced flush-joints, flush oiling devices, ball-retaining cases, new detachable sprockets, eight-tooth rear and twenty front, and an adjustable handle-bar with an internal fastening which clamps the adjustment of the bar and secures it within the head at one operation. The use of the double tubular-fork crown will be continued. The angles of the frame have not been disturbed, the only change having been an increase in the size of the head to 1½ inches. The tubing in the upper and lower bars and seat-mast of the main frame is 1½ inches; rear upright forks, ¾ inch; rear bottom forks, ¾ inch, D-shaped tubing. Flat cranks, with a new and particularly simple method of attachment, are included in the alterations.

BACK TO GOTHAM.

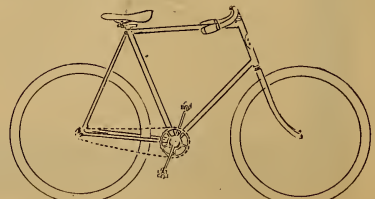
Many of the old-timers in cycling will be interested in learning that Mr. Fred Jenkins—Fred Jenkins—has taken an important position with The Wheel Press (THE WHEEL'S printing plant). Mr. Jenkins has been connected with the cycling trade since the very first days of the sport in New York, being at one time one of the king-makers in the L. A. W. Lately he has had charge of the Pope Manufacturing Company's printing plant at Hartford. By the way, the cycle trade generally does not know the size and extent of THE WHEEL'S printing plant; an entire floor is devoted to a composing room, one to a press room and one to a bindery. The plant being practically new has obvious advantages. Already a great deal of printing for the cycle trade has been turned out of the plant.

TWO GOOD THINGS TOGETHER.

P. & F. Saddles have been so much advertised and written about that the P. & F. tool-bags have been rather obscured. The P. & F. Manufacturing Company, Reading, Penn., are now, however, vigorously gunning for the tool-bag trade, and as they know how to use their ammunition to advantage, there is small doubt that they will fill their order bag. They afford purchasers a great variety of patterns to choose from.



Ladies' Columbia.



Men's Columbia.

**P
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THE PALMER
PNEUMATIC TIRE CO.
CHICAGO, ILL.

VALUE

VS.

CHEAPNESS.

It would be folly to make a bicycle of nickel-steel tubing and put cast-iron cranks on it. The most inexperienced manufacturer would know better than to do such a thing—a scamp would be afraid to.

Yet some makers will cause riders more trouble and annoyance by equipping wheels with cheap tires than would happen with cast-iron cranks. The maker excuses himself with the plea that the tire man is responsible for the poor tires. So he is.

But the rider suffers just the same.

And he curses wheel and tires.

If you are making high-grade bicycles, let every part and equipment be high-grade. Don't consider first cost; consider value.

The highest type of value in tires is Palmer value.

The Palmer Pneumatic Tire Company

CHICAGO

DOWNED THE CYCLE TAXERS.

After a six months' fight, the wheelmen of Mobile, Ala., have gained a signal victory over the local authorities, who last March placed a tax of \$1 on each wheel owned by a resident of the city. The cyclists after vigorous protests secured the services of a prominent lawyer, the Hon. J. C. Rich. The first suit brought by him was thrown out of court on technical grounds. In the second suit a temporary injunction against the Tax Collector to prevent him collecting the tax was obtained.

When the matter of perpetuating the injunction came up in the Chancery Court the Chancellor held that an injunction would not apply in the case, and that the remedy sought could be had at law. Mr. Rich took an appeal from the ruling of the Chancellor and carried the case to the Supreme Court, his contention being that an injunction is the proper remedy to prevent the collection of an improper license tax. In the decision rendered the Supreme Court sustained the contention of Mr. Rich and has made the injunction perpetual.

NOT A PERFECT HIGHWAY.

Jerome avenue, that is Central avenue, has been widely announced within the last few weeks as a desirable wheelway for cyclists desiring to leave the haunts of the town and make their way up into the north country. True, the avenue has been doctored and raised and lowered and altered, but it is by no means a pleasant experience, although the papers tell us it is. The avenue runs through a picturesque country, but there is a deadness to it. It is muddy, dusty, rutty, lifeless; besides it has been set aside for use as a horse-speedway, which is enough to condemn it in the eyes of the cyclist. So, despite all announcements to the contrary, Jerome avenue is a place to be given the wink and the go-by.

ONLY FOUR THOUSAND NEEDED.

Columbus, Ohio, is after the next League meet in earnest. A joint meeting of local wheelmen and the directors of the Business Men's League was held last week at which it was decided to organize at once a large League meet club, and a committee was appointed to arrange for a mass-meeting. Perry D. Gath acted as chairman and J. E. Miser as secretary in the preliminary formation. Efforts will be made to have every rider in Columbus join the organization. It was the consensus of opinion that \$4,000 would be as large a guaranty fund as would be required. The members of the Business Men's League expressed great confidence that there would be no difficulty in raising this amount.

FOUR YEARS FOR FLEEING.

It doesn't pay to fleece wheelmen in Maryland. A false pretender by the name of Caldwell, who went about the State claiming to be a League member and victimized cyclists in various ways, was arrested through the efforts of the Division's officials, and by the evidence obtained was sentenced to the penitentiary for four years.

RAISING CYCLE THIEF LIMIT.

Plans are being arranged by the Massachusetts Division to endeavor to have the next Legislature pass a law which will call for the confinement of every convicted bicycle thief for at least a year in the penitentiary.

NO LYNDBURST TEAM.

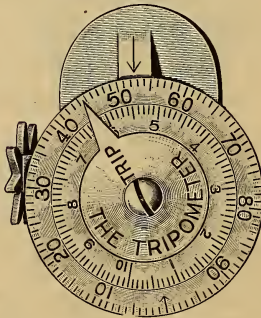
McKee & Harrington say that reports that they are organizing a Lyndhurst team for next year's national circuit is unauthorized and unfounded.

MIGHT HAVE USED A DONKEY.

A Chicago cyclist was forced to ride fifty miles on a high wheel last week as a penalty for betting on Bryan. He was a party in an election bet necessitating a fifty-mile high-wheel ride in case Bryan was defeated on his part, against a 100-mile ride on a safety in case McKinley was defeated on the part of the other enthusiast. The Bryan upholder rode over a mile circuit in one of the parks with a placard on his back announcing the mission of the rider and required until after dark to fulfil the term of the wager. At twenty-five miles he was stopped by a park policeman who insisted he was advertising some one contrary to the park rules, and he gladly dismounted and prepared to return home. But it was quickly discovered that the policeman had been bribed by friends of the rider to stop the ride, so he was immediately compelled to remount and continue the weary grind.

10,000 MILES FOR \$1.

It is really possible to buy 10,000 miles for 100 cents, that is to say, it is possible to purchase an instrument which records that mileage; the Tripometer it is called. It is manufactured by the Supply Specialty Company, New London, Ohio, and is unlike all other cyclometers in mechanical construction. The illustration shows its general appearance.



pearance. It records short trips without affecting the total mileage, and has no glass crystal to break. It was introduced too late this season to become widely known, but the New London concern has been so well pleased with its reception where it was introduced that they propose pursuing an aggressive policy in the seasons to come.

FOREIGN PENN POINTS.

The Penn Manufacturing Company, of Erie, Pa., have closed a contract with The American Trading Company, head offices Liverpool, England, which gives to that great distributing and trade-controlling agency the exclusive sale of the Quaker bicycles in Great Britain and South Africa.

WORTHY OF ITS AUTHORS.

Morgan & Wright did themselves proud on their November issue of "Wheel Talk." It is fairly bulging with good things, and is well worth the postal card that will obtain a copy.

VICTORIA WANTS AMERICAN GOODS.

The Victoria Cycle Supply Company, No. 115 Victoria street, London, Eng., desires American cycle novelties and sundries. Address direct.

DOING A WHEEL DIVE.

What appeared to be a perilous bit of riding was performed by Frank Davis at a carnival at Atlanta, Ga., last week. Mounted on an ordinary, with his feet over the bars, he rode down a board chute, two feet wide, erected from the top of the Agricultural Building into a lake.

Davis made the descent in the most unconcerned manner in the world. Four men held the wheel while he mounted it. At the word "go" they released the wheel and away went the rider. In a single instant, it seemed, like a flash, he covered the distance between the starting point and the end of the boards, and, like a charge from a catapult, shot into the water, going over the handlebars of the bicycle.

For an instant bicycle and rider were buried beneath the waters, then, covered with mud, Davis rose to the surface, caught hold of the bicycle and brought it to the bank.

WITH AN ORNAMENTAL FENCE.

A prospectus of the proposed path between Washington and Baltimore has been issued, setting forth the plans expected to be realized in the construction of the road. The path will conform to the contour of the country, except where reduction of grades are made, and will be protected by an ornamental fence. It will be built for the use of cyclists except for the round trip, the rate being in proportion for intermediate distances.

It is proposed to establish midway between the two cities a clubhouse, athletic park and bicycle race track, free to all users of the path. The clubhouse will be fitted with every appliance, including gymnasium, bathrooms, reading-rooms, parlor and a dining-room. At intermediate sections sub-clubhouses will be erected.

STUMPED THE TAX-GATHERERS.

Judge Stump, of Talbot County, Maryland, has rendered a decision that is of interest to all wheelmen. The Commissioners of Easton had passed an ordinance compelling owners of bicycles to pay \$1 license, and to have a number corresponding to the number of the license attached to the wheel.

The wheelmen of the State fought this ordinance, which the court declared invalid because the town had no right to raise revenue without permission of the Legislature. If they could tax bicycles they could tax vehicles driven through the town, baby carriages propelled by nurses, and could tax and tag every pedestrian who walked through the streets.

LONG TIME TO WAIT.

A peculiar case was decided by a justice at Newry, Ireland, the other week. A girl who was knocked down by a cyclist and rendered permanently deaf in one ear through the drum being broken, instituted a suit for the modest sum of \$100 damages. The rider being a minor, the suit was lodged against his father. The judge held that the boy's father was not liable for the accident, but gave a decree against the boy for the amount asked, enforceable at any time during the next six years.

MEANS OF LOCOMOTION.

The German Imperial Insurance Office announces that it no longer considers the cycle an article of sport, but a means of locomotion; therefore, those who use it for business purposes are entitled to receive compensation in case of injury.

KENSINGTON

'97 KENSINGTON SPECIAL
Model 30. \$100. GENT'S.

'97 KENSINGTON SPECIAL,
Model 31. \$100. LADIES'.

'97 KENSINGTON,
Model 28. \$75. GENT'S.

'97 KENSINGTON,
Model 29. \$75. LADIES'.

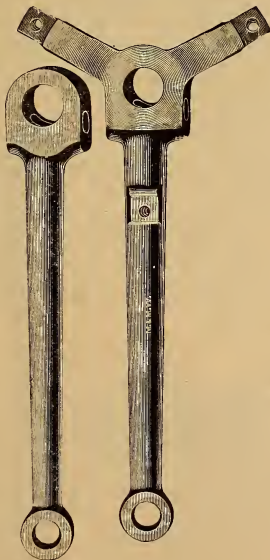
'97 KENSINGTON,
Model 26. \$60. GENT'S.

'97 KENSINGTON,
Model 27. \$60. LADIES'.

Some good things back of this line. Might pay you to investigate.

THE MARTIN & GIBSON MFG. CO., - - Makers, - - Buffalo, N. Y.

Kindly mention The Wheel.



Kindly mention The Wheel.



NOW IS THE TIME TO ORDER

And secure your goods before the rush.

**W. & E. PEDALS, BROWN TUBING, WINONA RIM'S,
EXCELSIOR SPOKES, INDIANA CHAINS, SADDLES,
TOOLBAGS, McCOOL TUBING, FRAME CONNECTIONS.**

A Complete Line of Cycle Accessories.

For Immediate Delivery a Quantity of Mannesman Tubing.

Front Sprockets of Six Patterns

Furnished in 16 to 28 tooth, inclusive.
Rear Sprockets, 7, 8 and 9 tooth.

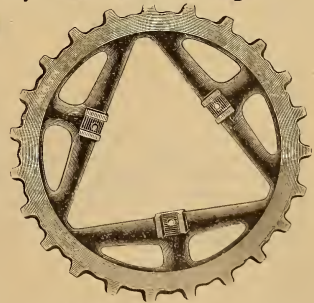
We invite your inspection of our line of

TANDEM FITTINGS,

or write for descriptive matter.

Among the firms we represent are

McCool Tube Co., Seamless Tubing.
Brown Mfg. Co., Brazed Tubing.
Winona Wood Rim Co., Rims and Guards.
Indiana Chain Co., Chains.
Indianapolis Drop Forging Co., Forgings.
Excelsior Needle Co., Spokes and Nipples.
Persons Mfg. Co., Apollo and Venus Saddles.
Stanley G. Flagg & Co., Special Steel Castings.



Triangle Pattern, 22 to 28 tooth, inclusive.

Manufacturers Merchants Warehouse

Sales Offices: CHICAGO, 10 W. Water St. NEW YORK, 35 Warren St.

WHAT HE LEARNED.

Parsons, Returning to His Australian Home, Narrates His Adventures and Opinions.

There were no hands playing "See the Conquering Hero Comes!" to welcome J. W. Parsons on his return home to Australia. As a conqueror and a hero Parsons had not been the success his friends had predicted he would be when, several months ago, they sent him to knock out the champions of France, England and America. One true friend there was when Parsons landed who struck up on a mouth-organ that doleful melody "When Johnnie Comes Marching Home Again," and to the music thereof Parsons repaired to a neighboring café, where he was interviewed on his failure to knock the spots out of foreign champions. He said in part:

"You see, it was this way. I landed in London fifteen days after Megson, Lewis and Payne. I was there a week, and nobody took any notice of me, nor did they care whether I was there or not. I tried to do something for myself, so I saw a firm about riding their machine, but they wanted me to do a great deal for very little. I met Johnson, the American crack, and Tom Eck, his trainer and manager. They lent me a machine and I had a five-mile go. I did it under ten minutes, and then Eck offered me a good thing to join the World team."

"You accepted the offer?"

"Yes, I didn't fancy going to France or Scotland to race, as I couldn't see anything before me. So when I got such a good offer to go to America I took it. I can tell you that things looked a bit gloomy before I had that offer. Megson and the others jumped at \$25 a week and expenses, but I couldn't fancy accepting that. The company that made the offer wanted me to ride a certain tire, a certain chain and a certain machine. They wanted all the best of it. Then when Johnson was going to America I went with him, and was soon in Chicago. There I fixed up to ride a World with Morgan & Wright tires, under excellent terms."

"What are the American racing men like?"

"Socially, they are a grand lot of fellows. And they can sprint! There are quite a dozen men there who can knock spots off the Englishmen."

"Who did you pick as the best man?"

"Eddie Bald. He is like Zimmerman in appearance and rides like him. Cooper is a great rider, too."

"What other good men are there?"

"Butler is a fine rider, but very in and out. Sanger, who weighs about fourteen stone, is a wonderful sprinter, but he's like me, too slow off the mark. Sometimes there are thirteen in a mile scratch. Sanger is always at the back, and 200 yards from home he makes a marvellous sprint. He picks them out every yard, but he is generally just beaten on the tape. There is no champion. No man shines out like Zimmerman does. Ziegler and Ray McDonald are very good men, and they are all really good fellows."

"What about Johnson and Michael coming to Australia?"

"They want to come badly. But if they get good offers to stay there they won't come."

"What do you think of Johnson?"

"I was a bit surprised when I saw him. He is short—about my height—but very much stouter."

"You met Eck, the renowned trainer?"

"Yes. I'll tell you who he's like. He's a second Greenwood. He can't tell a fairy yarn at all. He's a very cute fellow, and besides

being a grand trainer is a fine business man. He's the man to arrange terms with a manufacturer or a sports promoter."

"What do Americans think of Australia?"

"They have a funny idea of the place and think it very small. The racing men fancy there is plenty of money to be made here, just because Martin has made a lot. But Martin could shake any of them up. They cannot think that he has greatly improved since he left America. They could hardly believe that he beat me fair and square."

"Asked as to his future intentions, he said: 'I have not made my mind up yet, but as far as I can see now, I will go back to England and America again next season.'"

VERY VELODROMATIC.

San Francisco, Cal., Nov. 27.—Ever since the opening of the new Velodrome track the attendance has been large and enthusiastic, and the sport of the highest order. On the opening day over 4,000 people passed through the gate, although it looked as though rain would fall at any moment. The event of the day was the three match races between the old-time rivals, Foster and Wells. Although Foster won the honors, he did so only after the most terrific of struggles, the result in every instance being in doubt until the tape was crossed. Foster won the mile race in 2:17, the five miles in 11:13 4-5, and finished a dead heat in the two miles in 4:37 3-5. W. A. Terrill took the big open event, the mile invitation, in 2:08 1-5.

On Thanksgiving Day 5,000 spectators occupied the grandstands, although the weather was chilly and disagreeable. W. F. Foster, paced by a quad, rode a half-mile in 56 2-5 seconds and a mile in 1:59.

The match tandem race resulted in a victory for Vincent and Krafts, who won both heats. The men started from opposite sides and rode unpaced. The times were 2:08 2-5 and 2:10. The principal events resulted as follows:

Two-thirds mile scratch; professional—1, H. N. Owning, San Jose; 2, C. S. Wells, San Francisco; 3, D. E. Whitman, Los Angeles. Time, 1:41.

One-mile amateur; handicap—1, J. R. Kenna (scratch); 2, C. Birdsall (45 yards); 3, E. C. Raynard (60 yards). Time, 2:27 2-5.

Two-mile handicap; professional—1, D. E. Whitman, Los Angeles (75 yards); 2, P. Metcalf, San Francisco (80 yards); 3, A. M. Boyden, Oakland (140 yards). Time, 4:50.

MARTIN AND MAC MEET.

News from Australia via San Francisco states that at a meet in Adelaide October 19, Martin and McDonnell, the American riders, got into an altercation resulting in Martin being disqualified for two months by the League of South Australian Wheelmen. McDonnell won a half-mile race in 1:04. The mile international scratch was captured by Lewis in 2:24. At this meet, Walker lowered the quarter-mile record to 27 1-5 seconds.

At Sydney, N. S. W., on October 24, W. L. Kerr, the amateur champion, established new Australian records for quarter, half and one mile. He was paced by a triplet. The quarter was lowered to 26 4-5 seconds, and the mile was covered in 1 minute and 57 seconds.

McCann, of Tasmania, established a new Australian 25-mile road record on October 18. He lowered the figures to 1 hour and 17 minutes.

DISLIKE HIS YELLOWISM.

Feeling in Paris is so strong against Morin for not keeping his word and riding against Jacquelin, that he has deemed it advisable to leave Paris until the storm blows over. Almost every paper in Paris has condemned his action in no measured terms.

HOW BRITISH RECORDS ARE MADE.

E. A. McDuffee classes the record-breaking attempt of Chinn and Colliver for a quarter of a mile, which he witnessed at the Catford track, London, as the worst exhibition of record-breaking he ever heard of. This is the way he puts it:

"According to the usual custom in England, they started from the top of the bank, and had two men to push them off. There were also several others who assisted the starters to prevent them from slipping down the high bank when the start was made.

"Armstrong, Barden's tandem mate, was there, and he discovered something that made me smile; he shouted 'take your foot from the rear of that tandem,' and as I looked up I was surprised to see a young man sitting on the track, with his right foot braced against the rear stays of the tandem, in order to give the team an extra start. Armstrong's discovery put a stop to the job, and the young man got up with a disappointed expression on his face.

"Then again, when the starter fired the pistol, he took his turn, and I am of the opinion that he did a good job. He first asked 'Are you ready?' Then he raised his hand above his head, and the riders, seeing this, started, and the starter fired his gun. All hands laughed, some said it was a poor start, and others said it was fair; but I can say that the tandem team gained at least 20 feet on the pistol. Anyway, the timer said they made the distance in 29 4-5s, which was outside the record; then every one claimed that with a good start they should have at least equalled it."

DISBANDING ECKSTERS.

Tom Eck's record-breaking troupe disbanded at Chicago last week. Johnson, Michael and the Jallu brothers went to Minneapolis, where they were entertained over Thanksgiving Day at Johnson's home. Their plans for the future are uncertain. Michael has expressed a willingness to meet Tom Linton in an hour's race on even terms.

The trip of the team in the South netted 25 world's records and 119 American records, all by handsome margins. All the world's records, from a quarter of a mile to ten miles inclusive, with the exception of the two-thirds and the mile, are held by Johnson and Michael. The unpaced world's records, from the two miles to five miles inclusive, are held by Bradis, and the unpaced world marks, from twenty-six to fifty miles inclusive, by Lawson. Tandem, triplet and quadruplet marks for the world were lowered. The American records from eleven to twenty-nine miles and the hour record are held by Michael, and the two, three and four-hour records and from thirty to 106 miles by Waller.

NO MERCY TO MERCER.

A quietus has been put on the claim of the Mercer County Wheelmen, of Trenton, N. J., to the century survivors' record of 347 riders by the Century Road Club. Last week it accepted the Century Wheelmen's (Philadelphia) record of 194 survivors. The run was held last July. The Trenton club's claim of having 347 of its members finish was hotly disputed by the Philadelphians, it being alleged that many of the riders who carried the club's colors were not bona fide members of the organization. The Century Road Club threw out the Mercer County Wheelmen's figures under the rule that each participant must be a member of his club for at least thirty days previous to the date of the run, each survivor being required to sign an affidavit to that effect.

Windsor
BICYCLES

The Golden Era of Prosperity

DAWNS UPON MAN WHEN HE SELLS

Windsor

BICYCLES

"THEY'RE FINER THAN THE FINEST."

It costs but two cents to find out more about

The American Beauties.

Sieg ^{and} Walpole Mfg Co
KENOSHA WIS

Branch House, 285 Wabash Ave., Chicago.

Address all mail to general offices and factories—Kenosha, Wis.

Windsor
BICYCLES

Kindly mention The Wheel,

WILLIAM AND HIS WOBBLING.

The whole world views with no slight degree of trepidation the announcement from Germany that Kaiser William has for the nonce stopped riding his hobbies and is now practising on a bicycle.

The young Emperor is inclined to be impulsive at all times, and even under the smoothest, easiest kind of circumstances his hand is ever ready to push the war button.

All must shudder for the peace of Europe and turn aghast from the picture which is conjured up when they think of the Emperor's wheel balking and tossing His Imperial Nibs into a rocky ravine with chill, cold mud on the side.

It is a well authenticated fact that bicycles are no respecters of royal personages, or any other kind of a personage for that matter.

In the mind's eye one can see the irritated Kaiser rising up, his Imperial form wrapped in a portion of barbed wire fence, a stone bruise on his bulging brow, and his newly acquired bicycle face full of tan bark polka dots. In the mind's ear one can hear him shriek, "Spitzboopen teufels! Gotterdammerung und Havoc, ein, zwei, drei times Havoc, und let slip the dogs of war!"

Truly, in the Kaiser's new safety lies the safety of old Europe, for that ancient philosopher spoke wisely when he said, "Uneasy bumps the crowned head that falls from a bicycle!"

THE CHILDREN'S FRIEND.

"It is better to be master of one trade than Jack of all." We make the point that as we manufacture only juvenile bicycles we are master of that particular trade."

It is in these words that the Fay Manufacturing Company, Elyria, Ohio, score a point, which is at least fairly well taken. The concern is an old hand at the game. Ten years ago they began the manufacture of children's tricycles. As cycling expanded they expanded, turning out during 1896 some 8,000 machines. They have just doubled their capacity and will naturally be in better shape than ever before. The 1897 models of

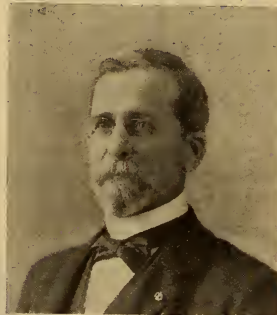
AND THE CALF STOOD STILL.

The young woman and the wheel were bowling merrily along one afternoon, when she came to the top of a Westchester hill, which offered a fine opportunity for a coast. Accordingly the young lady's feet went up on the rests, and the wheel started for an untrammelled cruise down the incline.

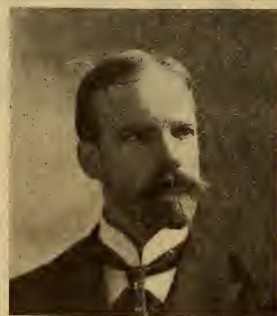
The coast was clear, with the exception of a calf standing inoffensively in the road about half-way down the hill. Had it been a mouse in all probability the fair rider would have at once dismounted and gone around by another route, or stopped into some house for assistance; but being only a harmless calf, that would in all probability make room at once at the approach of the young lady and her wheel, the latter kept steadily on.

The calf, however, apparently had different views concerning the right of way, and calmly

OFFICERS OF THE RUBBER TIRE ASSOCIATION.



THEODORE A. DODGE
President



KIRK BROWN
Secretary



GEORGE F. HODGMAN
Treasurer



GEORGE T. PERKINS
Second Vice President

TEMPLE'S \$100 WORTH.

The Temple Scorcher, the Ralph Temple Cycle Company's \$100 wheel, will be built with 1 1/4-inch tubing, 1-inch fork sides, double crown, upper stays 3/4-inch, lower rear forks seven-eighths at the crank-hanger, tapered to three-quarters at chain bracket, with the tubing gracefully bent around the wheel to allow the use of large tires and narrow tread. The tread will be 4 3/4-inch, 2-inch crank hanger, 3/4-inch balls, square cranks, patent detachable sprocket-wheel, a new device for showing the bearings without taking the crank or chain off, adjustable handle-bar, any style saddle, Record pedals, Morgan & Wright Quick Repair or Pebbler Tread Diamond single-tube tires. The Ladies' Scorcher will have a semi-gear case.

Every man thinks his own estimate of the wheel he rides is quite conservative.

their Williams juveniles are already in circulation. They are fetching looking mounts, embodying all up-to-date features, 1 1/4 inch seamless steel tubing, wood rims, wood handle bars, double fork crowns, barrel hubs, combination Grothe pedals, Garford saddles, Hartford tires, etc. They are made with 20 and 24 inch wheels, which have 20 and 14 1/2 inch frames respectively. They weigh 17 and 18 1/2 pounds and list at \$40. A. L. Garford, the well-known saddle maker, is president of the company. H. C. Williams is the managing director.

NEVER SLOPS OVER.

A street sprinkler in Calcutta, who sprinkles the streets from a water skin carried on his shoulders, is paid six cents a day. Calcutta cyclists never complain of muddy streets.

stood his ground. The wheel had now gained quite an impetus, and despite the frantic efforts of its rider, it struck the astonished calf with a vim, and in some unaccountable manner the young lady brought up on her hands and knees, with her head between the calf's fore legs. This was too much for the latter, as well as for the fair rider; and the calf moved off in double-quick time, leaving the wheel and its owner to reorganize and continue.

HIS ARGUMENT WAS GOOD.

Some anti-progressionists in a Belgian city went before the Mayor and demanded a communal tax be levied upon cycles, on the ground that they were pleasure vehicles and luxuries. The Mayor declined to order such a tax, declaring that the disgraceful condition of the city's streets made the use of them by bicycles neither pleasant nor luxurious. Solomon himself could have done no better than that.

ONE VIRTUE IT HAD.

"This wheel I bought of you, Isaacs, is the poorest machine ever built."
"But, mein freint, see how nice and heavy it vas."



What They All Copy from World Cycles

WORLD—Flush Joints.
 WORLD—One-Piece Cranks and Shaft.
 WORLD—Drop-Hanger Frame.
 WORLD—Large Sprockets.
 WORLD—Bearings.
 WORLD—Special Finish.
 WORLD—Adjustments.

**IMITATION
 IS SINCERE
 FLATTERY.**

What They Won't Copy Until 1898:

WORLD—New Special Frame.
 WORLD—New Bearings.
 WORLD—New Forks and Crown.
 WORLD—New Detachable Sprockets.
 WORLD—New Flush Fittings.
 WORLD—New Swell Finish.
 WORLD—NEW WORLD'S RECORDS:

Dealers, we offer you the best line of Bicycles built. Write us.

ARNOLD, SCHWINN & CO.,

Peoria and Lake Streets, Chicago, U. S. A.

OR—

H. B. SHATTUCK & SON, Boston—New England.
 E. K. TRYON, JR., & CO., Philadelphia—Pennsylvania, So. New Jersey, Maryland and Delaware.
 HOOKER & CO., San Francisco—Pacific Coast.
 SUTTON BROS., Melbourne, Australia.
 JAMES MARTIN & CO., Sydney, Australia.

Kindly mention The Wheel.



THE SLIDING SCALE.

How This Form of Testing the Merits of a Bicycle Works and Was Originated.

Early last summer two members of the New York Athletic Club sat with their feet upon the window-sill talking bicycle. One of them was telling the other how greatly he was impressed with the easy-running qualities of his wheel; quite naturally, the other thought, he, too, had a very easy-running wheel. They related incidents of their wheels' coasting qualities, and the outcome of their conversation resulted on a challenge. A day was set and, the match becoming known around to other members, a number professed a desire to participate.

The interest became so great that the Racing Committee of the bicycle section of the club took the matter in hand. The date was post-

poned, another date set and an open contest for all members of the club was arranged. A hill near Mamaroneck, N. Y., was chosen and the contest was held, the details of which are a matter of history.

poned, another date set and an open contest for all members of the club was arranged. A hill near Mamaroneck, N. Y., was chosen and the contest was held, the details of which are a matter of history.

The New York Athletic Club was therefore parent of coasting contests. Of the several matches that have been held since that time, a table is herewith given, showing where they were held, the number of contestants, and how the matches were conducted.

Of course there was a set of rules governing each event which differed from the other, but it will be seen from the table that there was only one actual coasting contest, that being the first one at Mamaroneck. In this, as in all the others, the rider was started by one of the judges from the top of the hill from a standstill. He rode as far as he could until he fell off, measurements being taken from the point where he started to the point where his foot touched the ground. In this contest there was but one chance to ride. Each rider was started a minute apart, the one going the furthest winning the prize.

In nearly all the other events the twelve farthest had to go back and coast again, then the six furthest, then the three furthest, thus making a tournament of the event.

At Baltimore the conditions were still different. All had three coasts or three trials. The rider going the furthest did not have to coast again unless his mark was beaten. It so happened that the winner set his highest mark in the first coast, and then looked on while the others made further endeavors.

At Trenton, Syracuse and Springfield the matches were run off under practically the same rules, the prizes being awarded to the men as they finished in the final heat regardless of their previous riding. The prizes were, of course, the most coveted by the riders themselves, but in reality the greatest interest

was among the manufacturers, the contests largely determining which wheel ran the easiest.

The prizes, therefore, cut very little figure. It was the highest average that counted, and a rider who was interested in the trade was doubly interested, and these largely constituted the entry lists.

The Montclair match could neither be called a match nor a tournament. The writer would prefer to call it a tournament race. It was conducted on tournament rules, but the riders were started two at a time, which gave an element of competition to the affair. The hill was a long, gradual descent over a mile and a quarter long, with ups and downs, good and bad pieces of road and various other conditions. In some cases one rider would pass his neighbor two or three times during the coast, by reason of one being able to be paced by the other. Nothing more demonstrated the value of pacing than this coasting event.

The question has often been asked of those who have won, "How did you do it?" and we think the question comes as far from being answered to-day as it did before any of the matches were held.

Briefly, the writer would say that perfect riding on a perfect machine will only and alone accomplish the desired results.

Perfect riding means many things. It means, first, the least possible atmospheric resistance. Second, that the rider shall have his weight properly distributed over the machine. Third, that he shall ride as nearly perfect and straight as possible, avoiding obstacles, wobbling, turning corners abruptly and bad road.

Fourth, that at his finish he will not fall until he has ridden to a standstill.

A perfect machine means many things. The mechanical perfection of bearings, rigidity and perfect alignment of the frame and the resiliency of the tires are qualities that tell.

The tires used with best success have been the regular 1 1/2-inch racing weight. By this we mean a delicate tire, but at the same time a very toughly made tire. In the various matches tires were inflated differently in accordance with the conditions of the different hills on which they coasted. Inflatons differ all the way from 30 to 75 pounds to the square inch, and the exact hardness to inflate is still to be determined by study.

Everything in the shape of bearings has been used in these contests, but the 5-16 inch balls, two-point contact, have been the most successful, the same bearing that has been principally used for a number of years.

Gear cuts no figure in coasting. At least it could not alter the length of a man's coast more than a few inches. In the Trenton match, however, a rule was inserted disqualifying all gears over 80, and the actual winner, who

coasted on an 84 gear, was disqualified, notwithstanding that the referee sanctioned his gear before the event.

Of all the matches held, the one at Baltimore appears to have been the fairest from a tournament point of view, yet if another match were to be held the writer would suggest that a set of rules be devised, making the event purely a tournament, whereby the prizes would be awarded to the men doing the highest average coasting, and that all riders have three or four trials at the coveted result. This would give every man an equal chance, whereas the best rider on the hill might meet with a little bad luck in his first coast and be thrown out entirely.

In the early part of the season of course each contest was taken as a lesson in advanced coasting by the different contestants, and from personal observation made at each contest, each rider would go into the next under different conditions, thinking that he had studied out the exact theories on which to win. For instance, the chief result of the contest at Montclair was that weight counted, Mr. Woodward weighing 200 pounds and Mr. Janeway weighing 226 pounds. Therefore, when the Trenton contest took place, a rule was enforced handicapping all men who weighed over 160 pounds.

This theory was exploded, however, in the match, as the winner weighed only 150 pounds, and beat his nearest competitor four times, not considering the handicap of the competitor; in this contest it was also thought by many that the position of the rider on the wheel was now the real advantage.

In the Syracuse contest men weighing over 200 pounds were barred, but, strange to say, the contestants were permitted to weight themselves up to 200 pounds, and, stranger still, none of the Syracuse riders took advantage of this weighting until after the general coast had been run off. In the succeeding trials several of them then made a wild scramble for bags of shot or almost any old thing, that they might achieve better results in the finals, it having been demonstrated, as they thought, that weight counted.

It has never been definitely determined as yet whether these men who carried weights had any actual advantage, as the rider who made the highest average carried only his natural weight, 150 pounds.

The rules governing the contest at Syracuse were, to use the words of the referee, "very ambiguously worded." One rule specified that no wheel should be entered that had been specially built, assembled, or in any way prepared for the match. This, according to the rule, should it be enforced to the letter, held a man subject to disqualification for even oiling his chain before the contest or from changing his sprockets or tires. As a result there was a

WHERE HELD.	NO. OF CONTESTANTS.	HOW CONDUCTED.	PRIZE WINNERS.	HIGHEST AVERAGE.
Mamaroneck, N. Y....	50	One coast, the rider going furthest winning.	H. L. Howard. M. M. Belding, Jr.	H. L. Howard.
Montclair, N. J.....	69	Four trials, two men coasting at a time. The twelve furthest coasted in 24 trial. The six furthest coasted in 84 trial. The three furthest coasted in final trial.	H. A. Woodward. C. E. Aikman. H. H. Janeway.	H. H. Janeway.
Baltimore, Md.....	160	One at a time, all had three trials. The winner making the longest coast in the first trial did not coast again.	Henry M. Wilson.	Henry M. Wilson.
Trenton, N. J.....	48	Three trials, one man at a time. Twelve furthest coasted in 24 trial. Three furthest coasted in final trial.	*J. E. Whittlesey. Joseph B. Leach. C. E. Aikman. *Disqualified. G. L. Potter.	J. E. Whittlesey.
Syracuse, N. Y.....	59	Three trials, one man at a time. Twelve furthest coasted in 24 trial. Three furthest coasted in final trial.	J. E. Whittlesey. R. Thurwachter.	J. E. Whittlesey.
Springfield, Mass....	58	Three trials, one man at a time. Twelve furthest coasted in 24 trial. Three furthest coasted in final trial.	Frank Halley. H. A. Woodward. J. E. Whittlesey.	J. E. Whittlesey.

lot of protesting after the contest, which, however, was not sustained by the referee.

The match held at Springfield was probably the most open of any as regards rules. It even allowed special wheels to be built or changes to be made during the contest. In fact, a rider had about all the privileges he could ask for. It has always been contended, among car-builders and racing men, that a vehicle of long wheel base travels over obstacles more easily. One enterprising firm evidently banked very heavily on this theory, as in the Springfield contest they had three machines, ridden by riders in their own employ, in fact, from the mechanical department of their concern, that had very long wheel bases, apparently specially prepared for this contest. But their efforts came to naught.

Recently several enterprising writers have been filling space, giving their ideas as to how and why certain wheels won in the various contests. One energetic writer at Syracuse, referring to the contest there, sets forth that "it was all on account of the large tires." The winners of the first and third prizes did ride large tires, but the writer evidently lost sight of the fact that the winner of the second prize, who also made the highest average, rode 1 1/2-inch tires. He also claimed that he thought these tires were specially selected, as they ran perfectly true. Again, he lost sight of the fact that the second highest coast in the first trial was made by a man on tires that had been ridden over four thousand miles this season.

No sooner does a new theory crop out than it is exploded, and therefore we think that next season will be a very interesting one from a coasting point of view.

The distinction of having the highest averages has fallen to the writer, as the records show, he having ridden in four contests and making highest averages in three of them. He attributes his success to profound study of the subject together with the assistance rendered by his friend, Eugene F. Russell, master mechanic of the Overman Wheel Company.

It is hoped that the coming season will develop a set of rules on such lines as to make coasting one of the most popular of sports.

J. E. WHITTLESEY.

MR. HOLMES' CHANGE OF ADDRESS.

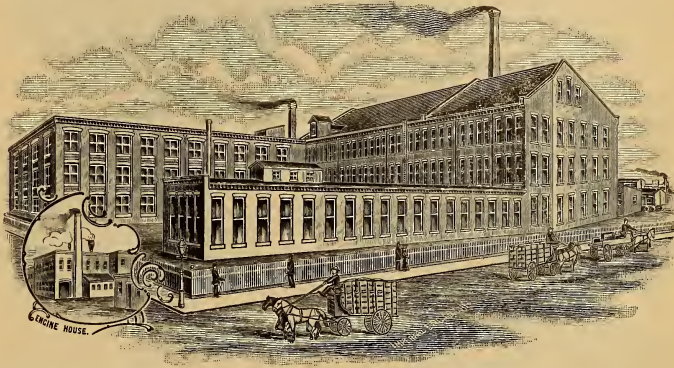
J. S. Holmes, jr., once the Chief Consul of the New Jersey Division L. A. W., and until recently vice-president and general manager of the Waltham Manufacturing Company, will hereafter talk "Remington" instead of "Orion," having engaged with the Remington Arms Company.

Wanted—A Man capable of securing audiences with and selling to the largest Western manufacturers. No boys or wine-supper men need apply. Good salary and commissions. W. E. C. ENERGY, Care The Wheel. **

LOOK OUT FOR THE TIGER.

Permit the Tiger tire to enter into your considerations. The Mechanical Rubber Company, formerly the Chicago Rubber Works, are making it and have some splendid reasons for seeking to instill the tire in your calculations. The concern state that it has ever been their policy to make high-grade goods that would appeal to high-class trade, and this guiding idea has attained in the

The tire is made by placing two piles of Sea Island tire fabric between thick walls of pure rubber, and for unusual hard service the Tiger "A," which has an extra ply on the tread, is recommended. The tandem tire is known as the Tiger "B," and is constructed with two additional piles of fabric. Samples of the '97 tires are ready for distribution. The increasing sales have justified enlarged facilities, and the outlook for next

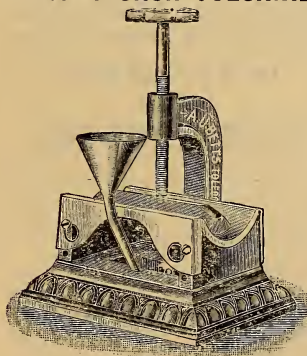


production of the tire, which should be sufficient to interest any one concerned in goods and trade of the sort. The company has long been engaged in the general rubber business and is no novice in tire-making, having for years manufactured tires for a number of bicycle concerns. The Tiger is, however, the first they have brought out under their own name and it is natural that they should have done their very best.

season's trade is encouraging. In addition to the Tiger tire, they manufacture and have a large trade in sundries, such as tire tape, patching rubber, repair outfits, plugs, pump tubing, etc.

The office of the company is located at 230 Randolph street, where all those interested in the trade will be made welcome, and the factory is at the corner of Grand avenue and Rockwell street.

SPOT CASH VULCANIZER. It Works Automatically.



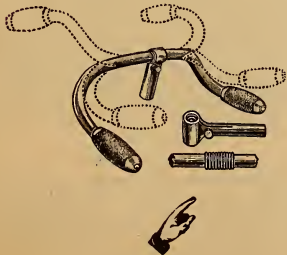
LIST PRICE, \$10.00.

THIS Vulcanizer has been specially designed to meet the requirements of that portion of the trade that are not thoroughly versed in the manner of operating a Vulcanizer. It is neat, simple, and just as effective as the most expensive machine on the market. The manner of operating is exceedingly simple, and the most effective work can be done by the ordinary novice. In fact, you merely start the machine, and we do the rest. It is as near automatic as anything of this sort can be perfected. Does not need watching, will not burn the tires, and will not vulcanize a tire out of shape. After the tire is prepared you merely clamp it in the machine and start it. As soon as the tire is finished, the heat ceases and the tire can be removed from the machine at your leisure. We have placed this machine on the market to meet the great demand there is at present for a very effective Vulcanizer that can be operated by a novice, and to do away with the present great danger of burning tires during vulcanization. The heat is generated through the use of alcohol. A sufficient amount of material accompanies each machine for 25 repairs. Knowing that it is exceedingly late in the season, we have decided to place the price on this machine within reach of the poorest man in the trade. The price at which we offer it is so fabulously low, that the first half-dozen jobs on the machine will pay for it. It takes up no room, is very simple and light in construction, nothing to get out of order, and with ordinary care will last for years. This machine is now ready for shipping, and can be shipped to any part of the United States at a very small cost. The machine packed complete for delivery only weighs 12 pounds.

Write for prices to the trade.

ARLINGTON U. BETTS & CO., Manufacturers, TOLEDO, OHIO.

Patented October 1, 1895.



SEE THAT SCREW?

C. W. MORGAN,
JAMESTOWN, N. Y.

The only adjustable bar that never slips.

Absolutely satisfies every rider—all shapes.

The price is very low.

Kindly mention The Wheel.

National Board of Trade of Cycle Manufacturers, 271 BROADWAY, NEW YORK.

President, R. L. COLEMAN. First Vice-President, R. P. GORMULLY.
Second Vice-President, GEORGE H. DAY. Treasurer, W. A. REDDING.
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504-506 West Fourteenth Street, New York.

National Bicycle Wood Rim Manufacturers' Association.

President, E. S. MEAD. Treasurer, N. D. DOUGHMAN.
Secretary, W. W. STALL, Bedford, Mass.

NATIONAL CYCLE SHOWS.

Under the Auspices of the National Board of Trade of Cycle Manufacturers.

January 23-30—Chicago, Coliseum, A. E. Pattison, Auditorium Hotel, Chicago.

February 6-13—New York, Grand Central Palace, Ernest R. Franks, 271 Broadway, New York.

February 20-27—Boston, Mechanics' Building, C. W. Fourdrinier, 34 Stanhope-st., Boston.

February 20-27—Philadelphia—Local Cycle Board of Trade.

February 20-27—Pittsburg—Local Cycle Board of Trade.

February 20-27—Baltimore Local Cycle Board of Trade.

FOREIGN CYCLE SHOWS.

December 4-12—London, National Show, Crystal Palace; Frank Peach, secretary, 48 Holborn Viaduct, London.

December 12-27—Paris, Palais d'Industrie, Champs Elysees; M. Bivort, manager.

January 2-9—Manchester, England.

January 12-16—Liverpool, Eng.

January 16-23—Dublin, Ireland; Royal Dublin Society Building, Balls Bridge; R. Wilson, secretary, 14 D'Olier street.

January 23-30—Glasgow, Scotland; A. G. Rennie, secretary, 49 Lilybank Gardens.

Jan. 22-30—Birmingham, Eng.

January 23—Vienna, Austria; Steiner Hoeknicks, Mgr.

February 1-7—Edinburgh, Scotland; Waverly Market, A. K. Dempsey, secretary, 82 Leith street.

Feb. 3-6—Nottingham, Eng., Albert Hall; B. Richards, secretary Nottingham Athletic Social Club.

February 27-March 6—Leeds, Eng.

TRADE CHANGES.

CALIFORNIA.

Oakland.—J. G. French, Sued, \$3,765.

CANADA.

Toronto.—Jarvis Bicycle Saddle Co. Incorporated. Capital, \$20,000.

COLORADO.

Pueblo.—J. F. Covars, new store.

GEORGIA.

Atlanta.—Piggott Cycle Co. (Not incorporated). H. J. Piggott gives chattel mortgage, \$1,000.

ILLINOIS.

Chicago.—Daniels-Foot Cycle Co. Chattel mortgage, \$1,000.

Chicago.—Lyman E. Crandall. Judgment, \$1,060.65.

Freeport.—Union Manufacturing and Plating Co. Confess judgments, aggregating \$17,442. Total liabilities, \$23,091; assets, \$39,649. Sheriff in possession. Attached in Chicago, \$868.

INDIANA.

Portland.—C. D. Bone. Closed.

IOWA.

Ottumwa.—Wheeler & Odenwalder. Dissolved.

Ottumwa.—Wheeler & Odenwalder; partnership dissolved.

KANSAS.

Topeka.—W. F. McHenry gave chattel mortgage for \$150.

MASSACHUSETTS.

Boston.—W. J. Dinsmore & Co. Receiver appointed.

Springfield.—Hubbard & Adams. Dissolved. F. A. Hubbard, retiring; L. H. Adams continues.

MINNESOTA.

Owatonna.—Belina Bros. New store.
St. Paul.—Wm. R. Burkhard assigned to J. H. Lawrence. Estimated assets, \$2,500; liabilities, not stated.

Directors, John Sanderson, Brooklyn; Edward B. Conant and Edward H. Miller, New York. Geneva.—J. N. Willys & Co., succeeded by A. S. Hitchcock.

New York.—Mathews Bros., removed to No. 105 West 125th street.

OHIO.

Columbus—Cushion Tire Wheel Company, incorporated by J. L. Dann, J. A. Burrows, E. W. Dann, T. F. Smith and E. N. Huggins, to manufacture and deal in cushion tires for vehicles and to sell bicycles. Capital stock, \$10,000.

Granville.—W. H. Edwards. Removed to Columbus.

Springfield.—J. W. Lucas. Out of business.

OREGON.

Salem.—Joseph H. Albert. Receives mortgage release, \$500.

PENNSYLVANIA.

Blommsburg.—The Cycle Tube Company, organized by L. S. Winterstein, W. D. Beckley, E. A. McKillip and W. H. Brooke, to operate the Shickshiny Tube works.

SOUTH CAROLINA.

Columbia.—Richard & Mixson. Offering 25 per cent in settlement.

TEXAS.

Fort Worth.—Day Cycle Company. Give deed of trust.

Austin.—Petmesky & Co., dissolved. Fred Petmesky will continue.

WASHINGTON.

Seattle.—Dingley-Hardwick Company. W. F. Dingley dead.

Tacoma.—Rambler Bicycle Company. Foreclosure suit vs. William Ryder, \$2,500.

SEE IS OF GOOD FAMILY.

The Union Crackajack is to have a sister. The "Crackajack's Sister" is its baptismal title, and both will be listed at \$75. This does not mean that the Union Cycle Manufacturing Company, of Highlandville, Mass., have reduced their list price, but that they have added to their line. The Union Special and Union Ladies' Special will be catalogued at \$100, as heretofore, and the Racer at \$125. All of the wheels will be high grade, the Special in particular having been vastly improved, embodying all of the up-to-date features, flush joints, single piece crank and axle, ball cup adjustment, etc. In the words of the company, "It will be a thoroughbred."

MET AND PARTED.

Representatives of the Shapleigh Hardware Co., St. Louis, and the Monarch Cycle Manufacturing Co., Chicago, "got together" last week; when they separated all hands were in a pleasant frame of mind. The meeting resulted in the placing of a Shapleigh contract for several thousand wheels, G. A. Fleus engineering the deal for the St. Louis firm.

"PRICES ARE RIGHT."

Although not much has been heard of them, the Topfliff & Ely Company, Elyria, Ohio, have for years been making to order quantities of saddles. Recently they elected to let their light shine forth, and to makers and jobbers generally they are now nodding in an unmistakable manner and whispering alluringly "Prices are right."

KINDLY OFFERED.

If any firm is unable to obtain space at the New York show, the Tinkham Cycle Company say they can afford accommodation in their main salesroom, at No. 306-310 West Fifty-ninth street. The room is 115x90 feet, and can stage 300 wheels.

FOR RENT,

In THE WHEEL Building,
88 West Broadway and 72
Warren Street, Model, Well-
Lighted Lofts; Steam Heat,
Electric Light, Electric Power.

IN THE HEART OF THE CYCLING DISTRICT.

MISSOURI.

Sedalia.—Hoffman & Reynolds, dissolved, W. H. Reynolds selling his interest to J. Hoffman.

Sedalia.—Reynolds-Hoffman Cycle Co.; partnership dissolved.

NEBRASKA.

Omaha.—Walter Bicycle Balance Company. Organized with a capital stock of \$5,000.

NEW-JERSEY.

Jersey City.—Brownell & Lockwood Cycle Company. Meeting called December 4 to dissolve corporation.

Long Branch.—T. W. Vanderveer. Chattel mortgage, \$161.

Newark.—C. M. Theberath, dead.

Newark.—Power Manufacturing Company incorporated, to make and sell bicycles. Capital stock, \$50,000. Incorporators: William Henry Power, Henry Power, William M. Power, all of Montclair, N. J.

NEW YORK.

Batavia.—Keller & Son. Moses A. Keller dead.

Buffalo.—The D. H. Lewis Company, directors, A. H. & Agnes M. Higgins and D. H. Lewis; capital, \$8,000.

New York.—The Montauk Manufacturing Company. Organized to manufacture oils and cements for bicycles. Capital, \$5,000.

IN TO STAY.

"In entering the field of tire manufacturers we are actuated by the belief that there is a demand for a thoroughly first-class tire, which can be sold at a price compatible with the reductions made in the other departments of cycle construction," say the Weaver Cycle Material Company in their advance circular.

The Kennedy and Pickwick tires are manufactured by the Weaver company by the United States Rubber Company, one of the largest rubber organizations in the world, and the broad guarantee under which the tires will be sold will be carried out to the letter by the producer, the Weaver people assert.

The peculiar features of the Weaver tires are the inner coating and the reinforced valve stem—a process known only to the superintendent of the Weaver factory, by which the inner surface of the tire is continually adhesive and retains firmly in position a plug drawn against its surface, whether it be deluged with cement or not.

In the Kennedy and Weaver tires the valve stem is attached to the inside of the air tube and reinforced by two long oval strips of rubber, extending two inches each way from centre of valve. This makes it impossible to tear out the valve stem without destroying the tire. A round buffer is placed on the opposite side of the tire from the valve, which prevents the foot of the valve from penetrating the under side of the tire when deflated. Of their facilities the Weaver company say: "We have at our command a plant sufficiently large to manufacture 25,000 pairs of hose-pipe tires per month. Should this be found insufficient, we have ten other factories at our command, which may be utilized from time to time should our requirements demand. This we submit as fair evidence of our capacity."

RIGID AS CAN BE.

To whomsoever a rigid saddle appeals, the Richards saddle should be of interest. There is no need to accept its makers' claims with equivocation. The very nature of the saddle proves the soundness of their assertions. It is positively rigid and simply cannot sag or wrinkle or get out of shape. It retains its shape under any and all conditions. The Richards is a metallic saddle, nickel plated on copper and made by the Zinc Collar Pad Company, Buchanan, Mich. J. L. Richards, its inventor, is the controlling factor in the company and the most prominent man in Buchanan, having served the town in various capacities and being its present Mayor.

ALLEGED WRONGFUL CONVERSION.

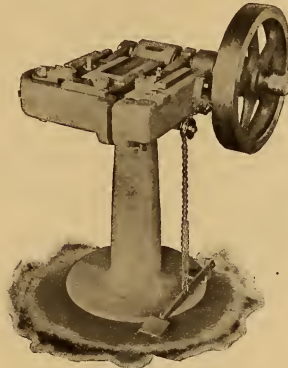
J. G. French, a former agent of the March-Davis Cycle Company, Chicago, has been sued for the recovery of certain bicycles which it is alleged that the defendant wrongfully converted. The value of the wheels is placed at \$3,765.79. The attorney for the cycle company has made an affidavit, upon application for the arrest of French, setting forth that he collected money without authority from P. J. Steiger, of Petaluma, in the sum of \$110; of C. F. Sadowski, at Oroville, \$74.54; of Crocker & Co., at Sacramento, \$965.73.

READY FOR THE BOW.

From Shelbyville, Ind., comes the pleasing news that the Century Cycle Co., who made the Arrow bicycle, have freed themselves of the financial entanglements which tied them up several months since, and are preparing to operate their factory once more.

INGENIOUS AND EFFICACIOUS.

Rudolph & Krummel, of Chicago, continue to add to their line of ingenious presses and machinery. One of their latest productions is the straight spoke-header, with which any



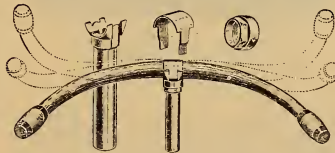
style of head may be made on wire up to $\frac{3}{8}$ inch in diameter at the rate of 20,000 and over per day.

PINLESS CRANKED OLIVES.

"Not the lightest wheel that is made, but the most substantial and durable," is one of the attractive assertions made by the Olive Wheel Company, Syracuse, N. Y., in their advance catalogue. The catalogue contains much in support of the assertion and is a neatly printed and well-compiled publication. The concern is new, but appears to have lost no time in getting its best foot forward. They are listing four models of the Olive—three at \$100, and the racer at \$125. They also list a medium-grade wheel, Enterprise, at \$65. Features are being made of their pinless cranks, and of the Gridley-Weed changeable gear.

WILL HOLD FAST.

It is not surprising that Dann Brothers & Co., of New Haven, Conn., have produced a wood handle-bar and clamp. Their trade in wood rims and their longer established trade in high-class carriage-woodwork makes it



seem almost a matter of course. The illustration shows exactly what the bar and clamp are like, and their reputation and commercial standing should quickly win favor for the new productions.

SILENTLY SUCCESSFUL.

Without noise or bluster, the Graten & Knight Company, Worcester, Mass., have quietly been casting an anchor to windward; that is to say, in Europe. A full line of their saddles is being exhibited at both of the English shows, and will be given due prominence on the Continent. Being distinctly different from anything made over there, it is quite reasonable to suppose that they will command instant attention.

BETTER EVEN THAN BEFORE.

It is repetition, not news, to state that the '97 price of the Fenton will be \$100. The Fenton Metallic Manufacturing Company, Jamestown, N. Y., who make the wheel, made the announcement last August. The wheel itself, however, has but just made its appearance.

The size of the tubing and the angles of the frame have not been altered, other than the rear forks. These are D-shaped, heavily reinforced, and tapered from $\frac{7}{8}$ to $\frac{3}{4}$ inch. The main tubes are $1\frac{1}{4}$ -inch, and the head tube $1\frac{1}{2}$ -inch. The wheel base of all single machines is $43\frac{1}{2}$ inches, and the tread $4\frac{3}{4}$ inches. The leading Fenton, Model 32, as well as the woman's bicycle and tandems, has the crank-hanger dropped $1\frac{1}{2}$ inches. The hanger on the racer is dropped 2 inches. A ranger with parallel bearings is also offered.

The new Fenton has special barrel-pattern hubs and bearings, on the adjustment of which patents have been applied for. The crank-hanger bearings have been widened without increasing the tread. Triplex, or three-point bearings of large diameter for large balls, and retainers in all the bearings. Nothing but the best quality of tool steel is used throughout, hardened, tempered and ground. Larger sprockets of a distinctive design will be used, and the crank-axle, to which is attached the spider, is forged in one piece. The cranks are flat, and are attached to the axle by the same principle as last year, though slightly improved. Instead of triangular axle-ends, the ends are partially oval, and fit into corresponding holes in the cranks, which, being split, are fastened by a parallel bolt. The handle-bar and seat-post binders are also unaltered in principle, but simplified and strengthened, a combination of inside and outside sleeves working in conjunction with each other. Since 1895 no pinch-binds, split rims or other cotter pins have been used. Great attention has been of course given to the details of construction and to the finish.

WIRE, NOT WOOD.

When, in the issue of November 20th, THE WHEEL noticed the Tonk Manufacturing Company's Old Hickory bicycles, it was stated that the entire bicycle, wheels, frame and all, were of wood, which is not, however, exactly the case. The Tonk people state that the utility of wooden wheels has never been proven. There are some serious objections to them, such as inability to tighten the rims, and the great resistance to the wind which they offer. For that reason, the wheels of Old Hickory are of the wire spoke suspension variety, exactly like those in general use.

FOR CLASSES AND MASSES.

A line of wheels at prices to suit all classes is what the newly incorporated Martin & Gibson Manufacturing Company, Buffalo, N. Y., offer for next season. Kensingtons will be made in three grades for both men and women, listing at \$100, \$75, \$60. The company's staff of travellers has been increased by the addition of P. A. Haines, formerly with the Eclipse Bicycle Company, who is well known in the hardware trade throughout the country. He will look after the interest of the Kensington in the West and South, as well as in Europe.

SURE TO BE RIGHT.

No dealer in bicycle locks can go wrong if he but obtains the '97 catalogue of the Slaymaker, Barry Company, Connellsville, Pa., for whom J. H. Graham & Co., this city, are sole sale agents. The booklet illustrates some twenty odd different styles of locks, made of aluminum, brass, and steel, of course. Prices are within the reach of all.

TOLD IN TOLEDO.

Americans' Foreign Chances the Coming Season—Making Toledo a Trade Centre.

Toledo, Ohio, Nov. 30.—A personal letter to THE WHEEL from a well-known manufacturer who is taking a look around abroad would indicate that American wheelmakers are not going to have very easy pickings on the other side next season. England is said to be still overstocked with cheap American bicycles which were unloaded during the flurry of the '96 season, and as you can get a fairly good wheel for from \$40 to \$50, there does not seem to be much encouragement for any but the standard makes. My correspondent says that a high-grade wheel with an established reputation need not fear this sort of competition, but that American makes of medium grade will never sell as well again in Holborn Viaduct as they did last season.

The situation in France, according to this observer, is still less encouraging. The French have learned the cheap-wheel lesson from this side of the water, and propose to go America a few points better. My correspondent was informed that some French manufacturers are of the opinion that they can turn out a good, standard-made wheel for about \$25, and propose to make the experiment this season. A part of the plan is to induce the French Government to levy an import duty of 100 francs on all foreign-built wheels. This amounts to nearly \$20 in American money, and would consequently be equal to a prohibitory tariff under the circumstances.

The first addition to the long list of Toledo manufacturers for the coming season is the Hudson (Michigan) Bicycle Company. This concern will shortly remove to this city. As it represents a paid-in capitalization of \$75,000, it will be a most desirable addition.

At a meeting of the Toledo Chamber of Commerce, held a few nights ago, Peter Gendron, of the Gendron Wheel Company, made a most characteristic remark. The Chamber was discussing the advisability of inviting certain mercantile investments to Toledo, whose coming was far from being welcomed by a certain firm which now holds a monopoly in its particular line here. Mr. Gendron characterized such actions as this firm is showing as being narrow-minded in the extreme, and pointed to Toledo's bicycle interests in proof of his argument.

"I would be glad to see twenty more bicycle factories in Toledo," said Mr. Gendron, "and they would not hurt our business one iota. It is for Toledo's interest to be known as a trade centre in every line. Buyers will then come here knowing that they can get an assortment. Perhaps one will come here that does not like the Gendron wheel. That is his privilege, I am sure. At the same time he may find some other wheel in Toledo that he does like, and while I have not made anything out of his trip directly, another Toledoan has, and I am certainly interested in seeing just as much money brought to this city as possible. Toledo is now known the country over as a great wheel market, and twice the present number of factories would increase our reputation just that much more."

The Toledo Tube Works will soon remove to a more commodious building on Monroe street, opposite the plant of the Milburn Wagon Works. This company remained at its old location after the fire in its building last spring, and was soon at work again. It recognized the fact at that time that its quarters were too cramped, and it will be greatly benefited by taking the new location.

Samuel Snell, of the Snell Cycle Fittings Company, returned from Europe last week, and will personally attend the organization of the force for this working season. It is expected that the place will be fully as busy as during the winter of 1895-'96.

After many weary days of waiting, the Ohio L. A. W. road book will soon be ready for distribution. Advance pages of this work were placed in the hands of Toledo officials last week for comment and consideration. The book will be a much more pretentious volume than has ever been issued before by the Ohio division.

John H. Hunter, of this city, made his 100th century run for this season yesterday. Mr. Hunter now leads every other century rider in the State, and is the only man in Toledo and its vicinity who has a triple century to his credit.

A committee has been appointed from the membership of the Toledo Cycling Club to take charge of the Toledo Cycle Show, which will probably be held under the auspices of the cycling club, beginning one week after the close of the New York show next February.

THE PIERCE POSTER.



George N. Pierce & Co., Buffalo, N. Y.

Toledo presents the remarkable phenomenon of a large city, which might have a 1897 State L. A. W. meet for the asking declining the offer with thanks.

Barney Oldfield stated last week that he is not so sure that he will accept the Stearns offer to go out to Australia in the interest of "the Yellow Fellow." It would seem from the terms of the offer aforesaid that the company thinks that money should be very little of an object to Oldfield, while the young racing man says he has no desire to take the trip for his health.

NO DOUBT ABOUT HIM.

"Do you believe there is such a thing as sincerity in lying?"

"Certainly I do. Have you never heard an agent telling a prospective customer that the wheel before them is the best bicycle built?"

CASE OF SAMPLES.

Owing to a Disagreement About Sundries, Boyer Has Trouble and Goes to Reading.

Cleveland, Ohio, Nov. 30.—Quite a ripple of excitement was caused among our cycle dealers by the arrest of G. A. Boyer, sales agent of the Acme Manufacturing Company, at the instance of Rosenblatt & Co., of Philadelphia. The story, as learned at Boyer's office, is that the arrest was inspired by revenge. Boyer at one time sold sundries of Rosenblatt manufacture, and later engaged with the Reading firm, at the same time notifying R. & Co. of the fact. This was, of course, quite displeasing, and an effort was made to have Boyer alter his decision, but to no purpose. Finally, a few days ago, Boyer received a bill for about \$60, the value of Rosenblatt's samples in his possession. This Boyer refused to pay, claiming that the goods in question were samples and offering to return them. Rosenblatt & Co. tried to compel payment of the bill, but Boyer refused to settle and again offered to return the goods. Then a warrant was sworn out, the necessary requisition papers obtained, and his arrest followed. Taken to Reading, the Acme people promptly furnished cash bail for his appearance in Philadelphia when wanted, and he returned home Saturday. He was the centre of a chaffing group of travelling men in the rotunda of the Hollenden Hotel Saturday night, but refused to discuss the report that he would bring suit for damages.

KEEP THEM STRAIGHT.

One of the minor but really valuable improvements in the Iver-Johnson wheel is worthy the attention of the whole trade, i. e., the effective means by which the handle-bar is prevented from turning when loosened from any cause. In the handle-bar stem is a narrow elongated depression, and in the head of the wheel is a projection or flange, so to speak, which corresponds and fits into the depression. Not only does it prevent the bar from turning, but it assures a quick, sure and perfectly straight adjustment of the bar at all times. The same idea might profitably be applied to the seat post and stem. It is a small reform, which can be readily appreciated by the veriest tyro. On tandems particularly would it prove of value.

TO SAVE THE ANKLES.

Nicol & Co., No. 57 West Washington street, Chicago who do a considerable business in nickel-plating and cycle fittings, are showing some new designs in flush joints and seat-post clamps. They are also introducing a new push-and-pull chain adjustment and fork end and a pedal and crank shield, this latter is a metal disc fitting between crank and pedal designed to prevent the rider from "barking" his ankles. The shields list at 50 cents per pair. The firm's trade discounts are generous.

GENEROUS "OPTIONS."

The Syracuse Cycle Company will adhere to the \$100 list. In their '97 wheel the crank-hanger will be dropped a trifle and the front fork given more rake. Other improvements are matters of detail. The company will be generous in its "options." They will afford the choice of Vim, M. & W., Hartford, New York, Dunlop and G. & J. tires and Syracuse, Duguid, Messenger and Sager saddles, also of wood or steel handle-bars and seven, eight or nine-toothed sprockets.

TO CURE FATIGUE.

With the aid of a slight knowledge of anatomy and a common-sense application of it, riders may avoid much of the fatigue that very often makes wheel trips of greater than customary length anything but pleasurable. Fatigue is a necessary evil, even on a perfectly adjusted wheel, that moves like the wind at the touch of the foot, and particularly is this true of young and inexperienced riders. Complete freedom from it is only gained by keeping in constant physical training, a condition which few persons in these busy days are able to fulfil.

But much relief may be gained by a study of one's muscles and an adjustment of the position of the body and limbs, so as to distribute the strains and change the form of action demanded of the muscles.

The wrist is the place where weariness is soonest felt, and this may be quickest relieved by changing the grip so as to catch the handles with the palms up. Another way is to raise or lower the shoulders so as to change the angle at which the wrists are bent. This will be found to afford instant relief.

If the pain runs into the elbow, as it often will when the road is rough, all that is necessary is to sit up straight, so as to straighten the arm, and, when this becomes tiresome, to again lean forward.

The pectoralis major, or great chest muscle, is often the source of considerable pain after a long ride. But the remedy is always at hand. Pain follows upon the unnatural bending of the back for a long period, the muscle being contracted. Straighten your back and the pain will disappear.

But the muscle that is most subject to painful fatigue is the rectus femoris, the great, straight muscle of the thigh.

No other muscle in the body does half as much work on the wheel as this, for it not only straightens out the leg when the foot goes down, but pulls the knee up again, in the next movement. It is the great pushing muscle in cycling.

Some relief can be got from weariness in this great muscle by temporarily shifting one's position on the saddle, backward or forward, as much as possible, so as to change the angle of the thigh and leg. Resting one leg at a time, with the knee bent at a different angle as you travel over easy spots in the road, will also bring great relief. But when this muscle cries out for relief the most effective plan is to dismount and walk until the pain disappears, as it will in a few moments under this change of locomotion.

Fatigue in the tibialis anticus is relieved by changing the gearing of the wheel so as to work the ankle as little as possible. It is the same fatigue that is felt in fast walking for a considerable time. Fatigue at the ankle joint is also relieved by changing the gearing,

GIVING HIM A JOLLY.

"Afraid to coast? Why, I didn't think you American riders were afraid of anything!"

"Well, you see, this wheel of mine hasn't any brake, and blame me if I'm going to take the chances of its getting away from me on this hill, and before I could stop it have it run clean off your little island with me!"

SOUND SENSE.

No, my son, neither loud talk nor rapid speaking is argument, but many there be in cycling who think that it is, and who act accordingly.

There is some hope for the man who admits the wheel he rides is of last year's model. Most men wouldn't own it.

SOME NOVEL CYCLE MOTORS.

I give some sketches in the accompanying diagrams of two new applications of automatic motions for propelling bicycles. The first is shown as a working model, in which an upright A supports a bearing for the cylinder B. This cylinder is of odd construction and divided at E with a specially prepared metal. The side D is a magnet, while C is of the same stock, but covered with a composition which cuts off the attraction.

The parts H and I are also magnets and are drawn inward to the magnetized half of the cylinder alternately as the cylinder revolves. There being a movement of the same kind on the other side of the support A, and each worked in harmony, a motion is developed and utilized by connecting the parts H and I with the rod J, as shown. The latter gives the motion to the arm M, and through the agency of a lever K a revolving motion is

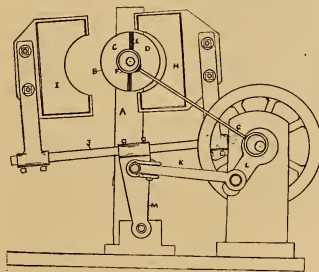


FIG I

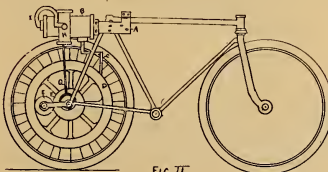


FIG II

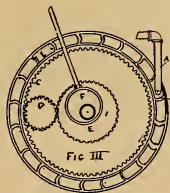


FIG III

given to the wheel and shaft, since the lever is studded to the crank L. Of course, the cylinder B must be turned constantly so as to present first the magnetized and then the non-magnetized side to the parts H and I.

This is accomplished by means of the eccentric rod connection, G, which is strapped at F. This rod, working in unison with the related rod on the opposite side, keeps the cylinder revolving. A great power may be developed in this way and applied to a wheel by attaching the necessary parts to the frame. The wheel shown in the sketch is the same as the rear wheel of the bicycle. The drawback in the past to imparting magnetic power to wheels has been the seeming impossibility of cutting off the attraction of the magnets, the power being so strong that wood divisions, etc., would not answer. A compound, however, is now used on the surfaces of the magnet at the sides which it is desired shall not

draw. In this case, the side C of the cylinder B is coated with the composition, also the sides and all but the front of parts I and H, the composition serving to retain the power of charged magnets.

I have constructed in my shop a bicycle to work somewhat on the plan of the steam turbine. Figure II is a view of the bicycle with the air-device attached to the frame at A. There is a copper cylinder or reservoir at B, and this is charged with compressed air at the start, or, if the cyclist desires, he can pump the cylinder full of air by revolving the rear wheel of the bicycle, as there is an attachment by which the reservoir is kept charged for a long time by the motion of the rear cycle wheel.

The arrangement of the driving mechanism is something after the differential transmission of power from a central shaft to a shaft arranged as shown in Figure II, which is an enlarged view of the principal parts. The air is driven through the pipe A in Figure II into the buckets of the secondary wheel, as shown at B. The buckets are encased, but the wheel is shown in sectional shape in the drawing, so that the buckets may be seen.

The force of the air striking the buckets turns the outer wheel rapidly and easily, as the arrangement of gearing is such that the actual power needed to turn the shaft of the rear wheel of the bicycle is very little. This out-wheel is toothed, as shown at C, and the cogs engage with the cogs of the intermediate wheel D, and this in turn imparts the motion to the wheel E. The latter is keyed to the rear-wheel shaft of the bicycle and of course propels the machine forward.

Without a means to keep the air reservoir charged the supply of power would be exhausted after a few revolutions of the wheel. So motion is taken from the shaft of the rear wheel with the eccentric-cam F, and is utilized like a pump, as illustrated in Figure II, in which the rod operated by the cam is marked G. There it enters the force pump cylinder, H, and the air pumped is passed through I into the convert B.

In this same figure the pipe that leads to the outer wheel buckets is designated C, the wheel itself D, the intermediate gear E, and the shaft gear F.

Thus is power constantly being developed by the motion of the bicycle itself, while that same power is being expended in propelling the bicycle forward. Experiments indicate that, with proper adjustments and with a few more improvements, the system will work without the aid of foot-power at all. At present the device only assists in propelling the wheel.

GEORGE D. RICE.

IN DAYS TO COME.

He was leaning against a building and gazing at a drinking fountain for horses.

"It is very creditable to have all these fountains for horses," he said thoughtfully, "but—"

"But what?" asked the policeman.

"What good will they be when we all use motor vehicles or bicycles?"

The policeman looked at him scornfully.

"You're behind the times," he said at last.

"Why?" asked the man who was leaning against the building.

"They'll use 'em for storage tanks for gasoline, with air tanks on the side, of course."

WHAT FAMILIARITY BREEDS.

The scorcher is a monster of such frightful mien That to be hated, needs but to be seen; Yet seen too oft, familiar with his pace, We first endure, then welcome and then chase.

SPROCKETS AND GEARING.

Ratio and Relation of These Two Important Portions of a Safety's Makeup.

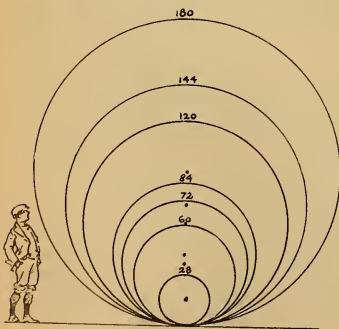
(Continued from issue of November 27.)

The chain has settled into a standard pitch of one inch. The pitch line is not the circle, bounded by the bottom of the depressions between the sprocket teeth, nor the circle bounded by the ends of the teeth; it is a circle through the centres of the teeth, very nearly passing through the centres of the rivets as they dispose themselves around the sprocket. The distance between the centres of two adjacent teeth, of from centre to centre of two adjacent spaces between the chain blocks, is therefore one inch. A chain is said to be "out of pitch" whenever—because of original bad construction of either sprocket or chain, or because of wear upon either or of "set" on the chain—the pitch on one does not match that on the other; this may occur temporarily, as by mud falling in and partly filling up the spaces, but whenever chain and sprocket do not fit each other there is a quarrel, with a consequent noise and a waste of power. Therefore, as already emphasized, it pays to look after chain and sprockets.

On the inch pitch each tooth represents approximately 5-16 of an inch in sprocket diameter; expressed decimally, the sprocket runs very nearly 0.318 of an inch diameter per tooth. So we may construct a table thus:

No. Teeth in Sprocket.	Diameter of Sprocket.	No. Teeth in Sprocket.	Diameter of Sprocket.
4	1.272	20	6.360
5	1.330	21	6.573
6	1.403	22	6.996
7	1.496	23	7.314
8	1.594	24	7.632
9	1.702	25	7.950
10	1.810	26	8.268
11	1.928	27	8.586
12	2.046	28	8.904
13	2.164	29	9.222
14	2.282	30	9.540
15	2.400	31	9.858
16	2.518	32	10.176
17	2.636		
18	2.754		
19	2.872		

The following diagram, drawn to scale, will show to the eye the actual twenty-eight-inch wheel and some sizes to which it is or may be speeded, as already explained; this equivalent size (or ratio of forward movement to the rate of pedalling) is as if the rider actually be strode a wheel of the equivalent size and pushed it around directly with his feet, the length of crank throw and of the circle traversed by the foot having nothing to do with this particular matter.

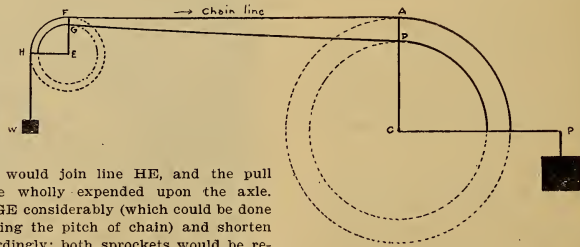


As stated in our last article, the question of larger sprockets divides into two—the effect upon the construction itself and the effect upon ease and comfort of the rider. In a measure, these two are distinct questions, and yet

they run much together. High gear and gearing by large sprockets are also matters which are not just the same, and yet these, too, get together. While we feel entirely sure of the advantage of larger sprockets, we frankly admit that we find some difficulty in satisfactorily giving the reasons. Yet facts are always or more—or of more immediate—consequence than the reasons for them; for example, electricity is cheerfully put to service without waiting for insight enough to explain its nature or even one of its phenomena.

The seven-tooth sprocket has had large use, because a high-speed ratio (see table) can be obtained by it with front sprockets of very moderate size; it is commonly put on racing wheels, is considerably used, and it may continue a while for racing purposes. But the smaller the number of teeth the greater will obviously be the wear on each one; hence the front sprocket always outlasts the other, and hence the seven-tooth is too small. If the total wear is represented by 100, then the wear per tooth is 14 2-7 of the total, on the seven-tooth sprocket, and 12 1/2 per cent on the eight-tooth. But this statement does not cover the whole; the practical difference by adding a tooth is much greater, for other causes enter into the case.

The following diagram represents two pairs of sprockets, of 7x21 and 9x27 teeth, the two speeding up at the same ratio, three for one or 84 equivalent. Suppose the number of teeth in the small sprocket reduced, and the radius GE shortened until it becomes zero; then the



line GD would join line HE, and the pull would be wholly expended upon the axle. Shorten GE considerably (which could be done by reducing the pitch of chain) and shorten CD accordingly; both sprockets would be reduced in proportion, so that the leverage would remain unchanged, and yet the pull at G would be so near E as to drag heavily on the axle. Within limits, as diameter is increased or diminished, making line GE longer or shorter, the drag on axle becomes less or more, and tendency of the wheel to turn easily is greater or less, irrespective of the size of the other sprocket; this is true of all wheels and pulleys driven from their peripheries. A very small rear sprocket, therefore, tends to tear the wheel to pieces, and the severer the road surface and the grades the greater this destructive tendency. The seven-tooth sprocket wears itself rapidly; hub flanges and spokes are more liable to give out with it; it also makes the strain on chain and frame especially severe. The six-tooth has been used a little, and we believe it is still put on juveniles, but it is still worse. We recall one instance in which a bungling designer actually commenced fitting racers of one of the first-class makes with a five-tooth, his notion being that he would score a point on lightness and neatness; he accomplished that in a small degree, but at the expense of sprocket, hub flanges, spokes and chain, which cheerfully went to pieces. As for the seven-tooth, we do not hesitate to pronounce it a mistake from the first; it is a mechanical heathen Chinese that "must go."

The radius GE, on the seven-tooth, is 1.113 of an inch; the radius on the nine-tooth is 1.431. This difference of 0.318 is not large, ab-

solutely; relatively, it must be like a little on the end of one's nose, of great importance because of its place. This 0.318 of an inch is 28 1/2 per cent increase on the radius of the seven-tooth, and we cannot now offer any other explanation, mechanically speaking, of the better operation of the large sprocket than as above, except that the pull on the chain is more favorable. Chain friction is on the blocks and teeth, where and when (only where and when) they pass out of or come into contact with each other, and also on the pins when and where (again when and where only) the chain bends. The more teeth the larger the number of "rubs" per actual wheel revolution; but, within limits, the lighter the pressure and friction. The more teeth the more bends in sprocket per actual revolution; but the extent of the bending lessens as the sprocket is enlarged, and this considerably reduces friction. Drag on chain and friction pressure rise and fall as the load and the consequent pressure on pedal rise and fall. The initial strain—that is, the strain of overcoming inertia in getting the start—and also the strain under frequent conditions which compel the rider to shove for all that is in him, in order to push along, are far worse with a small sprocket. A characteristic of the seven-tooth—which users of it know, provided they have had opportunity to make comparisons or are among the people who notice things—is the anchor-like drag it imposes at times; this we have just tried to explain. The large sprocket, on the contrary, tends to lessen drag

and to minimize chain friction especially, under all conditions.

It may be objected that enlarging front sprocket must put increased strain on the crank bracket and its bearing. Granting this, we need not stop at present to consider how far disadvantage on the crank bearing offsets the advantage on rear axle, since our tests on the road prove conclusively the practical effectiveness of large sprockets.

As to the extent of the coming step forward, we expect to see eight and nine the usual sizes of rear sprocket, with the ten a good second; these three, with eighteen to twenty-seven for the front, will give a variety of ratios from G3 to 84, and ought to satisfy all wants during at least the next season. As between 9x27 and 10x30, each giving three for one (3:4) we do not as yet know which is the better. Theory would indicate that the ten-tooth must have some advantage over the nine; but large sprockets are just now very difficult to procure, being still in advance of the market and even beyond the commercial comprehension of a good many makers, and therefore our tests have not gone far yet to found an opinion as between these two combinations; we might guess, but we prefer to leave guessing to others. Possibly eleven, or even twelve, teeth are still better, but the gear table shows limitations; 11x25 comes under G4, and 12x26 gives only 60 2-3. Bicycle evolution has accepted many changes which

at first seemed monstrous; yet the great size required in the front sprocket by adding a few teeth to the rear one will doubtless hold back this reform from getting wild.

We look to see the demand for replacing sprockets now in use with larger ones; this will give repairmen something to do, and the makers of parts may profitably take notice, using care also that they do not get their front sprocket too skeleton-like, and thus too weak. We are aware of only two makers who have committed the constructional blunder of making rear hub and sprocket in one piece, imagining that they gained thereby in strength and simplicity; owners of these makes will find trouble in effecting the change. In other cases there need be very little trouble, since even forks which run straight without offset may allow a front sprocket as large as twenty, depending on dish of rear wheel and other variations in the lines. Makers will do well, by and by, to so shape their rear forks as to take front sprockets up to thirty teeth if required, on singles as well as on tandems. Moreover, to follow the English method and drop the crank-hanger 1½ to 2½ inches below the line of the wheel axles would facilitate the running of larger sprockets and be advantageous otherwise.

We have been asked how many teeth must be added in front for each tooth in the rear, in order to retain the old ratio. A pair 7x17 (68) could be changed to 9x22 (68 2-3), or to 8x20 (70). The question is not answerable in the form of a rule, there being no constant factor in the change; but the ratio table will easily determine this.

Some may like to compare the distances run per revolution of pedal and the numbers of revolutions per mile, and we give the figures below for certain ratios:

Gear.	No. of feet No. of Pedal Run Per Revolution. Per Mile.	
	Revolutions.	Per Mile.
52.....	13.61	357.8
56.....	14.66	369.3
60.....	15.70	380.8
64.....	16.75	392.3
68.....	17.80	403.8
70.....	18.33	408.0
72.....	18.85	412.2
76.....	19.89	423.7
80.....	20.94	435.1
84.....	21.99	446.6
96.....	25.13	510.1

We wish to make it clear that larger sprockets and higher gears do not necessarily go together; they are distinct matters, and they should neither be confounded nor too closely connected. We unhesitatingly recommend the former, in all cases and conditions, and for all persons; we do not so recommend the latter, nor yet do we advise the contrary. Observe that we have refrained from even implying that a high gear with large sprockets requires no more power than a lower one with small sprockets, and nobody should assume that he can raise gear and slow pedalling without, in some manner and extent, paying for it. As the gear rises (leaving for the moment the size of sprockets out of account) the leverage becomes more unfavorable; so high gear will always require more pedal pressure. But this is not exclusively a mathematical question, or, perhaps, even a mechanical one. From the side of the rider, the practical question is not whether he must press harder with the foot, under a certain mechanical combination, but whether, under that combination, he can go faster, more agreeably, and with less fatigue than with some other. Whether a higher gear is expedient depends on several things, and here comes in the undefinable "personal equation." Slow pedalling is certainly a boon, and there is a delight in the swift rush of a wheel while the legs work

slowly; on the other hand, some people would not feel that they were going fast and having exercise and fun unless they were kicking away like a squirrel in his cage. For some, quick movement is natural and easy; for others, the slow and heavy suits. Some riders are "winded" on hills unless they rush; others find the best satisfaction in a firm and slower climb. The roads and the chief sort of use should be considered, as well as the personal characteristics; but we certainly should not advise novices to be hasty in attacking the higher gears. It is better to acquire a good pedalling and get that into a fixed habit before yielding to ambition in this direction; nor is it certain yet that rapid motion is not best for strictly racing purposes.

We must also distinctly point out that the higher gears are harder than the lower; to spurt with and to pull up. Racing men, when about to undertake a short course, are aware of this fact, and take it into consideration when selecting a mount. Mr. Wilcox is satisfied that continued use of the SI Wolff is steadily increasing his control of it, and he does not fear to run it in any crowd of traffic where it is not too rash to venture at all; yet something of controllability (i. e., ease in quickly changing the pace) is necessarily sacrificed to high gear, and this is of especial consequence in the frequent hindrances in crowded city streets.

To sum up—while still distinguishing large sprocket from high gear—we would say to the rider who wants to try the latter, as we might say to a bachelor friend who talks of taking a wife: "It is a charming thing, dear boy, and we wish you a happiness cup running over; but don't imagine you can get this addition without giving up something of what you already have."

JULIUS WILCOX.
ALEX SCHWALBACH.

LOCOMOTIVE MILEAGE.

After studying the equipments of the large number of bicycles it has carried in its baggage-cars, the Maine Central road is experimenting with a cyclometer for its locomotives with the idea of learning the exact distance each engine travels a year.

GROUND JAVA.

Java now has a wheel pair, called the "De Indisco Velo." A vavelavodravomave—that is Javanese for racetrack—is about to be built in one of the largest towns.

DRAWING THE TAPE-LINE.

The city fathers of San Francisco, the very home of the bloomer, not long since undertook to regulate the wearing of bloomers by an ordinance prescribing that "No person shall appear in a public place in a dress not belonging to his or her sex"; and it is said are now once more "ontemplating another and more determined attack upon the garment of advancement. The difficulty seems to be in such a law's interpretation, for while even the city fathers themselves acknowledge that bloomers are a useful and, occasionally, an ornamental feminine garment, no two expounders of the law can be found who will agree as to what really constitutes the line of demarkation between feminine bloomers and masculine knee-breeches.

One subtle legislator suggested to his California constituents that the point in dispute might easily be determined by fixing the knee-measure limit of knickerbockers at fifteen inches, all garments in excess of that measurement to be designated as bloomers; but an opponent promptly squelched him by remarking that not only would that prove a hardship to many worthy masculine citizens, who, being burdened with too much flesh, might be arrested for wearing feminine garments, but that the ordinance, thus framed, would not prevent mature ladies, ambitious to pose as new women, from presenting a really shocking appearance should they choose to do so.

But the council seem to realize that something must be done, for, as the San Francisco ordinance now stands, each petty justice is his own interpreter, and the only safe garments for cyclists to wear are full-dress evening suits and Mother Hubbards. Although the wheelwomen who do not possess Mother Hubbards may prove themselves equal to the emergency by donning their ball gowns, their scorching brethren are not so fortunate. Many of these do not possess the conventional swallow-tail, and those who do are not pleased with the prospect of recklessly coasting down the Golden City's hills, with raindrops playing checkers on their horizontal coat-tails.

The city fathers offer a reward for the solution of the problem, and this paper modestly suggests that the obnoxious crinnee be repealed, and that all citizens be allowed to don such garments as may best please the wearers, for it is a matter that the good common-sense of every community may be trusted to regulate.

ON A SEXTETTE—CYCLING.



STERRSIAN—Gosh! What a stunning girl that is.

THE CREW—Where?

SOME SOUTHERN ITEMS.

Louisville, Nov. 27.—Ament the League presidency the chances are that the Southern vote will be largely for Mr. Elliott, unless Mr. Morrison is in the fight, when it will be divided. Expressions from Southern members of the assembly indicate this to be a fact, and also that with Mr. Elliott, Mr. Potter and Mr. Morrison as the contestants that Mr. Morrison will get the almost solid Southern vote, as he has many friends in the South who regard him with affection.

A. L. Ray, manager of the Louisville branch for Hay & Willett's Manufacturing Company, said to a WHEEL correspondent in answer to a query: "Our people at Indianapolis are highly pleased with the result of the work of the Louisville store. Our business has been highly satisfactory, and this is gratifying to me, and especially as we got into the field late. I shall have charge of the entire South in 1897."

The general impression among the dealers regarding 1897 business is that the tandem is to play a very important part. With this in view orders will be made early for large shipments of the double machines and more of the wheels than formerly will be added to the rental list.

Ed Rolle and Chauncey Foote, of Atlanta, Ga., have gone to Caracas, Venezuela, via City of Mexico. They expect to open a business in some city in Mexico or South America. Bicycles will form a prominent part of their stock.

THE EMINENT AND THE INVENTOR.

The eminent manufacturer smoked his cigar thoughtfully.

"They may talk about cycle inventors," he said, "but I wonder how many of the inventions that now make cycling so easy would ever have got before the people if some fellow like myself had not gone to work and convinced the gear public that it needed the improvement?"

"I tell you," he continued, "we cycle makers never have received half the credit we deserve. People who ride a bicycle can't find too much to say in praise of the fellows who invent a new thing for their comfort, after it has proved to be useful, yet in nine cases out of ten the riders never would have heard of the inventor or got a chance to use his invention if some manufacturer had not spent his time and risked his money in introducing it. And I'll tell you another thing. The manufacturers have to keep pushing a thing along all the time, no matter how useful it may be, in order to make the public use it."

Then the eminent's cigar was extinguished and he ceased to converse.

IN CASE THEY FAIL TO "DEFY."

One prominent English firm gives an accident policy to every purchaser of their bicycle. In case of disablement it entitles the rider to 10 shillings per week; in case of death the assigns will receive £100. The firm removes the unpleasant inference that may be drawn from the offer by remarking that their cycles "defy destruction."

RARE AS A PINK MOON.

"Git an extr'!" yelled the newsboy. "All 'bout no bisickle records being made yesterday. Git an extr'!"

ONCE MORE IN THE TRADE.

The Eastern Rubber Mfg. Co., of Trenton, N. J., once a big fish in the tire pool, is preparing to renew its activity. The well-known and experienced S. V. L'Hommiedue has been engaged as manager and will direct things from the New York office, No. 102 Chambers Street. Two single-tube tires will be offered the trade—the Rugby and the Common Sense. Price and quality are reported particularly pleasing.

CUTTING A GEAR.

Now that all this smoke surely betokens the existence of a certain amount of the fire of fact in this bevel-gear bicycle, anything appertaining to the cutting of the gears, the cost of which, by-the-way, is said to be one of the greatest drawbacks to this form of driving a bicycle, becomes of interest to the trade and to the student of the possibility of supplanting the chain on a bicycle by some other form of applying power. The Boston Gear Works, No. 37 Hartford street, Boston, certainly should know something regarding the cutting of such gears, and this is their verdict:

Criticisms of bevel gears when the teeth are cut with a rotary cutter are general. The principal fault is the lack of accuracy of curve the whole length of the teeth. A bevel gear should have all parts of the teeth radiating to a common centre. It is impossible to accomplish this when the teeth are cut with a rotary cutter, which only cuts with a fixed curve, and it is obvious that, as the tooth of the gear decreases in size and depth as it approaches the common centre, the curve of a tooth is constantly changing to a smaller radius. The cutter selected with a curve correct for the outer or longer end of the tooth cannot cut a smaller curve on the inner end of the tooth because the depth is shallower. Only a fractional part of the cutter is employed; therefore the curve on the small end of the tooth, which is usually much straighter, is very much different from the curve on the outer end of the tooth. This can

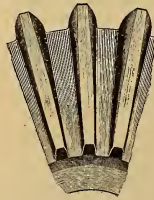


Fig. 1—Rotary Cut Teeth.

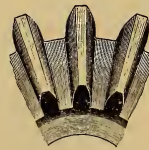


Fig. 2—Planed Teeth.

readily be seen by observing the engraving, Fig. 1. It will be noticed that the tops of the teeth are wider at the smaller end than at the larger end. To obviate this error in shaping the teeth it is customary then to round them off by filing where the curve is required for their free running.

On all bevel gears cut with a rotary cutter or a tool with a fixer curve and size, it is necessary to cut through twice in order to cut the teeth of correct thickness at their largest ends. The cutter is always selected thin enough to cut the small end of the teeth, as it is obvious that the pitch is much finer at one end. This requires great skill, and it often takes years to acquire the desired proficiency. For small bevel gears, where the pitch is fine and the face is narrow, it is found that it is practicable to cut gears in this way; but those gears should have planed teeth which transmit considerable power, or run at high speed, or have teeth of coarse pitch or long faces, or which must run with a little more than ordinary accuracy and demand durability and economy of friction and power. Gears with planed teeth are not cut with a tool of fixed curve, but with a point of a planer tool, which tool is governed not by the skill of the workman, but by the mathematical and mechanical precision of a special automatic bevel gear planer. Most of the skill necessary in operating this machine is in simply mounting the blanks properly and in setting the index to the correct number of teeth. In planing bevel gears the tool, which is held securely on the tool post of a special

shaping machine or crank planer, is constantly moving back and forth in a conical plane or on the surface of a frustum, which is a portion of the theoretical pitch cones on which beveled gears are always calculated.

The curve of a tooth constantly changes to a smaller radius as the tool approaches the common centre, inasmuch as the tool is gradually moved from the top to the bottom of the teeth while still retaining its reciprocal motion, as mentioned above. This tool is guided by a fixed form made with a perfectly correct curve with special tools. The form is many times the size of the tooth that is being planed. It is obvious that there can be practically no error and that all parts of teeth must be of correct form. As the tool is constantly radiating to a common centre, as above described, it is clear that two gears running together will have one or more teeth bearing the whole length of the face of the teeth at any point of contact or position of the gears.

NEVER OUT OF ORDER OR LIGHT.

It was a happy thought that suggested "Neverout" as a name for a bicycle lamp, and if the name indicates the character of the lamp a bright future can be predicted for this new-comer to the trade. Nothing is so annoying as to carry a lamp that can do almost anything but stay lighted, and while perfection is impossible, the Rose Manufacturing Company, 311 and 313 North Third street, Philadelphia, Penn., make claims for the Neverout, which they are putting on the market, that make it a very desirable addition to the line of American-made lamps.

From a mechanical standpoint the Neverout Patent Insulated Kerosene Safety Lamp, to give it its title in full, is a splendid example of the brass-workers' art; of a graceful design and highly nickelled, it presents a handsome appearance. It is intended to be attached to the fork side with a rigid bracket, and the construction of its clamps is such that the lamp can be put on or removed from the wheel without the use of any tools save the fingers. A properly focused, double convex photo lens, backed by a powerful reflector, throws a surprisingly steady light of great intensity. The reflector is pierced and backed with a red Bohemian jewel, allowing a danger signal from the rear, while two green faceted jewels are used as side lights.

The method of attaching the oil reservoir is decidedly novel. Instead of clamping it to the bottom of the lamp, it is slipped into a sleeve and then tightly held in place by means of a collar which, being closed at the bottom, also performs duty as a drip pan; at the same time the pressure from underneath acts as an automatic wick lock, making the jarring down of the wick impossible.

Accessibility for cleaning has been amply provided for, and, as no springs are used, it is perfectly noiseless, while weighing but twelve ounces. Kerosene sufficient for sixteen hours can be carried, and, having a cotton-packed reservoir, the oil cannot "slop."

The lamp is the result of two years' experimenting, and shows in every detail the care that has been devoted to every point. It has been fully patented in the United States and the principal countries of the world, and branch offices are being established in London, Berlin, Paris and many large cities of this country. The roster of the company contains the names of Angelo Myers, president; S. B. Blumenthal, vice-president and H. C. Rosenbluth, secretary and treasurer. They are all seasoned business men of wealth and influence.

It is easy to learn something about any wheel, but difficult to learn everything about any wheel.



Why the Crescent Agency Is in Demand.

Because we make absolutely high-grade wheels at a price within the reach of the masses.

We compel the strict maintenance of our list prices.

We absolutely protect our agents in the territory assigned them.

Our line of twenty-one models is comprised of wheels of every size and price.

Crescent construction is unequalled, and the wheels stay sold.

We can well afford to guarantee our wheels for six months or six years, as the wheels "stand up."

Our agents are assured of a certain profit on their investment in Crescent Bicycles.

We treat all our agents fairly and our policy is an honest one.

No agent can cut prices on Crescents and continue to represent us.

Every valuable improvement is employed in our wheels as soon as our tests prove it worthy of adoption.

Crescents given an honest and equal representation, *will outsell any other high-grade bicycle on earth.*



WESTERN WHEEL WORKS, Makers.

Factory,
CHICAGO, ILL.

Eastern Branch,
No. 36 WARREN ST., NEW YORK.

NOTE-BEARING WHEELS.

Beware of the instalment plan of cycle purchase, unless you are so secure of income that meeting the notes you give will not worry you. When you blanket a thing so fragile as a bicycle, or the income of a man forced to buy a wheel upon time payments, with a mortgage, you subject both of the blanketed to the strongest possible test of their respective weight-carrying capacities. Study well what a mortgage really is, then slowly go.

A mortgage is a strong incentive to action, and a wholesale reminder of the fleeting months. It is fully as symbolical in its meaning as the hour-glass and scythe that mean death. A mortgage represents industry, because it is never idle, night or day.

It is like a bosom friend, because the greater the adversity the closer it sticks to a fellow. It is like a brave soldier, for it never hesitates at charges, nor fears to close in on the enemy. It is like the sandbag of the thug—silent in application, but deadly in effect. It is like the hand of Providence—it spreads all over creation, and its influence is everywhere visible.

It is like the grasp of the devil-fish—the longer it holds the greater its strength. It will exercise feeble energies, and lend activity to a sluggish brain; but no matter how debtors work, the mortgage works harder still. A mortgage is a good thing to have on a wheel—provided, always, it is on somebody else's wheel.

NO STILL ALARM, THIS.

Night riding contains, to a certain degree, an element of risk, and especially in districts where the use of lamps is not compulsory it is absolutely necessary to use an alarm of some description. In considering the subject, the "Sure Alarm," made by Heffelfinger & Vail, of Philadelphia, is entitled to notice. It consists of three small bells attached to a metal collar that by means of adjusting screws can be fastened to the hub of the front wheel; it can be put on or taken off in a moment, and its use insures an automatic and continuous ring. Special attention has been given to the tones of the bells, and, while being loud enough to serve as a warning, they are in no way annoying.

TELLING AN INTERESTING STORY.

Although neither ornate nor "spread-eagley," the catalogue of the Forsyth Manufacturing Company, Buffalo, N. Y., just to hand, is attractively neat and well ordered, and worthy of a place in the files of all who are interested in cycle stampings. The booklet illustrates the various articles made by the Forsyth people, their triangular pedal, detachable handbrake, lamp brackets, brake, chain and dress guard connections, sprocket guards, fork-side caps and washers of all sorts. In addition to these articles, the company is in position to make special stampings of any nature.

WHAT "RENOVATING" MEANS.

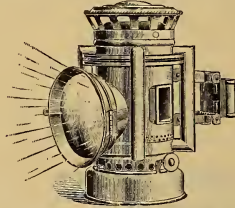
A Parisian rider brought suit for \$6,000 damages against a maker for injuries received in consequence of the front forks of a bicycle made by the maker giving way. The cycle had been sent to the maker to be renovated, and the defence was that this meant only enamelling and plating, but not examining the parts. The court found for the defendant.

SAMPLE SUITED.

The New Castle (Pa.) tube mill has recently shipped a large order of bicycle tubing to England. The order was unsolicited, the English firm writing first for samples and prices, and afterward placing their order.

OUTLINED 100 FEET AHEAD.

Tubular hubs, tubular crank brackets, tubular everything, is pretty much the order of the day in cycle construction, and now comes the tubular lamp. The C. T. Ham Manufacturing Company, Rochester, N. Y., make it. "Ham's Diamond Lamp" will be its catalogue title. It is a kerosene burner made of steel plate, nickel plated, and its originators claim that neither roads nor wind can affect its



light. They further say: "Having made repeated tests of this lamp during the last six months, we have no hesitation in saying that there is no other lamp on the market from which so large a volume of light is obtained. One can ride with perfect safety with this lamp in the darkest of nights. Can see 50 to 75 feet distinctly and objects are outlined at least 100 feet ahead."

INSTANTANEOUS HOLE-CLOSERS.

This is a pneumatic tire patented originally in England, and assigned by Hugh Faulkner to Morgan & Wright, and by them patented here. For it the patentee makes these two claims:

First—A pneumatic tire containing within the air-chamber small pieces of puncture-closing material and a liquid, the puncture-



closing pieces being free to move in the liquid and to distribute themselves automatically, substantially as set forth.

Second—A pneumatic tire having the inner wall of its air-chamber lubricated, and enclosing loose puncture-closing pieces within such air-chamber, said puncture-closing pieces being free to shift about, substantially as set forth.

WHEN THE BUTTON IS PRESSED.

England, not satisfied with mounting district messenger boys upon bicycles, has now inaugurated a system by which cyclists may be relieved of all trouble of taking care of their machines. By paying a small extra fee subscribers will, at any hour of the day or night, on turning the handle of the cycle callbox in the hall or room, have their machines brought to the door within a few minutes, and on returning from their rides boys will quickly appear to take the machines away. The cycles will be kept in perfect order, and always ready for use.

PASSING OF A GOOD REPUTATION.

It is almost pitiful to see the usually decent English Cyclist turn bigot and persistently go out of the way to attack and belittle American goods. No opening seems too small for it to deliver a spiteful jab. It was generally supposed that Editor Sturmev was too big and too broad to descend to such practices.

STILL SENDING THEM ABROAD.

Exports of cycles and cycle material at the port of New York for the week ending November 24:

Antwerp	\$1,043 00
Argentine Republic.....	300 00
Bremen	158 00
Brussels	18 00
British Honduras.....	214 00
British Australia.....	14,686 00
Brazil	404 00
British West Indies.....	769 00
Central America.....	1,820 00
Copenhagen	3,811 00
Ecuador	20 00
Glasgow	280 00
Genoa	13,420 00
Hamburg	2,165 00
Havre	1,460 00
Liverpool	2,590 00
London	25,820 00
Mexico	538 00
New Zealand.....	395 00
Porto Rico.....	45 00
Rotterdam	1,745 00
Southampton	1,480 00
Tasmania	335 00
Venezuela	528 00
Kingston	528 00
Montego Bay.....	78 00
St. Helena.....	75 00
Valparaiso	400 00
Total	\$74,657 00

FREE, GRATIS, FOR NOTHING.

Since the Dunlop people began building bicycles they have gone into the "inducement" idea on a wholesale basis. When you buy a Dunlop bicycle the company presents you with a \$500 accident policy, good for one year; a guarantee of the machine which covers all repairs for twelve months, even those resulting from "wilful misusage"; an insurance against the wheel ever being stolen, and a free lamp, bell, toolbag, tools, inflator and repair outfit. If the buyer feels he isn't getting enough for his money, it is said the Dunlop people are willing to add to the list of "free, gratis, for nothing" features of their machines.

HOLLOW BILLET BOOM.

Cleveland capitalists have been in New Castle, Penn., the last week consulting with John Stevenson, Jr., of that city, in regard to building an open hearth steel plant to manufacture hollow billets, such as makers of cycle tubing require. It is possible that the new open hearth steel plant at Sharon, Penn., may manufacture these hollow billets also. By the erection of the new tube mill at Greenville the last summer there will now be a big demand for hollow billets which the Sharon plant would be in the best position to supply.

THE
DUQUESNE SPECIAL
BICYCLE

THE PERFECTION
OF STYLE, FINISH, AND
MATERIALS
ESSENTIALLY
A GENTLEMAN'S
SPECIAL TOURER

WRITE FOR
SPECIAL
TERMS

DUQUESNE MFG. CO. PITTSBURG, PA.
MAKERS OF DISTINCTIVELY HIGH GRADE BICYCLES



Keep up your regular exercise during the winter months upon your own wheel and in your own apartments by means of

The Ray Home Trainer.

Any wheel can be used. Any desired pressure can be applied to the rear wheel by means of the roller brake without injury to the tire.

Price, \$16.00 each. With Pressure Scale, \$17.50.

Home Trainers may also be rented by the week, \$2.00.
By the month, \$5.00.

GORMULLY & JEFFERY MFG. CO.,
939-945 Eighth Ave., New York.

Kindly mention The Wheel.

The **Luthy Wheel**
\$150.

WE GUARANTEE THE LUTHY WHEEL TO BE:
THE HANDSOMEST IN DESIGN AND FINISH.
THE BEST IN MATERIAL AND WORKMANSHIP.
THE MOST PERFECT IN ITS LINES AND BEARINGS.
THE EASIEST AND SMOOTHEST RUNNING WHEEL IN THE WORLD.
A FEW SELECT AGENCIES SOLICITED.

LUTHY & CO.
MAKERS,
PEORIA, ILLINOIS.

100,000
LEFEVER CHAINS
ARE IN USE AND GIVING SATISFACTION

THEY ARE BUILT ON HONOR AND ARE PERFECT IN EVERY DETAIL.

THEY ARE THOROUGHLY CASE-HARDENED.
TRUE TO ONE INCH PITCH **THEY WILL NOT STRETCH.**

WRITE US, WE CAN PLEASE YOU AS TO PRICE AND QUALITY. **LEFEVER ARMS CO., SYRACUSE, N.Y.**

IVEN-BRANDENBURG-BURGESS CO., New York, Rochester and Chicago,
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The L. A. W. Souvenir Mug.



IVORY GROUND AND METAL TRIMMINGS.

Ornamental as Well as Useful.

A Most Appropriate Present for Wheelmen.

FOR SALE IN THE FOLLOWING CITIES:

New York City, at	HIGGINS & SEITER, 22d St.
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Brooklyn, N. Y., at	OVINGTON BROS. CO.
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Chicago, Ill., at	BURLEY & CO.
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Pottsville, Pa., at	R. H. BERGEMAN & CO.
Rochester, N. Y., at	W. H. GLENNY & CO.

AND ALL OTHER PROMINENT CITIES.

Kindly mention The Wheel.

THE DAY OF ALL DAYS.

"Give me time."

As Wobblesome spoke, he looked beseechingly at his wife, and, rising rapidly from his chair, hurriedly paced the floor, his brow contracted, his whole attitude indicating that he was endeavoring to grasp some difficult mental problem.

"Time!" echoed his wife, scornfully; "do you mean to tell me that you have so soon forgotten what this day means to me—a day that stands out in my life compared with which all other days are puny and insignificant—that it has slipped from your memory as a mere nothing, a day that has not even risen enough above the dead level of all other days to impress itself in the slightest manner on your mind. But then," she continued, with a slight touch of scorn, even while the hot tears forced themselves into her eyes, "I might have known that such would be the case. You are, after all, like all other men. Feverishly excited over an event at the time, your enthusiasm knows no bounds, your—"

"My dear," said Wobblesome, suddenly pausing in his walk, while a look of exaltation came over his face, as he turned affectionately and clasped his wife's hand in his, "say no more. Pardon me. I've been so occupied with business that it went away from me entirely. What a fool I was not to remember that this is the day on which we were married."

"Married!" almost shrieked his wife, as she rose and faced him, while a look of deep pity came into her eyes. "I believe, sir, that we were married in June, and here it is autumn. Will you try again?"

Wobblesome sat down and buried his face in his hands.

"Never!" he replied, brokenly.

"Then," said his wife, seating herself back in her chair with a hard, set look in her face, "I shall never expect anything from you again. I shall never dare to think that you have one touch of romance left in you. But I must confess," she added resignedly, "that it comes as a great shock to me, my dear, to think that you have so soon forgotten that this is the anniversary of the day I made my first century run."

NO RIGHT TO ASSUME.

The right of a wheelman to pass on the right-hand side in meeting a truck which is turning toward that side to the curb of the street is held by the Connecticut Supreme Court to be not absolute, and the rider is held not to have the right to assume that the driver must turn out for him, but is bound to exercise the same degree of care which is required of the driver in order to avoid a collision.

BRED IN THE BONE.

The scorcher had bowled over the man who is always fond of his joke. Explanations were in order and being made by the scorcher, who said:

"I hope, sir, you will pardon me for the accident. Are you hurt?"

"No!" gasped the disciple of fun; "just a trifle run down, that's all."

CLOTHES AND THE MAN.

"They quarrelled about a wheelwoman, didn't they?" asked the police magistrate.

"I don't know, Your Honor," replied the policeman.

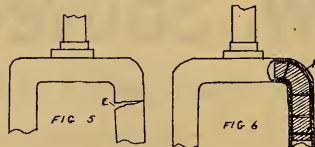
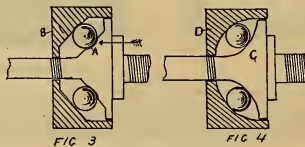
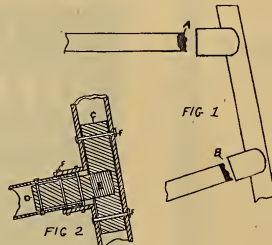
"Don't know?"

"No, Your Honor. It had the face of a woman, an' the togs of a man. It's hard guessin' these days."

TUBE AND FORK REPAIRS.

A novel way to repair a tube which has broken off at the union as illustrated by A or B in figure, consists in substituting solid shaft work for the usual shells. The process is exhibited in Fig. 2, in which a sectional view of a repaired fracture of the tube is shown. A solid piece of steel rod, about five inches long and of correct diameter to correspond to the size of the interior of the tube should be secured first, and a hole drilled into it near the centre, in which to cut a thread for a cross piece of same material.

When the two pieces are combined, the shape presented is seen in Fig. 2, the one rod being marked C, the other D, and the connection by thread E. Of course the piece D cannot be screwed to the piece C until the latter is in place inside the tube. The next move consists in drilling small rivet holes at F, F, F. The rivets serve to hold the tubing firmly to the rods, thus affording



means for attaching broken frames securely.

When the balls in straight cup and cone bearings begin to wear a channel around the circumference or either the cone, as illustrated at A in Fig. 3, or in the cup, B of the same figure, a remedy can be found by concaving the parts.

This method is exhibited in Fig. 1, in which another sectional drawing of one end of the bearing is shown. The process of concaving is not difficult if proper tools are at hand. The bearing must first be taken apart, then the cone C turned down in a lathe until all grooved and other worn or defective portions are removed, leaving the shape concaved as shown. The cup D treated in the same manner, care being taken to have the curve conform in its outline to that of the cone, so that all will work in harmony.

It is necessary that a perfectly smooth surface be left upon the turned parts, otherwise the balls will grind and give considerable bother through heating and wearing. Ordinarily it will be found that the cone and cup are so thoroughly hardened that the putting tools will not touch them. This can

be readily overcome by drawing the temper after which it must be put back.

A wheelman came to us not long ago with a fork broken off at E, as indicated in Fig. 5. This is a peculiar place for the fork to break, and special operations were required to fix the fracture. The upper part of the fork was hollow, gradually tapering down to solidity at the bottom. We secured a piece of wrought iron rod the right size to fit the interior of the tube, heated it and shaped it to fit the circle described by the fork in the manner indicated by Fig. 6, which shows a cut off view.

Several rivets inserted through the casing and wrought iron rod severed to strengthen the work. We countersunk the ends of the rivets, brazed the job, applied a coat of enamel and varnish, and the fracture could hardly be detected. G. D. RICE.

WHAT HE GOT FOR HIS DOLLAR.

George H. Carter, of Philadelphia, has a positive opinion that membership in the League is a good thing. Some weeks ago Carter, with a party of friends, was riding over the Willow Grove Turnpike, when a gate tender pulled him off his machine, the excuse being that he had not paid his toll. It was proven that another member of the party had delivered the ticket for all. The wheel was badly damaged and Carter was more or less bruised, so, as a member of the League, he entered complaint against the Turnpike Company with Chief Consul Boyle for damages. The company settled the matter without going to court as soon as the exact amount of damage was ascertained, \$76.30.

SORRY SHE SPOKE.

The German Empress has had to consult the doctors about the rapidity with which she is putting on flesh. They all recommend her to take to the bicycle as a remedy. There is a degree of irony in the situation, as only recently she issued a command that no lady who was a cyclist should be allowed to appear at court. There will also be a certain lack of dignity in her hasty descent from this lofty position of disapproval to the humiliating wobbles of the beginner. It may be a lesson against the exhibition of unreasonable prejudice for the future, however.

FATAL POLITENESS.

"There was another fatal cycle accident yesterday."

"Man killed?"

"Yes; you see, a scorcher ran into and knocked him galleyst; then the rider dismounted, said he was to blame and begged the pedestrian's pardon. The Coroner said it was heart disease."

CABBIES AND CYCLE BAGGAGE.

For a long time the railroads have refused to look upon a bicycle as baggage, and now the English cabbies are beginning to follow suit. A London magistrate has decided that a cabdriver may refuse to carry both the cyclist and his bicycle for the same price.

VEAL THAT WAY STILL.

The heathen of old worshipped the golden calf. Put yellow tights on a short-skirted, good-looking wheelwoman, and the moderns are not much different from the ancients in their calf adoration.

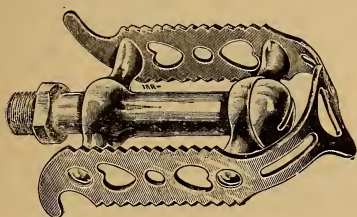
EASY OF ANSWER.

"Why is a wheel like a cycle paper?"

"That's an easy one. Because every man should have one of his own, and not borrow his neighbor's. Good day!"

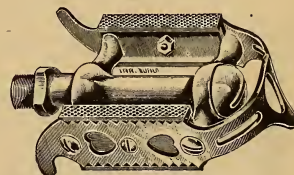


Kindly mention The Wheel.



..THE..

Crosby Pedal



MADE BY

AMERICAN MERCHANTS MFG. CO.

Drop-Forged Centres
Drop-Forged Pins
Case-Hardened
Ball Races

Light
Strong
Best Workmanship
Handsome

SOLE SELLING AGENTS:

CROSBY & MAYER CO., BUFFALO, N. Y.

We manufacture
SHEET STEEL
PARTS.....

More brazing surface in Sockets of our Three-piece Crown than in any other in the market. More threads in neck of head Adjusting Cone. Send for Samples.



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Duckworth Chains
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P. & F. Saddles
U. S. Projectile Weldless Tubing
Hamilton Brazed Tubing
Fiber-Buckskin Grips
Fay & Bowen Spokes, Nipples and Oilers

Kindly mention The Wheel.

BRIEF BITS FOR BUSY MEN.

The police force at Perak, Malay Peninsula, have been mounted on bicycles.

The Russian import duty on bicycles amounts to \$12.50 per machine.

Paper telegraph poles are the latest use to which that material has been put.

Two bells for each cycle are required by the authorities of Florence, Italy; one bell for long and the other for short signals.

At Munich, Bavaria, in 1898 there will be an exhibition of machinery, to which American manufacturers are invited.

The British Postoffice Department has advertised for bids on 10,000 bicycles with which it is proposed to equip British postmen.

Melbourne, N. S. W., is all torn up because the workmen in a cycle plant think that \$3.75 per week is not sufficiently high wages.

A bill advocating a tax of 75 cents on every bicycle in the State is pending in the Vermont House, the receipts to be used for constructing cycle paths.

Again the bicycle! A Brooklyn blacksmith has killed himself because he declared the bicycle had ruined his trade, so he could no longer earn a living at it.

A ball-bearing has now been applied to the mounting of eye-glasses, preventing the rigid contact of glass and metal, and rendering them less liable to fracture.

Under the new customs tariff in Victoria, N. S. W., lugs for bicycles, tricycles and similar vehicles, not being brazed or joined with any other part, will be admitted free of duty into the colony.

It has been pointed out that if illuminating gas be burned in a gas engine to drive a dynamo much more light is produced if incandescent lamps are used than can be produced by burning the same quantity of gas in burners in the usual way.

A German cycle firm, Hoyer & Glahu, has just patented a process by which, it is said, frames can be substantially put together without being brazed. It is claimed that connections made under this patent stood a weight of 3,600 kilos, although the tubes themselves split.

A new illuminating gas, made from petroleum, has been produced in Germany, it is asserted, and can be supplied of a quantity equal to the best existing photometric standard at a cost of 25 cents a thousand feet. The generative plant is simple. One able to keep up 100 lights can be built for \$159.

A new gearing has been invented and patented by Mr. J. Shaw, of Roschill, Wellington Quay, England, for cycles and other machines. The idea is to do away with the chain. The gearing consists of three wheels of a new design. There are no teeth, and the wheels are so constructed that they will always be in gear.

In 1896, it is estimated, 1,500,000 sets of tires were made in this country. On an average, it takes three pounds of crude rubber to each set, which means for the tire trade alone a consumption of 4,500,000 pounds of rubber, or 2,250 tons. The annual import of Para rubber to this country averages about 10,000 tons, so it is safe to say that the tire makers now use one-quarter of all the Para rubber which comes to America.

The French Trades Ministry, interviewed upon the liability of another increase in the duty levied upon foreign machines imported into France, declare the rumor of further advance untrue. It is the opinion of the Ministers that the present duty of 220 francs per 100 kilos is amply sufficient to protect the French maker.

A machine has been designed for affixing stamps to letters and circulars with extraordinary rapidity. The motions of detaching, damping and fixing are all performed by one revolution of a small wheel attached to the machine. From 4,000 to 5,000 letters an hour can be stamped, and the machine will register the number of letters thus treated. Around catalogue time the office boy will be much interested in this machine.

W. S. Fielding, Canadian Minister of Finance, in an interview recently stated that the Canadian Government is earnestly contemplating the establishment of reciprocity with the United States and that representatives will be sent to Washington after McKinley's inauguration to negotiate a reciprocity treaty. News which will be more acceptable to American cycle makers than it will be to Canadian ones.

MORGAN & WRIGHT
Manufacturers of Rubber Goods
CHICAGO, ILL.
331 to 339 W. Lake St.

Morgan & Wright tires now hold

All world's records, $\frac{1}{4}$ to 10 miles, inclusive.

All unpaired world's records, $\frac{1}{4}$ to 50 miles, inclusive.

All American records, $\frac{1}{4}$ to 100 miles, inclusive.

Nov 24, '96.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

The Hanover Gunmi Kamm Co., of Hanover, Germany, have lately introduced a new form of rubber brake, which they claim will not cause any damage to the outer cover of the tire. The rubber on the brake spoon is of special form, having a series of corrugations on the side which comes in contact with the tire.

Exporters of cycles to Australia should take pains to keep in touch with the prosperity in that country. Gold mining is growing with wonderful rapidity. Upward of \$15,000,000 is about to be expended in railroad building into the Coolgardie district, and incidentally bicycles will have an opportunity to find broader use. The same observation applies to South Africa, though perhaps with less force.

Some one who is familiar with the cycle trade in Mexico says there is no middle class in Mexico like here, to buy bicycles and cheap vehicles, and that it will be some time before the farmers are rich enough from agriculture to buy much in either line. Those who are able lean to the old English coach idea. The time is probably not as remote as it might look, when the cycle will supplant the coach.

The City of Mexico has ten cycle agents. One of the earliest to introduce cycling there was Hilario Meenen, who popularized Humber with the Mexican folk.

Two Italians have discovered and sold to an American syndicate, a new process of tanning which may eventually be of value to the saddle-makers. The process is said to produce leather from skin in forty-eight hours, and of a quality much superior to that hitherto made. It is also a great saving of labor, because one man can manipulate the machine in which the skins are treated and a two-horse power machine can turn out 550,000 pounds of leather per year, at a cost of about \$400. Acids, electricity, pressing, turpentine, etc., are no longer needed.

Three commercial organizations of San Francisco, viz., the Chamber of Commerce, the Board of Trade and the Manufacturers and Producers' Association, have combined to create a Bureau of Foreign Commerce, for the purpose of investigating commercial possibilities in the Orient, Central and South America, Australia and South Africa. The San Francisco merchants and manufacturers are quick to catch the idea thrown out by the National Association of Manufacturers, whose committee has recently returned from South America on a commercial errand. The sum of \$15,000 is to be raised to defray expenses. A big programme is laid out.

In a factory the different portions of which are connected with call bells, many of which are far from the point at which the push-button is pressed, a person is often in doubt as to whether the bell has or has not been sounded. Batteries will sometimes give out at unexpected moments, and other interruptions of the action of the current are apt to arise. A novel but exceedingly simple arrangement for denoting whether electric bells have rung, or are in proper ringing order, is a new indicating bell push, which, when the bell rings at the other end, tells the operator so by means of an oscillating indicator just above the push-button. This indicator is actuated by the same current that rings the bell.

Under a new law just passed by the Mexican Congress the owner of a Mexican patent is obliged to prove to the Department of Encouragement at the end of each period of five years of the life of the patent that, with a view of maintaining it for another five years, he has paid into the general Treasury of the Federation the sum of \$50 at the close of the first five years, or \$75 at the expiration of ten years and \$100 at the expiration of fifteen years. All these payments have to be made in Mexican dollars. The term within which these payments have to be proved shall be two months after the conclusion of each period of five years. This term cannot be extended.

In Deseronto, Canada, a local industry consists in sifting a considerable portion of sawdust and mixing it with an equal quantity of clay, working the same into a building material known as porous terra cotta brick. This brick possesses some remarkable qualities of adaptation as a substitute for what has ordinarily been used for structural purposes. Among the merits enumerated in its favor is its absolutely fireproof character, the fact also of its having a marked deadening effect when employed for partition walls in factories and such places, is very warm and dry, and, though very light in weight, will stand a prodigious crushing strain; the material can be sawn into convenient shapes as desired, nails can be driven into it after the manner with wood, and, when heated even to a white heat, sudden immersion in water produces no cracks.

You Run No Risk

WHEN USING
"PROJECTILE BRAND"



**COLD-DRAWN SEAMLESS STEEL TUBING,
 FORKSIDES,
 HANDLE-BARS,
 TAPERED TUBES.**

Manufactured from the **BEST SWEDISH STEEL**
 by

The United States Projectile Co.,
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Used by the **Highest-Grade Manufacturers.**
We Solicit Correspondence.

Kindly mention The Wheel.

A "Late" Corporation of "Early" Bicycle Builders.

A high grade bicycle dealer cannot meet with his greatest success without also handling exclusively a line of reliable MEDIUM GRADE wheels.

Such a line will be found in

IDEAL BICYCLES.

"A class by themselves."

New in advertising, but firmly established on the market and built by people of long bicycle experience.

LIST AT \$75, \$50, and \$35.
 All but the 20 in. wheels fitted regularly with

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Exclusive local agencies given.

SHELBY CYCLE MFG. CO.

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SHELBY, OHIO.

Kindly mention The Wheel.

S & P

S & P

Spaulding & Pepper Co.,

TIRE MAKERS.

Our line of Single Tube
 Tires for '07 is complete.
 Send for Catalogue for
 detailed description.

Nos. XL.—1—2—3 AND P. & M.

G. & J. DETACHABLE TIRES.

SPAULDING & PEPPER CO.,

CHICOPEE FALLS, MASS.

S & P

S & P

Kindly mention The Wheel.

TANDEM
 FIT
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IT HAS.

Hercules

HIGH
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"SPECIAL" SEAMLESS TUBES

Have Now Proved Themselves THE

**STANDARD OF STRENGTH
 AND EXCELLENCE.**

Hydraulic Works, GARWOOD, N. J.

New York Rates
 To All Points.....

D TUBES
 SAME
 QUALITY.

HERCULES SEAMLESS DRAWN TUBE COMPANY.

Address N. Y. Office, 613 Postal Telegraph Building.

Kindly mention The Wheel.

NEW PATENTS.

571,153. Crank and pedal. William L. Decker, Worcester, Mass. Filed April 17, 1895. Serial No. 546,164. (No model.)

571,777. Bicycle bell. Harry Lucas, Birmingham, England. Filed May 15, 1895. Serial No. 591,720. (No model.)

571,793. Bicycle. John Rau, Chicago, Ill., assignor to Frank L. Salisbury, John E. Salisbury and Clarence E. Brinkerhoff, same place. Filed January 28, 1895. Serial No. 536,405. (No model.)

571,872. Tire-fastening. Angus M. Williamson, Philadelphia, Penn. Filed November 2, 1895. Serial No. 567,697. (No model.)

571,890. Speed-gear for bicycles. James P. Steffens, Chicago, Ill., assignor of one-half to Frederick Haas, same place. Filed June 1, 1895. Serial No. 593,728. (No model.)

571,915. Bicycle path excavating machine. Charles L. Barrett, Allegan, Mich. Filed March 30, 1895. Serial No. 585,383. (No model.)

571,941. Bicycle. Frank H. Bolte, Milwaukee, Wis., assignor to the Bolte Cycle Manufacturing Company, same place. Filed September 28, 1895. Serial No. 563,973. (No model.)

571,947. Pneumatic tire. Hugh Faulkner, Leicester, England, assignor by mesne assignments to Fred W. Morgan and Rufus Wright, Chicago, Ill. Filed June 8, 1895. Serial No. 594,721. (No model.) Patented in England April 10, 1895, No. 7,288.

571,978. Sprocket chain. Frederick Myers, New-York, N. Y. Filed June 15, 1895. Serial No. 595,533. (No model.) Patented in Canada June 23, 1896, No. 52,729.

571,979. Bicycle leg. Henry Otto, Bloomington, Ill. Filed December 26, 1895. Serial No. 573,394. (No model.)

571,983. Bicycle. Walter W. Shaw, Texarkana, Ark. Filed December 3, 1895. Serial No. 570,889. (No model.)

572,003. Bicycle bearing. Edward A. Green, Battle Creek, Mich. Filed November 7, 1895. Serial No. 568,198. (No model.)

572,093. Bicycle driving-gear. Wilson W. Whitcomb, Batavia, N. Y. Filed June 23, 1895. Serial No. 597,389. (No model.)

572,062. Bicycle saddle. Arthur E. Peck, Minneapolis, Minn. Filed August 6, 1895. Serial No. 558,401. (No model.)

DESIGNS.

26,336. Toe clip for bicycles. Herman A. Elsbach, Rockford, Ill. Filed March 16, 1896. Serial No. 586,485. Term of patent 7 years.

26,337. Thread-piece for bicycle pedals. Arthur Sidwell, Waltham, Mass. Filed October 12, 1896. Serial No. 608,659. Term of patent 14 years.

26,338. Elastic tire. Jesse Lyman Dann, Columbus, Ohio. Filed October 12, 1896. Serial No. 608,656. Term of patent 14 years.

26,339. Handle-bar. Luther G. Billings, Clifton, N. Y. Filed August 28, 1896. Serial No. 604,223. Term of patent 14 years.

26,340. Handle-bar. Robert W. Murphy, New York, N. Y. Filed September 18, 1896. Serial No. 606,300. Term of patent 7 years.

26,341. Crank-axle hanger for bicycles. Irvin D. Lengel, Reading, Penn., assignor to the Packer Cycle Company, same place. Filed September 22, 1896. Serial No. 606,682. Term of patent 3 1/2 years.

26,342. Bicycle brake or fork. Charles L. Travis, Minneapolis, Minn., assignor to the Hygienic Wheel Company, Philadelphia, Penn. Filed January 21, 1896. Serial No. 577,621. Term of patent 14 years.

26,343. Bicycle saddle. Frederick Mesinger,

New York, N. Y., assignor to the Mesinger Bicycle Saddle Company, same place. Filed October 12, 1896. Serial No. 608,660. Term of patent 7 years.

26,344. Bicycle saddle. Frederick Mesinger, New York, N. Y., assignor to the Mesinger Bicycle Saddle Company, same place. Filed October 12, 1896. Serial No. 608,661. Term of patent 7 years.

26,345. Felly or wheel rim. Jesse Lyman Dann, Columbus, Ohio. Filed October 12, 1896. Serial No. 608,657. Term of patent 14 years.

PERRY TRADE PLUMS.

In a quiet way, the Perry Cycle Saddle Company, Leicester, Mass., are gathering in their share of the trade plums, domestic as well as foreign. Twelve models will constitute their '97 line.

FROM THE DUST OF DISASTER.

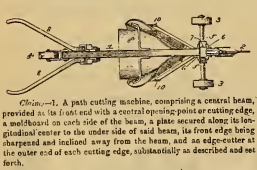
Bystander to Fallmore as the latter picks himself up from a particularly bad fall: "My dear sir, how is it possible that you have not hurt yourself?" "Practice makes perfect," sighed Fallmore as he prepared to mount once more.

FOR FOUR TWO-CENT STAMPS.

The Victor pad calendar for 1897 is already in circulation. It is in the usual handy shape, the leaflet for each day containing a euphonious text and blank space for memoranda. Four two-cent stamps mailed to the Overman Wheel Co., Chicopee Falls, Mass., will obtain a copy.

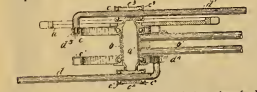
RECENT PATENTS.

571,915. BICYCLE-PATH EXCAVATING MACHINE. CHARLES L. BARRETT, ALLEGAN, MICH. Filed Mar. 30, 1895. Serial No. 585,383. (No model.)



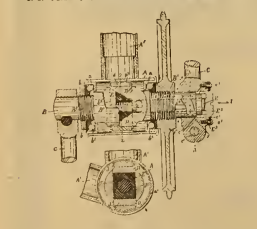
Claim.—A path cutting machine, comprising a central beam, provided in its end with a normal pivoting point or cutting edge, and a foot on one side of the beam, a plate secured along its longitudinal center to the under side of said beam, its front edge being beveled and inclined away from the beam, and an edge-plate at the outer end of each cutting edge, substantially as described and shown in the drawings.

571,941. BICYCLE. JOHN RAU, CHICAGO, ILL. ASSIGNOR TO FRANK L. SALISBURY, JOHN E. SALISBURY, AND CLARENCE E. BRINKERHOFF, SAME PLACE. Filed Jan. 28, 1895. Serial No. 536,405. (No model.)



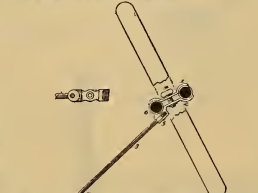
Claim.—In a bicycle, the combination with the frame thereof and the driving shaft, of cylindrical guide-ways on the side of the said shaft, annular rings secured to the frame intermediate the said guide-ways, said rings being arranged eccentrically to the driving shaft and being provided with grooves in their outer face, the rollers passing slidably through the guide-ways and having their ends, opposite to those which carry the pedals, bent inwardly, a chain mounted upon said bent end of each lever and secured to correspond with the serratures of the grooves in the rings, and a locking wheel said grooves, said blocks being provided with means for their opposite faces and adjacent to their opposite ends, anti-friction rollers of steel in said recesses and bearing upon the walls of the grooves of the rings, the said anti-friction rollers being secured to the opposite ends of each lever and bearing upon the pedals, respectively.

571,961. BRAKE FOR BICYCLES. FRED A. GARDNER, Rochester, N. Y. Filed May 1, 1895. Serial No. 560,790. (No model.)



Claim.—In a free-power mechanism, the combination of a hollow shaft A, a driving shaft B, a crank C, of links B, C, attached to said shaft within said housing and rotatable therewith and from the interior surface of said housing, a rod within said shaft, and mechanism thereon for operating said brake-blocks and connections between said rod and a crank.

571,979. BICYCLE-LEG. HENRY OTTO, BLOOMINGTON, ILL. Filed Dec. 26, 1895. Serial No. 573,394. (No model.)



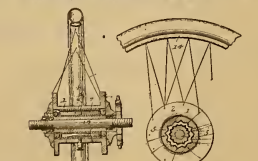
Claim.—The combination of a top and end clamping plate, connecting screw, the inclined jaw on the bottom plate, the screw rear wall in the jaw, and a leg with a convex-shoulder flange the eccentric top end pivoted to the jaw, substantially as and for the purpose specified.

571,777. BICYCLE-BELL. HARRY LUCAS, BIRMINGHAM, ENGLAND. Filed May 15, 1895. Serial No. 591,720. (No model.)



Claim.—A bell comprising a dome, a base beneath the same adapted to be fast to a support, hanger mechanism between the base and dome, and a spring-support between the dome and hanger, formed from said base up within the dome, substantially as described.

571,439. WHEEL. WILLIAM F. B. HAYES, ROCHESTER, N. Y. Assignor to John W. Layton, John Brown, and James Giffney, same place. Filed Feb. 15, 1895. Serial No. 573,338. (No model.)



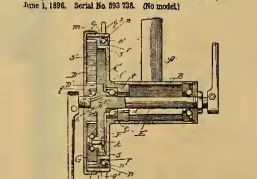
Claim.—In a wheel, the combination with the axle, the sleeve secured thereto having cylindrical recesses in the ends and exterior screw threads, and formed with triangular ribs, the braided ring formed of the ribs and grooves on its inner and outer sides the ribs formed with corresponding ribs and grooves, and of greater length than the ribs, the screw-threads cut engaging with said ribs and the washers located in the spaces between said ribs and the ends of the screw-threads, substantially as described.

571,941. BICYCLE. FRANK H. BOLTE, MILWAUKEE, WIS. ASSIGNOR TO THE BOLTE CYCLE MANUFACTURING COMPANY, SAME PLACE. Filed Sept. 28, 1895. Serial No. 563,973. (No model.)



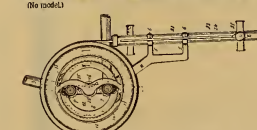
Claim.—A bicycle axle hanger that results from engagement of two tubes differential as to length, the lower one being shorter than registered as its outer end with an end of the other, a spring together of both tubes for a distance from their registered ends less than the length of said lower one, and a longitudinal slotting of the blank between the spring operation.

571,890. SPEED-GEAR FOR BICYCLES. JAMES P. STEFFENS, CHICAGO, ILL. ASSIGNOR TO THE PACKER CYCLE COMPANY, SAME PLACE. Filed June 1, 1896. Serial No. 606,682. (No model.)



Claim.—In a bicycle or similar vehicle, the combination of an annular gear-wheel C rigidly attached to one end of the pedal-shaft (journal and provided internally formed in its rim with a race member and internally with a race member, a hubless sprocket-wheel receiving said gear and provided with a race member and a threaded end of one edge of its rim, a disk D provided with a threaded flange secured upon said sprocket-wheel and with a pinion D' rigid with the flange, the motion of which the latter is revolved, said parts being provided with anti-friction bearings, a pedal-shaft E provided with a rigidly-attached arm F pivoted toward the other end of a wrist-pin A and at its base to the race member corresponding with the member B, and a pinion G loosely engaged upon said wrist-pin meshing with said annular gear and operative to turn the sprocket-wheel through the medium of the pinion D, substantially as described.

571,460. POWER MECHANISM FOR BICYCLES. AUGUST BRAUER, INDEPENDENCE, MO. Filed June 20, 1895. Serial No. 597,468. (No model.)



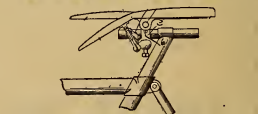
Claim.—A power mechanism for vehicles comprising a suitable framework, a shaft journaled therein a wheel upon said shaft, cap and arranged eccentrically thereto, and provided externally with ratchet-teeth, vertical annular surrounding said ratchet-teeth and suitably journaled, ratchet-actuated pawls carried thereby and engaging said ratchet-teeth, several inclined guide-tubes carried by the framework, sliding blocks therein and projecting through said slots, the screw-threads cut engaging with said blocks, and a spring to govern the amount and to said sliding blocks, and a hubless gear secured to the upper and lower ends of said guide-tubes, substantially as described.

571,983. BICYCLE. WALTER W. SHAW, TEXARKANA, ARK. Filed Dec. 3, 1895. Serial No. 570,889. (No model.)



Claim.—In combination with a bicycle, substantially as shown and described, the reaches a, c, provided with lower bifurcated ends; braces d provided with a bifurcated lower end having bearings of crank shafts e, having the adjustable h level d, journaled in bearings f, adjustable pins a', having one end secured to the sleeve a' and the other at the joint d, on the rod g, and rod h, adjustably secured between the areas of substantially as shown and described and for the purpose set forth.

572,062. BICYCLE-SADDLE. FREDERICK MESINGER, LEICESTER, MASS. Filed Oct. 12, 1896. Serial No. 608,661. (No model.)



Claim.—In a bicycle-saddle, the combination with a main rest-section, of auxiliary sections hinged to the front edge of the main rest-section and adapted for alternate movement.

572,003. BICYCLE-BEARING. EDWARD A. GREEN, BATTLE CREEK, MICH. Filed Nov. 7, 1895. Serial No. 568,198. (No model.)



Claim.—A bicycle-bearing, having a chamber formed around the exterior of its cone, and a spring-controlled valve contained in the top of the bearing, as and for the purpose set forth.

571,433. BICYCLE-SUPPORT. EMIL FALKENBERG, MINNEAPOLIS, MINN. Filed Apr. 3, 1895. Serial No. 568,111. (No model.)



Claim.—The combination with a bicycle of a support-bearing one end thereof bifurcated so as to engage the frame of the bicycle and the spokes of the wheel and means for fastening the support to the frame substantially as shown and described.

The Wheel

and
CYCLING TRADE REVIEW

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VOL. XVIII., No. 17.

NEW YORK AND CHICAGO, DECEMBER 11, 1896.

WHOLE No. 459.

OUTLOOK BRIGHTER.

Two Concerns Whose Future Seems Safer— Pope After the Howard Chainless.

Newark, N. J., Dec. 5.—An offer has been made to John R. Hardin, receiver for the Liberty Cycle Company, for the plant, other property and good will of the company.

John Holden, of New York, a director of the old company, is the gentleman who would like to buy. He bid \$126,116. This covers the debts owned by the concern. In addition Holden is willing to pay the expenses of the receivership.

Mr. Hardin got this morning an order to show cause why the sale should not be made. It is returnable on December 12.

The Liberty Cycle Company's plant is at Rockaway. The directors attempted to remove the business to Bridgeport, Conn., in spite of an injunction, and prosecution of them was begun. Its property was valued at something like what Mr. Holden has offered for it.

Before Vice-Chancellor Emery, in the Chancery Chambers, Newark, N. J., last week, the troubles of the Howard & Nichols Cycle Manufacturing Company, manufacturers of the Howard chainless cycles, were again aired. Elwood C. Harris, the receiver, suggested that the company should assign its rights to make the chainless wheel to the Pope Manufacturing Company and receive in return a license from it. This, he declared, would be to the advantage of the embarrassed company, which has preferred debts amounting to about \$1,700. The Court decided to adjourn the case until a prospective buyer was heard from.

BACK TO THE FOLD.

After considerable correspondence the trouble between the Julius Andrae & Sons Co. and the Bolte Cycle Manufacturing Company, of Milwaukee, with the National Board of Trade, has been adjusted. The Board ruled some time ago that neither of these firms could exhibit at either the New York or Chicago cycle shows because they had displays at an unsanctioned exposition in Milwaukee. The ruling has been reversed by the National body and the firms notified that they may exhibit at the big shows.

MORE POWER TO THEM.

Philadelphia's Police Board is so well pleased with the work of the bicycle squad during the past season that \$3,500 has been appropriated for the purchase of new wheels next spring. Last year only \$500 was appropriated for this purpose.

OFFICE AND THE MAN.

Isaac B. Potter is not a candidate for the presidency of the L. A. W. He has orally made the statement several times; his latest declaration is, however, in writing and over his own signature. Among other things, Mr. Potter says: "The office of president requires the performance of duties which I cannot at this time undertake. A due attention to my personal business and to the official work now demanded of me within my own State will consume my full measure of time and energy for another year. We are about to attempt the passage of a Good Roads bill at Albany, and to the accomplishment of this object every member of our State Division is expected to lend his best zeal. Under these conditions, and while the promise of success is apparently so bright, it would be an act of doubtful loyalty for any officer to abandon his post in the division, or to divert his energies by the acceptance of another office."

Whether Mr. Potter would run if nominated is, however, another question.

A boom for First Vice-President Charles F. Cossum, of Poughkeepsie, N. Y., one of the levelest-headed men in the League, has developed in the West, but Mr. Cossum, like Mr. Potter, affirms that he is not a candidate, but will not say that he will not run if nominated.

DIFFERENCE OF OPINION.

An alleged dispute over a contract resulted in a writ of replevin being served against the Whitman Saddle Company, No. 118 Chambers street, New York, makers of the Whitman cycles, last week. The writ was for \$16,277 worth of bicycles, sundries, etc., in favor of the Combination Cycle Company, Jamestown, N. Y. William C. C. Mehlbach, treasurer of the Whitman Company, when seen in regard to the matter said:

"The replevin suit brought by the Combination Cycle Company against us does not affect our business in any way, the bicycle business being merely a side issue. We have a contract with the Combination Cycle Company which we have kept in every respect, and to our surprise to-day they have commenced an action to replevin their goods which we have on hand to sell under that agreement. This breaks the contract on their part, and we intend to hold them for damages. The matter does not affect our regular business."

WANTS TO BE DISCHARGED.

Milwaukee, Dec. 5.—Max Ascher, assignee for the Moore Cycle Company, has petitioned Judge Johnson for his discharge. The receipts from the sale of the property were \$9,032 22. Labor claims amounting to \$2,192 52 have been paid. The assignee asks \$1,300 for his compensation, and \$1,200 for his attorneys. He has paid the creditors a dividend of 10 1-5 per cent.

CHANGE MADE.

Anglo-American Turns Over Its New York Business to Treasurer C. M. Rice.

C. M. Rice, treasurer of the Anglo-American Cycle Fittings Company, has purchased the New York business of the concern. Hitherto the main offices of the company were at No. 107 Chambers street, New York, where they sold the output of their factory which is located at Waterbury, Conn. They also deal largely in sundries. The company in New York will be incorporated under another name, but at this hour the name had not been decided upon.

The Anglo-American Cycle Fittings Company will operate their factory at Waterbury, and will sell to the large trade. The concern in New York, of which Mr. Rice is the proprietor, will handle New York and vicinity, and sell their regular line of jobbing goods throughout the country, such as bells, handle-bars, etc. Mr. Rice will still remain the treasurer of the Anglo-American Cycle Fittings Company. He has been connected with this concern for about eighteen months, and has been very successful. The New York concern starts out under favorable auspices. License to make the celebrated Southard twisted crank has been obtained, and this will be a notable addition to their '97 stock.

CARELESS DRIVING COMES HIGH.

Careless drivers of high-spirited horses were last week shown that in the future it will be "no joke" to run down cyclists for the fun of the thing, if the precedent set by the Long Island courts is worth anything. The case just decided was that of Frances Dougherty, twelve years old, against William Thorne, the son of a hotelkeeper at Roslyn, Long Island, who ran down the girl at Mineola on September 12 last.

Sheriff Henry Dohr and his jury, of Queens County, which has just been investigating the case, have given Miss Dougherty a verdict of \$10,000 for the damages which she received.

The injuries to the young woman were the result of extreme carelessness on the part of Thorne. He drove his horse at an excessive rate of speed, and struck the girl without any warning whatever, throwing her from her wheel and breaking her leg in two places, besides inflicting other serious bodily injuries, which have kept her confined at home ever since.

CONVICT CONSTRUCTION BARRED.

The Canadian customs officials have issued orders prohibiting the importation of prison-made wheels. All such will be seized and forfeited.

BATTLE OF BULL RUN.

Opening Skirmish with Elliott Wounded—New York Division Explodes Several Bombs and Torpedoes.

Unless it were studded with splinters, it is very doubtful if Sterling Elliott, president of the L. A. W., and William Sheldon Bull, secretary-treasurer of the New York Division, would permit the other to slide down his particular cellar door.

They have "had words" and are very much on the "outs." Unreconcilable business differences are at the bottom of the trouble. They will season the presidential stew now simmering. Bull has declared positively that he will not support Elliott under any circumstances. He is dallying with the Potter boomlet, which refuses to collapse with the Chief Consul's announcement that he is not a candidate. Bull has rallied around him a number of local consuls and League workers who frequent his office, and these are playing politics in the amusing fashion of the little-lamented Cyclists' Federation, in which most of them were schooled. M. M. Belding, one of the most active, went to the New York Division caucus on Sunday with a pocket filled with blanks which pledged the signers to do all they could to defeat Sterling Elliott and to compel a change in his Bulletin contract. These were passed around to the "workers," on Sunday and on Monday, when the meeting proper occurred in the Grand Union Hotel, this city, the petitions were circulated guardedly and were "numerously signed," it is stated.

Another shot, openly, however, was fired at Elliott's administration by Auditor George E. Blackham. In presenting his report Dr. Blackham related how National Secretary Bassett had inconvenienced Division Secretary Bull. He had lumped remittances, had sent several undated and unitemized statements, and, to cap the climax, had, in error, remitted \$500 too much.

"If the New York Division had a dishonest secretary-treasurer," asserted Dr. Blackham, he could have appropriated the money to his own use, and none would have been the wiser.

In conclusion, the Doctor recommended the investigation of Mr. Bassett's office and conduct of affairs. He did not mean to impute dishonesty, but he thought the bookkeeping might be faulty. Of course, the recommendation was adopted.

A laugh had previously been created at Mr. Bull's expense when the watchful Cossum, following the reading of the report, had found an error of several thousand dollars in one of the footings. Mr. Bull explained that his office had been full of delegates during the day.

The clever of the anti-Elliott men did not intend that their underground workings should be exposed. Dr. M. L. Rhein, a Federation graduate, and a blond-mustached, deliberate speaker, could not contain himself, however. He arose unexpectedly, upset everything and created a sensation by moving that the delegates to the National Assembly be instructed to vote against Elliott.

"I believe in fighting in the open, not in the dark," manfully declared Rhein.

He then sang the burden of his song, that Elliott's position as president and as publisher of the official, was little short of shameful. Articles concerning it, he said, had been circulated all over the country and done much harm to the League. Nothing else was brought against Mr. Elliott. "Dual capacity," "dual relationship" were terms that invariably floated to the top of the Rhein-wine.

Delegate Rosenfeld asked if such instructions were usual.

"None such have been made in the history of the New York Division," responded Chief Consul Potter.

A motion to table the resolution followed. Dr. Blackham said that, while he was aware that Mr. Elliott had not been an especially efficient president, he considered the Rhein resolution practically one of censure, and did not believe in it. Chief Consul Potter also took a whack at the Rhein wine concoction. He remarked that he did not think it wise to do anything calculated to turn the National Assembly into a bear garden, under the very nose of the New York Legislature, from whom favors were to be asked. Nothing worse could be done, he maintained, than to send the delegates bound and shackled; it was impossible to foresee the future, and such a proceeding might cause great embarrassment. "Let your delegates go to Albany as a family party," urged Mr. Potter. "Do not say we lack confidence in them before they go." Dr. Rhein, very much flushed and looking thoroughly uncomfortable, maintained that the motion was for the benefit of the whole League, not particularly for the good of the New York Division; it was not meant as condemnation. But Elliott's "dual relationship" was really awful. The resolution was tabled.

The delegates to the National Assembly were nominated by Walter S. Jenkins, of Buffalo, on behalf of the caucus committee. Mr. Jenkins prefaced the reading of the names with an apology for being unable to put everybody on the ticket. It transpired that every member of the Nominating Committee was among the nominations. Mr. Jenkins stated how averse he was to such a proceeding, but had been outvoted. Delegate Riggs created quite a ripple of amusement by asking if there was any reason why a member of the Nominating Committee who was averse to having his name on the ticket should not be excused. The delegates elected were as follows:

First District—E. F. Hill, A. H. Curtis, G. A. Heaney, T. T. Eckert, jr., F. L. Rodewald, Dr. F. A. Myrick, F. M. Frohisher, M. M. Belding, Jr., Matthew Gibb, Oscar R. Meyer, Dr. Seneca D. Powell, C. B. Benson, J. B. Townsend, William Travers Jerome, Dr. L. C. Le Roy, Will R. Pitman, G. C. Fennell, J. W. Walters, M. T. Wilber and G. E. Scheffer.

Second District—N. S. Cobleigh, Andrew Peters, A. P. Black, Edward H. Walker, Charles F. Cole, H. B. Fullerton, George T. Stebbins, G. A. Rouiller, Alexander Balmann, Walter M. Meserole and L. P. Coleman.

Third District—De Witt C. Becker, William J. Bond, Robert W. Evans, William M. Honig, Everett Smith and A. D. Walt.

Fourth District—William Plerson Judson, Edward Leonard and Charles W. Wood.

Fifth District—William W. Bullard, George W. Millsaps and Frederick W. Ogden.

Sixth District—Walter S. Jenkins, J. Stuart Kelley, Thomas Cary Welch, the Hon. W. W. Armstrong, Edward R. Wilson, Dr. George E. Blackham and Charles H. Brown.

On motion of Mr. Cossum, an appropriation of \$2 per diem and railroad fare for the delegates was made.

Vice-Consul Underhill moved that it be the sense of the meeting that the dates of the National Assembly be changed so as not to conflict with those of the Cycle Show, and that the Executive Committee be so advised. Mr. Cossum stated that the contracts for the use of the hall in Albany had been made and deposits given, and Mr. Potter added that a number of influential Good Roads men had been invited to speak, and any change of dates would be apt to cause confusion, and might endanger the success of the whole thing. The motion fell flat.

A committee to inquire into the possibility of incorporation was appointed.

Just before the close of the meeting an immense white box was carried in and placed on

the official table in front of Mr. Potter. It contained two massive pieces of silverware, the gift of a number of the Board of Officers. Walter S. Jenkins made the presentation speech, recounting Mr. Potter's many good works, and remarking that his approaching marriage made the gift the timelier. Mr. Potter responded feelingly.

Some sixty odd delegates were in attendance.

Secretary-Treasurer Bull's financial report was of k-en interest, as showing the cost of running "Excelsior Division," as Bull termed it. It ran from December 30, 1895, to December 1, 1896, and was as follows:

RECEIPTS.	
Balance on hand as per report December 30, 1895.....	\$1,361 62
Membership fees and dues.....	20,442 40
Badge account—Sale of cap pins and badges	216 45
Road book account—sale of Books and maps	75 75
Repair shop account—Registration fees.....	104 10
Division meet, Buffalo, Sept., 1895.....	66 60
Division meet, Brooklyn, Sept., 1896.....	130 87
Armstrong Baggage law account (Contributions)	1,164 50
M. M. Belding, jr. (contributions).....	25 00
	<hr/>
	\$22,375 67

Total receipts	\$23,737 29
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DISBURSEMENTS.	
Division Headquarters:	
Office rent	\$501 67
Clerks and stenographers.....	1,420 96
Printing, stationery and supplies.....	2,793 90
Postage	911 18
Telegrams	32 54
Express, freight and cartage.....	76 61
Office furniture.....	533 45
	<hr/>
Total	\$6,270 31

Chief Consul Potter earned his allowance of \$1,250 and spent but \$66 in travelling. The auditor expended \$79.42, of which \$71.75 was travelling expenses. Secretary-Treasurer Bull drew his salary of \$2,500, and spent \$106.75 in travelling. The Road Books Committee spent \$4,140.63, of which \$2,560.22 was for printing and engraving and \$599.30 for postage. The Rights and Privileges Committee cost \$227.00, of which \$200 was a retainer. Ten dollars for postage was all the Highway Improvement Committee spent; the Racing Board's bills totalled \$10.85. The Badge Account read: Cap pins and button badges, \$346.80; express, \$2.35; mailing boxes, \$25.14; honor badges, pins and stars, \$608.50; total, \$983.79. The cost of the mail vote was \$298.68. The passage of the Armstrong Baggage law entailed an expense of \$2,267.67. The travelling expenses of delegates to the National Assembly at Baltimore were \$694.74. The Division Meet at Utica in June, 1895, cost \$11, and the Division Meet at Brooklyn, September, 1896, \$35.25. The Chief Consul spent \$140.91 during 1895, which was included in this report. The prizes for the recruiting competition of 1895 cost \$950. The Division meet at Brooklyn, June, 1895, cost \$15.

Total disbursements.....	\$19,448 66
Balance on hand December 1, 1896.....	3,555 57
	<hr/>
Total	\$23,004 23
Long Island Road Improvement Trust Fund	633 06
	<hr/>
Total	\$23,737 29

The report was preceded by a report of the membership totals and the estimated income of the Division for the coming fiscal year.

Cash on hand December 1, 1896.....\$3,555 57

Estimated receipts from renewals and applications as follows:

15,000 renewals (75 per cent of 200,000) at 35 cents.....	\$5,250 00
13,000 applications at \$1.35.....	17,550 00
	<hr/>
Total	\$26,455 57



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J. J. PRIAL,	W. D. CALLENDER,	W. V. BELKNAP,
T. I. LEE,	L. GEYLER,	J. W. HOLMAN,
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Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

LUCK AND LABOR.

WHENEVER reference is made to the success attained by the pioneers in the cycle trade, it is not unusual to hear Envy attempt to belittle Merit by claiming that the successful ones were only lucky. The assertion then follows that any one who began at the beginning of American cycle trading and manufacturing could not possibly have failed; was bound to have gotten rich, etc. All this, too, with the fact proven that many who were in at the start fell by the wayside, beaten and broken before the race was even fairly under way.

The quicker this luck idea is forever removed from the minds of newcomers in the trade the better it will be for them, and the more likely will the latter-day tradesman and the young man just entering the trade be to rely upon labor rather than luck for their success.

'Luck whines, labor whistles,' said some one long ago, and therein lies more philosophy than you ever dreamed of, Horatio. This wheel world of ours is largely a superstitious world, after all; at least, there are many superstitious people in it. There are numerous men who dissipate in wistful visions the energy that would make their dreams come true.

Labor will win battles where luck trusts to the shadowy battalions of its hopes. Luck is the hare—the March hare—labor is the tortoise that wins the six-day race while the other is asleep. Luck belongs to the days of the chariot; labor to the era of the cycle. Labor solves the problem while luck holds its slate-pencil in its mouth and wishes

for the "answer." Luck is a caprice. Labor something sure.

Luck puts on its racing colors, parades in shouting squadrons and hopes "our boys" will win; labor dons the riding uniforms, scores the wins and breaks the record, with many a tired muscle, but with many a victorious heart. Luck sits in the grandstand and hopes for a record; labor connects with the pedal and sends the men around the track. Luck waits for a good start; labor starts and wins by three lengths.

This is an age of labor, not of luck. Things don't go by chance in this world any more; they go by hard knocks, and lots of them. Luck is a back number; labor is *fin de siècle*. Luck sighs; labor sings. Luck lolls in bed and longs for windfalls; labor looks with glad and happy eyes upon the first dollar it ever earned, and the eagle on it—though the eagle is not much of a songster—sings him to sleep, from which he wakes with fire in his heart and determination in his soul.

Luck trusts to chance; labor to his good right arm. Luck woos the future, mistress fickle; labor wins the present, mistress true. Luck shades his eyes with white and useless hands and looks down the years to be for the rising sun of fortune; labor labors with a song upon his lips and as he sings the dawn-burst shines around him. Luck stands on the mount of hope and gazes across the waters for his ship to come in; labor casts his nets and lo, they break with the great number of the fishes—among them many pearls. Luck is a laggard, labor a hero; luck dwindles, labor does; luck wishes, labor wins; luck asks, labor acts; luck prophesies, labor makes his dreams come true.

AGENTS' ADVERTISING.

DEMAND, when it comes to bicycles, especially to any particular make thereof, depends largely on notions people take. As a rule cycle agents do too little advertising. Their argument is: "We are known; if people want a wheel they know where to find us." This is an error and poor logic.

And right here is found the true cause of the bargain-counter wheel's cut into the trade of dealers. Bargain-counter wheels are advertised.

Demand is a curious thing. It has its minimum limits at zero and its maximum limits at highest earning capacity. Take a given community, who shall say whether, by proper and judicious effort, the general use of bicycles could be increased 10, 25 or 50 per cent, and the sales of a specially well-advertised wheel made to exceed that of any or all others?

The makers and jobbers have their salesmen and admirable selling system, but when we come to the retail trade there is a lacking. How much genuine soliciting is done by the average retailer and dealer in bicycles within the territory he is supposed to cover? Each dealer thinks, perhaps, he gets all the trade there is for him and his machine without greater exertion than he has been in the habit of putting forth. Herein he is in error.

Custom and customers sometimes have to be created, so to speak, and it often requires genius and commercial pluck and energy to do it. Such ability belongs to the highest order of business talent. To make a man think and feel he wants a bicycle and ought to and must have only the one you are selling is no small job. There are many such chances to make business in every dealer's district, but it takes work, time, tact, shrewdness, suavity and many other qualities to take the raw man and transform him into a customer.

There is not enough of this work done. Too little hard, enterprising work is done by those who stand between wholesaler and ultimate rider. In short, by proper effort the number of bicycles and sundries that could be unloaded on a given community could be increased sufficiently to make trade better. If some of the push exhibited habitually by the agricultural implement dealer, for example, could be grafted onto the average bicycle dealer, business would be better in good times and not so bad in bad times.

However, it is not our purpose, nor is it our business, to rail at the retail dealers, who are supposed to understand how to best conduct their own affairs. We think, however, that if some of the everlasting persistence of the manufacturer's travelling salesmen could be infused into the retail dealer, to make him a more energetic drummer in his own field, it would be better for trade all around.

PUBLICITY IS PROFIT.

WHEN a concern is in the heyday of its prosperity, when business is good and competition is not felt, it is no unusual thing for the advertising solicitor to be informed that the concern is so well known and its business already so extensive that advertising is a useless expenditure of money. We have known a number of tool and machinery makers to argue in this way, and more than one cycle concern, as well.

In almost every instance where this has happened we have seen younger competitors, by judicious advertising and push, pass them in the race for business. Then these concerns that were too well known to advertise would awaken to the situation and their advertisements would again appear; but while they were sleeping their wide-awake competitors must necessarily have made inroads into their business, which, with fair treatment and businesslike methods, they will hold.

The recent Hilton, Hughes & Co.'s failure in this city is a striking example of an immense house, probably known all over the country, but, presuming on their name, they reduced their advertising and paid little attention to it. Their competitors kept their names prominently before the masses, and told what they had to offer, and gradually trade began to drift from the larger house to those enterprising firms who let the people know that they were after their trade.

The manufacturer's advertisement bears the same relation to his business that a drummer or outside salesman does. He pleads the

maker's cause, and offers his wheels to an audience which he in no other way could reach. His work is to bring the people. The wheel must do the rest. It is his business to paint the truth as rosily as he can and yours to see that the rider and the agent are given honest value for their money. Once you have won the public confidence do not abuse it, for you will be the greatest loser in the end.

Remember there are other wheels, just as good as yours, for sale, at the same price, too. Your only advantage—and it is yours if you take it—is to have better advertising than they. This does not necessarily mean larger advertising or more costly, for it is not always the size of the space that tells, but what is said and how it is said, that attracts notice and excites curiosity.

The well-written advertisement, with a proper amount of legitimate wind in it, is the pied-piper's pipe whose dulcet strains draw the wheels advertised out of the factory and into the hands of the agent and the rider. The wise manufacturer is a hypnotist. His trade eye, the advertisement, constantly staring at the agent and the rider from its fixed place in the trade paper. The two similes don't combine very well, but the same kernel of truth is present in both instances.

Let the largest house in any line stop advertising, and note in what incredibly short space of time a larger business will be built up by somebody who works while they sleep.

Are you sleeping?

As in other days all roads led to Rome, nowadays every avenue to success or failure in the cycle trade leads to having one's picture published in the trade papers. And, moreover, if a man be hired by or related to the pictorially distinguished individual, his picture will be published, too. It is not too much to surmise that the day is not far distant when some paper, anxious to boom its advertising patronage, will publish the portrait of every man, alien resident and casual stranger within the gates of the trade. Then everybody will be famous and happy and the millennium will be announced exclusively in the columns of every cycle paper in the land.

The ordinary round of social entertainment becomes a weariness and a monotony. Persons who are in it as an occupation, professional fashionables, seize upon any event outside the common that can be made fashionable. Little as most of them care for a bicycle, caring as little as they know about it, riding a wheel is wild dissipation compared with the inanity of much that is fashionable. The multitude of "smart" people now in cycling is a melancholy proof of the dreariness of that exacting life of fashion, to lead which is the highest ambition of nearly everybody who manages to achieve a fortune.

We have the bicycle and the tricycle, and the motor-cycle driven by a kerosene lamp. Keely declares that he will drive a steamer across the Atlantic with force generated from

a glass of ice-water, and Maxim assures us that the flying machine is close at hand. Maxim is in earnest, however, but Keely is a practical joker. So the world wags along, and by and by we shall have ice cream saloons a mile up in the air for the hot August days. What a pity we can't imitate Methuselah, or even Old Parr, and personally observe the glorious cycling that will come in the near future of cycles.

Too many people judge the value of a "trade note" by its length. The wiser ones, however, know that as a matter of fact a ten line notice will be generally read while one ten times as long will be "skimmed" or passed over.

Although people write from "the top of their voices" and talk above the moon of our cycling progress, it is easy to be seen that we simply whizz around in a circle, just as the old earth has done since the beginning.

Thrift, generally speaking, is a good thing; but the kind whose only result in this world is a bargain counter wheel, an elaborate tombstone and a probated will does not do its possessor much good.

If everybody who used the public highways could have just what they wanted, it would make nearly everybody else who used them uncomfortable.

A cent can roll just as far under the bed as a \$5 gold piece, but in an advertisement the penny purchaser doesn't roll with the five-dollar one.

The trouble about the novice in cycling is that he has a way of winding up his tongue, setting it going, and then leaving it.

The practical wheel designer laughs at the theorist of to-day, and carries out the plans of the theorist of yesterday.

The merits of many people in the trade are greatly discounted by the fact that we only hear of their mistakes.

When the "rattling speech" at a club dinner or trade banquet is dissected, it is often found to be nothing but rattle.

To-morrow, in the cycle trade, is the time when the fool is going to be wise and the lazy man industrious.

Most of the things we think we know about cycling we ought to know we only think about it.

Storms of applause are the things that wreck most navigators among the shoals of speed-making.

There are lots of good things in cycling without any one to push them along.

Second thoughts about a wheel are not best when they are second-hand thoughts.

CYCLE-PATH VERDICT.

A Louisville judge has handed down a decision which may make the users and builders of cycle paths less sure of their right to enjoy the paths without regard to the rights of pedestrian trespassers thereon. In the case in question an old man was walking on the path built by wheelmen for their exclusive use under a law and ordinance which forbid the use of the path by any other travellers than wheelmen. While thus walking a wheelman ran into the old man, breaking his aged arm and otherwise severely bruising him.

The pedestrian sued the wheelman for damages. After all the evidence was introduced, the court held that, notwithstanding the pathway was originally built for the use of wheelmen and the street was impassable for a bicycle, the footman had the right of way, and therefore fined the wheelman \$20 and placed him under \$1,000 bond for thirty days.

CHANGED FOR THE BETTER.

The wisdom of getting next year's models in the hands of the retailer in time for the holiday trade must be obvious to every one. Not so very long ago if a father wished to give his son a bicycle on Christmas Day it was either necessary to give him a wheel made during that year or else to present him with an order on a factory for the next year's model, the subsequent delivery of which often meant a delay of several months. To a young man or young woman, even if out of their teens, a present in the shape of an order is not a very tangible thing, and it will be a great satisfaction to get a '97 wheel on Christmas of '96.

HE IS A "WHITE MAN."

Arthur Flavell, one of the "whitest" Englishmen who ever crossed the Atlantic, sailed for his native heath, Coventry, on Saturday last. He has engaged with the Dunlop interests on the other side. Flavell took up residence in America some years ago and readily adapted himself to the altered conditions. He was liked because he made himself liked and was ever conscientious and decent. Few if any of his countrymen have left a better impression.

STILL THE SAGAMORE.

Because a Sagamore Manufacturing Company was incorporated in this State in 1888, the particular Sagamore Manufacturing Company which was to succeed to the property of the defunct Porter & Gilmour corporation has been obliged to change its title to the Gilmour Manufacturing Company. Their wheel, however, will still be termed the Sagamore and be made at No. 16 Warren-st., this city, as in the days of yore.

SEE THE GENTLE FARMER.

Cycle path builders in the neighborhood of Rochester, N. Y., and Sacramento, Cal., have simultaneously come forth with a grievance against teamsters and farmers. Paths built by cyclists in both districts have been ruined by unprincipled drivers, who have deliberately left the road and permitted the wheels of their vehicles to cut the paths in such a manner as to unfit for cycling.

TAR AND FEATHERS NEEDED.

Watertown, N. Y., has developed a new species of anti-cycling crank who has been dubbed "Jack the Nipper." He steals bicycles, and, evidently from spite, utterly destroys them by cutting and twisting the spokes with nippers, removing the hubs, etc., all within a short distance from the place where he finds the wheel.

HERE THEY ARE AGAIN!

The Merry-Go-Rounder Makes His Annual Bid for Plunks and Plaudits of the Public.

New York is being amused and instructed this week by a six-day "Grand International Championship of the World" race—a go-as-you-must, all-day-and-all-night. On Sunday last, shortly after midnight, pistol-firer Champion Bald sent the men on their long and gruelling journey. Some 5,000 people were in the Garden. Previous to the start the men had the usual immemorial parade of all nations, in which one English rider was dressed in green, because by no means could the Irish be neglected in a New York six-day race. Hale had a costume as green as the shamrock, though he looks English all over the face.

The feature of the first hour was a well-sustained burst of speed by Linton and Lumsden. The young Welsh rider made pace all the way, riding on the outside of the track, and when the sixty minutes had been told he had ridden twenty-three miles and two laps, or practically twenty-four miles. Outside of Linton the next figure to jump into prominence was Lumsden, the swift pedalling Scotchman. He also covered the same distance as Linton; in fact, he hugged his wheel all the way. Pierce, the Boston road-rider, put in twenty-one miles and kept plugging along. Major Taylor, the black-hued Munger mascot, was humorously picked out by the crowd. He pedalled along quietly, and would have attracted no attention had it not been for his mahogany tint. Rice, a Wilkesbarre rider, made a fine showing. He is of stocky

tronzed. The inner ring was fairly well-crowded, for this year a 50-cent admission will entitle you to walk all over the Garden, and this privilege is treasured by many, especially those who enjoyed it during the old six-day go-as-you-please contests. The band played and the crowd waited. In fact, it seemed remarkable that fully 5,000 people should wait till midnight to see such an event started.

On Monday night there were no short races, and the race seemed rather monotonous. Waller and Van Emberg had a bad tumble during the day, and were put out of the race, Van

appearance of a so-called "black and white tandem team," the front rider being black and the rear one white. Bald also made some attempts at record, doing one mile in 2:09 4-5, and a second mile during the evening, paced by a tandem, in 2:08 1-5.

The race is being managed by P. T. Powers, of the New York Baseball Club, and James Kennedy, well known as a manager of boxing tournaments. Both men well know how to cater to the New York sporting public. They have the entire New-York press with them, Mr. Kennedy being an old press man, and judging from the public interest in the race and the great public interest in cycling, it is probable that the race will be an emphatic success.

SCORE OF THE FIRST HOUR.

Tom Linton, Wales.....	23	2
William Lumsden, Scotland.....	23	2
Frank Waller, Chicago.....	22	9
H. H. Maddox, Asbury Park.....	22	4
Charles Chapple, England.....	22	0
J. S. Rice, Wilkesbarre.....	21	5
Pete Golden, New York.....	21	2
B. W. Pierce, Boston.....	21	0
Major Taylor, Brooklyn.....	20	9
Joe Gannon, New York.....	20	7
C. W. Ashinger, New York.....	20	7
George Van Emberg, Arlington, N. J.....	20	5
Ned Reading, Omaha.....	20	1
Fred Foster.....	20	2
T. Hale, Ireland.....	20	2
E. C. Smith, Saratoga.....	20	0
J. W. Conklin, Newark, N. J.....	19	7
W. A. Bikes, Saratoga.....	19	8
George Cartright, Syracuse.....	19	5
Albert Schock, Detroit.....	19	5
E. N. McLeod, Philadelphia.....	19	3
J. A. Glick, Detroit.....	18	3
R. C. Moors, Philadelphia.....	17	7
S. L. Cassidy, Millville, N. J.....	17	0
J. Wilson, England.....	14	8



build, and on prizefighting lines, and seems gifted with any amount of strength. Conklin, the local road rider, did not perform brilliantly. Van Emberg, once the "Boy Wonder," although he covered over twenty miles in the first hour, could scarcely be picked out of the ruck. Maddox, the Asbury Parkian, was a great favorite. Golden was cheered by the old-timers and plugged around the track in his usual patient fashion. Hale was only noticed because of his cadaverous appearance and of a straggly blond beard. As a railbird said, he looked more fit for a hospital than for a six-day event. One man whom no outsider would possibly pick out as having any ability was Ashinger; he never sprinted, never rode on the outside. He rides around the track on the extreme inside edge, taking no hills and enjoying no toboggan slides on the curves. He never varies a hairline from his course, and his mile is probably not an inch over the mile.

The Garden commenced to fill up about 9 o'clock on Sunday evening. It was a curious gathering. It differed from other six-day crowds because of the injection into it of the pugilistic element, with which some of the managers of the race are closely identified. There were also a number of remarkably well-dressed people, people who had pretensions, no doubt, to considerable style and social position. The restaurant was well pat-



Emberg permanently, and Waller temporarily, but even on his return he could only hobble around the track, and his chance for honors appeared to have been weakened.

Owing to the absence of the short events, which have always made these contests so interesting, there was no enthusiasm, although there was a fair attendance, perhaps about 4,000 people being present. The six-day men rode around at a weary pace, most of them with drawn faces, some of them wearing goggles for eye-protection purposes. There seemed to be no item of interest about the affair, and one wondered why the crowd held their seats so long. For the rest of the week a series of short races are announced.

The only side shows on Monday were the

In the first hour Lumsden supplanted Berlo's old record of 21 miles 9 laps. The first man will win \$1,300, and will probably break Schock's old record of 1,600 odd. Billy Young is in charge of him.

Linton and Lumsden will compete in the short races throughout the week. Glick, of Detroit, once covered 563 miles in a go-as-you-please pedestrian race. Cartright is also an old-time pedestrian.

Those among the audience who remember the old six-day sawdust grinds will have them recalled by Ed Plummer, who comes back to this country with the English contingent. Plummer was the chief cook and bottle-washer of such events ten and twenty years ago, and is well preserved.

The track is practically the same as that which has been previously seen in the Garden, ten laps to the mile, highly banked and very fast. The scoring process is the same as was used last year. The scheme of using electric lights for scoring purposes was invented on the necessity of the moment by Mr. Smith, electrician of the Madison Square Garden Co. It is a very ingenious system, and will in time be in universal use in contests of that kind.

The trainers' division is, as usual, a feature of interest. Here all the attendants gather; here also is the canned and other food which is fed to the men, the gas stoves and lubri-

CURTAIN RAISER.

Merry-Go-Round Prelude Proves Exciting in a Neck-Risking, Cuticle-Losing Fashion.

Neither those who handed out the coin of the realm to enter Madison Square Garden on Saturday evening last nor those who passed in on "paper," augmenting a crowd of about 5,000, labored under the hallucination that Barnum & Bailey held forth in the big building. Yet they witnessed acrobatic feats and miraculous tumbling tricks that many a circus star might well envy. For flying midair leaps, tortuous gyrations, original gymnastic feats, exhibitions of unpremeditated dismounts and as a benefit for the worker on dismantled bicycles, the meet, the curtain-raiser to the six-day race, was in every way successful.

The Garden took on its customary dashing race-meet appearance. The thousands of

tators were permitted to swarm into the enclosure in the centre of the track and line up against the inner rail. As a consequence none but those who were fortunate enough to secure seats near the tape were able to view the finishes. Those occupying the boxes on the far side of the track might as well have been in Alaska. They would have been just as wise regarding the winners.

But the enthusiasm was infectious. Each telling sprint and during each final lap, the cheering was continuous and drowned the music of the band. In the handicap the contestants rode to win, each one of them, and on the ten-lap track their speed seemed even greater than it was.

As in all metropolitan meets, the amateurs were out in droves. Heat after heat had to be run to dispose of the dross, and those who escaped a fall and rode in the finals were lucky indeed. The opening event, the half-mile amateur, finally narrowed down to a battle between Owen, Henshaw and Latham, a promising Saratoga, N. Y., rider, and to the dismay of the Metropolitan rooters the latter got the best of the race. The professionals were as susceptible to spills as the diamond-winners. The final of the mile scratch brought Goodman, Starbuck, Murphy, Eaton, Hadfield and Weing to a tape. Murphy rode off the bank and disappeared among the spectators. Hadfield pedaled with the abandon of a dare-devil and landed second-money. Weing, of Buffalo, squeezing in ahead at the tape, with Starbuck a close third. None of the foreigners who started qualified. They claimed that they were crowded at the finals. The Eaton-Goodman match was almost a walk-over for Eaton. He set the pace in both heats and won without over-exerting himself.

Bald's essay at an exhibition mile terminated ingloriously. After following the "black and white" tandem at good speed for several laps, he slipped at the east turn and landed on his side. He quickly remounted, but retired at the end of a half-mile. The hit of the night was the final of the half-mile professional handicap. Bald took the first heat from scratch; Murphy got the second, and "Major" Taylor, a dusky negro, who once acted in the capacity of valet to "Birdie" Munger and is now known as the South Brooklyn Wheelmen's mascot, took the third from thirty-five yards. Sam Linton and Lumsden failed to qualify. In the final Taylor circled the track like a black streak, and none of the back-mark men could touch him. Once Bald attempted to close the gap, but the track was too dangerous to take chances, and the "Major" won as he pleased. His victory was decidedly pleasing to the crowd, if the frantic cheering which arose when he crossed the tape was indicative of approval. The "Major" was well pleased with himself also. The fact that Bald did not pass him sent his stock up 100 per cent, and he is now branded as a world-beater. Summary:

Half-mile—Heats won by W. J. White, N. Y. C. W.; C. S. Henshaw, R. W.; W. H. Owen, S. B. W.; A. J. Latham, Saratoga, N. Y.; J. W. Judge, R. W., and Wilbur L. Losee, S. B. W.

Final—A. J. Latham; 2, W. H. Owen; 3, C. S. Henshaw, Time—1:30 1-5.

One-mile professional (final)—Al Weing; 2, Charles Hadfield; 3, J. F. Starbuck, Time—2:22 1-5. Won by two lengths. Murphy and Eaton fell.

One-mile handicap—The winners of heats were W. C. Roome (scratch), A. J. Latham (scratch), Saratoga, N. Y.; C. F. Ludin (60 yards), N. Y. C. W.; W. H. Cane (35 yards), Hackensack; T. J. Bell (30 yards), R. W.; Wilbur Losee (30 yards), S. B. W.; C. H. Tomlinson (50 yards), R. W., and C. S. Henshaw (20 yards), R. W.

Final—1, C. S. Henshaw, R. W.; 2, Wilbur Losee, S. B. W.; 3, C. H. Tomlinson, R. W. Time—2:22 1-5.

Half-mile handicap professional—Final heat—1, "Major" Taylor, S. B. W.; 2, A. C. Melkwell, Philadelphia; 3, E. C. Bald, Time—1:38 1-5.

LOST THE COMBINATION.



"Help! help! Take your dog away. He is biting my leg."
 "All right; don't be in a hurry."
 "Well, call him away."
 "I have only just bought him, and forgot to ask his name. Just wait a minute while I go to the dog store to inquire."

lights, brilliant decorations, the wild hurrah of the crowd and the dense canopy of smoke from hundreds of cigars, pipes and cigarettes, which hovered under the roof like a halo, kept the most blasé rounder interested for awhile. During each heat and final there would rise in the air a resonant dull thud, sounding the death-knell to some eager rider's ambition. Then the crowd would rise in their seats to watch some luckless wight skim undignified along the track to the bottom of the banking or land slap-bang against the upper railing, or perchance take a header over the edge of the track and come to a stop in the lap of some box occupant. The falls were as numerous as they were exciting. That no one was seriously injured was a puzzle to the spectators unacquainted with the remarkable acrobatic abilities of racing men as a whole and the wonderful ways they have of escaping unscathed from all sorts of spills, entirely through good luck. The spec-

cants, the thirst-quenchers, and all the rest of it.

E. C. Moore is an old-time go-as-you-please pedestrian.

Hale is thirty-four years old. He was the first man to cover 100 miles in less than six hours, and is chiefly noted for his great work on long-distance racing on the Great North Road, in England.

Waller and Van Emberg collided early on Monday morning, Van Emberg being internally hurt, and he was advised by his physicians to keep out of the races. Waller badly injured his right eye, so that leeches had to be applied to it. Van Emberg's fall was due to the breaking of his chain.

Linton lowered the five-mile record to 12:14 2-5, a figure which gives an idea of the awful pace the men cut out. He also rode ten miles in 26:36, fifteen miles in 39:01 2-5, and twenty miles in 51:42 2-5.

The Simpson chain and the big sprocket wheels came in for a big share of comment. Hale is the only man using a Simpson chain, and at the end of several hours he was ahead and easily kept some twenty miles ahead of his nearest competitor. It is stated that he is riding a gear considerably over 100.

A. A. Hansen, the famous Minneapolis rider, retired at the end of 190 miles and two laps.

Reading rode 240 miles without dismounting, a record.

Twenty-Four Hours Score.

Reading	.....399	8|Glick	.....355	2	2
Hale	.....426	4|Smith	.....334	4	7
Moore	.....408	0|Foster	.....440	1	3
Taylor	.....388	0|Von Steeg	.....311	7	7
Pierce	.....363	8|Gannon	.....322	6	3
Ashinger	.....370	3|Cassidy	.....316	3	3
Rice	.....377	3|Maddox	.....311	0	0
Schock	.....370	0|Golden	.....298	0	0
Elkes	.....358	9|McLeod	.....282	5	5

Eighteen-hour score, 6 p. m. Monday night.—Reading, 325 miles 3 laps; Hale, 323 miles 3 laps.

Chappell retired at eighty-three miles. Hale rode 200 miles in 10 hours, 16 minutes and 9 seconds.

At 7 o'clock Monday morning Hale went into the lead, passing Reading, the latter making no effort to hold on. During all of Monday Hale led the procession and appeared to keep easily ahead, booming the Simpson chain.

Thirty-six Hours Score—Noon Tuesday.

Hale	.....580	5|Smith	.....494	7	9
Reading	.....557	0|Glick	.....470	9	7
Rice	.....556	0|Elkes	.....481	7	7
Moore	.....553	0|Maddox	.....461	3	3
Schock	.....549	2|Cassidy	.....449	9	9
Foster	.....540	9|Gannon	.....443	3	3
Pierce	.....540	6|Ashinger	.....426	0	0
Taylor	.....529	0|McLeod	.....370	6	6

Early on Tuesday morning Conklin, Van Steeg and Golden dropped out. Van Steeg had been hurt in a collision on Monday; Conklin had no experience in a contest of the kind, and Golden surrendered to a tired feeling.

Hale continued in the lead up to Wednesday, but began to show signs of weariness. He completed 500 miles in 30 hours and 20 minutes, which is a record for the Garden. His 700th mile was finished in 44 hours and 55 minutes. Schock continued to ride up to his schedule, and by his steady plugging began to pull down the lead of Hale and Rice. The retirement of Golden, Von Steeg and Conklin left sixteen riders in the race. The score at 1 A. M. Wednesday follows:

Hale	.....772	0|Taylor	.....684	2	4
Rice	.....762	5|Ashinger	.....642	4	8
Schock	.....724	1|Maddox	.....635	8	8
Reading	.....716	9|Cassidy	.....599	8	8
Smith	.....708	0|Gleck	.....599	0	0
Fonkln	.....706	1|Elkes	.....596	9	9
Pierce	.....691	8|Gannon	.....559	0	0
Moore	.....683	6|McLeod	.....473	5	5

Tuesday night Bald rode a half-mile paced in 1:09 3-5. Latham and Roome met in a match race at a mile, best two in three heats. Latham won the first two in 2:12 4-5 and 2:55 1-5. Goodman and Macdonald also met in a half-mile match. Macdonald was so badly beaten in the first heat that he refused to ride the second. Goodman's time was 1:10.



BALD

... ON A ...

Barnes White Flyer

reduces the Madison Square Garden track record for one mile to 2.08 1-5, which is also record for a ten-lap indoor track.

Schoch and Forster, on WHITE FLYERS, are well toward the front in the six-day race which is being held at Madison Square Garden, New York.

The Old, Old Story of Good Wheels and Good Men.



THE BARNES CYCLE CO., Syracuse, N. Y.

Kindly mention The Wheel.

NEAR THE ROCKIES.

Gardiner Shaking the Record—Plum Bush for Some Late Speed Fruit—News Items.

Denver, Col., Dec. 5.—Arthur Gardiner has commenced his campaign for records, and has placed two to his credit. Finding himself able to attain great speed on the Denver track, he has ceased to talk about going on the California circuit, and allows the plain acknowledgment that he came to Denver to get all short distance untraced records.

His first real trial was Thursday morning. At that time George M. Scott, president of the Denver Wheel Club, was on hand as official referee and L. A. W. representative. Timers were O. E. Boles, T. A. Bothrill, and J. W. Davis; judges, George A. Green, George W. Hare, and Samuel F. McGrew. There was a wind sweeping across a portion of the track, and after carefully finding when it had the least effect, Gardiner went to the last twelfth pole, and started the wrong way of the track. By this means he marked off a quarter-mile where the wind had little interference. He made the quarter in 0:26 2-5, a most remarkable performance for a day that was really not favorable. Looking over the lists of official records, it was found that the half-mile un-paced professional had never been claimed, and there was no mark for that distance. Gardiner tried for it, again going the wrong way of the track, but could do no better than 1:00 flat, the wind being stronger and his own muscles not in the best of condition.

Friday morning Gardiner again tried the half-mile, and this time with greater success. The officers were the same as on the preceding day. There was a trifle of wind, but not enough to seriously handicap the rider. Gardiner took the right way of the track, and made the half in 0:57 2-5. After the ride Gardiner complained of soreness in the lungs. The air was very heavy when he rode, a wind storm coming up immediately afterward, and he thinks this condition of things hurt his breathing apparatus. W. P. Stanton, his trainer, says Gardiner is doing so well that in another week he will be able to cut under Coulter's mile of 1:59 1-5.

C. B. Whitney, who has been connected with the Overman Company's local store for the past year, has been called to Chicago to take charge of the Overman sporting goods department. Whitney was not only one of the most popular and most trusted salesmen in the city, but is an amateur rider of ability, a baseball pitcher, and a leader in all amateur sports. He was connected with the Spalding house in Chicago and Denver for many years. The Overman Company will intrust to him the general charge of the making and selling of all sporting goods made by the firm.

The Cycle Board of Trade of Denver has taken up the matter of a cycle show in this city during the winter, and at a meeting held Tuesday evening in M. W. Gano's store set the ball rolling. Last year's show was managed by G. A. Wahlgreen as a private enterprise. The same manager will be in the saddle this year, but he will have the backing and countenance of the Cycle Board of Trade. What date can be secured is not now known, though as early as can be conveniently awarded will be asked.

SUSPENSION CONTAMINATION.

Chairman Gideon has announced that if Michael or any one else is managed or trained by Tom Eck before he settles his bill with the Maine association he will be liable to suspension, the same as though he competed in a race with a racing man under suspension.

HOW THE STEERSMAN FEELS.

William Saunders, of Boston, who was helmsman of the sextuplet which paced Michael in his record-breaking trials, tells an interesting story of his experience with the record-breaker. This is Saunders' third year at the pacing game, and he thinks he has got it down almost to a science. He first helped man a tandem; the following year he was on a triplet, and this season he guides a sextuplet.

"In comparing the machines, Saunders thought the most difficult job of all was handling the big fellow. It is much steadier than a tandem, but the work is harder; and when the riders get down to a 1:40 clip, he can feel an awful pressure on his chest. He says:

"As a usual thing the work commences to tell on a fellow at the half, and there is a tired feeling in your legs, your heart beats like a trip-hammer, and you notice a great difference in your breathing. By the time the two-thirds is reached you commence to realize what you are doing; your feet seem to weigh a ton, and it is only when you have dismounted that you know how thoroughly tired and pulled out you are.

"It's harder than riding any other multiple machine, and is faster in record work than any yet devised. When manned it weighs almost 1,200 pounds, and you can imagine what a spectacle it must be to see that ponderous machine travel a mile in 40 seconds, as we made it do at Nashville."

Speaking of Michael, he says that what amused the Americans most about the little Weishman was the fact that he skipped a rope about 3,000 times before retiring each evening, and generally covered the distance between the hotel and track, before and after a record trial, on a dog trot.

FOR PARBOILING SPEEDSTERS.

What, it is said, will be the finest training quarters in the world will be erected at the Garfield Park cement track, Chicago, unless the present plans fail. The scheme originated with Trainer McClaire, who will be supported, it is announced, by Morgan & Wright and possibly one of the largest Chicago clubs. The plan as outlined by McClaire is to erect a two-story building on a site to the south of the track. It will be supplied with every convenience necessary in the training of racing men. On the first floor will be placed the lockers, dressing and wheel rooms, all complete with the latest appliances. On the second floor will be the long rubbing tables, shower baths, tubs, steam, alcohol and supply rooms, and everything that could be desired to further the welfare of the young riders. The steamroom will be furnished with appliances that will do away with the use of hot cloths and the tired and bruised muscles will be worked and kneaded under the most favorable circumstances. The plant will be modelled after the training quarters of several of the big universities, and will be, if the plans carry, complete in every detail.

DOING TIME IN DENVER.

Denver, Dec. 5.—On the Denver Wheel Club's track to-day, Sager and Swansborough cut six professional un-paced tandem records. They first rode three-quarters of a mile in 1:25 1-5, two-fifths of a second better than the record of Evans and Hatton made at San Jose last May. They then went for the ten-mile record and broke all records from six miles up. They rode six miles in 13:22 2-5, seven in 15:30 4-5, eight in 18:51 3-5, nine in 20:06 and ten in 22:16 2-5, three-fifths of a second under Evans and Hatton's record of 22:17, made at San Jose. Sager and Swansborough now hold all tandem professional records up to ten miles, with the exception of those for one and four miles.

DOWN IN MEXICO.

Racing Under Conditions Which Must Prove Attractive to the Pleasure-Loving Dons.

Betting is a feature of the race meets held on the Mexican tracks. Pool rooms are run in connection with all the paths, where a half-dozen bookmakers sell mutuals and straight tickets on all the races. The track at the City of Mexico, about three miles from town, is beautiful beyond any idea one could form without having seen it, according to a St. Louis cyclist, who is touring through that country.

It is a third of a mile, with a surface composed of cement and ground lava. It is exceedingly fast, and the "good" men down here, the American writes, think nothing of doing miles on it behind a tandem in better than 2:06 in training. There are two grandstands, first and second class. The first-class stand is located about like those in the United States. It is a handsome structure, and the national colors, green, white and red, predominate in the decorations. Its seating capacity is about 3,000. The second stand is built at the head of the stretch, and while not as pretentious in appearance and decorations is a very pretty structure. There is a difference of about 50 per cent in the price of admission to the two stands. The most unique part of the track arrangement is the dressing-rooms. They are on the other side of the track, opposite the big stand. Instead of having one large room, as is customary in the States, each racing man of any pretensions has a separate room or house. There is a row of about fifteen or twenty buildings, each painted and decorated with the colors of its owner. From the stand they look like little playhouses with fancy porches and steps in front. Inside is to be found every accommodation necessary for the most fastidious track man. There are lockers for clothing, towels and other necessary accoutrements.

The infield is covered with a beautiful lawn, and it is proposed to build a miniature lake in the centre. The entire track is surrounded by a high wall and there is no chance for the ambitious Mexican urchin to get into the meets except through the turnstile. The lawn adjacent to the grandstand is dotted with tables and chairs, which are occupied during the races by the sweller set of the National Capital. A first-class buffet is maintained under the stand, and refreshments of all kinds are served on the grounds.

LEARNED SOMETHING.

"No foreigner can go to Paris and beat the Frenchmen on their own tracks," said one of the English riders now at Madison Square Garden on Saturday night, and evidently Tom and Nat Butler will echo the sentiment. A cablegram announces that they sailed from Southampton on the steamer New-York Saturday last, bound for New York. It is stated that neither of the riders could get acclimated and that a physician advised them to stop racing for the present. Neither of the Butlers won a race while abroad. Their non-success abroad, following close on the sorry exhibitions made by Johnson, Kiser, Macdonald and Murphy in Paris, is well calculated to make the Frenchmen eulogize their riders. Since Zimmerman and Banker visited the French capital no American rider has met with success on the Parisian tracks.

VOTING PRIZE MONEY.

An annual contribution of 2,000 francs toward the Grand Prix de Paris has been voted by the municipal authorities of Paris.



PALMER TIRES

What Is the Price?

A natural instinct makes a buyer ask that question. It is his first thought. Unfortunately some buyers consider only price.

A bicycle manufacturer who is proud of his wheels—who is truly anxious to keep his agents and his riders well satisfied the season through—will first consider value.

The price of Palmer Tires is greater than that of other tires, but the buyer gets a proportionate increase in value.

The wheel is useless unless the tires hold up. Palmer Tires can always be depended upon.

Often riders of other tires complain that high-grade wheels do not run easily. A change to Palmer Tires usually removes that difficulty.

A wheel that is always in service and running well delights its owner. He is continually talking about it.

Mr. Maker, this year will be a crucial one. He who gives his riders the best, *regardless of price*, will get the business. You cannot afford to ignore Palmer Tires. They will be the cheapest in the end.



THE PALMER PNEUMATIC TIRE COMPANY
CHICAGO

INDOOR CIRCUITING.

Manager Prince, of the Memphis Coliseum, is endeavoring to arrange a Southern circuit for next season, taking in Memphis, Birmingham, Nashville and Atlanta. It will be operated somewhat after the methods of running a baseball league. In this respect it is entirely original, and will prove an innovation in bicycle racing. The circuit will begin in Memphis, for example. There will be two nights of racing there. Birmingham will be the next place where the circuit-chasers meet. Two more nights' racing will be the programme and then the riders will proceed to the next place, which will be Nashville or Atlanta. After giving two nights' racing at the place where they started out they will go over the same route again, and so on until the closing of the season.

SANCTIONED OUTLAWS.

Although the Seventh Regiment A. A. is outlawed by the Amateur Athletic Union, the three cycle events run at their games in this city on Saturday night last were sanctioned by the Racing Board. This was done in accordance with an understanding between Chairman Gideon and President Sullivan, and not as a slap at the A. A. U., as has been intimated. R. W. Butler won the mile scratch race in 3:03 4-5, while R. MacLea won the mile handicap, 75 yards, in 2:40 4-5, and the two-mile handicap, 120 yards, in 5:41.

THEY'RE FAST IN GAY PAREE.

Tom Butler did not ride in the form shown at Louisville and Springfield while in Paris. Jaap Eden had no difficulty in disposing of him in the match race which took place on November 22. The match was for 2,000 metres (about a mile and a quarter), best two out of three heats. Eden took the first heat in 4:02 by three lengths. The second heat was more exciting, but Eden again finished to the good by about a length. In a handicap race which followed Butler was not placed in his heat.

BAD FOR THE BOARD FLOORERS.

Indoor meets will probably be few and far between in Brooklyn this winter. General McLeer, commanding the regiments stationed in Brooklyn, has issued an order prohibiting the use of the armories for cycle races. Several clubs of Brooklyn were arranging to hold indoor meets in the 13th Regiment Armory, but the order from headquarters will cause them to be abandoned.

KILLS CITY ROAD RACING.

The collision between a spectator and contestant in a road race at New Orleans on Thanksgiving Day, resulting in the death of the spectator, will probably put an end to road racing within the city limits of that city. The accident was due to the onlookers crowding into the middle of the street and leaving but a narrow lane for the riders to pass through.

GOOD-BYE IRVINGTON-MILLBURN!

The long-heralded end of the Irvington-Millburn course has at last arrived. The work of laying tracks for a trolley line on each side of the road is now in progress, and when completed, the far-famed stretch of road over which so many hard-fought battles have been won and lost will be unsafe for future contests.

KNOCKING AMATEUR BESTS.

At the Velodrome, San Francisco, December 6, Dixon and Kraft, of the Bay City Wheelmen, lowered the five-mile amateur tandem record from 11:35 to 11:09. They rode unpaced with a flying start.

ILL-ADVISED AND POORLY TRAINED.

Referring to the Eden-Butler match, the Paris correspondent of "Wheeling" writes: The announcement of the debut of Tom Butler in a match against Jaap Eden, the "burly" Dutchman, failed to draw anything like a fair crowd—why? Because all those initiated in cycle sport in France knew that Butler ran completely out of "form." If new comers would only "wait a bit" before riding, the prestige of foreigners would be ever so much better sustained; as it is, they are all like a flock of sheep who follow the leader. To say that it was a race between Jaap and Butler is out of the question, it was nothing more or less than an "exhibition," the American lad suffering from the intense cold that usually pervades the Velodrome d'Hiver.

CASE OF COLD FEET.

A 100-mile match race between Milton Brown and Thomas Leeper was run over the Garfield-Ridgewood, N. J., course on December 2. The weather was extremely cold, and the wind strong, but the men rode well together until the ninety-fourth mile, when they collided. Brown was thrown heavily to the ground and injured his back. Leeper remounted and finished the distance, but the referee declared it no race. Leeper's feet were badly frostbitten.

CLAIMING TIRE GLORY.

Huret's successful attempt at the twenty-four-hour record at Bordeaux in September has resulted in an interesting lawsuit. The day following the ride the makers of the Gallus tire inserted advertisements, claiming that the victory was won owing to Huret using their tire. As, however, Dunlops were used on the occasion, the Dunlop people have now brought an action for the recovery of 100,000 francs damage against the Gallus Company.

LIKE OUR GEORGE TAYLOR.

Huet, the Belgian sprinter, declares that he is thoroughly disgusted with racing, that he will give up the track, and devote himself entirely to his profession of dentist. Lots of men do this when they find they are not quite so fast as of yore, and Huet is not the first racer who has forsaken leg-pulling for the same performance in the tooth line.

CATFORD CHASED RECORDS.

A. A. and F. W. Chase made an attempt upon the hour tandem record November 18, at the Catford track. Owing to the cold wind they were unsuccessful, covering 31 miles 200 yards. Records were cut from six to ten miles. The new figures are: Six miles, 11:09 3-5; seven miles, 13:05 1-5; eight miles, 15:02; nine miles, 16:55 3-5; ten miles, 18:54 1-5.

NEW THREE-SEAT FIGURES.

New triplet records were established from eleven to thirty-four miles at the Crystal Palace track, London, November 21, by Litchfield, West and Frazer. They covered eleven miles in 23:32 3-5, twenty miles in 43:35 2-5, twenty-five miles in 55:25 3-5, thirty miles in 1:07:25; thirty-four miles in 1:18:09 4-5.

SOMETHING LIKE A MIRACLE.

Some one took 300 florins last week out of the Belgian crack Luyten's dressing-room while he was racing, but two days after Luyten received a money order for the amount anonymously.

RAIN IN THE FACE.

Rain caused the final meet at the Memphis Coliseum to be declared off, and the building has been closed for the balance of the winter.

RACING BOARD'S BULLETIN.

SUSPENDED.

For entering races and failing to appear or pay entry fees:

Mose Oshinsky, Decatur, Ill.
P. D. Fitzpatrick, Chicago, Ill.
Will Frappe, Lincoln, Ill.
W. H. Sass, Streator, Ill.
J. H. Ritchie, Waverly, Ill.
Bert Harding, St. Louis, Mo.
William Spinker, Lincoln, Ill.
Frank Wing, Ottawa, Ill.
H. A. Canfield, Terrill, Tex.
Frederick Thompson, Canton, Ill.
H. Linnewrth, St. Louis, Mo.
Jesse Curry, Aurora, Ill.
P. W. Houser, Lincoln, Ill.
H. C. Woods, Chicago, Ill.
Edwin Edwards, Chicago, Ill.
Len H. Conklin, Chicago, Ill.

PROFESSIONALIZED.

A. G. Harding, St. Louis, Mo., Clause B.
W. W. Wuerschmidt, Des Moines, Iowa, Clause A.
W.-J. Cunningham, Fremont, Neb., Clause A.
M. Taylor, Brooklyn, N. Y., own request.

HALL-MARKED CENTURIONS.

The following road records have been allowed by the Century Road Club of America: C. Arnold Wescott, Chicago-Libertyville-Waukegan Century Course, 5:04, August 9, 1896; course record.

Mrs. A. E. Rinehart, 200 miles, 16:18, September 27, 1896; Colorado State record.

C. O. Lasley, Toledo-Clyde Century Course, seven hours, October 11, 1896; course record.

Arthur E. Smith, 235 miles, 264 feet, twenty-four hours, October 24, 1896; Illinois State and American record.

A. W. W. Evans, 50 miles, 2:30:34, August 10, 1896; New Jersey State record.

A. Peischer, New York to Philadelphia, 8:15, November 1, 1896; course record.

A. Peischer, New York to Philadelphia and return, 18:17, November 1, 1896; course record.

LEVIED, THEN LEVANTED.

There is not an extremely bright outlook for the completion of the proposed elevated cycle path over the meadows from Atlantic City to Pleasantville, N. J. The man who conceived the idea, incorporated the company and collected the money on the stock that was sold, has mysteriously disappeared. Those who invested in the enterprise are anxious to learn of his whereabouts. A few pillars were sunk in the meadow marsh and the work came to an abrupt halt for the reason, as stated, that the funds had been exhausted. The projector departed for Philadelphia to interest the Quaker City wheelmen in the project. Since leaving Atlantic City nothing has been heard of him.

RELATIVE GLORY.

"Foh some racers," said Uncle Eph, "win'n' a picnic championship am de top er de ladder ob fame; foh others it am only de fus' roun'."

TRYING AND MISSING.

"Record chasing is a difficult pursuit," remarks the wise man on a daily paper. Perhaps he meant that record is a hard thing to catch.

When hard luck strikes a racer and he gets on his uppers his enemies quit knocking him, but his friends begin.

No successful racer is lucky who has not the ability to be so.

“What Is Reputation!”

exclaimed IAGO.

The REPUTATION of the STERLING makes it easy to sell it at \$100.00, and one sale is always followed by another.



BUILT
LIKE
A
WATCH.



BUILT
LIKE
A
WATCH.



Our '97 wheel has special features—for example, the FORK, which all are trying to imitate.

AGENCIES:

NEW YORK: Schoverling, Daly & Gales,
302 Broadway.
BOSTON: Dame, Stoddard & Kendall, 374
Washington Street.
PHILADELPHIA: Jacob Rech & Sons, Eighth
Street and Girard Avenue.
DENVER: Gerwing-Hilton-Kennedy Cycle
Co., 1727 Stout Street.
PACIFIC COAST: A. C. Nichols & Co., 400-4
Battery Street.

SEND FOR CATALOGUE.



The Sterling Cycle Works,

CHICAGO, ILL.

Kindly mention The Wheel.

SEMI-PNEUMATIC HYGIENIC.

A prominent physician in an address before the Sanitarium Institute Congress, held recently in England, truthfully said: "The saddle is a very important part of the bicycle, and if badly designed and badly adjusted it makes all the difference between pleasure and pain in riding. Every saddle should be adjusted to suit the person who is to ride, and no two persons like the same position, and ignorance of some of the most common-sense rules on this subject is the great cause of so many complaints of saddle sores and discomfort."

And this is exactly what is claimed by the P. & F. Manufacturing Co., Reading, Pa., for what they call their semi-pneumatic hygienic saddle. In looks it differs little from the saddles offered by any number of makers, but on investigation it can readily be seen that its construction embodies many features that are used for the first time.

The most important claim is for what they call the semi-pneumatic pommel, which, while really containing no air, acts from a mechanical standpoint exactly like an inflated device. It consists of a piece of rawhide, bent into tubular form, one end being attached to the nose of the saddle and the other end to the rawhide lacing in such a way that the weight on the lacing governs entirely the tension of the rawhide pommel. To illustrate: Should a heavy person sit on the main body of the saddle, the tension on the lacing things will tend to make the tubular rawhide pommel harder as the weight increases, making a perfect support, while vice-versa, should a light weight rider occupy the saddle, the pommel immediately adjusts itself to the lessened weight.

The rawhide strings are fastened at their other end to the cantle, affording a lacing that gives perfect ventilation, and at the same time producing a saddle that overcomes the objections of an ordinary pneumatic saddle, there being no rolling motion nor heating, and while the semi-pneumatic feature is entirely mechanical, yet to the touch the pommel feels like an air cushion. The saddle is covered with a leather top, heavily lined with the best saddle felt, and reinforced with additional thicknesses of felt where it is most needed; it is being furnished in a variety of colors, and attracts the eye.

The device is entirely new, and while to the uninitiated at first glance there seems to exist but little difference, yet in actual use it has been demonstrated that it has many points that heretofore have been lacking. The retail price is \$3.

HANDSOME AS ITS NAMESAKE.

Judging from specifications, the "Apollo," made by E. K. Tryon, Jr., & Co., of Philadelphia, will be particularly handsome value at \$75. The frame will be of 1 1/4-inch Mannesman tubing, flushed joints being the rule throughout. Cups and cones will be turned from Singer & Nimick bar steel, and both seat-post and handle-bar will be held in place by a patent expander. Barrel hubs, a two-piece crank-hanger and detachable front and rear sprockets, will also be features.

Each wheel will be finished with four coats of enamel, each coat carefully rubbed to insure a high finish.

The standard hue will be myrtle green, striped in gold, but black, maroon and royal blue will be furnished when desired.

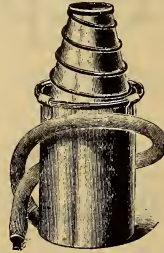
Choice of M. & W., Vim, Hartford and League tires, and of Record and Brandenburg pedals is offered.

Tryon & Co. will, of course, continue to list the Vesper at \$50, and Cycloe and Falry, their juvenile wheels.

A good many people cast their bread upon the waters of the wheel trade, and then go the next day and try to fish it out.

LOOKS A GOOD THING.

It looks not unlike a milkcan, but, as a matter of fact, it has the earmarks of an article that may meet a cycling want—a foot pump, which can be carried in the pocket or toolbag. It is made of rolled brass, is four inches long, two inches in diameter, and weighs six ounces. It is operated by pres-



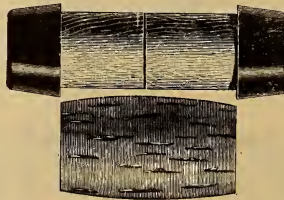
sure of the sole of the foot, and, it is claimed, will pump six cubic inches of air at every stroke. The article was patented October 27 last, and is being marketed by the Browne Bicycle Pump Company, of this city. The firm has not yet established offices, its address being P. O. Box 372. E. W. Austin is president of the company.

EIGHT MILES A MINUTE.

One of the busiest factories which a pressman enters is the Veeder Mfg. Co., at Hartford, Conn., of which D. J. Post is the moving spirit. They employ about 130 girls and also a number of men in the manufacture of the Veeder cyclometer. The cyclometer was placed upon the market last year, and was well received. The main parts of it are made from a solid bar of steel, milled out, and, as a consequence, a substantial cyclometer is the result. Before leaving the factory the cyclometers are run at a speed of eight miles per minute, in order to test their accuracy and strength.

TIPS CAN NOT COME OFF.

W. B. Jarvis, of Grand Rapids, Mich., has contributed to the cork grip market. His contribution is pictured herewith. It will be noticed that the tips are part of the wood core or bushing, the former being enamelled



in different colors resembling hard rubber. The advantage of this mode of construction is claimed to be the impossibility of the tips breaking or being pulled off. As a starter Mr. Jarvis reports an order for 40,000 pairs from A. Featherstone & Co.

LIGHTING LONDON'S FOG.

W. P. Crary, vice president and manager of the Betts Patent Headlight Company, is at present in London looking after their exhibit at the National Cycle Show, which is being held at the Crystal Palace. While the Betts company's sales in this country have been enormous, their foreign trade has been almost as large.

GONE OVER THE OCEAN.

Exports of bicycles from the port of New York for the week ending December 1:

Antwerp—48 cases bicycles, \$1,303; 12 packages bicycle material, \$401.

Argentine Republic—13 cases bicycles, \$2,008. Bremen—6 cases bicycles, \$395; 5 cases bicycle material, \$500.

British Australia—3 cases velocipedes, \$75; 1 case bicycle material, \$25; 174 cases bicycles, \$11,536.

Brussels—1 case bicycle material, \$13.

British East Indies—1 case bicycles, \$150.

British West Indies—92 packages bicycles, \$4,838; 23 packages bicycle material, \$433.

Cuba—3 cases velocipedes, \$43; 3 cases tricycles, \$51.

Central America—5 cases bicycles, \$420.

China—2 cases bicycle material, \$36; 2 cases bicycles, \$170.

Chili—2 cases bicycles, \$400.

Copenhagen—8 cases bicycle material, \$925.

Dublin—2 cases bicycles, \$275.

Dutch West Indies—2 cases bicycles, \$110.

French possessions in Africa—1 crate bicycles, \$56.

Genoa—2 boxes bicycle material, \$50; 4 bicycles, \$240.

Hull—5 cases bicycles, \$125.

Havre—1 box bicycle material, \$159.

Hamburg—6 cases bicycles, \$445; 35 cases bicycle material, \$3,128.

Liverpool—7 cases bicycle material, \$587; 12 cases bicycles, \$363.

London—49 cases bicycles, \$6,195; 106 packages bicycle material, \$3,708; 4 cases cyclometers, \$175.

Marseilles—1 case bicycles, \$60.

Mexico—1 case tricycles, \$20.

Naples—3 cases bicycles, \$75.

New Zealand—18 cases bicycles, \$1,479.

Southampton—1 case bicycle material, \$11; 99 packages bicycles, \$4,500.

St. Helena—1 case bicycle, \$75.

Santo Domingo—3 cases bicycles, \$160.

St. Petersburg—3 cases bicycle material, \$150.

United States of Colombia—1 case bicycles, \$35.

Venezuela—3 cases bicycle material, \$29; 7 cases bicycles, \$310; 1 case velocipedes, \$10.

Bombay—1 case bicycles, \$55.

Glasgow—1 crate bicycles, \$75.

NEW MAIL'S MERITS.

Eighty-five dollars will continue to be the price of the New Mail.

William Read & Sons, Boston, so announce. The wheel will, of course, embody all the up-to-date improvements.

The frame, upper and lower saddle-post tubes have been increased from 1 1/4 inches to 1 1/2 inches, with 1 1/4-inch head tubes; chain tube stays seven-eighths inch, and rear upper stays three-quarters inch; reinforced flush joints, making an extremely symmetrical, strong and light machine.

Special seamless tubing of a high carbon only is used.

Their two-piece crank-shaft and cranks combined is a new device. By removing a nut on the right side of the hanger, the crank, shaft and sprocket can be removed without change of adjustment or unbolting the chain; the bearings are all fitted with ball retainers.

Their barrel hubs have a new oiling device whereby the balls are always oiled, and dust proof, which is one of the features for 1897.

Adjustable handle-bars, either metal or wood, will be supplied.

Their medium line embraces six styles of machines—24, 26 and 28 inch wheels, with seamless drawn tubing, drop-forging, and all the 1897 improvements, all colors and ornamented.

WOOD-FRAME WANTED ABROAD.

A Holland concern wants a guaranteed low-priced, wood-frame bicycle, exclusive agency for Holland and Belgium. Address C. W. O., care of THE WHEEL.

SEEN AT STANLEY.

What the Britishers Exhibited in England's Opening Cycle Show—Freaks and Novelties.

London, Nov. 25.—More leisure for the inspection of the American exhibits at the Stanley Show has, of course, resulted in the discovery of some points which are worth commenting on. For instance, the Columbia people have a crank-hanger bearing lock nut not shown in their '97 catalogue which is a step toward the direction in which English ideas are trending. In this the bracket face (into which the bearing caps adjust) is recessed to a slight depth, to admit of a ring nut, working on the adjusting disc, jamming against the recessed portion of the bracket end. This, of course, is a locking which demands the use of two spanners to work satisfactorily, but which nevertheless is all right in practice. It has been adopted in principle by the Ormond, Centaur, Elswick, Humber-Goddard and Rudge-Whitworth firms. I commented in my previous letter on the new Columbia spoking system and double plate fork crown. No tandems are on view. Columbia prices on this side range from 24 guineas for Models 45 and 46 to 18 guineas for Models 40, 41, and 42. Hartfords run from 16 to 14 guineas.

One of the most interesting novelties in the Show is the Eadie brake, elevations of which I give here.

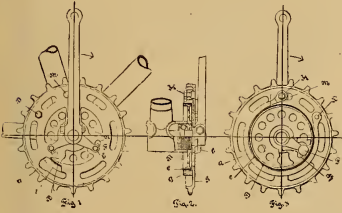


Figure 1 is an elevation of the crank and chain wheel as they appear when viewed from the right hand side of a bicycle fitted.

Figure 2 is a sectional elevation taken on a vertical line through the centre of the mechanism in figure 1.

Figure 3 is an elevation of the same parts as shown in figure 1, showing them as they appear when viewed from the opposite side of the bicycle to that from which Figure 1 is viewed.

A is a tempered spring steel band, one end being fastened by the screw D to the web of sprocket wheel, the other end of the band being fastened to the crank by the stud H passing through the web of the sprocket wheel by means of the slot M.

B is a cylindrical drum fastened rigidly to the lower bracket of the bicycle frame.

The drum B is faced with material C, such as leather, for the purpose of taking the friction generated by the band A.

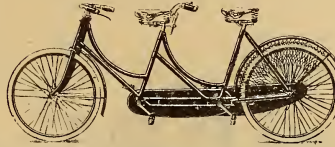
The chain wheel is secured to the crank by the stud H, and the two screws E E having large heads F F, and moving in the slots N N.

Figure 1 shows the crank on the forward movement, as indicated by the arrow. The stud H and the screws E E are respectively bearing against the ends of the slots M and N N.

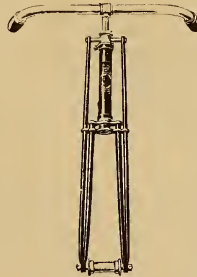
The action of back-peddalling puts the brake into action, moving the crank in the direction of the arrow in Figure 3. As the crank carries one end of the band with it and the other end remains stationary, the band is reduced in diameter and forced against the face of the drum, thereby reducing the speed of the machine. On removing the pressure exerted in back-peddalling, the band, by rea-

son of its elasticity, will immediately recover its original shape, leaving the clearance gap between A and C, as shown in the drawings.

I give here the Royal Enfield tandem for two ladies. It is self-explanatory in its gen-



eral lines, but the front frame is worth illustrating, as showing a new line in multi-



cycle front forks. As is seen, it is a duplex elliptical fork.

A distinct tendency to adopt the pneumatic brake by the best makers is noticeable. Even Humber & Co. have half a dozen specimens on their stand. As an adjunct to a light machine, it is invaluable, I think.

Another fitting of this kind which is attracting some considerable attention is the Hollis concealed brake.

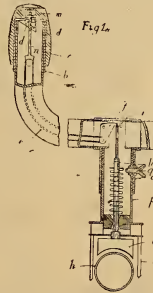


Figure 4 is a sectional view. A is the handle-bar upon which the sleeve b turns. Sleeve b carries the handle. The end of the handle-bar is provided with the inclined surface d, upon which the bearing pieces d, as shown inside the handle, bear. The bearing pieces are attached to the sleeve b, so that when the handle is turned by the rider the connecting piece e, which is pivoted to the lever f, will operate on the brake-block g through the medium of rod h. The rod h is dropped into plunger tube, the former being fitted with lock nuts, which can be adjusted so as to allow the handle-bar to be raised or lowered. The connecting-rod n is also made adjustable by nut m, so that all parts are adjustable. A loose cap is provided at end of handle to take off, so as to allow for adjustment. A hole is also provided at top of handle-bar to allow for manipulating the quadrant f, such hole being neatly fitted with a screwed-on cap. It will be seen the stalk

p is screwed into handle-bar lug o. The handle-bar is held secure from turning round by thumbscrew q, thus when the said screw is unscrewed three turns the handle-bar can be reversed so as to allow the machine to take less room.

A feature about the brake is, by turning the handle a little further round the brake will remain on, thus preventing the machine from creeping when left standing. Another feature which is novel is that, no matter how far the handle-bar is turned round, it does not disconnect the brake.

"New wrinkles" of English origin there are, of course, but they are not particularly numerous, and ferreting them out is no small task.

The Crescent system of sheet steel stamping for lugs, etc., is very interestingly shown by means of sections. The Crescent No. 30 is one of the tandems of the show.

The Crescent chain adjustment is a very neat affair, consisting of a circumferentially ratchetted washer carrying the axle end rolling along a plate fitting against the outside of the back fork lug. The upper cage of the plate is turned over and ratchetted to correspond. The teeth at the top of the washer engage with this while the lower edge engages with an endless screw working in a socket fastened to the stationary plate. A light cap fits over the whole and gives a neat finish to the device.

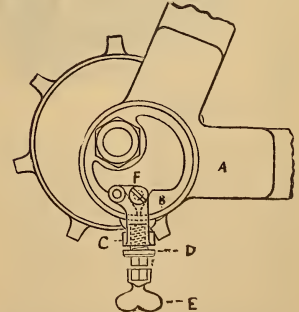
The Dayton people have been treated in a rather shabby manner by the steamship Fuerst Bismarck, which seized on midocean as a suitable place to change its crankshaft pattern from single piece to a split section. Unfortunately this has occasioned such delay to the Dayton '97 patterns that those on exhibition at the Stanley Show up to date of writing are '96 stock.

The Ben Hur is a machine which impressed me very favorably. I cannot say that it has any strikingly novel points to recommend it to English eyes, but it has better than mere novelties—a clean, handsome design and a very fine finish. The Envoy, like the Columbia, has flush joint connections which, though undoubtedly neat in appearance, have scarcely any other recommendation.

The Waltham arrests considerable attention because of its huge bearing boxes. The Syracuse is not content to rely on its evident good looks, for the agents furnish visitors with a leaflet stating that the Syracuse Special can be bought for £32—a rather tough figure. The racer is placed at the same figure, and a lady's machine at £28.

The Hunter Arms Co., of Fulton, N. Y., make a modest display about which no attempt at booming has been made.

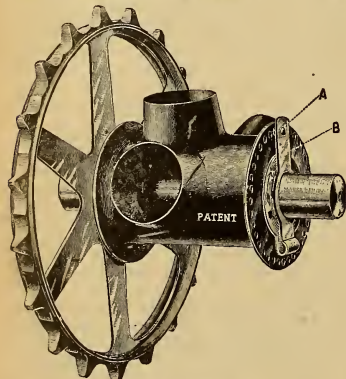
"Baby" Bliss is the cause of great commotion at the America stall, and women in particular seem to find much satisfaction in surveying his enormous bulk.



This is a very neat eccentric chain adjustment, fitted by the Crown Cycle Mfg. Co., of Birmingham. A is the back for K lug, hold-

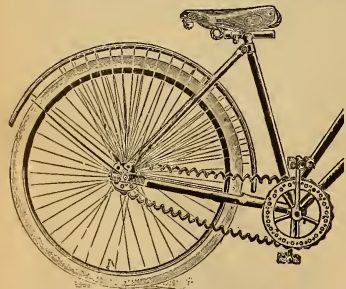
ing the eccentric B, which is open in the centre and split at a point underneath the bridle C. C is hinged to the eccentric and is split so as to allow it to swing vertically. D is the internal locking stud working through the hollow end of C by means of the key E. Thus if you want to slacken your chain, D is unwound to allow C to swing upward through the rear wheel, not toward the crank hanger. When the proper degree of tension is secured by screwing D home, F is forced into the split in the eccentric, locking it externally and internally at the same time.

The same people adopt this method of locking their disc adjusting bracket and hubs. B is a spring steel duplex washer. Its inner ring has two flat sides to engage with corresponding flats on the adjusting disc. The outer ring is free and carries B, which in turn carries a pin A. To adjust the bearing B is merely sprung back until the pin A is clear of the pinhole it is engaged with. It is



then turned with the fingers until the required amount of adjustment is secured and B is released, A finding its way out one of the pinholes marked in the flange which forms part of the bracket. It is ingenious, but by no means an 'deal method of fixing bearing discs.

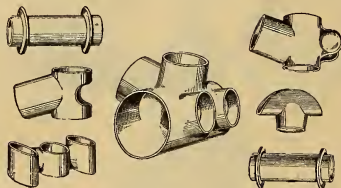
This is an illustration of a machine fitted with the Hollis chain. The chain consists of



arches of sheet steel linked together at the buttress ends so that the chain forms a succession of hinged arches. These engage with sprocket wheels the teeth of which are rollers working on minute adjustable ball bearings as shown. It is claimed that chain friction is minimized by this device, but the specimen shown did not convince me of this.

I do not know whether you have so far progressed in the matter of tube drawing as to be using cold drawn crank hangers and lugs, but to me and a great many more people who visited the Standard Tube Co's stand these articles which I illustrate were absorbingly

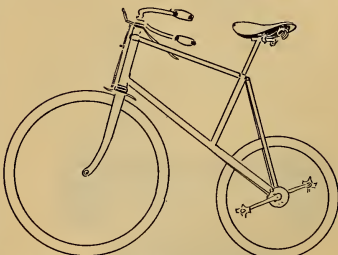
novel. The crank hanger shown is drawn, by hydraulic pressure, I believe, from a weldless steel tube of requisite dimensions. The illustrations are not true in so far as the lugs shown should taper away to a knife edge. This was the case in the hundreds of specimens shown to me. The hubs are made



by "jumping" back the tube to form the flange. These parts are claimed to be lighter, cleaner to fit, cheaper, inasmuch as all machinery is dispensed with, and stronger than ordinary stampings or forgings. I confess that I was much impressed with the fittings, and so was every man in the trade to whom I spoke.

One of the most interesting tools in the show is a wheel-building machine exhibited by Churchill, the Birmingham toolmaker. In this machine the rim is put on a plate or chuck, from which radiate clamps which seize the rim concentrically to its centre and in such manner as to be clear of the spokes. The hub, with spokes threaded, is placed in the centre and the free ends of the spokes are engaged with nipples set through the rim. When all are engaged a flexible key working on the same principle as the flexible drill is placed in contact with the nipple heads, and in less than a second each is firmly screwed into its bed. The immovability of the rim insures a correct wheel and equal tension on each spoke. It is not such a labor-saving tool as the hub-forming machine, but it serves its purpose equally well.

"Freaks" are, as usual, in evidence. Here is one, the brilliant conception of some one



who fixes a Crypto gear to the rear wheel of a badly designed safety and kicks backward like a tickled mule.

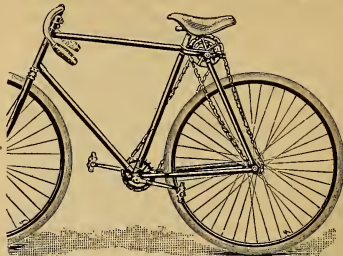
This is supposed to be a new type of frame



which is going to supersede all others. Content is quite needless.

The inventor of this imagines that by driving off the right side of the crankhanger to

the top of the frame behind the seat lug and transmitting the power from here by a second



chain working on the left side of the driving hub he gets increased power and less friction.

CLOSED FOR ANOTHER YEAR.

London, Nov. 27.—The Stanley Show closes to-day after eight days of bumping gates and good business all round. I have been asking the managers of the various American firms who are exhibiting how they have done in this way, and all express themselves as more than satisfied with their results. A factor toward this improved state of matters has been the presence of Continental buyers, who have come over specially to fix up American agencies. I will not go into figures, although some were given me. From what I saw personally and what I gathered in conversation with Charles S. Sumner, the bright young Continental manager of the Columbia, I should say that the Pope Manufacturing Company has got about the cream of these orders.

BULLING THE PRICE OF EARLS.

The plunging of the now famous "Boom Terah" Hooley in the British tire and bicycle market, has run up the prices of everything connected with English industrial speculation. To such an extent is this so that the market price of British Earls, for figurehead purposes, has risen to almost a prohibitive figure.

A London broker who recently obtained a couple of Earls as directors in a cycle company received \$25,000 as his commissions. As he kept the money himself instead of turning it into his firm's account his partners have brought the case before the committee of the Stock Exchange, thus making public the market price of the commodity.

When you come to consider what American heiresses pay for even damaged specimens of British noblemen, renting them for \$25,000 per pair isn't really such a very steep figure after all.

CANNOT CREEP.

One difficulty that has been found by a number of tire manufacturers is that after a tire has been cemented on the rim it has often crept or slipped, the cement not holding it firmly enough. This creeping has resulted in damage to the tire. The Ideal Rubber Company, No. 28 Rodney street, Brooklyn, who make the American Ideal and Brooklyn Ideal tires, claim that they have overcome this difficulty by the discovery in their laboratory of a new combination which when used to cement a tire on the rim will make creeping an absolute impossibility.

WILL STICK TO HUDSON.

An announcement in a Toledo paper to the effect that the Bean-Chamberlin Company, makers of the Hudson cycles at Hudson, Mich., intended to remove their plant to Toledo, has been emphatically denied by the head of the firm. "There is absolutely nothing in the report, nor any foundation for the same," are the words used in the denial.

Windsor Bicycles are
American Beauties.

Your Money's Worth—
Windsor Bicycles, \$100.

Gear Table for 28-inch Driving Wheel.

Teeth in Front Sprocket.	TEETH IN REAR SPROCKET.						
	7	8	9	10	11	12	13
	GEARED TO						
16	64	56	49 7-9	44 4-5	40 8-11	37 1-3	34 6-13
17	68	59 1-2	52 8-9	47 3-5	43 3-11	39 2-3	36 8-13
18	72	63	56	50 2-5	45 9-11	42	38 10-13
19	76	66 1-2	59 1-9	53 1-5	48 4-11	44 1-3	40 12-13
20	80	70	62 2-9	56	50 10-11	46 2-3	43 1-13
21	84	73 1-2	65 1-3	58 4-5	53 5-11	49	45 3-13
22	88	77	68 4-9	61 3-5	56	51 1-3	47 5-13
23	92	80 1-2	71 5-9	64 2-5	58 6-11	53 2-3	49 7-13
24	96	84	74 2-3	67 1-5	61 1-11	56	51 9-13
25	100	87 1-2	77 7-9	70	63 7-11	58 1-3	53 11-13
26	104	91	80 8-9	72 4-5	66 2-11	60 2-3	56
27	108	94 1-2	84	75 3-5	68 8-11	63	58 2-13
28	112	98	87 1-9	78 2-5	71 3-11	65 1-3	60 4-13
29	116	101 1-2	90 2-9	81 1-5	73 9-11	67 2-3	62 6-13
30	120	105	93 1-3	84	76 4-11	70	64 8-13
31	124	108 1-2	96 4-9	86 4-5	78 10-11	72 1-3	66 10-13
32	128	112	99 5-9	89 3-5	81 5-11	74 2-3	68 12-13
33	132	115 1-2	102 2-3	92 2-5	84	77	71 1-13
34	136	119	105 7-9	95 1-5	86 6-11	79 1-3	73 3-13
35	140	122 1-2	108 8-9	98	89 1-11	81 2-3	75 5-13

To find any other gear, multiply the diameter of driving wheel in inches by the number of teeth in large (front) sprocket, and divide by number of teeth in small (rear) sprocket. This will give the gear in inches.

The above may interest you. It is true that it doesn't advertise Windsor Bicycles, but that isn't what we are trying to do. Our output is sold, and we are just using this space to be good fellows and to keep our name before the public. We are now supplying most of the largest jobbers in the United States with bicycles.

Sieg and Walpole Mfg Co
KENOSHIA WIS

Branch House, 285 Wabash Ave., Chicago.

Address all mail to general offices and factories—Kenosha, Wis.

True Americans—
Windsor Bicycles.

Kindly mention The Wheel.

You Find Windsors
Among the Leaders.

HERE ARE THE PIERCE PETS.

George N. Pierce & Co., the well-known Buffalo manufacturers, have their travellers moving and announce their prices as follows:

Pierce Special, three models, seven sizes, \$100; models 34 and 40, in five sizes, \$75; models 10 and 16, in five sizes, \$60.

The firm will make a leader of their \$75 line as of old, and believe they have a winner. The lines are new throughout, the tubing and front forks being of slightly larger diameter, and the whole frame beautifully proportioned.

The Pierce special has flush joints, of the firm's own device, the brazing surface of which makes the joint actually stronger than the tubes they connect.

The bottom bracket is dropped two inches on the racer; wheel base, 43½ inches; tubing of main frame is 1¼ inches; head, 1½ inches; rear stays, ¾ inch, tapered. Perry Humber chain will be fitted on specials.

The Pierce special has new screw cup bearings throughout, of the three-point principle, and the cones adjusting through small openings in the cups, and this opening is sealed against entrance of dust by a thick felt washer. Ball-retaining washers are provided in crank-shaft bearings. The Pierce special hub is of the flangeless pattern, with the Pierce patent T-head spoke, with which spokes may be readily replaced. Oil is applied through self-closing oil cups and carried directly to bearings. An improved detachable sprocket, with the well-known Pierce "L" crank-shaft, having crank-axle and left crank forged in one piece, will be used. The right crank and sprocket-arm are one solid forging. The new handle-bar clamp is cleanly designed and looks reliable. An unusually fine finish characterizes the Pierce special, and the regular finish will include full nickel front forks. The Pierce special will include Garford padded, Christy anatomical, and Mesinger saddles in saddle equipment. As usual, the firm will use the best materials obtainable.

The Pierce \$75 models are of the same design as the special, and are precisely the same in design of frame. Pierce patent bottom bracket, rear fork-end forgings, saddle post cluster, head clamp, adjustable handle-bar, fork crown, sprockets and cranks. The bearings, however, are different and of the Pierce two-point straight-line system. The cones are of smaller angle than last year, and the flanges are flush with end of hub, where oil is applied. Crank-shaft adjustment is made by means of cup, and locked by bolt underneath bottom bracket. The Pierce bottom bracket with its peculiarity of brazing walls inside the bracket will be retained in improved form. This device has been used by the Pierce company the last four years with perfect success.

The \$60 models include men's in three sizes and ladies' in two sizes, with options in equipment. Main frame, 1½ inch, head, 1¼ inch, and single or double fork crown.

A new and distinctive name-plate will be used on all models.

To better serve their extensive Eastern interests, the New-York branch will carry a complete stock and make shipments direct to customers in that section, and their important New-England trade will be well supplied from a large stock carried at the Boston branch.

GENTLY NOTIFIED.

Gentle warnings are being conveyed to makers of flush jointed bicycles by the Barnes Cycle Company. The Barnes joint is patented and will be protected.

The rider whose wheel causes him to go to the repairer often gets broken at last.

WINS ON ITS MERITS.

While other changeable or two-speed gears have come and gone after having attained temporary prominence or created fitful comment, the good old Bi-Gear has pursued an even tenor and would surely smile serenely if gears could smile. It alone remains permanently before the public, which means that it has attained a profitable degree of popularity. Its makers, the Brown-Lipe Gear Co., Syracuse, N. Y., has followed the "keeping everlastingly at it" policy, which deserves success, and seldom fails to score. They have kept the gear constantly abreast of times, and kept pace with cycle improvement generally. The '97 Bi-Gear, which is now being shown the trade, shows this very nicely.

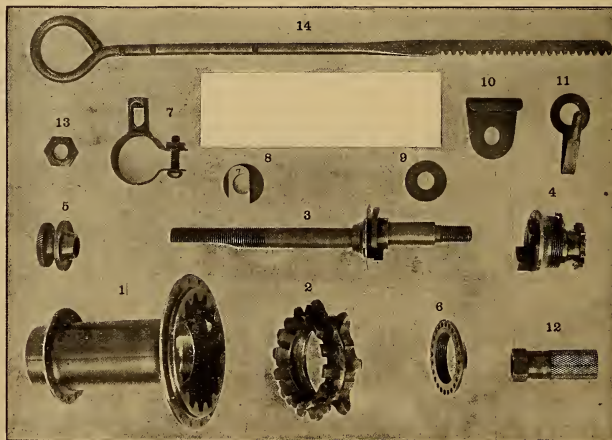
Dustproof bearings were called for by a good many users of the Bi-Gear during the past season, and the Brown-Lipe Co. has met the demand, the most important of the new features being, perhaps, the enclosing of the ball-bearing on the sprocket side of the hub. Heretofore this bearing was exposed when the low gear was in use. Now all ball-bearings are as dustproof as those in the ordinary bicycle hub. A neat spring oil cup has been placed midway between the

The Bi-Gear will be made in any width of hub desired, drilled for any number of spoke holes, with sprockets to match any of the 15 to 20 makes of chains in general use, either in 3-16, ¼, 5-16, or ¾ inch widths, in 7, 8 or 9 tooth, with the necessary length of axle, made to fit the numerous sizes of slots in fork ends; also flatted at the proper angle of the fork end it must fit; with shifting rod to match the height of frame desired, and clip to enclose the size of tubing used in the top tube of the frame. In fact, what the bicycle manufacturer has to do for his own rear hub, the Brown-Lipe Gear Co. has to do for all of the hundreds of kinds of bicycles made. The possibility of fitting all makes of wheels without necessitating any alteration of the latter is the result of exact calculation and a perfect system of construction.

The company makes nothing else in the bicycle line at its factory in Syracuse, and its changeable gear, which is now thoroughly well known, is entering upon its fourth year in the market.

NEVER SUIT.

There are two things that it's never safe for one woman to recommend to another—a bicycle and a dressmaker.



Brown-Lipe Bi-Gear Parts.

spoke flanges, conveying the oil into a brass tube surrounding the axle, and thence directly upon the balls. Another most important improvement is the different construction of the axle. Last season the stationary cone in the axle and locking lugs were made in one piece and slipped on over the axle. The consequence was that when the cone was sufficiently tempered to stand the wear, the locking lugs were made too hard and occasionally were brittle. This was found to be the only weak spot in the gear, though it was rarely that one of these lugs were broken. For '97 the lugs will be made a part of the axle, out of tool steel. The cone alone will be made separate, so that it may be hardened to any degree necessary. The shape of the step end of the hub has been altered by making the edge square instead of round or bevelled, thereby improving its looks. The principle of the gear will, of course, remain the same, for its makers believe that nothing simpler can be produced. In high-speed position there is no more gearing than is contained in any bicycle hub and in low speed there is only a "two point contact," which is next to no gear at all, and produces the least possible friction in a gear.

AMERICAN ALL THROUGH.

Since the McCool Tube Company came into possession of the old Eclipse bicycle factory at Beaver Falls, Penn., the property has undergone considerable change and been materially added to. One building, 336x60 feet, is among the additions, which will give a fair idea of the capacity of the plant. A new turbine water-wheel of 150 horse-power has been added to the motive force. This connects with a large Westinghouse electric generator that is capable of delivering 20,000 horse-power, and the power is distributed among twenty draw benches, which are fitted with separate motors, so that, instead of the customary shafting and miles of belting, electricity in its most modern form is used. The McCool product is made entirely from American stock, and much is claimed for it. A piece of 17-gauge is shown that has stood a Government test of 10,000 pounds pulling strain before it broke, also a piece of 21-gauge which resisted a water pressure of 4,200 pounds to the square inch before it developed a fracture. The tubing is very finely finished both inside and out, and makes one marvel how it is accomplished.

These be volcanic and troublous
times, but Public Confidence in

CRESCENT WHEELS

STANDS UNSHAKEN.

\$75.

\$50.

\$40.

AGENTS: The characteristics of the mushroom are quick growth, fragility and early death. It does not pay to handle mushroom wheels made by mushroom concerns. Carry a line that has stood and will stand. Profit by the guarantee of a permanently established house.

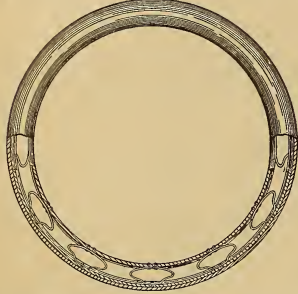
WESTERN WHEEL WORKS,

NEW YORK,
CHICAGO.

Kindly mention The Wheel.

LOOKS, RUNS AND RIDES WELL.

"Runs like a palace car" is one of the leading claims made by the Invulnerable Tire Manufacturing Company, Northville, N. Y., for their new tire, the Invulnerable. They might with reason add "and built on modified



principles thereof." The illustration conveys this idea. Springs take the place of air and, of course, the tire cannot be affected by punctures or "blow outs."

GONE HOME HAPPY.

One Englishman who will eat his Christmas dinner abroad is Edward Warwick, of the famous Warwick family, who sailed on Saturday last aboard the Campania. Mr. Warwick has been in this country for several months and has made a pleasant impression socially, but in a business way he carries back with him a splendid testimonial, presented to him before he sailed, by the officers and directors of the American Weldless Tube Company, of Toledo, Ohio. Mr. Warwick founded and built this plant.

RED-HOT SUPPLIES.

To an extensive line of fire pots, torches and the like the Union Heater Supply Company, Detroit, Mich., has added a gasoline forge, a brazer and an enamelling oven, which are worthy of the consideration of the cycle trade.

COMBINED EXCELLENCE.

"Kenzoline," an oil suitable alike for illuminating or lubricating purposes, is produced by the Kenzoline Oil Company, No. 621 Rialto Building, Chicago. It is worth a trial.

WILL HANG ON.

Cheap, where the word is used to express inferior, wrenches have long been intimately and unfavorably known to wheelmen. The accompanying cut is a little less than one-half the actual size of a wrench the Anchor Wrench Company, of Milldale, Conn., have turned out to take the place of these cheap and unsatisfactory wrenches.

Three things aside from its design, say the Anchor Company, enter into the construction



of this wrench and combine to make it the satisfactory tool that it is. These are high grade steel, skilled workmen and modern tools. Further, the makers point out the strength of the wrench is increased by the sliding jaw with long bearing surface; that the adjustment is rapid and positive; that it includes a large and small wrench in one; that it is made of high grade steel, case hardened, and that it is polished and heavily nickelled.

SIMPLE AND SATISFACTORY.

It is difficult to conceive how anything of the sort could be simpler than the Snow bicycle holder or wall bracket, made by the Snow Wire Works, Rochester, N. Y. The

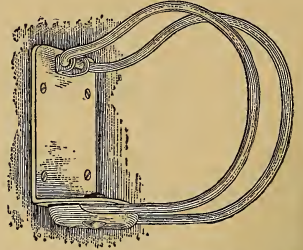


illustration speaks for itself. As will be seen the Snow holder when not in use may be "turned toward the wall" and thus be out of the way.

SUIT FOR SADDLE INFRINGEMENT.

H. A. Christy has commenced suit against the Hygeia Bicycle Saddle Company, through his attorneys, Butterworth & Dowell, of Washington, D. C., for infringement of patent No. 532,444, dated January 15, 1895, on the Christy Anatomical Saddle. The case will be tried in the Circuit Court of the United States for the District of Maryland. Mr. Christy has filed a bill in equity with the usual prayers for an accounting and damages and that the defendants be enjoined against the further manufacture, use or sale of the alleged infringing device. Appearance has been entered for the defendants in the suit and the case is now awaiting the filing of the defendant's answer.

Conqueror Hose-Pipe Tires.

No better Hose-Pipe Tire made than the Conqueror. For easy, luxurious riding, combined with the advantage of quick repair, it has no equal.

Flexifort Double-Tube Tires.

Handsome, durable and low priced. This is the third year for the Flexifort. It has stood the test of time, and is unequalled for its splendid wearing qualities. The patented circular, seamless, woven fabric used in its construction increases strength while reducing weight, and minimizes chances of punctures.

Inner Tubes for all makes of Tires.

We confidently assert that our Tubes are unquestionably the best on the market.

Rubber Cement, Patching Rubber, Plugs, Etc.

WRITE US FOR CATALOGUES,
SAMPLES AND PRICES.

MECHANICAL FABRIC CO., Providence, R. I.

THE ORIGINAL MANUFACTURERS OF
PNEUMATIC TIRES IN THE UNITED STATES.

Kindly mention The Wheel.

To Bicycle Dealers Only.

We have just purchased 5,000 bicycles at slump prices. We will sell in small lots at small profit. It will pay you to buy now, even if you hold them till spring.

	EACH.
2,000 BOYS' or GIRLS' WHEELS, 20 inch or 24 inch, Black or Wine Enamel	\$16.50
Limited number of DIAMOND FRAME WHEELS, \$65 list; makers' name on; guaranteed tires	\$19.00
2,000 MEN'S or LADIES' WHEELS, regular \$100 goods, Wine, Brown or Black Enamel; guaranteed goods,	\$24.75

We are ready to close Agencies for

1897 ELMORE BICYCLES

In New England States and New York State.

PARK ROW BICYCLE CO.,

23 Park Row, New York City.

Kindly mention The Wheel.

Rubber Tire Association.

President, First Vice-President,
THEODORE A. DODGE. L. K. McCLYMONDS.

Second Vice-President, Treasurer,
GEORGE T. PERKINS. GEORGE F. HODGMAN.

Secretary,
KIRK BROWN,
504-506 West Fourteenth Street, New York.

National Board of Trade of Cycle Manufacturers,

271 BROADWAY, NEW YORK.

President, First Vice-President,
R. L. COLEMAN. R. P. GORMULLY.

Second Vice-President, Treasurer,
GEORGE H. DAY. W. A. REDDING.

Secretary,
ERNEST R. FRANKS.

Mercantile Agency, Collection Department and
Information Bureau.

National Bicycle Wood Rim Manufacturers' Association.

President, Treasurer,
E. S. MEAD. N. D. DOUGHMAN.

Secretary,
W. W. STALL, Bedford, Mass.

DOMESTIC CYCLE SHOWS.

January 23-30—Chicago, Coliseum; A. E. Pattison, Auditorium Hotel, Chicago.

February 6-13—New York, Grand Central Palace; Ernest R. Franks, 271 Broadway, New York.

February 20-27—Boston, Mechanics' Building; C. W. Fourdrinier, 34 Stanhope Street, Boston.

February 20-27—Philadelphia, Local Cycle Board of Trade.

February 20-27—Pittsburg, Local Cycle Board of Trade.

February 20-27—Baltimore, Local Cycle Board of Trade.

FOREIGN CYCLE SHOWS.

December 12-27—Paris, Palais d'Industrie, Champs Elysees; M. Bivort, Manager.

January 2-9—Manchester, England.

January 12-16—Liverpool, England.

January 16-23—Dublin, Ireland, Royal Dublin Society Building, Balls Bridge; R. Wilson, Secretary, 14 D'Olier Street.

January 23-30—Glasgow, Scotland; A. G. Rennie, Secretary, 49 Lilybank Gardens.

January 23-30—Birmingham, England.

January 23—Vienna, Austria; Steiner Hoenicks, Manager.

February 1-7—Edinburgh, Scotland, Waverly Market; A. K. Dempsey, Secretary, 82 Leith Street.

February 3-6—Nottingham, England, Albert Hall; B. Richards, Secretary, Nottingham Athletic Social Club.

February 27-March 6—Leeds, England.

TRADE CHANGES.

CALIFORNIA.
Los Angeles.—W. G. Obenauer. Judgment for \$30.
San Bernardino.—F. E. Allen, sold out.

CONNECTICUT.
Danbury.—C. B. Ballard & Son. Damaged by fire; insured.

DELAWARE.

Wilmington.—Ellicott Bros. Sold out by Sheriff.

GEORGIA.

Atlanta.—Southern Cycle Fittings Co. Attached.

ILLINOIS.

Chicago.—Chicago Puncture-Proof Tire Co., incorporated by W. G. Robinson, F. Novak and D. M. Smith; to manufacture tires. Capital, \$5,000.

Chicago.—Chicago Handle-Bar Co., No. 32 Market street. Damaged by fire.

Chicago.—Empress Bicycle Co., No. 277 Dearborn street. Wm. S. Thompson and A. C. Macauley indicted by Federal Court.

Chicago.—C. H. Fargo & Co. Confessed judgment set aside and application for receiver granted.

Chicago.—Hess & Cottle, No. 340 Dearborn street. Manufactures handle-bars. Transfer business to McDowell, Stocker & Co.

Chicago.—R. T. J. Martin & Co., No. 304 Dearborn street. Closed. Stock removed.

Chicago.—R. T. Raines, No. 138 Dearborn street. Attachment suit, \$5,919 10.

Chicago.—Turner & Fry, No. 73 Rush street. Dissolved. Luther L. Fry continues.

Chicago.—J. H. Flisk, No. 87 Fifth avenue. Bill of sale to M. T. Fish, \$5,000.

Chicago.—Fulton Machine Works, manufacturers Thistle bicycles, No. 353-61 W. 20th street. Chattel mortgage to C. F. Herbert, \$87,000.

Elgin.—Fred. Henman. Chattel mortgage, \$232.

Pekin.—G. A. Schurman and G. Z. Barnes will commence to manufacture bicycles.

INDIANA.

Evansville.—J. D. Burns Cycle Co. Recorded chattel mortgage for \$2,012.

La Grange.—W. H. Turley. Damaged by fire.

Terre Haute.—Erwin & Morris. Dissolved.

KENTUCKY.

Louisville.—M. S. Huddleston. Gone out of business.

MARYLAND.

Baltimore.—Alfred Ely Co. Trustee reconveys assets to company by consent of creditors. Store on W. Baltimore street reopened.

MASSACHUSETTS.

Boston.—Charles L. Razous, chattel mortgage, \$250.

Hyde Park.—Corbett & Andrews, chattel mortgage, \$475.

Lee.—Stevens & Wurtzbach have taken agency for Columbia and Hartford bicycles.

St. Louis.—National Ore and Reduction Co. Sued, \$156.

NEBRASKA.

Kearney.—Kearney Cycle Co. Removing to Denver, Col.

Kearney.—T. H. Bolte will commence to manufacture bicycles.

NEW JERSEY.

Jersey City.—George B. Spearin. Judgment, \$268.

Jersey City.—J. H. Bralnard. Chattel mortgage to C. Miller, \$400.

Jersey City.—Mary Hornblower. Bill of sale to J. H. Bralnard, \$700.

NEW YORK.

Albany.—Eugene Sanders, reported gave judgment for \$75; bill of sale for \$355.

Binghamton.—Geo. F. Ogden, chattel mortgage for \$363, bill of sale for \$40.

Brooklyn.—A. E. Sykles, No. 315 Seventh avenue. Chattel mortgage to J. H. Greenwood, \$160.

Brooklyn.—Tag-a-Mac Chemical Mfg. Co.; organized to manufacture and sell tire repairing compound. Directors: Paul De Spotte, New York; Frank Miller, C. Jones and A. C. Jones, Bridgeport, Conn.

Buffalo.—The D. H. Lewis Cycle Co., recently organized, will open store at No. 605 Main street, and a branch on Connecticut street, near Normal avenue.

Buffalo.—Ida L. Schack, manufacturer of bicycles, reported to have given judgment for \$472.

Buffalo.—Holley Cycle Mfg. Co. Judgment, \$165 76. Execution issued.

Flushing.—Chas. S. West. Judgment for \$297 95.

New York.—Arcanum Bicycle Mfg. Co. Judgment, \$75.

New York.—Castleton-Cook & Wells. Sheriff in possession.

New York.—Columbia Bicycle Co. (C. E. Harrell.) Store closed. Stock removed.

New York.—Liberty Cycle Co. Order to show cause issued why receiver should not accept offer of \$126,116 37 for assets of company.

New York.—Geo. S. Macdonald, formerly manager Barclay Cycle Co. Judgment, \$1,113 14.

New York.—Tiffany Cycle Co., No. 13 E. 14th street. Saalfeld Pub. Co. operating former; in Sheriff's hands.

New York.—Whitman Saddle Co., No. 118 Chambers street. Bicycles and sundries replenished to amount of \$16,277, by Combination Cycle Co., Jamestown.

FOR RENT.

. . . IN . . .

THE WHEEL BUILDING,

88 WEST BROADWAY & 72 WARREN ST.,

MODEL, WELL LIGHTED

LOFTS AND OFFICES

Steam Heat,

Electric Light,

Power,

Passenger and

Freight Elevators.

In the heart of the cycling district.

The West Broadway end faces the
Read, Chambers and Warren Street
cycling district.

72 Warren Street, a loft 100 feet
deep, specially designed for a cycle
warehouse.

ADDRESS:

THE WHEEL,

88 West Broadway.

Lowell.—Edwin T. Shan desires agency.

MISSOURI.

Blackburn.—Morris Bros., sued for \$391.

St. Louis.—Century Cycle Co. Stock, etc., advertised to be sold at auction.

New York.—Gilmour Mfg. Co. Incorporated to manufacture and sell bicycles. Directors: Mary Gilmour, Jas. C. Gilmour, Edw. J. Dunn. Capital, \$10,000.

Poughkeepsie.—Tracy Cycle Co. Failed.

NOVA SCOTIA.

Halifax.—C. E. Stevens & Co. Closed up. Now in United States.

OHIO.

Akron.—Ranney Cycle Company. Assignee files report showing assets, \$5,141 60; liabilities, \$4,883 78.

Cleveland.—The Corcoran Sprocket Wheel Company, incorporated by Otis Southworth, Richard M. Corcoran, A. W. Foote, E. B. Baker and Benjamin C. Starr, to manufacture and deal in bicycle supplies; capital stock \$1,000.

Cleveland.—The Kelley Handle Bar Company increased capital from \$12,000 to \$25,000.

Toledo.—White & Ashley. Dissolved.

OREGON.

Portland.—H. P. Goering & Co. Sued for \$192.

PENNSYLVANIA.

Allentown.—Earle B. Douglass, new store at No. 618 Hamilton street, February 1.

Philadelphia.—Penn Bicycle Company, reported judgment for \$6,695.

Philadelphia.—Penn Cycle Company (H. D. Le Cato), No. 1,343 Arch street. Now operated as Warwick Cycle Manufacturing Company, Springfield, Mass., with John Le Cato as manager, having been bought in by them under execution on one-day judgment note, \$6,500, in their favor.

QUEBEC.

Montreal.—Wilson, Matthews & Morris, dissolved.

SOUTH CAROLINA.

Columbia.—Richard & Mixson. Assignee advertised sale for December 5.

TEXAS.

Galveston.—Galveston Cycle Company reported sued for \$946.

VERMONT.

Rutland.—Coolidge & Morse dissolved. Coolidge continues.

WASHINGTON.

Seattle.—Seattle Cycle Company. Meeting of creditors and change of assignee petitioned for.

WISCONSIN.

Janesville.—F. Randal & Son will establish a bicycle factory.

LaCrosse.—Holte & Steves, repairers, dissolved. Steves continues.

LaCrosse.—J. C. Holte purchased and reopened the Krebaum bicycle surgery and factory at No. 227 N. Third street.

Milwaukee.—Elmwood Cleyde Manufacturing Company, incorporated by George F. Cramer, P. J. and J. N. Salentine, to manufacture bicycles, water bicycles and pleasure boats. Capital, \$20,000.

Milwaukee.—Chapman Manufacturing Company incorporated to manufacture and sell bicycles, by E. M. P. and J. A. Chapman and Lindley Collins. Capital, \$5,000.

THE WHOLE THING.

The "Thomas family," fathered by the Thomas Mfg. Co., Springfield, Ohio, are figuratively making their salute this week. The "family" includes wheels for the boy and girl as well as for the heads of the house, and some interesting information is promised all who seek an introduction.

HAS THE BEST OF BACKING.

The plant of the Albany (Ind.) Manufacturing Company, in which R. L. Coleman, Charles F. Smith, R. Philip Gormully and others equally prominent are interested is practically completed. An excursion from Indianapolis is on tapis, that the Hoosiers may witness the process of tube-making.

WORTHY OF THEIR NAME.

After passing through the Sterling refinery the '97 Sterling is now in evidence. No radical alterations are noted, but it is plain that painstaking effort has been made to maintain the high standard and keep the wheel true to its name.

The Sterling Cycle Works have summed up the improvements and general features in this concise fashion:

Sprockets—Rear detachable; front formed of spider and ring, enabling rider or agent to change gear without removing pedal or crank. The spider fits over crank shaft, its lugs engaging with the lugs on the latter; the spider is forced on and held firmly by outside lock nut. The sprocket ring is fastened to spider by screws and nuts.

Gears—Run from 68 to 84 on road models, 80 to 96 on racers, 60, 65 and 65 on ladies. Rear sprockets, 7, 8 and 9 tooth; front, 20, 21, 22, 23 and 24.



Chain—The Morse roller bearing, considered to be the nearest approach to perfection and most expensive in construction.

Cranks—Fastened as in '96. Shaft eye, half round, half square. Square in design instead of the usually accepted flat construction; are tapered to pedal end, light and extremely graceful in appearance.

Spokes—Four more in each wheel, direct tangent, pull from the well known Sterling corrugated hub. The lines of the corrugations have been changed somewhat, making a decidedly



improved and graceful outline to the hub flanges.

Front hub—Increased in diameter to a full barrel, with automatic oiling device.

Pedal—Special new dust proof device at crank end.

Oiling—The jewel oiler in crank shaft of '96 has been carried to the pedal pin, making all oiling connections on the Sterling of automatic construction, doing away entirely with oil caps or clips.

Bearings—Are ground to a perfect circle and polished to a jeweller's finish. Specially gauged balls are used throughout. Felt washers throughout, but may be removed at option of rider without affecting wheel any. The hanger bearings are equipped with ball retainers of simple but effective construction.

Handle bars—Both metal and wood in latest and most popular shapes.

Rear stays—Upper tubes increased to 11.16 and lower to 3.4. Lower also of the "D" tube construction, allowing the use of larger tires when desired.

Saddles—Hunt, "X," "XX," "5X"; Garford, "V" and "T"; Brown Road and Racing.

Rims—The Boston laminated. Gear cases—Clearance has been made for gear cases so that agents may be able to fit them when desired.

Fork—We believe we are the originators of the arch-crown construction. Our fork has been so well known as to need little description. The fact that it is being so universally copied attests its value. We manufacture it of one piece of tubing, drawn and tapered to its delicate lines, reinforced by outside sleeve of tubing at the crown point, connected to stem by a solid drop forging, forming collar at connecting point, the strongest construction known to this specie of fork. Having originated and made certainty out of experiment, we retain it as a valued part of our '97 model. Patent pending.

Racer—Will not be exhibited until Cycle shows; will be a distinct model for racing purposes solely; will have three inch deep to hanger; shorter wheel base; low frame and other features not ready for announcement.

Material—No single item of expense is spared in the '97 model. The best has been secured in every instance regardless of cost. Our reputation on these lines is already well established.

LOOK OUT FOR BONE SELLERS.

Rogers & Hubbard, who make granulated raw bone for case-hardening, are mad. Some one has been visiting the trade and offering the material for less than they are wont to sell it. This particular raw bone is the result of eighteen years of experimenting and experience, and the concern did not relish the imposition. They have no travelling agents selling the article. It is sold directly from the Middletown, Conn., factory, and any agent who claims to represent the concern or to be in position to book orders, is a fraud pure and simple, and should be treated as such.

SHOULD PAY WELL.

The St. Louis Cycle Co., No. 1,111 Olive street, St. Louis, Mo., starts well. Their line includes such wheels as the Ben Hur, Viking, Falcon and Caesar. The business has been incorporated and the company will issue 5,000 shares of stock at \$10 per share. Six per cent is guaranteed to subscribers on preferred stock for the first year. Subscriptions have been invited.

Although under another name, the business is under the management of the Beck & Corbitt Iron Co., for more than fifty years one of St. Louis's best known concerns.

READY FOR BUSINESS.

"Bicycle Works" has been added to the title of Snyder & Fisher, the well-known manufacturers of Little Falls, N. Y., whose '97 product is already in evidence. The Swell Newport is again listed for \$100, and the concern will also manufacture a \$75 and \$50 wheel; also, a line of juveniles at \$35. It is not generally known that Snyder & Fisher have long been expert manufacturers of knitting machinery, an industry calculated to imbue attention to the smallest details.

WITH TRIANGULAR REINFORCEMENT.

J. R. Boice, Toledo, Ohio, is marketing the Boice non-puncturable tire, "the tire that takes," it is heralded. It is a single tube with an almost triangular reinforcement of non-puncturable material, the rounded apex of the triangle being the tread. It does not appear in the least freakish and the catalogue creates a favorable impression. Mr. Boice offers a pair of his tires free to the first person supplying the missing word in the phrase, "The — Tire."

NEW PATENTS.

572,137. Bicycle brake. Clinton W. Terpening, Bedford, Iowa. Filed February 11, 1896. Serial No. 578,894. (No model.)
 572,163. Bicycle saddle. Mary F. Henderson, Washington, D. C. Filed May 18, 1896. Serial No. 591,972. (No model.)
 572,164. Bicycle saddle. Mary F. Henderson, Washington, D. C. Filed June 8, 1896. Serial No. 594,741. (No model.)
 572,208. Bicycle. William A. Lorenz, Hartford, Conn., assignor, by mesne assignments, to the Pope Manufacturing Company, same place and Portland, Me. Filed April 25, 1894. Serial No. 508,954. (No model.)
 572,226. Bicycle handle. James C. Spiegel, Middletown, N. Y. Filed October 25, 1895. Serial No. 566,814. (No model.)
 572,273. Sliding Saddle Support for Bicycles. Oscar Peterson, Paterson, N. J. Filed May 21, 1896. Serial No. 592,434. (No model.)
 572,288. Umbrella Attachment for Bicycles. Mary A. Hicks, Hartford, Conn. Filed February 26, 1896. Serial No. 590,916. (No model.)

572,355. Bicycle Tire Cleaner. William H. Clark, Providence, R. I. Filed August 3, 1896. Serial No. 601,491. (No model.)
 572,376. Machine for Finishing Spoke-Nipples for Bicycles. Charles E. Roberts, Oak Park, Ill. Filed January 27, 1896. Serial No. 577,056. (No model.)
 572,379. Bicycle Bell Clamp. Frederick A. Scranton, East Hampton, Conn., assignor to the Bevin Brothers Manufacturing Co., same place. Filed January 6, 1896. Serial No. 574,490. (No model.)
 572,385. Ball Bearing. Harry A. Stephens, Missoula, Mont. Filed June 17, 1896. Serial No. 595,839. (No model.)
 572,398. Bicycle Propelling Mechanism. Thos. J. Armstrong, Cleveland, Ohio. Filed November 8, 1895. Serial No. 568,268. (No model.)
 572,423. Bicycle Skirt. Julius N. Lewinson, New York, N. Y. Filed February 4, 1896. Serial No. 577,984. (No model.)
 572,430. Electric-lighting Mechanism for Bicycles. Francis E. Magee, Brooklyn, N. Y. Filed March 25, 1896. Serial No. 584,852. (No model.)

572,432. Saddle for Bicycles. James A. Maloney, Washington, D. C. Filed June 20, 1896. Serial No. 596,333. (No model.)
 572,450. Bicycle Bell Clamp. Edward D. Rockwell, Bristol, Conn. Filed September 12, 1896. Serial No. 605,603. (No model.)
 572,463. Bicycle Tire. Robert S. Williams, Merchantville, N. J. Filed June 8, 1896. Serial No. 594,725. (No model.)

DESIGNS.

26,360. Thimble for Bicycle Fork Ends. Charles F. Mellink, Toledo, Ohio, assignor to the A. L. Moore Company, Cleveland, Ohio. Filed September 8, 1896. Serial No. 605,193. Term of patent fourteen years.
 26,361. Clamp for Bicycle Handles. Lewis P. Halladay, Marion, Ind. Filed May 9, 1896. Serial No. 590,950. Term of patent three and one-half years.

GOOD GUARDS WANTED.

The Frank T. Fowler Manufacturing Company, of Worcester, Mass., are in the market for a first-class chain guard for their "Ladies' Trinity Safety," also for mud guards for both ladies' and gentlemen's "Trinity."

The Cyclers' Delight.



Wanted—All cyclers, who contemplate going South this winter, to write to E. M. Mallette, Thomasville, Ga., for information, interesting and valuable to wheelmen. Thomasville, "the Great Southern Winter Resort Among the Pines," has an endless number of miles of varied and beautiful bicycle roads. Any other information about the place will also be cheerfully furnished.

Kindly mention The Wheel.

OUR '97 GRIP

Is MADE RIGHT and STAYS RIGHT.

It has a wood bushing extending through the cork, and far enough to receive the tip at each end, thus obviating the danger of the handle breaking off at the tip, a nuisance and expense so often experienced in other makes.

A, or first quality, 50c.; B, or second quality, 40c. per pair, postpaid.

Special Discount to Dealers and Manufacturers.

The Grand Rapids Bicycle Grip Co.

153-155 CANAL STREET,

GRAND RAPIDS, MICH.

Kindly mention The Wheel.



SPECIAL NOTICE.

WE have succeeded, after many careful experiments, in producing a Tire Cement which will make the CREEPING OF TIRES A THING OF THE PAST. ❀ ❀ ❀ ❀ ❀

We will be pleased to mail samples upon application. ❀ ❀ ❀ ❀ ❀

IDEAL RUBBER CO.,

...Manufacturers of...

AMERICAN IDEAL and
BROOKLYN IDEAL TIRES.

OFFICE:
28 Rodney Street,

FACTORY:
631-637 Kent Avenue,
BROOKLYN, N. Y.

Kindly mention The Wheel.

DEATH FROM COMPLICATIONS.

A. W. Gans, of Fairchance, Penn., sustained a hard fall while competing in a road race in October, the result of which caused his death last week. While descending a steep hill his foot slipped from the pedal and caught in the wheel, throwing him to the ground. His knees and elbows were severely cut and blood poisoning set in. Typhoid fever and rheumatism followed, resulting in death.

SEEKING POLE PRIVILEGES.

French wheelmen are endeavoring to obtain from the French telegraph authorities the same privileges which were granted to the Italian Union, namely, that boards for the guidance of cyclists may be placed on telegraph poles. France has something over five millions of such poles.

FOR CENTURIONIZING SOLELY.

Five hundred and six centuries were ridden by the members of the Century Cycling Club, of Baltimore, this year against 210 last year. S. M. Warns heads the list with 116 century riders to his credit. Apart from an annual dinner the club's only apology for existing is to promote 100-mile rides.

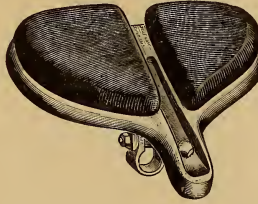
HAD EXCELLENT TEACHERS.

Manager—You've learned to fall in that death scene much better than you did two weeks ago.

Leading Lady—Yes. I've been practising crossing the Boulevard on Sundays when the sorchers own it.

AN IMPROVED PIONEER.

The Christy saddles, the pioneers of the anatomical pattern, have not only undergone considerable improvement during the season,



but several new patterns have been added to the line. The most noteworthy improvement or addition, perhaps, is the spiral spring seat shown by the cut. It is made for both gen-



tlernen and ladies, that for the latter having practically no pommel. The flat spring patterns will, of course, be continued, and, as ever, A. G. Spalding & Bros., New York and Chicago, will market them.

PLACING HIMSELF HISTORICALLY.

Amid the smoke of cheap cigars, the blare of a zim-boom band, and the screeches of a host of callow, beer-frothed kids, a colored professor won a professional race in Madison Square Garden.

Prouder than any peacock the smoke-colored victor was interviewed and congratulated. Figuratively removing the laurel from his brow the proud winner thus summed up his victory.

"Yes, sah, I'se jés' like de celebrated Mr. Napoleon, who, after de battle of Bunker Hill said, 'Sic senper tomatius;' I came, I saw, I got there."

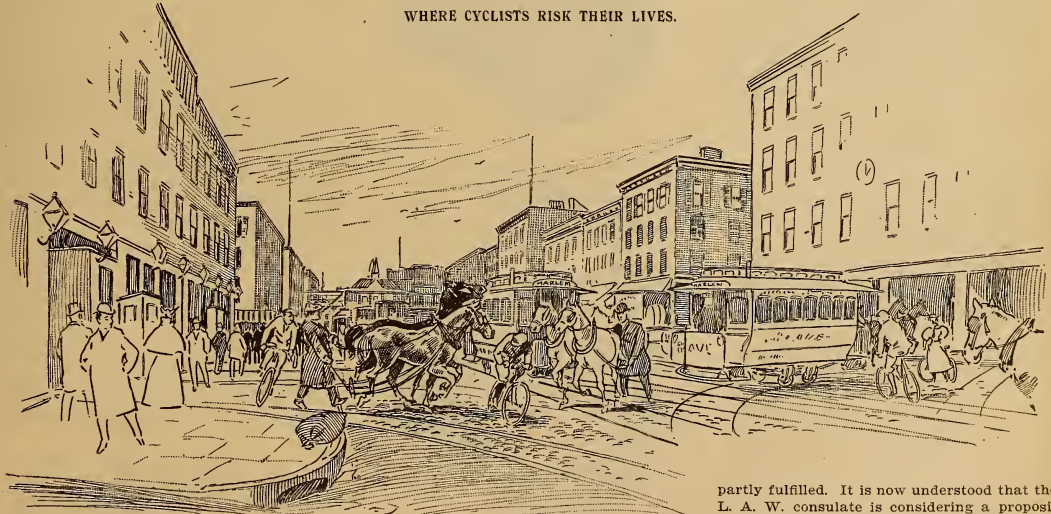
FOR PINE TREE PEDALING.

Thomasville, Ga., "the great winter resort among the pines," wants wheelmen and wheelwomen to winter within its gates. The Business League elsewhere in this issue extends the invitation. Specially built cycle paths and driveways abound, and the balmy and salubrious climate permits cycling the year round. Thomasville, too, is within easy distance of the more expensive Florida resorts.

NO CRIMSONITE TEAM.

There will be no Crimson Rlm racing team next year. The Syracuse Cycle Company will withdraw entirely from the racing field. Instead of racing men, President Bowe states that travelling salesmen will be employed. Already fourteen of them are on the road, and sixteen more will follow.

WHERE CYCLISTS RISK THEIR LIVES.



This is a scene that occurs several hundred times each day in the premier city of the New World—New York—on Eighth avenue, between Forty-ninth and Fiftieth streets. Few cyclists there are who do not know the spot too well and to their great inconvenience and bodily discomfort. The Eighth avenue railway car stables are located there, and, as if the odor that ever fills the air was not sufficient, the railway company, through some indefinable influence, is able to maintain the only block of rough pavement in nearly seven miles of asphalt. The stones are insected and bisected by a multiplicity of tracks, are uneven in the extreme, and in damp weather

treacherous to the limb-imperilling point. They rack the body and extinguish the lamp. Car horses are being changed there almost constantly, which adds to the danger; artful dodging on the cyclist's part is a prime necessity. The picture is not overdrawn. Time and again have the railway officials been appealed to to lessen the evil, but although promises have been made they have never been even

partly fulfilled. It is now understood that the L. A. W. consulate is considering a proposition to have the place condemned as a public nuisance. It is to be hoped that the suggestion will not die a-borning. The place is a nuisance, an unmitigated nuisance of the worst type, and decisive action is sadly needed. Forbearance has well long ceased to be a virtue. If any of the "great dailies" which are so keenly competing for cycling favor desire to strike a popular chord, an attack on this pest-spot is respectfully and earnestly recommended. It will meet with quick and hearty response. Perhaps 2,000,000 cyclists and carriage drivers pass the place annually, which, as THE WHEEL once before remarked, means 2,000,000 years of discomfort within each twelvemonth.

WAVERLEY WAYS AND PRICES.

One hundred dollars will be the price of the Waverley bicycle, that is, the leader, during the year 1897. In the past \$85 was the price. The increase was not suspected or foreshadowed, and will prove a genuine surprise. The Indiana Bicycle Company will, however, also market a Waverley at \$60, "a price lower than ever before quoted for a bicycle of equal quality"; in fact, it is the \$85 wheel of the current year, considerably improved.

The Indiana people state their case and give an insight into their new features in these terms:

"In fixing our prices we have not been governed by the action of others or influenced by the competition of goods which bear no relation to the mechanical excellence of our splendid new models. We have rather given due consideration to the present cost of all materials entering into the make-up of bicycles of highest quality, and more particularly to the expense of our new construction, which is materially increased over ordinary methods by the necessity of securing extreme nicety of fit in all vital parts, and which we consider fully justified by results, and which we believe will at once be evident to every mechanic and appreciated by every rider who examines our work.

"List prices have generally borne little relation to actual value. It is as easy to catalogue a bicycle at one price as at another. The public is learning to discriminate, however, between real values and the fictitious values indicated by many price-lists which are never maintained and are only published to deceive.

"We have always endeavored to fix a fair price for Waverleys, and in announcing our price we desire to express the opinion that it is impossible, in the present state of the bicycle building art, for any establishment, however well equipped with modern machinery and facilities for economical work, to construct a bicycle from such material and with such methods as have been found necessary through the introduction of our improved devices, and sell it to the rider for less than \$100, still leaving a reasonable profit for both maker and dealer.

"Without attempting a complete description of the changes embodied in our new construction, we will state that we introduce a principle in our crank-bracket and hubs by which all threaded cones are replaced by sliding shells, hardened and then ground true, thus securing absolute alignment and concentricity. The new Waverleys may be said to be actually ground together, and this process, as opposed to the old method of lathe-turning, we believe is destined to bring about a radical change and improvement in shop methods.

"By the use of an ordinary screw-driver the crank-shaft combination can be dropped apart in a few seconds, freeing every piece, including the sprocket, and leaving both rings of balls, which are retained in place, accessible for cleaning. The chain can be adjusted or the wheels entirely removed from the frame without interference with the bearing adjustment. The bearings are more nearly dust-proof than anything yet produced, and the tread has been reduced to 4 1/4 inches, with ball races separated to the extreme limit. This construction must be seen to be fully appreciated. The machines are well worth waiting for, and will repay careful study.

"All Waverley frames will in future be constructed of Albany tubing, the product of the Albany Manufacturing Company.

"Our leading machines have 1 1/2-inch tubing and smooth frame joints throughout. They will be regularly equipped with the new Record extension pedals, and wide options will

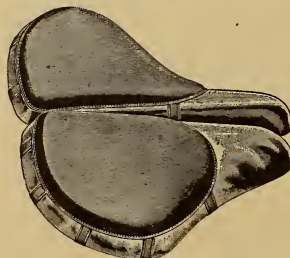
be given in tires, saddles and handle-bars of the latest and most approved patterns. The same care will be given to finish that has always characterized the Waverley, and the modest silver name-plate that has been typical of the general elegance of Waverley finish in the past will be retained.

"We designate our standard machines as Waverley No. 10 for men, and No. 12 for ladies, and supply the No. 10 in three heights of frame—23 inches, 25 inches and 27 inches—while No. 12 has two heights of frame—20 inches and 22 inches.

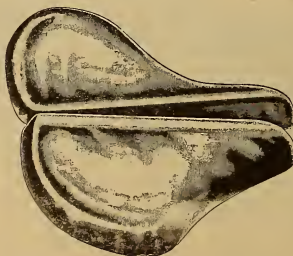
"Our second line will be designated as Waverleys Nos. 14 and 15. They are the Scorcher and Belle of 1896, brought up to date by such minor improvements as a season's experience has suggested, but not materially changed. They are fitted with new two-point bearings so constructed that the balls are retained when parts are removed, new saddles and adjustable wood handle-bars. They are built of the best material, carefully inspected, and will compare favorably with most of the higher-priced 1897 machines on the market."

SIDE MOTION IMPOSSIBLE.

Parkhurst & Wilkinson, Chicago, are marketing a new hygienic saddle, the invention of Lewis T. Cornell, which has been christened the University Anatomical Saddle. It is made in six styles designated Chicago, Cornell, Yale, Harvard, Vassar and Northwest-



ern. The saddle is so constructed that the respective sides move with the limbs. When one side is pressed down the other must be up, preventing the rider from sliding forward. Side motion is impossible and the rider using it, it is claimed, has a feeling of security as well as comfort. It is made of



either wood or aluminum, plain and padded, presenting a handsome appearance. The wood saddle can be enamelled to match the frame of the wheel. The pads are so adjusted that they can be removed if a hard saddle, which many find the most comfortable, is desired.

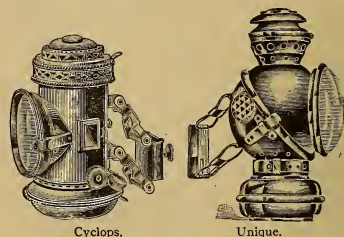
FROM MILK TO MANUFACTURING.

O. B. Hachenberger, Denver's crack rider, has entered the cycle trade. Last week he acquired an interest in the Denver Cycle Manufacturing Company, and will hereafter devote most of his time to making bicycles and on general repair business. The wheel will be called the Denver.

LETTING THEIR LIGHTS SO SHINE.

In no department of the cycle trade has more improvement been shown than in the construction of cycle lamps. Competition has increased rapidly by the advent of new lamp firms in great number during the last year. Most of these firms had been long established in other branches of the brass and lamp trade and they were able to build and put on the market a lamp which at once became a serious competitor of the best cycle lamps.

The Manhattan Brass Company, No. 338 East Twenty-eighth street, New York, have been building cycle lamps for several years,



and in showing their '97 line, which consists of four models, the Dazzler, the Improved Cyclops, the Unique and the Frontlight, they prove that their work and experiments during the last season have not been thrown away. Their Unique is a lamp of novel shape. It is built in two separate pieces, body and front, and opens and shuts like a watch and is thoroughly dust proof. All the lamps show larger lens-holders, larger reflecting surfaces, new sliding jewel side lights, a patent spring in the wick tube which prevents the wick from dropping, and a number of other improvements.

POLISHED AT THE FACTORY.

The Bloomsburg (Penn.) Tube and Copper Company, who recently made their best bow to the cycle trade, are well pleased at the reception accorded the fruits of their labor. The finish of their tubing is a feature. All stock is highly polished before shipping, which, in addition to its attractive qualities, serves an even better purpose; it reveals the grade of the material and makes apparent any defect that may exist.

FAT-HEADED WIT.

"No man who rides a bicycle," observed the fat-headed man, "is ever more than half right."

"Oh, come now," began the man with howling checked golf suit.

"The other half," continued the first speaker, "is left."

Then they all drank at the golf-clothed one's expense.

KNOWS THE GAME.

W. H. Reuf and the Fenton Metallic Manufacturing Company are now closely related. Mr. Reuf having lately engaged with that company as superintendent of their factories at Jamestown. He has had previous experience in a similar capacity and knows the game thoroughly.

WALKING SPANISH.

A Spanish judge, according to a foreign contemporary, has just fined a cyclist for knocking over a seven-year-old boy, although the cyclist proved that he rode slowly, rang his bell and used his brake. The judge decided that a cyclist must dismount when the pedestrian could not or would not get out of the way.

BRIEF BITS FOR BUSY MEN.

Queer people the French! The Paris Cycle Show opens on Christmas Day.

The only planoid level gear cutting machine at present in existence is in use at the Philadelphia Gear Works.

Under the new Victoria (N. S. W.) tariff regulations lamps and bells for cycle use have been placed on the free list.

Bicycles are carried by the Belgian State railways as baggage for any distance at the uniform charge of 15 cents for singles and 30 cents for tandems and triplets.

Of the \$2,745,000 worth of bicycles Americans exported during the nine months last reported by the Treasury, \$1,020,000 went to the United Kingdom of Great Britain.

The parts makers are enjoying quite a foreign trade just now. Parts to the value of over \$30,000 have been exported within two weeks, principally to Australia, England, Belgium and New Zealand.

If cycle manufacturers contemplate exhibiting at the Brussels International Exhibition, 1897, they should lose no time in communicating with the Executive Commissioner of the exhibition in Brussels.

In exporting machines and parts, where rust and tarnishing must be avoided, the use of specially prepared pitch paper for case lining will be found as effectual as metal for preserving goods, and is lighter and more convenient.

At the recent meeting of patent agents in London Mr. J. Sinclair Fairfax said that the cycle industry now gives employment to nearly 33,000 workpeople in Birmingham and Coventry alone, and that the total output in England is about 750,000 wheels per annum.

When a bank pays a forged check without requiring identification or preserving any evidence of the identity of the person to whom it was paid and indorses and sends it to the bank on which it is drawn, the latter upon discovering the forgery after having paid the check can recover the amount from the former bank.

The certification of a check by a bank is in effect merely an acceptance, and creates no trust in favor of the holder, and gives no lien on any particular portion of the assets of the bank; but, if done after delivery, it takes the amount of the check out of the hands of the maker and any loss from insolvency of the bank falls on the holder.

During 1895 Austria exported 1,800 machines and imported 2,300; in 1894 the import was 3,646; nearly one-half of the imports of 1895 came from England and a similar number from Germany, leaving a small number of French-made machines to make up the total. During the present year the imports have been still further diminished, and the exports increased.

A novel boat was launched recently at the wharf of the National India Rubber Company, at Bristol, R. I. The boat is made of large pneumatic tires, and is about twelve feet in length. It is fitted with rowlocks for two sets of oars. It is owned by a man named Layman, and has just been completed at the works of the National India Rubber Company. It was tried and worked well.

Recent official reports from Austria enumerate nearly twenty cycle manufacturing concerns in that empire, the largest being the Austrian Small Arms Company, of Steyr, which in 1895 produced about 8,000 machines and this year has probably doubled this output. The next in importance are Juch & Co., of Gratz, Moravia, and R. Gregor, of Vienna. The mere assemblers are not included under the term of manufacture.

One of the most annoying things hitherto about the wheel trade with Mexico was the intricate system of State tariffs. Not only were bicycles required to pay the Federal tariff at the frontier, but each State made its own tariff laws on pretty much any basis it saw fit. Now these interstate tariffs have all been abolished the past month, and only the Federal tariff is collected at the point of entry into Mexico.

The cycle trade in Italy is not in a flourishing condition just at present. Owing to very bad weather which prevailed there during the last months of the season, the crops have been seriously damaged, so that money is very scarce, Italy being mostly an agricultural country. Some important firms have

One of the great advantages claimed for hollow forgings over solid is that by boring out the centre of the ingot the metal is reduced to less than one-half the thickness of the solid forging. By using the press, the action being slow, the ends of the forging are convex. This shows that the force of the press had reached the centre of the metal, while the hammer strikes a quick and sharp blow, affecting the outside of the metal to a much greater extent than the inside or centre. Consequently the end of the forging is concaved, showing at once the superiority of the press over the hammer.

The tire-makers no sooner get rid of one demand on the part of the riders and agents than the maker is met with other and more difficult requests from these gentlemen. An English manufacturer recently received an order from India for a number of bicycles, which order was only to be filled if the manufacturer could guarantee to equip the machines with ant-proof tires. It appears that these industrious Indian sluggard-shamers extract much nourishment out of the rubber casing and tire, and are not content till they have eaten it right through and thus destroyed the tire's usefulness as an air container and restrainer.

The trouble workmen in cycle factories have from foreign substances lodging in their eyes is one they share in common with all other metal workers. Some interesting statistics regarding this form of accident come from the steel-working district of Prussia. Of the 3,723 metal workers treated for eye injuries, 2,805 were for the left eye and only 1,638 for the right, or a relative proportion of 56 to 44; and, as a similar proportion held good in each of five separate years, the conclusion arrived at is that in such work the danger to the left eye is really greater than that to the right. Even more marked, in fact, was the proportion in respect to the severe cases, the left eye being quite lost in seventeen cases, the right in seven.

White light metal alloys, into the construction of which aluminum largely enters, are again being exploited in connection with cycle construction. There were several samples of this form of metal shown at the Stanley Show, one of which, alcolite, into which it is admitted aluminum largely enters, is said to be one-third the weight of steel, and to possess a tensile strength of about 16½ tons to the inch, and considerable resistance to transverse strain. Alcolite, so its exploiters claim, can be welded or brazed without the slightest difficulty or special knowledge. This being so, the metal ought to come largely into demand for cycle construction. A bicycle made up entirely of alcolite tubing, was shown at the Stanley Show, weighing seventeen pounds.

The Supreme Court of Minnesota has held that where a servant has knowledge of the defective instrumentality furnished for his use by the employer, and gives him notice thereof, and the employer promises that it shall be remedied, but neglects to do so, and induces the servant to remain in his employ, and the servant is subsequently injured by reason of such defect within the time fixed when such defect was to be remedied, or within which time it might reasonably be remedied, the employer is liable if the instrumentality was not so imminently and immediately dangerous that a man of ordinary prudence would have refused to longer use it, and that the question of contributory negligence by reason of such use by the servant after such notice and promise to repair is not one of law, but of fact to be settled by the jury.

MORGAN & WRIGHT
Manufacturers of Rubber Goods
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331 to 339 W. LAKE ST.

Morgan & Wright tires now hold

All world's records, ¼ to 10 miles, inclusive.

All unpaced world's records, ¼ to 50 miles, inclusive.

All American records, ¼ to 100 miles, inclusive.

Nov. 24, '96.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

dismissed a number of their employes, while others have failed. A proof of this crisis is found in the discontinuance of the three leading Italian trade papers.

In England it is now only necessary to attach the words "pneumatic tire" to anything to at once give it a golden and inflated value. As an example of this it is noted that the highest fee on record for an English lawyer's opinion was recently paid in one of the numerous tire litigations now so prominent in British courts. In this case the lawyer was paid \$5,500 to simply pass an opinion upon a point of law, the whole performance of which did not take a full hour of his valuable time.

From time to time there appear wonderful mixtures of various substances which will restore "burned" steel. Once for all, however, nothing will restore "burned" steel—oxidized steel—but the blast furnace. Sometimes overheated steel, that is, steel which is coarse-grained from too high heat, is termed "burned steel." This overheated steel can be restored by heating it through carefully and uniformly to a medium orange color, and laying it down in a warm, dry place to cool slowly. This is a great deal quicker, simpler and cheaper than the nostrum treatments so frequently suggested.

FIXED FOR FLUSHES.

The almost universal adoption of flush joints has shown how quickly the various manufacturers of cycle fittings can rise to an occasion. As may be readily understood, the making of a frame connection that permits a flush joint is a far more difficult matter than under the old method; a reinforcement must be used, and this must be so gauged that the outside diameter of the frame tubes corresponds exactly with the fitting.

The Spaulding Machine and Screw Company, Buffalo, N. Y., are among those who have demonstrated their aptitude. They are marketing a line of stamped sheet-steel connections and parts that seem to thoroughly fill the bill. All are fitted with tubular reinforcements that are shrunk on at one end, leaving the main body of a diameter that allows the use of any gauge of tubing and yet forms a perfectly smooth joint; the reinforcement is left plain, that each manufacturer may follow his own ideas in the method of forcing a perfect flow of brazing material.

This Spaulding '97 line includes some very ingeniously devised stamped fittings at prices that cause wonderment.

THANKS TO THANKSGIVING.

Atlanta, Ga., Dec. 5.—The stock of the Southern Cycle Fittings Company, a corporation which has been doing business in the Electric Building, in Marietta street, consisting of bicycle fittings and parts, has been seized on a distress warrant taken out by the Georgia Electric Light Company, owners of the building in which the company's store was located, for rent for the month of December.

The Cycle Fittings Company was formed in September, with a capital stock of \$20,000, of which 10 per cent. was paid in. N. H. Eggleston was the projector and organizer of the company, and was made president.

The company began business in Broad street and for a time prospered. Then they moved into their present quarters in the Electric Building.

Mr. Eggleston then became interested in a track scheme, and on Thanksgiving Day promoted a race meet that practically wrecked him. It was a financial failure. Mr. Eggleston was unable to pay all of the prize money, although striving hard to do so. No figures are given, but he claims his stock on hand exceeds his liabilities, and that he will pay dollar for dollar if given time.

CAREFULLY MADE SADDLES.

Among the new and improved designs of saddles for the '97 market manufactured by H. M. Rosenblatt & Co., Philadelphia, is a padded-top saddle which they have every reason to believe will prove a "good thing" next year. The saddle is carefully made from the finest quality of material, and from a hygienic point of view has several characteristic points. The opening under the pads permits the latter to conform to the shape of the pelvis, doing away with any possible pressure or soreness. The saddles are made in four shapes, styled Stella B, Florence B, Jerome B and H. M. R. B. Each style of saddle is made in three different qualities, the variation being in the grade of leather tops. They are supplied with a new patent-applied-for spring, and the metal parts are of steel heavily nickelled. Increased facilities, long experience and skilled workmen lead the firm to ask for the closest inspection of their '97 line.

How did people manage to exist fifty years ago when there wasn't a bicycle in the whole world?

THREE GOOD THINGS.

For the first time the Hay & Willetts Manufacturing Company, of Indianapolis, Ind., will list three different lines of Outings—at \$100, \$75 and \$50 respectively. The wheels are reputed to be particularly fetching, and those who know the personnel of the concern will readily believe it. Composed of an aggregation of shrewd, cordial and energetic young Americans, their factory has emulated the acorn, and the concern is now well entitled to be placed in the front rank. Each year has seen an enlargement of their scope, and the year 1897 will be no exception to the rule. Heretofore, they have made small effort to secure business in the far East or extreme West, but they are already augmenting their force of travellers, who will cover the country from coast to coast.

They also propose to use printing ink even more liberally than in the past, having engaged the well-known F. W. Van Sicken to direct that department.

PRICES SEEM RIGHT.

X Rays are to be made in Binghamton, N. Y.—not by the Roentgen process, but in the plant of Blanchard & Hooker. These particular X Rays are bicycles that will list at \$75, \$60 and \$45, according to the grade. Not a great many will be built during 1897; the firm will feel its way and, unless plans go awry, they will be factors during the year following. Mr. Hooker has been designing and building special wheels for several years, while Mr. Blanchard has been engaged in the sales department.

REGULAR RUST DEFIER.

Rust-proof nickel-plating will be a feature of the '97 Racycle. Originality is one of the big claims made by its makers, the Miami Cycle and Mfg. Co., and people who are of an inquiring turn will find a rich field in the company's advertisement in this issue.

A BIT OF ART.



From the Fay Mfg. Co.'s Catalogue.

NO HARD TIMES HERE.

With orders already on their books for every one of the 30,000 wheels that their factory can possibly produce is it any wonder that the Sieg & Walpole Manufacturing Company are in high feather? Yet that is exactly the state of affairs in the Kenosha concern. It is no day dream either, but an actuality. They had '97 stock in evidence as early as August, and as they made a direct bid for the jobbers' patronage, large contracts were the rule. Within the last two weeks the firm has withdrawn a number of quotations and been compelled to say "nay" to several late comers. In this connection it is not generally known that the American News Company is marketing bicycles. They are among Sieg & Walpole's largest patrons.

TWO GOOD THINGS IN TOW.

W. E. Gilbert, who was last week reported to have sailed for the Continental cycle shows in the interest of the Spencer Brake Co., is really the European representative of the Fenton Metallic Mfg. Company. The seventeen wheels which he took with him were Fentons, each fitted with a Spencer invisible brake. In addition to advancing the Fenton interests abroad Mr. Gilbert also has commissions from the Spencer people.

YOU SEE THEM EVERYWHERE.

Belgium has the cycle show complaint almost as bad as America and England. Already announcements are made for shows to be held next spring at Brussels, Antwerp, Ghent, Liège, and probably at several smaller places besides.

THE BRITON, THE BICYCLE AND THE BEAR.

He was English. There was no disguising this; in fact, he did not try to do so as he followed his boxes and luggage down the gangplank from an ocean liner, carefully leading a gear-cased, mud-guarded, light, English thirty-five-pound wheel.

He had read all about this country; he knew all about the famous before-breakfast run of New-York's wheelmen through Central Park to Pike's Peak and return. He did not intend taking this little scamper until he had returned from his journey to Kansas, where he was bound on business of importance regarding some funds his people had invested there and were having the usual trouble of investors in Kansas to get back.

Steamer-made friends had filled him up with wild yarns of how as soon as he got west of the Mississippi River he entered a region infested with Indians, buffaloes and bears. In time he was dropped off a K. P. train at a little Kansas city, just as it was beginning to grow dark. Luggage, traps, hat-boxes, bicycle, rugs, gun cases, umbrellas, canes and the thousand and one other things an Englishman always thinks it necessary to travel with were loaded into a waiting bus and eventually deposited in his room at the foremost hotel in the place.

After he had eaten his supper, or rather partaken of his "tea," he brought forth the trusty gear-cased thirty-five-pounder and started out for a ride. By the time all of this had taken place, most of the stores were closed, but the moon was shining, the roads fairly good and the bold Briton afraid of nothing. He rode around the place for an hour or more, and then started down the main business street for the hotel.

Suddenly he saw before him a big bear, sitting on its haunches, with mouth wide open and paws extended, awaiting his coming. In a moment he jumped from his machine, shinned up a convenient tree, and was crying for help, but no one heard him and the bear sat and watched him. All night long he stayed there, trembling for fear Bruin would climb the tree, but comforting himself with the idea that it was too small to be used by a bear.

At daybreak some men came along, and one of them wheeled the bear back to the doorway with the remark: "I wonder who put that sign in the middle of the road." The tourist descended from the tree, mounted his machine without detection, and had he not subsequently enjoyed the story so much that he told it himself it would never have been known.

LITTLE LATE IN JAPAN.

The Japanese are an imitative race, but their distance from the civilized people they seek to imitate occasionally causes their imitations to be slightly out of date. For instance, news has just reached Japan that certain doctors in America have declared against the use of the bicycle. Forthwith, the imitative Japanese physicians, with a me-too spirit, declare they are opposed to cycling.

WHAT THE WEATHER WILL BE.

Official Weather Forecast.—In the event it does not rain Sunday it will be dry, but should it rain there will be showers. Indications for the twenty-four hours ending at midnight—Dry and slightly warmer and occasional showers if it fails to be dry.

JILTED.

Wheels whirl;
Madly jealous;
My girl
Other fellow's.

WON ON HIS MERITS.

Sixteen years ago the cycle pie wasn't a large one; but, small as it was, the subject of this sketch had a finger in it. Pioneers will remember him as the rider who, in 1883, successfully coasted Mt. Washington on a Star roadster, regularly equipped. As a result, the "Jersey Coffee Mill" immediately jumped into favor throughout Mr. Corson's territory, and until the advent of the chain-gear safety he did a thriving business with that much abused machine. It was during his connection with the Star that he made his most notable rides and tours, covering well nearly all New England and penetrating localities where bicycles had never been seen. Being of an inventive turn of mind, he, about this time, brought out several valuable cycle accessories, chief among them a saddle for the Star, not unlike the most popular saddles of to-day, and a filtering drinking tube called the "Tourists' Delight," which even now commands a considerable sale.

In order that he might more rapidly educate the people of his wooden country up to the point of buying cycles, he published the most



E. H. Corson.

convincing little sheet, the "Star Advocate," later styled the "Cycling Courier," and under this latter caption it now makes an occasional appearance. Several of the leading cycle firms of the country have, since the "old days," enlisted his services as their general agent in Maine, New Hampshire and Vermont. At the present time he serves the Western Wheel Works in that capacity.

Late in 1894, in a little factory of his own at East Rochester, N. H., Mr. Corson brought out a high-grade wheel of his own design which met with such a flattering reception that he determined to devote a share of his attention to its manufacture, and in 1895 installed a modern plant in leased quarters at Nashua, N. H. Last August the Corson Cycle Manufacturing Company was organized and incorporated, with E. H. Corson as president and secretary, and at this writing a spacious factory is being erected at East Rochester for the manufacture of "Nashua" and "Faultless" bicycles, which list at \$85 and \$100 respectively.

The past season, with headquarters at Nashua and branch stores at Concord, Manchester, Dover, Portsmouth, East Rochester and Portland, Mr. Corson has done a good business in Crescents and the products of his factory. Next season he will represent the Western Wheel Works and the Corson Cycle Manufacturing Company in the territory he

knows so thoroughly, and expects a largely increased business.

Starting in life without a dollar, he has by hard work, perseverance, rigid economy and strict attention to details, accomplished that in which many have failed.

LIKE A STEEL SPRING.

It seems scarcely necessary to remark that frames made of spring-tempered steel will continue to be a feature of the Wolf-American wheels, made by R. H. Wolf & Co., this city. It has proved to be a valuable talking point and a feature of the wheel, the glamor of mystery which surrounds the process adding to its importance. The process is a great secret, the Wolf people merely stating that the tempering of the tubing is the same as that of spring-tempered steel of any kind, and adds 25 per cent to the strength of the metal. Their advance catalogue, just off the press, is an attractive publication, replete with specifications of their '97 model. The wheels are attractive-looking, although showing no particularly-radical alterations. The tandem is new, has a double diamond frame, built on new lines, with proper regard for steering room between both front and rear riders, and is particularly well braced. The Duplex, as of yore, comes in for due prominence. It has been improved wherever possible. The price of the Wolf singles, as was announced last July, will be \$100.

WORLD IS FULL OF THEM.

"Well, what is it now?"
"Jes' a bite o' suthin' to eat, please, mum. Ye see, it's dis way: I"—
"Oh, I know. Out of work. Sick child"—
"No, mum; I'm de s'ciety editor on a big New York pape, 'n' I bet five thousand bones wid me frien' Iwerbilk dat I'd ride me bysickle around de worl' widout"—
"You're de third loafer that's told that yarn. Now get out!"
"Yes'm. Anyting t' blige. Needn't call de dog. You'll get a inwite t' de nex' Wan, derbilk weddin', I don't t'ink."

CALLED DOWN.

"Put that fellow in one of the basement rooms," remarked Satan, carelessly.
"Fellow! Basement!" sputtered the new arrival. "I would have you to know, sir, that I was a prominent citizen in my lat home, sir. I was a scorecher for fair, I was, and my name is known everywhere among wheelmen who go in for century runs."
Satan smiled. "That may have been," he said, "but you won't cut any ice down here."

EARLY INFORMATION.

"Johnny," said the boy's father, "I suppose that you are going to hang up your stocking next Christmas."
"No, I'm not," was the reply after some thought.
"Why not?"
"Because," he answered, looking his father straight in the eye, "you couldn't put a bicycle in my stocking."

THEY NEVER THINK.

She was one of the few of her kind that still exist.
"No, I don't think that anything could induce me to ride a bicycle. It is so common."
"Did you ever stop to think, Lucille, that nothing is so common as riding in a street-car?"
"They were in a streetcar at the time."

Unlike some of the wheelmen he attacks, the average bull dog chews more than he can bite off.



FOR



W·O·R·C·



CYC

Built from the designs of and under the supervision

WE BUILD A C

Worcester Cycle

FACTORIES:

Middletown, Conn.

Worcester, Mass.

Kindly mention The Wheel

1897.



E·S·T·E·R L·E·S.



of Munger. Apply now for a valuable Agency.

COMPLETE LINE.

Mfg. Company.

GENERAL OFFICES :

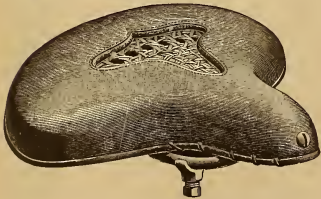
45 Wall St., New York.

WOULD ALL SADDLE MAKERS

Large and small, run the risk of the consequence of infringing our patents, even though they erroneously felt that the chance of sustaining our patent was small, if, and a great big IF, they could by hook or crook sell their own designs? Is it natural for a man to run any risk if he does not have to? And is the fact that they are all running that risk not the greatest compliment that was ever paid to any saddle? Does it not prove that the MESINGER principle is right? But they all lack the vital point of our saddle, the rattan, and peculiar weaving of it, which makes our saddle what it is. Don't be a party to this "piracy" of our ideas. We are doing everything possible to have you buy the genuine

MESINGER

and you will avoid any trouble from patent litigation. Our patents are good as gold.



Mesinger Bicycle Saddle Co.

MANUFACTURERS OF

SADDLES AND AIR BRAKES,

NEW YORK
CITY.

Kindly mention The Wheel.

PULSE OF TRADE.

How It Beats in the Patent Office in the Shape of Cycle Patents.

The pulse of trade is quickly felt in the United States Patent Office. Increased demand for any article of manufacture immediately starts inventors at work seeking to improve it in the hope of reaping a large reward by taking advantage of the popular want. Just now the pulse of the cycle trade is beating very strongly, as indicated in the Patent Office. The number of applications that flood the office for improvements on cycles is unprecedented. No other single class of invention has displayed such activity since the patent system was adopted. Fortunately perhaps hardly one-sixth of all the applications filed eventuate in patents, otherwise between 3,000 and 4,000 cycle patents would be poured out upon the country annually.

Approximately 4,500 patents have been issued by the United States in this single class—not including motor vehicles and various cycle accessories—and about as many more have been granted by foreign countries. These 9,000 patents indicate how closely the field of cycle invention has been worked over, and how small a margin there is for patentable ideas relating to cycles. Nevertheless, inventors will doubtless continue to cull ideas out of this margin, and patents based on them will continue to be issued for some time to come.

The Patent Office classifies all vehicles that are propelled by the muscular power of the rider as "velocipedes." All cycles that are propelled by motors—gasoline, electric, spring, etc.—are classed as motor vehicles. This classification is a reminiscence of the "velocipede mania" of 1869, when it became necessary to establish the class.

The first United States patent for a velocipede was issued in 1804, and was signed by Thomas Jefferson, then Secretary of State, the Patent Office having been at that time a bureau of the State Department. It was for a heavy, four-wheeled vehicle, driven by crank and toothed gears. The second patent was granted in 1819 to one Clarkson, and is supposed to have been for the famous "hobby horse"; all vestiges of it were destroyed in one of the disastrous conflagrations that has befallen the Patent Office. Up to the date on which Lallement patented his crank-driven bicycle—November 20, 1866—only twenty patents for velocipedes had been issued by the United States. The celebrated Hanlon brothers obtained a patent in 1868, and by their skillful performances on the machine, helped to spread the interest in the new two-wheeled vehicle. By January 1, 1869, forty-three patents had been granted. In 1869 the mania was upon us, and in that year close upon 200 patents for velocipedes were obtained.

To all appearances the cycle industry in the United States died with the year 1869. In 1870 the issue of cycle patents fell to twenty-five. In 1874 they could be counted on the fingers. In fact, no patents were taken between 1869 and 1876, except for what may be considered toy velocipedes, cantering horses, children's tricycles and the like.

Up to 1876 approximately 300 patents for cycles had been issued by the United States. In 1876 invention revived on account of the excellent exhibit of English cycles at the Centennial Exhibition. Since 1876 over 4,000 cycle patents have been granted in this country, and nearly or quite one-half of this number have been issued since 1890. In 1890 one assistant examiner of patents was able to dispose of all applications that were filed. In November, 1896, it required the

labor of eight expert assistant examiners to handle the applications for cycles, and even with this expert force working at them, there have been lately 1,000 velocipede applications constantly on hand awaiting action.

Until within comparatively recent years cycle invention was confined to England, France and the United States. The history of its progress in England and France has been very similar to its history in this country. In France the first velocipede patent was that of the Baron Drais in 1818; and in England, in the same year, that for the "pedestrian curriole" of Denis Johnson. During the next half century fewer patents were issued abroad than in the United States. In 1868 and 1869 France granted numerous patents for cycles, and in 1869 English inventors were affected by the velocipede mania. At the close of 1869 England had granted 118 patents for cycles. After the craze of '69, France, like the United States, practically ceased to patent them, while England, on the contrary, continued to nourish the industry until it reached really important proportions, and was again taken up by other countries.

At the present time no country in the world is granting so many patents for cycles as the United States—and this, in spite of the fact that no patent can be obtained here except after a rigid examination as to novelty; while in England, on the other hand, no search as to novelty is made, and a patent usually issues as a matter of course upon application.

E. D. S.

A FOUR-IN-CAN.

Any article that will do four things is certainly entitled to notice; the "Big 4" compound, manufactured by Horton & Woolson, New Haven, Conn., merits attention. To quote their circular, "Big 4" cleans thoroughly all dust and dirt from either enamel or nickel; is a lubricant for both chain and bearings, and is warranted not to gum; is a preventive against rust caused by perspiration, salt air or water, and will also remove rust from all parts, restoring them to their former brightness. It is claimed that any article treated with the compound may be permitted to remain in the rain on dampness and not be affected. The firm also offers the H. & W. Enamel Polish, which imparts a permanent lustre on enamel, wood rims, wood handlebars, etc. One of the advantages claimed for the polish is that it leaves no oily residue. The price of each is 25 cents per bottle, with attractive discounts to jobbers and retail dealers.

WELL REPRESENTED.

The Old Fort Manufacturing Company, of Fort Wayne, Ind., have obtained excellent representation in Chicago. In future their line will be handled by Gordon D. Beckley & Co., of No. 152 Lake-st., Chicago, for that city and vicinity. This concern is well fixed to do the goods justice. It has warehouse space, and will always keep on hand a large stock.

NOW WITH WEED.

A. J. Leach, for several years with H. C. Martin, has now charge of the extensive bicycle department of the Weed Hardware Co., Buffalo, N. Y. Mr. Leach brings to his new position a thorough knowledge of the bicycle business, and should prove a valuable acquisition.

Too many people enjoy cycling as though it were a dose of castor oil they were taking.

Bloomers are like an expected kiss—a deal of pucker for lots of disappointment.

A Story of Success.

THE history of the Monarch is an interesting story—it's a story of success. In 1891 the Monarch Cycle Mfg. Co. was a lusty infant. In that year 35 men were employed and 150 bicycles were made and sold. This good seed of an excellent product, planted in the fertile soil of unlimited capital and unsurpassed facilities, nurtured by sound judgment, progressive business methods and a policy of liberal and judicious advertising, has in the short period of six years multiplied three hundredfold. The infant of but yesterday is the giant of today. The experiment of 1891 is the unparalleled success of 1896. The 35 men and 150 wheels have this year been increased to 1200 employees and 40,000 high grade bicycles which have been marketed in every civilized country in the world, aggregating a business of \$2,000,000.⁰⁰.

This growing greatness enables us to give still better value to our patrons. Our new models are nearer perfection than ever, the best the trinity of mechanical skill, excellence of material and the finest equipped bicycle factory in the world can produce. Mr. Dealer, in 1897 you should handle the Monarch, a standard wheel with a recognized value and a known success. Don't sell the indifferent product of a probable failure whose guarantee is not worth the paper on which it is written. Sell the Monarch, guaranteed by our immense success, unequalled and unapproached, and backed up with a paid-up capital and surplus of a million dollars.

Ride a Monarch and Keep in Front.

Monarch Cycle M'f'g. Co.,

Chicago.

San Francisco.

New York.



Toronto.

IN BETTER SHAPE THAN EVER.

Peoria, Ill., Dec. 5.—The results of the Ide fire were not half so bad as were generally supposed. The reports that the factory was totally demolished are untrue; in fact, its serviceability is but slightly marred. THE WHEEL man was shown through the plant to-day by Mr. Ide, and saw things as they are.

There is no damage whatever to the machinery. It was neither scorched nor soaked. But now that a certain amount of work was rendered necessary in the refixing of things, it is all being rearranged so as to increase its productiveness, ease of handling, etc., to the maximum. It may be said that outside of the scorching of certain parts of the building itself there exists but one sort of damage; and that the smoking up of various lots of nickelled stock, as handle-bars, pedals, etc., necessitating rebuffing to put in marketable shape.

It is fortunate for the Ide folks that an account of last year's slump they shut down early. This gives them a considerable stock of frames and parts from which to assemble early orders. Thus the Ide clientele will not suffer in the matter of deliveries. Probably an even 5,000 wheels will be the '96 product.

A general rearrangement of machinery is in process. Trade men who have visited the Ide factory will recall that a considerable portion of the big plant was used by the Horological Institute. From now on the Ide Company will work the entire plant, thus adding a third more room. By December 15 all alterations will be complete, and the company will be in better shape for work than ever.

BID DEFIANCE TO NAMELESS WHEELS.

A number of changes are observable in the 1897 models of the Defiance Bicycle Company, Defiance, Ohio, but they are changes which relate to the fashion of the machine rather than to its general efficiency. Included in the changes are a somewhat different crank, inch forksides instead of seven-eighths, a forged crown and an improved pedal; 1½ inch tubing will be used, and a large crank-hanger. For '97 privilege of any style of finish will be offered, with plain black as standard.

The Defiance Company are of the sort that saw wood while the other fellow is braying, and trade in the extreme sections is hardly aware of the importance of the concern.

They are at home in an excellent factory, built especially for cycle making a couple of years ago by Clark, Holgate & Co., whom the present company succeeded; it is a two-story brick building in the very heart of Defiance, and has a capacity of 5,000 to 7,000 wheels.

This year the company will continue its policy of ignoring the jobbing trade, and will see to the dealer exclusively. Its wheels, of which perhaps double the number that were marketed last year will be built, will in every instance bear their own name, "The Wheeler." No Wheelers will go forth under misleading titles or devoid of nameplate. While the company is a comparative youngster in the arena, it has the advantage of having built bicycles that stood up. Its mechanical creators are well equipped for their positions.

It is a fact that practically every part of the Wheeler is built in its own tone. Pedals are included. In fact, tires and saddles and the only parts of the wheel which are bought in a finished state.

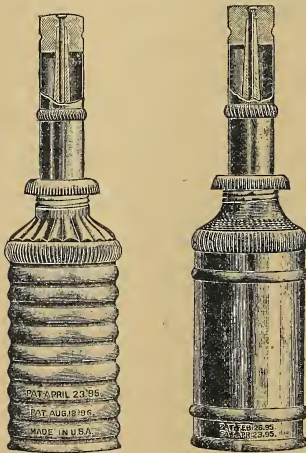
HAVE PEALS THAT APPEAL.

In the matter of price, the New Departure Bell Company, Bristol, Conn., appeal to all classes. Their price list, just issued, illustrates thirty-two different bells, ranging in price from 20, 25 and 30 cents to \$2.

OIL ON A TROUBLED BEARING.

While no one knows just who the real Adam of cycling was, it is a safe bet, at odds of a Raines law sandwich to a Waldorf dinner, that he carried and cursed a leaky oilcan. Most oilcans such as wheelmen use seem made for no other purpose than leaking when they should be dry, and drying when they should leak.

All this, and perhaps more, was known to the Waterbury Manufacturing Company, Waterbury, Conn., when they began the not altogether easy task of turning out a compact, light and leakproof oiler, suitable for carrying in the rider's pocket or toolbag. These new oilers, Acme by name, are all provided with a special arrangement for preventing leakage, which is so essential for pocket oilcans. The tops of the spouts in the illustrations are cut away to show arrangement, which consists of a spout cover with an extra long cushion of cork, into which the tapering spout of the can forces itself, being guided and kept clear by a pin passing through the cork, the point of which en-



ters the spout. This is designed to prevent clogging of the spout, and to insure a tight bearing against the cork packing. The pin projecting beyond the lower end of the spout cover is a convenience in cleaning out the oil holes from accumulated dust, etc.

The corrugated style of cans shown in the cuts are stiffer than the others, and can be more readily held by the fingers, and are more particularly for pocket and toolbag use. The oilers all have spring bottoms and are guaranteed not to leak by the manufacturers, either from the oiler proper or through the spout into the outer cover.

NEW PICTURE TAKER.

The Adams & Westlake Company, Chicago, known to every wheelman through their unique advertising of the bicycles and lamps they had turned out, are about to make another departure of interest to many wheelmen and wheelwomen. The company will shortly put on the market a camera of special design particularly adapted to use on cycles.

Sweet are the uses of adversity; but most riders have no use for sweets of this description.

When too much cycling brings a man to grief it isn't the fault of cycling.

DOWN ON THE OHIO.

Louisville, Dec. 3.—Quite a little surprise will be manifested, locally, at least, when it is known that Harry C. Montgomery, who has presided over the destinies of the Columbia for W. C. & S. M. Nones, will not be with that firm in 1897. Mr. Montgomery is an old rider and a popular gentleman, and his change will be on account of his desire to again enter the retail jewelry trade, in which he was remarkably successful for sixteen years. It is known that at least one large cycle manufacturer offered a flattering position to Mr. Montgomery, but, since his retirement from the cycle trade is entirely voluntary, and is occasioned by greater opportunities for permanent betterment, he declined to consider the offer.

The "Outing" people have a blacklist and on it appears the names of a number of well-known young men who hold championship honors in the persistency with which they "infest" (so Manager Ray calls it), the office and workshop of the "Outing" headquarters. Threats, p'eas and other arguments having failed, except in a few instances, Mr. Ray has under way an invention for their total extermination. He thinks there is a fortune in such a machine.

Among recent travellers in Louisville have been George Kehew, for the Columbia people; Frank Bunting, Adlake, and C. M. Fairchild, New York tires.

The streets, torn up and impassable during the meet, are now complete, and the ride down Chestnut street to Shawnee and Fountain Ferry is uninterrupted.

The Bicycle Path Association scheme has been dropped for the present. But little interest was shown.

ACKNOWLEDGING THE CORN.

The formerly accurate, conservative and usually fair-minded British Cyclist is at present suffering from an intense bilious suffering, brought on by an unusually rich banquet of advertising, the sole outcome of the American manufacturers' invasion of the British cycle trade. In place of being thankful to the Americans for the money they have been the direct cause of flowing into its coffers, the Cyclist has mouthed at, sneered at and did what was in its power to injure in every way American machines abroad.

Despite the Cyclist pretended sneering at Americans, and its often repeated boast that Americans were in no wise to be considered rivals of British makers, the following thoroughly British hedge finds space in the last issue of the Cyclist: "No manufacturer, machine tool maker, or designer who can realize that keen competition in the cycle trade from without or within is well above the horizon should miss seeing the American automatic machines which are working at Churchill & Son's stand at the Stanley Show this week. If England is to hold her own in this great branch of manufacture in the near future, the trade must recognize at once that they must not only produce the best, but produce the best cheapest."

SOME WELSH WONDERS.

Wales now bobs up with an inventor who claims to have discovered a revolutionary device whereby a speed of a mile a minute can be obtained by even a tyro at the art of pedalling. The inventor, D. Williams, is stated by a Welsh paper, recently rode eight miles over a rough and muddy road in sixteen minutes, and afterward travelled a mile in a minute and twenty seconds. The inventor, it is announced, has been working to perfect the device for three years.

THEY STAND THE TEST.

Rational Weight—Diamond Frame, 23 pounds; Drop Frame, 24 pounds.
Mechanically Correct—As near perfection as possible.
Flush Joints Throughout.
The Crown—A combination of the square and oval.
D Tubing—in rear fork—allowing narrow tread and large tire.
New Style Chain Adjustment.
Dustproof Bearings Throughout—As near "dust-proof" as it is possible to attain.

A New Hub—Using T head spokes; direct pull; no bending; spoke will break in centre before head will give, as proven in actual tests.
One-Piece Cranks.
One-Piece Crank Axle Cones—Adjustment from the shell—perfect alignment.
Cyclodial Tooth Sprockets.
Laminated Rims.
Wood Handle-Bar—With new style clamp, allowing any adjustment.

THIS IS JUST A FEW OF THE MANY "TALKING POINTS" ON THE

'97 SPECIAL ECLIPSE BICYCLE

LIST \$100.

Advance Catalogue ready soon.

ECLIPSE BICYCLE COMPANY,

Kindly mention The Wheel.

ELMIRA, N. Y.

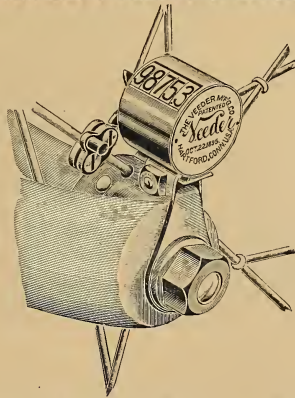
You don't judge a man by his coat nor a watch by its case.

DUSTPROOF
1,000 MILES
ACCURATE

You can't judge a Cyclometer by its outward appearance. Accurate and positive mechanism is what you want.

THE VEEDER

is being imitated in outward appearance, but U. S. Patent Laws protect its mechanism.



WATER-PROOF
10,000 MILES
POSITIVE

The dealer who desires to satisfy his customers does not SPECULATE in EXPERIMENTS. He buys and sells that which he knows to be the BEST

THE VEEDER

has been tested for over one year, and found not wanting.

THE VEEDER MFG. CO., HARTFORD, CONN.

Watch these corners each week and note what customers who have sold the VEEDER for a year say.

HARTFORD, CONN., May 16th, 1896.
 THE VEEDER MANUFACTURING CO.,
 Hartford, Conn.

Gentlemen:—Your Cyclometer is giving us better satisfaction than any other that we are handling this year, and we do not know of a single one of these having been returned to us as defective. We are now selling the VEEDER as our leading Cyclometer.

Yours truly,
 POPE MANUFACTURING CO.
 A. E. Pattison, Secretary.

Kindly mention The Wheel

SAN FRANCISCO, Nov. 18th, 1896.
 MESSRS. BOSTON WOVEN HOSE CO.,
 Western Rubber Co., Selling Agents,
 Nos. 14-16 Fremont St., City.

Gentlemen:—In reply to your request concerning our sales and the merits of the Veeder Cyclometer, would say we have sold quite a large number of them this year, and they have given universal satisfaction, being neat, compact and accurate. We shall, no doubt, next year double our sales, as the Veeder will be our leader.

Hoping that your customers have had as good success as ours, I remain, Yours respectfully,

GEO. WELLS ALEXANDER,
 Per C. Walts, Manager.

EUROPEAN AGENTS—MARKT & CO., LONDON, PARIS, HAMBURG.

FLANGED SPROCKET WHEELS.

The great difference between the English and American riding public, and makers as well, is apparent to all who have reflected upon the matter. The former follow in the wake of a successful competitor like a flock of sheep, while we are apt to prefer a machine or point of construction simply because it is different from others. If we judged by a casual glance at the transfers on English machines we would suppose that they were all of one make, while with us the usual aim is to have a nameplate different from all others. With English makers the effort is made to so copy the lines of other machines as to render it impossible to distinguish any difference; but with us a certain rise of the top tube, a different slant to the head and top forks, or a variation in the shape of the fork crown is made in order that the machine in question will not be confused with others.

For years it has been the custom for English cycle builders, almost without exception, to use flanged sprocket wheels, that is, to leave an edging on the wheels at the bottom of the teeth. Consequently, the great majority of American makers used plain sprocket wheels, and no amount of argument could convince them that there was any merit in the flanges. The advocates of flanges, however, were unstinted in their praises of the advantages, and I will remember hearing the mighty Zimmerman assert that he could instantly detect their presence or absence by merely riding a machine; and the introduction of this argument in any discussion invariably awed the opponents of flanges into silence.

It was claimed for flanges that they formed a support for the side plates of the chains, thereby doing away with the friction that would be caused if the chain hugged the teeth of the wheels. Scoffers might hint that there could not be much difference between the friction on the teeth and the friction on the flanges, to say nothing of the greater nicety required in cutting the chain wheels to have the flanges perform their duty properly, but no attention was paid to such irrelevant remarks. To clinch the matter it was sometimes said that flanges stiffened the sprocket wheels, which was undoubtedly true in the case of the front one.

Several weeks ago the English "Cyclist" actually had the temerity to insinuate that flanged sprocket wheels were not all they were "cracked up" to be; concluding by expressing the opinion that they were an "unnecessary refinement." This brought on a wordy discussion, in which cycle makers, chain makers and riders took part, and although there were some dissenting voices, yet the sentiment was against flanges, or "shrouds," as the technical term for them is across the water. The remarkable part of the occurrence is that "shrouds" should have held the boards for so many years, with none so bold as to decry them. S. W. M.

HER AWFUL ALTERNATIVE.

"I speak plainly, I believe," said Mrs. New-
un decisively, "when I say that in riding a
wheel I shall wear bloomers or nothing, de-
spite your objections."

"You do speak plainly," replied Mr. N. in the
voice of one who has given up, "and I have
nothing more to say. I prefer the bloomers to
the alternative."

DECADENCE.

Time was when woman quite easily found
Some man to adore and pet her,
But that was before she went scorchin' around
In bloomers, a cap and a sweater.

GONGS, LUBRICATING AND HUBS.

In the large cities lately wheelmen have taken to attaching a gong to their wheels, substituting it for the regulation bicycle bell. The reason given for this is that teamsters and others make way quicker when they hear a gong. The tinkle of the average cycle bell is so familiar now that not much attention is paid to it on crowded thoroughfares of a city. Usually when the wheel is brought in for gong equipment, the gong will be found attached to the frame of the wheel with wires, strings or in some other crude fashion, while a cord will run from the gong to the hand of the rider, who pulls the cord when gong action is needed.

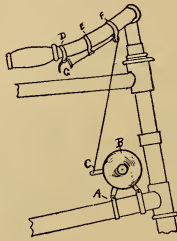


FIG 1

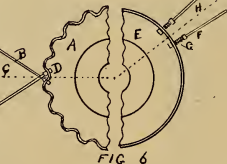
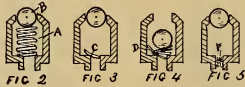


FIG 6

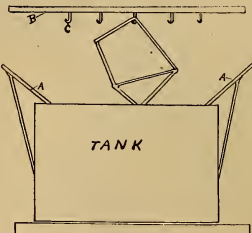


FIG 7

If gongs are to be used to any extent, they should be systematically fixed to the frame of the wheel. A good way is shown in Fig. 1, in which two clamps (A) are bolted to the frame as shown. These serve as supports for the bracket of the gong (B). Three other clamps are needed for the handle-bar. Clamp F is fitted with a small pulley. Clamp E has an eye. Clamp D an elbow arrangement to one end of which is fastened the cord (G) from whence the cord goes through the eye of clamp E, through the pulley to clamp F, thence to the pull-bar (C) of the gong. To ring the rider presses the elbow with his forefinger. Any repair shop can readily attach a gong to a wheel according to this plan.

A bicycle must be liberally oiled in its bearings to run well. So long as the ball oil-cup is in good condition, the bearings are effectively lubricated. A cup in good shape is marked Fig. 2, in which A is the spring and

B the ball. Sometimes foreign matter gets into the oil-channel. A few days since a wheelman brought in a machine complaining that a bearing constantly heated regardless of free oiling. An examination showed that a piece of leather scrap (C) blocked the channel, as shown in Fig. 3. In another case the spring was found to be broken, as represented by D in Fig. 4, thus preventing the oil from passing freely. In another instance the oil-channel was filled with dirt, as indicated at F in Fig. 5. These ball-spring oil-cups are good and reliable, but like other parts of a bicycle, will not give effective results if neglected. They should be examined and cleaned out occasionally. Often foreign matter works in with the oil.

Every season brings forth new types of spokes, hubs and adjustments for repairers to handle. In replacing the spokes of the corrugated style, as shown at A in Fig. 6, care should be taken to preserve the harmonious setting, which may be done by drawing a centre line (C) from the middle of the hub to the rim. Spokes B and D will cross on this centre, as shown. The relative position of each spoke should correspond with the degree of bevel of the corrugation to which it is secured. An odd type of spoke, as shown by E, comes to hand once in a while. There is a shoulder on the spoke between which and the flange of the hub is the spring G, thus giving ease of motion. If the springs are properly tempered, good results follow. To replace these spokes, draw the line (H) from hub centre to rim, and head up the spoke in the flange in such a way that it will not bind, keeping it parallel with the line. Broken springs can be wound from steel wire, tempered, cut the right length and applied.

In Fig. 7 is a plan of a tank just erected for enamelling purposes. Drip boards AA should be arranged to catch drippings from the frames in process of treatment. The frames are hung to the rack B, which is supplied with hooks (C) for the purpose. Build the tank in a room where there will be no dust, as flying particles adhere to the enamel and spoil the job. GEO. D. RICE.

SURVIVAL OF THE FITTEST.

Of all the electric bicycle lamps on the market at the beginning of the year the Ohio Electric Works, of Cleveland, assert that theirs is the only one left, and believe that mere mention of the fact conveys its own story. Their \$3-lamp, they say, has been so vastly perfected that when the new models are shown, there is likely to be a concealment of illuminating oils.

STILL SECRETARY POST.

Although L. Fewsmith has succeeded D. J. Post as manager of the Peerless Manufacturing Company of Cleveland, Mr. Post has not severed his connection with that company, but is still with them as secretary. He will reside at Hartford, from which point he will handle Peerless wheels throughout New England and some of the Middle States.

THREE ROWS AND A STAGE.

Philadelphia's show will be held at the armory of the Second Regiment. A diagram of spaces has been prepared and sent broadcast among the trade. The spaces, of which there will be 173, will be 7 feet 2 inches by 9 feet 2 inches, divided in three rows. A stage will also be erected for entertainment purposes.

CRY OF THE UNFORTUNATE.

"Dear me! Is there anything cheap in cycling?"

"Oh, yes; advice."

You Run No Risk

WHEN USING

"PROJECTILE BRAND"



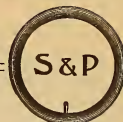
**COLD-DRAWN SEAMLESS STEEL TUBING,
FORKSIDES,
HANDLE-BARS,
TAPERED TUBES.**

Manufactured from the BEST SWEDISH STEEL
by

The United States Projectile Co.,
BROOKLYN, N. Y.

Used by the Highest-Grade Manufacturers.
We Solicit Correspondence.

Kindly mention The Wheel.



Spaulding & Pepper Co.,

TIRE MAKERS.

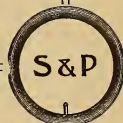
Our line of Single Tube
Tires for '97 is complete.
Send for Catalogue for
detailed description.

NOS. XL.—1—2—3 AND P. & M.

G. & J. DETACHABLE TIRES.

SPAULDING & PEPPER CO.,

CHICOPEE FALLS, MASS.



Kindly mention The Wheel.

THE KELLY HANDLE=BAR



THIS IS THE ONLY . . .

PRACTICAL ADJUSTABLE HANDLE-BAR . . . ON THE MARKET . . .

Any position, from a drop to an upturned bar, may be obtained, always keeping the correct pitch of grips. The adjustments secure and simple, and will not work or wear loose.

The dealer or manufacturer handling the Kelly Bars saves extra expense and annoyance of carrying a large assortment of different styles, and at the same time furnishes a handle-bar that will please all classes of riders.

All Kelly Handle-Bars thoroughly guaranteed.

We will furnish the manufacturer with bars complete, in parts, or the stubs only.
We solicit your correspondence, and will submit samples and quote prices on application.

The Kelly Handle-Bar Co.,
CLEVELAND, OHIO,

Kindly mention The Wheel.



Keep up your regular exercise during the winter months upon your own wheel and in your own apartments by means of

The Ray Home Trainer.

Any wheel can be used. Any desired pressure can be applied to the rear wheel by means of the roller brake without injury to the tire.

Price, \$16.00 each. With Pressure Scale, \$17.50.

Home Trainers may also be rented by the week, \$2.00.
By the month, \$5.00.

GORMULLY & JEFFERY MFG. CO.,
939-945 Eighth Ave., New York.

Kindly mention The Wheel.

RECENT PATENTS.

572,361. CLAMP FOR BICYCLE-HANDLEN. LEWIS H. HALLAGAN, Merion, Ind. Filed May 9, 1894. Serial No. 390,695. Term of patent 14 years.



Claim.—The design for a clamp for bicycle-handle, substantially as shown and described.

572,463. BICYCLE TIRE. ROBERT S. WILLIAMS, Meridenville, N. J. Filed June 1, 1894. Serial No. 394,723. (No model.)



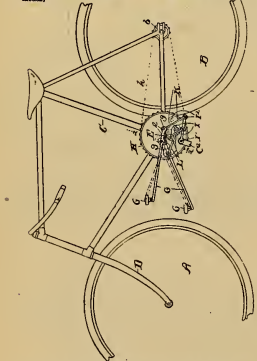
Claim.—The combination of an inflatable main tire, with a supplementary tire, having ribs on its inner surface so constructed that when the main tire is inflated there will be permanent channels between the outer face of the inflated tire and the inner face of the supplementary tire, substantially as specified.

572,379. BICYCLE-BELL CLAMP. FREDERICK A. SCRANTON, West Kingston, Conn., assignor to the North Brothers Manufacturing Company, same place. Filed Aug. 6, 1894. Serial No. 374,600. (No model.)



Claim.—In combination, a base, a bracket U-shaped in cross-section secured to the base and having side parts with curved sockets in the sides thereof, angular sockets in the side parts of the bracket located opposite each other, a clamp provided at one end to rest between the side parts of the bracket, a clamp-screw in engagement with the base and with one end of the clamp, the other end secured to the opposite end of the clamp, extending through the side parts of the bracket, and in engagement with the angular sockets, all substantially as described.

572,398. BICYCLE-FRONT-LEVER MECHANISM. THOMAS L. ALLEN, Stevens, Cleveland, Ohio. Filed Nov. 4, 1893. Serial No. 568,268. (No model.)



Claim.—In a machine of the character indicated, the combination of the relatively stationary frame, and driving crank-shaft provided with two cranks at opposite sides, respectively, of the two forwardly-extending pedal-bearing levers operatively connected at their rear ends, with the different cranks, respectively, two vertically-arranged sway-bars pivoted at one end to the aforesaid frame adjacent to the different pedal-bearing levers, respectively, a link operatively connecting the other end of each sway-bar with the rear end of the adjacent pedal-bearing lever, and another link connecting together each of the pedal-bearing levers, and connected sway-bar a suitable distance from the first-mentioned connection between said bar and lever, substantially as and for the purpose set forth.

572,450. BICYCLE-BELL CLAMP. EDWARD D. BOWWELL, Erie, Pa. Filed Sept. 12, 1894. Serial No. 605,628. (No model.)



Claim.—In a clamp, the combination with a frame provided with parallel sides, and opposite key-holes, of a band-clip, means for securing it to the frame, a wire coil, and a winding-key at its free end, adapted to enter the key-hole in the frame, substantially as set forth.

572,355. BICYCLE TIRE CLEANER. WILLIAM H. CLARK, Providence, R. I. Filed Apr. 3, 1894. Serial No. 601,931. (No model.)



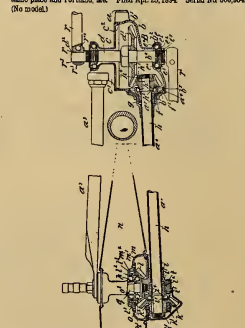
Claim.—In a cleaning device for bicycle-tires, the following combination of instrumentalities: a case or box fitted to go between the bars of the fork and having one end open and shaped to fit the tire, a stationary block placed in the lower part of said case, a shaft held in bearings in said stationary block and carrying a roll having sharp points on its surface, a movable block of rubber or other yielding material placed on said stationary block and in contact with the points on the roll, a screw fitted in the top of the case to screw down on the roll, a screw fitted in the top of the case to screw down on the forward bars of the bicycle, substantially as described.

572,326. BICYCLE HANDLE. JAMES C. SHERIDAN, Middletown, N. Y. Filed Oct. 25, 1893. Serial No. 568,814. (No model.)



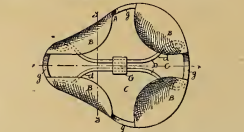
Claim.—The combination with the handle-bar of a bicycle, of the device described and adapted to be connected therewith at any point thereon, consisting of a pneumatic cushion or pad C, segmentally upon the under surface to receive the convex portion of the handle-bar and being provided at each end with loops through which pass straps carrying buckles through which means the device may be secured to the handle of a bicycle as set forth.

572,308. BICYCLE. WILLIAM A. LOREN, Hartford, Conn., assignor, by mesne assignments, to the Pope Manufacturing Company, same place and Portland, Me. Filed Apr. 23, 1894. Serial No. 508,854. (No model.)



Claim.—In combination with the frame of a bicycle or like vehicle, a crank-bracket including a ball and socket case composed of a socket-section containing near-sockets and a crank-bearing, and a cover-section having a crank-bearing centrally therethrough, and a cover-connection having a screw-thread fitting the screw-threaded interior surface of the socket-section, and projections or sockets for the attachment of the several members of the frame, all substantially as described.

572,432. SADDLES FOR BICYCLES. JAMES A. MARGOT, Washington, D. C. Filed June 20, 1894. Serial No. 590,330. (No model.)



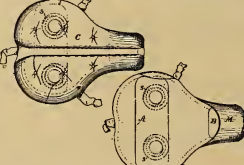
Claim.—A bicycle or other saddle having four quadratically-arranged pads or cushions forming between them a cruciform opening, substantially as specified.

572,164. BICYCLE SADDLE. MART F. HERRMANN, Washington, D. C. Filed June 23, 1894. Serial No. 594,741. (No model.)



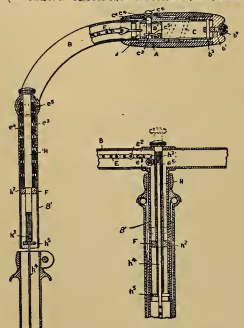
Claim.—A frame for a bicycle-saddle comprising two approximately elliptical loops, one forming the contour of the seat and the other the contour of the girth, and a contracted and depressed connection or bridge between the two loops, substantially as described.

572,163. BICYCLE SADDLE. MART F. HERRMANN, Washington, D. C. Filed July 15, 1894. Serial No. 594,742. (No model.)



Claim.—A bicycle attachment consisting of a padded seat with a double cross-bar and means for applying and securing the same to the saddle, substantially as herein set forth.

572,350. DEVICE FOR ACTUATING BRAKES. EDWARD S. HALL, New York, N. Y. Filed Feb. 17, 1894. Serial No. 579,773. (No model.)



Claim.—A brake-operating device comprising a reversible handle provided with a screw having an initial quick pitch, and a following slow pitch of thread, a movable part actuated by the screw, and connections from said movable part to the brake device.

573,150. PROTECTOR FOR PNEUMATIC TIRES. EDWARD DAVIES and ARTHUR RAZZANO, Adelaide, South Australia. Filed July 16, 1894. Serial No. 583,614. (No model.)



Claim.—A protector for pneumatic and other similar tires, composed of two bands having serpentine folds of any desired pitch, interwoven or interlocked substantially as herein described.

572,137. BICYCLE BRAKE. CLAYTON W. TERRYSON, Bedford, Iowa. Filed Feb. 11, 1894. Serial No. 573,824. (No model.)



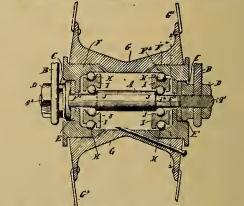
Claim.—A bicycle brake, consisting of a suitable frame, adjustable front fork with shoulders intermediate their ends and having a threaded connection with the brake-frame and adapted to engage sockets in the fork of the machine, a brake-shoe attached to said frame, and means for adjusting the brake-fram, substantially as described.

572,273. SLIDING SADDLE-SUPPORT FOR BICYCLES. OSCAR FETTERSON, Paterson, N. J. Filed May 21, 1894. Serial No. 575,424. (No model.)

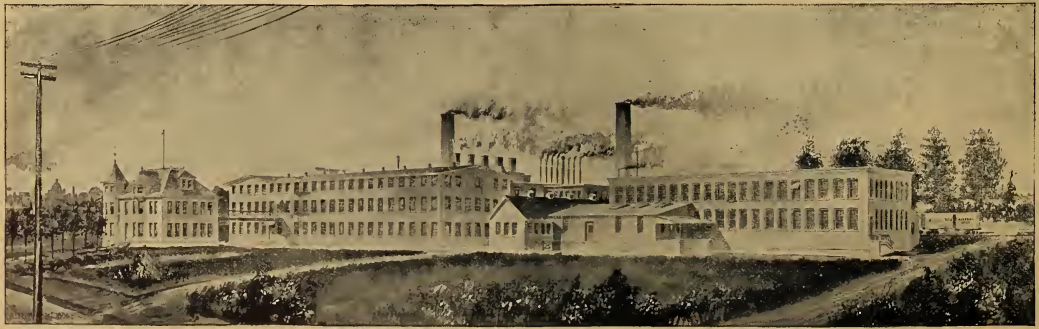


Claim.—The combination with the frame of a bicycle, of the saddle-pat, removably arranged in the diagonal seat frame, a fore or rear projecting front saddle-post, a clip connecting the forward portion of said tube or bar with the top tube of the frame, a sleeve on said tube or bar and adapted to slide thereon, the saddle carried by said sleeve, a lever fulcrumed on the top tube and in front of the clip, and an arm pivoted secured at one end to the sliding sleeve and at the other end to said lever, all said parts, substantially as and for the purpose described.

572,385. BALL-BEARING. HENRY A. STURM, Milwaukee, West. Filed June 17, 1894. Serial No. 590,673. (No model.)



Claim.—The combination of a hub, an annular bearing inwardly in each end of the hub, each bearing having an inwardly-extending flange axially offset and each bearing also having an inwardly-facing shoulder located inward of the respective flanges and forming ball-ways, an axle having reduced ends respectively passed through the apertures of the flanges, the axle having at the inner extremity of each reduced portion an outwardly-facing shoulder forming ball-seats, a fork in which the terminals of the axle are mounted, a nut on each terminal against which nuts the outer side of the flanges respectively bear, two rings contained within the hub and respectively located adjacent to the flanges of the bearings, each ring having a peripheral groove and an internal groove, one wall of each groove being of increased height to oppose the corresponding shoulder respectively on the bearings and the axle, and a sufficient ball-distributed throughout the grooves of the rings and respectively bearing on the seats formed by the shoulders of the axle and bearings, substantially as described.



Fenton Metallic Mfg. Co.'s Factory, Jamestown, N. Y.

The Wheel

and
CYCLING TRADE REVIEW

Copyright 1896, by F. P. FRIAL CO.

VOL. XVIII., No. 18.

NEW YORK AND CHICAGO, DECEMBER 18, 1896.

WHOLE No. 4 o.

GOOD ENOUGH FOR US.

We Will Keep the Ownership of the
"Good Tire" in this
Country.

Morgan & Wright have not disposed of any part of their interests to a foreign syndicate or to any one else.

Frank W. Morgan and William Herrick returned from abroad on Monday last, and made the statement without equivocation, forever settling the much bruited report.

Mr. Morgan was averse to being seen, but finally authorized the following interview which amply covers the ground:

"Last spring," he said, "we received a proposition relative to the purchase of our business by an English syndicate. The proposition was couched in businesslike terms and made upon a basis which would appeal to the consideration of any individual, firm or corporation engaged in a commercial enterprise. In my long business experience I have never yet found a business which was not for sale provided a sufficient consideration was offered. I thought it best to go to London and personally investigate the offer. While there I gained a good deal of new knowledge on the subject of promoting and floating as practiced in England. This information I am willing to place at the disposal of any manufacturer in this country. After getting well posted I decided that it would be a sound policy for Morgan & Wright to continue business at the old stand and upon the old basis.

"I wish to contradict the report which has been in circulation in this country to the effect that I had negotiated for the sale of Morgan & Wright's business with the interest which controls the Dunlop tire abroad. No proposition was considered from any one connected with that company either directly or indirectly, and the report is false in every particular.

"While in England I used all possible means to keep fully informed of the doings of the cycle trade in this country and plans for our 1897 business have been carefully made and will be duly carried out. The Morgan & Wright policy of looking after the interests of every one using Morgan & Wright tires, whether manufacturer, dealer or rider, will be adhered to in the future as in the past."

TO KEENE MAY GO.

Frank T. Fowler is dickering with Messrs. Lane & Batchelder, from whom he bought the Windle plant at Worcester, for the removal of the property to Keene, N. H., where the two gentlemen reside. It is stated that this was one of the conditions of the purchase, conditional, however, on Keene's raising a certain large sum of money.

PALMERS BY PALMER ONLY.

Hereafter Palmer tires will be sold by the Palmer Tire Company only. This means that the Columbia Rubber Works Company, who formerly marketed the well-known Palmer production, have ceased to be their selling agents, and that makers and dealers generally must hereafter deal with the Palmer Company direct. In the past the former arrangement led to no little confusion and delay, but under the new order of things, it is believed that the change for the better will be instant and universally noted.

For some time the Palmer people have maintained an office and repair department in this city at No. 66 Reade street, which, under the new regime, will be extensively improved and altered, as the Eastern trade will be supplied from New-York as heretofore, insuring the continuation of prompt shipments at the lowest freight rates.

The Western business will be looked after by the Chicago house, where the headquarters of the company will also remain. No changes are contemplated in the executive staff of the concern, but a number of additions have been made to their travelling and clerical force. In the tires themselves, no great change has been made or found necessary. Slight alterations have been effected in one or two of the patterns, but the principle of the construction has not been affected in any way. A tire specially adapted for use on tandems will be an addition to the line. In the matter of price the company is not yet prepared to make an announcement, and will not yet say whether their figures of previous years will be reduced.

VICTOR VALUES VARIED.

For the first time in its history the Overman Wheel Company will place upon the market a \$75 Victor. Their Model 30, which will be listed at that figure, is practically their '96 Victor. The only difference is in the tires and in the rims. The gray tires enamelled rim (in maroon) are provided on the Model 30.

When seen by a WHEEL man at the New York headquarters, W. C. Overman said: "As you know, the greatest expense in producing a new model wheel from year to year is in the manufacturing of new tools, appliances and models that are made necessary by the changes and improvements in the new wheel over its predecessor. We have concluded this year to try an experiment; instead of discarding the '96 tools which are useless for the '97 wheel, we will continue to use them for the production of a wheel. Since we do not have to make new tools the cost of production for Model 30 is very much reduced, and the price of \$75 corresponds in reduction from \$100 with the reduction in the cost of product."

BACK TO THE FOLD.

Once More the Liberty Takes Its Place
in the Cycle Trade
List.

If you know the sweet song of Liberty—the Liberty, let it be heard. For, be it known, the Liberty will once more skim o'er "the roads of the free and the tracks of the brave."

Stockholder John Holden has obtained possession of the property, has fired the bunkers with fresh capital, and the Liberty Cycle Company is once more a thing of life. The Bridgeport factory is in operation, and as this was long foreseen, matters and '97 models are already well advanced. Treasurer William F. Wilson will, as formerly, direct affairs from New York headquarters, No. 4 Warren street. He reports a number of orders in hand, and anticipates no difficulty in disposing of the entire output.

The '97 Liberty will be listed at \$100, and embody all up-to-date wrinkles. A Liberty tandem will be made for the first time.

The company will be as conspicuous as ever at the cycle shows. Eight spaces have been engaged at the New York function.

CASE OF "FREEZE OUT."

There's trouble in the Warwick & Stockton Company, the well-known cycle fittings concern in Newark, N. J.

Warwick has endeavored to settle the matter diplomatically, but these efforts failing, on Monday last he applied to the court in Jersey City for the appointment of a receiver, and to obtain an accounting and a winding-up of the concern. Mr. Warwick made a number of serious allegations in his petition. He accuses Dr. Stockton of substituting inferior stock for that formerly used to the detriment of the concern and the reputation of Warwick. The Court has the matter under advisement.

SALON DU CYCLE.

Paris, Dec. 12.—The Cycle Show was opened to-day in the Palais de l'Industrie and attracted immense throngs of people. There were 550 exhibitors, including twenty-three Americans, who scored a great success, owing to the originality of the arrangement of their exhibits.

WHERE THEY ARE.

H. Smalley Daniels, representing the Hamilton-Kenwood Company, of Grand Rapids, Mich., was in Gotham last week and placed their New England agency with the Home Rubber Co., Reade street, New York.

Some of the improved saddles have altogether too many good points to suit most users.

IN ELLIOTT'S BOROUGH.

J. Emory Tippett, the newly elected Chief Consul of the Massachusetts Division, formally grasped the helm of that division at the annual meeting held in Boston last week. In taking the chair he referred to the division membership, and announced that he would follow the rules laid down by his predecessor, Sterling Elliott, in this and other lines. He thought the membership could easily be increased to 20,000.

Secretary-Treasurer A. D. Peck announced that in the past year the division membership had increased by 3,673. There is a balance of \$2,189 62 on the right side of the ledger.

The spring meet cost the division \$1,042 93; the Cottage City meet, \$541 75, and the fall meet at Springfield, \$157 55.

The Committee on Rights and Privileges during the year received seventy-three applications for advice on legal matters pertaining to cycling law.

Henry W. Robinson reported that 173 sanctions had been granted in the division, an average of over one meet a day. On July 4 there were twenty-one meets. Professional racing has given but little trouble, and he advised the delegation to the National Assembly to support the amendment making professionals eligible to League membership.

It was voted to offer a reward of \$25 for the arrest and conviction of any person stealing a bicycle from a League member, and also to establish headquarters at the New England Cycle Show to be held in Mechanics' Building, February 20, 22 to 27.

The delegates elected to the National Assembly were: J. J. Fecitt, L. H. Adams, R. S. Swan, Leo Abraham, J. S. Dean, Spencer T. Williams, A. K. Peck, H. E. Morine, N. W. Starbird, A. G. Frothingham, W. S. Doane, Warren Dow, A. R. Keltie, W. C. Dill, F. I. Gorton, W. S. Lloyd, F. S. McCuseland, Ralph A. Moses, George W. Dorntee, C. G. Percival, J. C. Pason, J. W. Porter, H. J. Collins.

During the counting of the ballots the Board voted to expend something like \$2,650, as follows: For maintenance of an office for the chief consul, \$1,000; salary for secretary-treasurer, \$1,000; retainer to J. S. Dean, \$100, with another \$100 for services rendered; prizes for League membership, \$200; expenses of the midwinter meet, \$250.

A resolution, which passed without a dissenting voice, was to the effect that in case Mr. Gideon declines a reappointment as chairman of the Racing Board, the name of Mr. Henry W. Robinson be brought forward and pushed for that position.

OPEN TO CONVICTION.

Delegates to the annual meeting of the Illinois Division at Peoria last week left the convention unpledged as to the division's vote for the presidency. The secretary's report showed the membership to be 3,204. A balance of \$473 is in the treasury. Fred Patee, the new chief consul, was installed in office. Delegates elected to the National Assembly are as follows: Fred Patee, Peoria; W. H. Arthur, Chicago; George D. Locke, Jerseyville; Thomas F. Sheridan, Chicago; W. A. Connelly, Danville; H. C. Morse, Peoria; Charles H. Robinson, Springfield; Fred Gerlach, Chicago; C. E. Randall, Chicago; S. A. Miles, Chicago; Harry M. Gardner, Chicago.

COLUMBUS CHOSEN.

Columbus, Dec. 14.—The Board of Officers of the Ohio State Division yesterday decided to hold the State meet in this city. J. A. McGee, of Dayton; J. A. Griffith, of Steubenville; F. L. Ghafter, of Fostoria; W. G. Saxton, of Canton, and Dr. A. B. Hawson, of Chillicothe, were chosen as delegates to the National Assembly.

"LEGAL ADVISER" BOYLE.

After Chief Consul Boyle read his report showing the great advancement made by the Pennsylvania Division during the past year, at the annual meeting held in Philadelphia on Monday last, it was voted to increase the sum paid him as legal adviser from \$500 to \$1,000. Seventy representatives were in attendance when the roll was called.

Secretary-Treasurer Collins reported that during the year the State membership had increased from 4,435 to 10,878, a percentage of increase which has not been equalled by any other State in the country. He also reported the treasury to be in a prosperous condition, having net assets amounting to \$3,676 40.

Numerous plans for still further increasing the membership and generally advancing the interests of the division were suggested and discussed by the various members and committees, and a resolution was adopted expressing the appreciation of the organization of the action of those railroads in the State which carry bicycles as baggage.

It was voted to authorize the Executive Committee to donate the sum of \$500, in the event of the National meet being held in Philadelphia.

About an hour during the afternoon session was devoted to listening to an interesting address by Professor John Hamilton, Assistant State Secretary of Agriculture, on the matter of improved highways.

WHERE YOU CAN FIND THEM.

Nos. 143 and 145 Lake street will be the Chicago address of the New York Belting and Packing Company. Their branch house has been established at that location. Ashley P.



A. P. Peck.

Peck is in charge. Mr. Peck gained profitable experience during his connection with the New York Tire Company in the West, and as he is widely known, should be able to do material service in advancing the interests of the League tires.

The following delegates to the National Assembly were elected: H. B. Worrall, Thomas Hare, A. H. Allen, George H. Loes, W. W. Randall, H. McAllister, J. J. Gesselman, C. A. Dimon, F. X. Quinn, W. R. Tucker, Robert J. Brinkworth, Jr., James S. Larzelere, all of Philadelphia; Anson P. Dare, Harrisburg; Charles G. Willson, Reading; C. H. Olreiter, Lancaster; W. P. Swartz, York; A. B. Dunning, Scranton; A. D. Knapp, Williamsport; H. C. Mason, Wilkesbarre; B. F. McCreight, Du Bois; Trevor F. Myler, Pittsburg; C. V. McLean, McKeesport; C. W. Huston, Pittsburg; J. B. Taylor, Allegheny; William S. Cook, McKeesport, and C. D. du Shane, New Castle.

WANT SUNDRIES.

Hartley & Graham, No. 315 Broadway, New York, are open to purchase sundries and novelties. This concern handles a large line of sundries and has a large selling capacity.

KIND OF A RIM KING.

Where W. W. Stall will next break out remains to be seen. As the result of his several visits across the border, it is announced that the four-story brick factory of C. W. Hurndall & Co., in Toronto, has passed into the possession of his concern, the Boston Wood Rim Company. The Hurndall plant has for some years been engaged in the manufacture of both laminated and one-piece wood rims, and it is consequently a desirable piece of property. By the terms of the contract the services of Mr. Hurndall himself are assured to the Boston people for a number of years. He will continue the direction of the plant. He spent several days of last week at the Bedford, Mass., mill, and when he left, carried to Toronto machinery and tools that will add materially to the Canadian plant. In addition to this factory, the Boston Wood Rim Company has also established a lumber depot at Buffalo, where George F. Bishobrick, one of their recent acquisitions, will have his headquarters. A rim plant in Chicago is also being projected, and it is quite possible that it will be in active operation before another season. Mr. Stall has the plans well under way.

CONGESTED TRAVEL CURE.

With the intention of relieving congested travel on the drives in Fairmount Park, Philadelphia, \$25,000 has been asked for with which to construct cycle paths. Three propositions have been submitted for approval to the superintendent. The plan which, from present indications seems most likely to be accepted is to construct on the gutter line of already constructed drives on either side of the roadway tramways of smooth, vitrified brick, say six feet in width, with the side inlet drains thrown back in the footway bordering the drive, thus giving two clear widths of six feet, with a hard, smooth surface, on either side of the roadway.

STRUCK ON THE MUD.

A decided novelty in the line of a strike took place in Milwaukee last week. The messengers of the Postal Telegraph Company quit work because the officials insisted that the boys must use bicycles in delivering messages. The messengers declined to ride their wheels, on the ground that the streets were too wet and muddy. Boys who came to take the places of the strikers were assaulted, and police protection was asked for. Later some of the strikers returned to work.

NO MORE FIRE GONGS.

Baltimore's Park Board has framed a new set of rules regarding riding in the parks. Coasting is prohibited, bells, it is stipulated, shall not be more than three inches in diameter, and no cycle shall have attached any device capable of producing an unusual or objectionable sound. Riding crosswise and removing the hands from the handle-bars is also forbidden. Lights on all vehicles are required, except on roads lighted by electricity.

EXTRA HAZARDOUS.

In the annual meeting of the Iowa State Travelling Men's Association the medical examiner of the insurance department of the organization reported in favor of wheelmen being placed in the extra hazardous class of members, owing to the numerous accident claims from the cycling portion of the association's membership.

GOES ECLIPSING NOW.

W. H. Ellis has engaged to travel in the West in the interests of the Eclipse. Mr. Ellis was formerly a Remington traveller and did good work in the South and West.

The Wheel

YOUNG TRADE REVIEW

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Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

A SORRY SPECTACLE.

SATURATED with the fumes of stale and cheap tobacco, another six-day bicycle race has been embalmed in history. "Records" of every kind have been beaten both by miles and hours. The winners have become briefly "famous," temporarily flush with prize money, and permanently injured in health, for a short time pictorialized by boiler-plate product, and a week hence will be as forgotten as the name and virtues of Pharaoh's second cousin.

Doubtless such performances as these call for a certain amount of grit, for a brutelike defiance of outraged nature, for the same "sand" that marks the winner of a long-fought mill in the ring, but the element of sport, the essential principle of true racing, is wanting. No amount of press work, hurrah and brassbandery can make the spectacle of that endless procession of half-blinded, pallid, bedraggled creatures, with hollow eyes and the "all gone" expression of the spent swimmer, aught but a spectacle to excite pity, not admiration.

It is not sport to bribe a man to tax his physical powers to the point of exhaustion. That ceases to be exercise which compels the body to respond to the tremendous strain of long-sustained nervous muscular exertion these six-day affairs demand. Thus such exhibitions have no claim upon public support save through the medium of their brutality, and yet were brutes, horses for example, subject to identically the same treatment as these six-day riders, pulpit, press and laws would all combine to forever make such exhibitions impossible.

That a wheelman should ride 1,911 miles in six days to perform some acts of self-sacrifice or heroism would be a legitimate application of his bodily strength. But that he should do so simply for the sake of the few dollars he may receive in payment smacks of the foolhardiness of the man who shoots Niagara in a barrel. In neither feat is there anything to challenge our admiration or command our respect.

The six-day riders perform one service in that they have established a limit of physical endurance on a wheel. It is valuable for us to know this, just as it is valuable to know the limit of speed in a trotting horse or in an eight-oared crew over a four-mile course; but that men who ride for pleasure or exercise should always ride at top speed, or that all oarsmen who row for exercise should "hit her up" to a racing gait, is no more absurd than that any one should fancy it is sport or exercise to ride in six-day races. Let wise riders treat their bodies as humanity teaches them to treat those of horses. Let them regard the wheel not as a record-smashing space-annihilator, but as an instrument of easy and gratifying motion, which, if rightly used, is a cheap and beneficial aid to good health and a source of great enjoyment.

BRITISH "FAIR PLAY."

STUDIED at close range your average Britisher is not a lovable object. Great Britain's "splendid isolation" to-day among the nations of the world is proof of this. Ever since America has become a factor in cycling, either from a trade or a sporting aspect, the lovely traits in the British character have constantly cropped up. With page after page of American advertisements the Cyclist dismisses the paper's foreign advertisers with: "Among the poorest specimens of cycle building in this year's Stanley show were American machines." Further along this same ultra-British bluff-maker advocates the non-acceptance of any American records at the making of which English timers were not present. In the two claims above the Cyclist virtually declares its American advertisers are swindlers, and all American racers, timers and officials are either inaccurate or dishonest.

All of this would be a source of regret were the world not thoroughly aware of what a sham England's boasts of fair play and fearlessness are. The Englishman, in sporting as well as in larger matters, has at heart a profound contempt for any alien. He will take a beating from another Englishman with equanimity, but at the same time, within the rigid laws of sport, will seize every conceivable advantage of his adversary that he is permitted under the laws. He does not feel called upon to be generous. His assumption is that the other man should equip himself with thorough knowledge of the game before entering upon it, and he concedes nothing to the other's ignorance. The history of every international contest which has taken place between England and America, whether on

land or water, proves this.

But he is overbearing with aliens. He does not consent that these latter shall measure him by his own rules. He expects and tries to exact concessions from them which he would not extend to his peer on his own soil. He does not expect defeat from outside, and when it comes to him he finds refuge in abusing the alien antagonist for strict construction and for not being "generous" or "sportsmanlike."

He has no sense of the humorous aspect of his inconsistency. All this extends to larger matters. The Englishman cries out against the seizure of alien lands by a foreign government while offending in precisely the same way himself, and he is indignant, comically so, with criticism of his own offense.

This inconsistency and disregard of outside comment are probably the salient reasons for the splenic utterances of the Cyclist in its present crusade against American cycle manufacturers, whose persistent and successful attack upon British trade supremacy in the home markets of Great Britain, has aroused every instinct of English "fair play" in the hearts of that by no means limited class of British citizens whose definition of "fair play" is based upon the dictum of win, tie, or wrangle whenever Britons may be called upon to meet competition from abroad.

TWEEDLEDEE AND TWEEDLEDUM.

A LEADER of the New York Bar, a lawyer famous for his knowledge of the law, in short one of our "foremost citizens," forsooth, seated in his brougham, is driven rapidly through the city streets with the lamps upon his carriage unlighted. Hailed by a policeman and by him notified that he was violating a city ordinance, this leader of the bar, this expounder and exponent of the law, this "foremost citizen" orders his coachman to proceed unmindful of the policeman and his demand for lighted lamps.

Escaping with his life from the coachman's attempt to obey, the policeman finally lands his coach-driving antagonist in court. Thereupon the bench, seated beside the Magistrate and in close converse with him, was the employer of the law-defying coachman. Case heard, the famous lawyer pleaded the baby plea of I didn't know there was any such law, promised he would not again try to drive dark-lanterned over citizens and policemen, and the Magistrate fined him the crushing sum of one whole dollar.

At the same time, in another courtroom, two drivers who were not great lawyers and "foremost citizens" were charged with identically the same offence. They, too, pleaded ignorance of the law, but it was of no avail; their fines were \$5 each. Two wheelmen followed them to the bar and outraged justice taxed one \$3 and the other \$5 for the heinous offence of an unlighted lamp.

What kind of law, to say nothing of justice, is this? Why has a lawyer, even if he is rich and famous, the right to occupy a seat upon the bench when in the person of his

servant he is brought before it as a criminal? Why should such a violator of the law escape with a fine of \$1, when culprits less guilty and less influential are mulcted five times as much for the same offence?

Why is a wheelman without a lighted lamp five times more dangerous to the public welfare than an influential lawyer in a brougham guilty of the same offence? Can any one, not even excepting a New York Magistrate, tell?

LEARNED BETTER.

IN years gone by some of the daily papers were wont to occasionally make flings at the trade press. They have not done so recently, because the trade press has become so powerful that even the dullest representative of the daily press has come to recognize the importance and strength of the former's position.

It used to be one of the standing jokes in a daily newspaper office, which was resuscitated and forced to the front at frequent intervals, that of all forms of journalism none succeeded in giving its readers so much absolute dullness as the average trade journal.

This was, of course, because the editors of the trade journals recognized, as they do, the wisdom of confining themselves very largely or solely to the discussion of trade subjects, which are naturally of no interest to if not entirely beyond the comprehension of those not engaged in the industry represented, including the wise editors of the daily papers.

However, as we have said, all this has largely been changed, and to-day in the case of the wheel papers they each week supply columns upon columns of "original" cycle news to the daily papers, which news never would be seen there if the editors of the dailies did not in this case hold a good opinion of the trade press and its ability to correctly deal with matters appertaining to cycling.

STIGMA STILL STAYS.

PROFESSIONALISM is the bar sinister in the athletic world. The racer who wears it is regarded by some people much in the same light as they regard a cart horse. Sometimes they stoop to admire his performances, but they have no admiration for the being. Society fawns upon or lionizes the amateur, but scorns the professional.

Some people who are not willing to be led, who will not see with the crowd, who have a love of justice that rises superior to any dictate of society, have wondered why this should be so. All efforts to induce society to change its view of the matter have been futile.

There are some, however, who do not believe that a man shall be tabooed because he accepts money for the performance of some feat which is due either to some peculiar natural ability or hard labor, or, as most often happens, a combination of both. The man who rises to a position of prominence in racing or

any department of athletics must have some natural ability in the line which he has adopted, and to achieve success he must back this natural ability up with hard work. This much is granted, but there it all ends, usually.

One lesson we believe newcomers and old in the wheel trade have paid expensive tuition bills to learn during the past six or eight months is that the cutting of prices will not increase sales when there is no demand. The effort to force wheels upon an unwilling market by cutting prices is the worst sort of business policy. In the face of so self-evident a proposition some manufacturers would, and did, cut prices below the actual cost of production, after being repeatedly warned that such action, however privately and secretly done, would react unfavorably on them whenever demand and consumption reached normal conditions, which every one knew was bound to occur some time or other, so long as the wheel has now become virtually a necessity and will wear out.

There is this to be said for the seller of bargain-counter bicycles: He usually puts his money to better use than his customers do theirs.

The bicycle shares with electricity the honor of being one of the two youngest children of commerce. Neither has yet reached its maturity.

It is a noticeable thing that people who borrow trouble about the wheel they ride are always generous about sharing the loan with others.

A woman with views upon the morality of cycling is like wine with quinine. A tonic may be necessary, but it is not nectar.

The amateur lamb and the professional lion may lie down together, but the lion will be the only one to get up.

Just attempt to sell a man "his choice" between two wheels, and see how quick you will sell neither.

A stitch in the side is often Nature's hint that the rider should mend his ways.

The best of us do something, now and then, to retard the millennium of the wheel.

A peculiar person is one whose views of cycling do not coincide with your own.

The wise rider is he who does not make a fool of himself twice in the same way.

No wonder wheelwomen are vain; all men, even the photographers, flatter them.

Many a man exhausts himself doing uphill work after he has reached the top.

The rider who is wrapped up in himself has a very chilly garment.

A FEW POTTER "WHEREASES."

The Press Cycling Club, of Boston, has taken issue with the Massachusetts Division in regard to the indorsement of Sterling Elliott for re-election to the presidency of the League. It comes out for I. B. Potter, in a resolution worded as follows: Whereas, The vote whereby the delegates were instructed to vote for Mr. Sterling Elliott as president for the ensuing year does not represent, in the opinion of the Press Cycling Club and many members of the division with whom the members of this club have conversed, the sentiment of the division at large; and as there is a largely expressed sentiment in favor of I. B. Potter, of New York, who has done such wonderful recruiting work in his own division as Chief Consul.

LOOKS NICE ON PAPER.

A scheme to erect a large cycling academy in the Back Bay district, Boston, is being discussed by the local Board of Trade. The plans embody an indoor cycle track, an arena for horse shows and indoor racing, a riding school, skating rink, cafe, etc.

To meet the expense, capital is to be secured by issuing a popular subscription of stock at \$10 a share. Such men as Francis Peabody, Jr., Frank Seabury and Ned Hodges are behind the movement. Plans for the building have been already prepared and show a central building flanked by two tall towers, between which will be a handsome arch, spanning the main entrance.

LAMPS FOR ALL.

Chicago cyclists are almost unanimous in favor of the proposed ordinance to tax bicycles and other vehicles, and a universal lamp law, which goes hand and hand with the tax ordinance, if the money thus secured is used for the improvement of Chicago streets. One dollar is the tax proposed on bicycles. It is doubtful, however, if the tax can be legalized.

WHEN THE PRICE WILL LOWER.

When high-grade bicycles can be made, marketed and sold continuously the year round without depreciating in value if carried over from one year to another the prices will come down. Before that date reductions will be temporary and brought about by unexpected causes and will be applicable to individual machines rather than the trade as a whole.

FELT SOMEWHAT SORE.

Columbus, Ohio, workers for the '97 League meet are aggrieved over an article in a Cleveland cycle paper belittling their chance for success. At a meeting of cyclists and business men interested in the matter last week a series of resolutions were passed denouncing the paper's attitude, which have been sent to all cycling papers.

AGAIN THE AFRICAN.

The Albany correspondent comes out with the announcement that the colored cyclists of the country are now prepared to carry on a war against the League for barring them from membership, and will fight the ruling at the next Assembly meeting.

PATTISON PANTS FOR POSTERS.

Manager Pattison, of the Chicago Cycle Show, expects to make the "poster exhibit" quite a feature of the function. He is anxious to secure samples of all cycle posters in existence, and hopes the whole trade will interest itself.

As the flower is before the fruit, so is amateurism before professionalism.

HOW IT ENDED.

When the Finish of the Game of Merry-go-round Came, All This Had Happened.

FINAL SCORE.

	Miles.Laps.		Miles.Laps.
Hale	1,910 8	Taylor	1,732 2
Rice	1,882 6	Ashinger	1,673 3
Reading	1,855 3	Moore	1,661 7
Forster	1,829 4	Maddox	1,644 3
Schock	1,766 2	Gannon	1,366 8
Pierce	1,758 1	McLeod	1,350 2
Smith	1,754 7	Glick	1,096 3

Hale's record of 1,910 miles 8 laps beats Schock's record of 1,600 miles 1 lap, made in Madison Square Garden in 1893, by 310 miles and 7 laps.

"Say, w'at is dis, a bloomin' skin?" remarked a gentleman from the neighborhood of the Bowery Saturday night, as he crowded up to the rail surrounding the track at Madison Square Garden at 9:58 o'clock. "Here I coft up a plunk an' dere ain't er bloody bloke plavin' his slippers. Watter dey 'ink I am ter give up me dough fur, say?" and he started back for the box office.

And although put in inellegant language, it was a fact. For two minutes before the pistol was fired at 10 o'clock on Saturday night at the close of the six days' race not a rider was

and stated that inasmuch as there were but eleven prizes, Messrs. Cassidy, Gannon, McLeod and Glick would be liberally rewarded by the management for their plucky work, whereat the crowd cheered lustily and shouted "What's the matter with Powers?"; "He's all right!" and similar remarks.

Then the cry went up for Rice, and Rice was trotted out. He attempted to outdo Hale by running around the track, pale and tottering, while the crowd again went deaf.

The race had been a remarkable exhibition of human endurance, and despite the raise of the admission price to \$1, fully 12,000 spectators were present at the finish. It appeared as though every foot of the big building was covered by a human being. The Bowery divided honors with the Four Hundred; Murray Hill, Cherry Hill, Harlem and Hoboken el-

position, which pushed up Smith, Pierce, Taylor, Ashinger and Maddox each one notch and increased the amount of their checks.

Hale and Rice had a nip and tuck game all day long. Hale would allow Rice to gain, but always held his own score safe. He was so far in advance of the Wilkesbarre rider that he could easily have afforded to let him gain three or four miles an hour, but he took no chance of letting him get so close that a slight accident would probably prove fatal to his gathering in the first money. Rice hardly left his saddle until late in the afternoon, when every rider consented to leave the track for one hour, during which time the extra attractions in the shape of sprint runs were decided. This was done more for safety than anything else, as the sprinters have some very dangerous tumbles at times which might jeopardize the chance of one or more of the six-day men.

Rice and Reading did the best work during the last day. Rice having to protect second place, while Reading was after it. Hale's business was watching both men.

Floral tributes were presented in abundance. Every rider at some time or other circled around bearing either a bouquet of roses, a horseshoe, a wreath or a basket. Hale came in for the largest share.

The men who held on through the last



Taken Two Days After the Race.

on the track, despite the statements to the contrary in the daily papers. Hale, the winner, completed his 1,900th mile shortly before 9 o'clock, and retired. Pierce, of Cambridgeport, and Taylor, the Brooklyn colored rider, collided a half hour before the finish, and the son of Ham retired. Pierce kept at it for a while longer, with Moore. About ten minutes before the end of the 142 hours, Hale came on, but they all left the track two minutes before the pistol sounded at 10 o'clock. And then there was pandemonium, and a melodramatic windup that was truly ludicrous, as it was sensational. Manager Plummer of the foreign contingent brought out Hale and, with Marks, his trainer, attired in citizen's dress and a high hat, looking as though he was prepared for a walk in the park, they paraded around the track supporting Hale between them, who could scarcely drag one foot after the other, and looked like a ghost.

The crowd cheered as though bereft of senses. The band struggled bravely to be heard, but unsuccessfully, and the police had to use force to keep the spectators off the track.

Behind this trio walked two men carrying floral harps, which had been presented to Hale in honor of winning the big race. The band played "The Wearing of the Green" and other Irish airs, and everybody hurrahed and shouted "Hale!" "Hale!" "Hale." The announcer previously introduced Edward Hale as "champion of the world,"

bowed together. There were bankers and bartenders, prize-fighters and lawyers, and hundreds of clerks and clubmen. It was a crowd such as only a large cosmopolitan city like New-York can turn out. The newspapers during the week had devoted columns to the race, inserted cuts galore, and scare heads by the yard, so that there was scarcely a man, woman or child who was not interested in the event.

Hale's remarkable riding and Rice's game-ness caused excitement to run high during the closing hours. The Irish contingent rooted for Hale while the other half of the spectators cried encouragingly to Rice, causing a perfect bedlam of voices and a continuous uproar.

The only change in the positions of the men during the last twenty-four hours was caused by Moore dropping down to eleventh

days were human wrecks. Some were quite out of their heads.

Hale began to get a little cranky on Friday. He stopped riding and claimed that he believed there was a scheme on foot to run him down. He was persuaded differently and men were stationed to watch for anything that might occur to excite suspicion.

Rice pulled up on the Twenty-sixth street side of the track in the evening and began abusing some of the spectators. He claimed they were throwing stones at him. It was fancy, of course. He was having a heated argument, when his trainers ran to him and coaxed him away. Rice's mind was troubled many times, but he was easily pacified and regained his senses after a few minutes' rest.

At 4 o'clock in the afternoon all the men left the track while the sprint races were on. They were shaved, shampooed and bathed, and came on looking infinitely better.

Maddox then started a tremendous pace in his effort to pass Moore. Rice and Hale rode weakly. After five miles the Wilkesbarre man was scarcely able to move. At 7 o'clock Maddox had gained greatly on Moore, and at 8 o'clock he was riding at sprinting speed. Maddox made three laps to every two made by the other riders. He rode with as much

vim' as he did at the beginning of the race, and every time he passed the other riders the crowd yelled itself hoarse.

About 8:30 o'clock the race was practically ended, although some of them remained on the track. Hale was one of them, and between 9 and 10 o'clock he made a few laps at a 2:40 pace, which seemed impossible for a man who had ridden 1,900 miles in 141 hours.

Toward the end Hale showed signs of breaking down. His face was shrunken away till his cheekbones stuck out. His complexion was like putty, and he worked his pedals with apparent effort. His limbs were stiff, and he was saddle-sore. For the first time that morning his trainer evinced some anxiety and encouraged his charge in every possible way.

None of the riders were in much better condition, and no one can describe their feelings and sufferings during the long race. Not one had strength enough to help himself, and the majority hardly recognized their friends and surroundings. Vitality had spent itself. There were one or two who could stand erect, but the majority floundered around, weak kneed, sore and limp, with scarcely enough ambition to speak.

Physicians assert that they will never recover from the strain, but on Monday, when seen by a WHEEL man, they were in fairly good shape. Hale, while appearing somewhat hollow-eyed, complained of nothing but saddle soreness, numbness of the hands and feet, and hoarseness. In fact, he was unable to wear shoes. After the race he was taken to a Turkish bath and afterward allowed to sleep. His appetite since the race has been tremendous. Rice finished in a worse physical condition than Hale, but recuperated quickly. He slept but ten hours during the week. Reading was found to be in a bad way on Monday, and was taken to Bellevue Hospital for proper treatment. Forster was also in bad shape.

Of the twenty-seven starters fifteen were well enough to go through the trying ordeal. Linton, Lumsden and Chapple never intended to go the entire time. They were entered more as pacemakers for Hale than anything else. Linton went out after about two hours' riding. Lumsden continued until he had paced Hale into the lead, after going a little over 100 miles. Chapple was not prepared for the race, and was missing after going eighty-three miles.

Waller and Van Emburgh had a nasty spill early on Monday morning, and both were so badly bruised that they were unable to continue. Cartwright also fell and was unable to continue. Hansen, Golden, Conklin, Von Steeg and Wilson fell out at intervals, either through lack of condition or accident. Elkes, who came from Saratoga to compete, was the last of the men to give up, after going 622 miles. He tried hard to continue, but nature rebelled.

Throughout Saturday Rice tried his utmost to gather up Hale, but the Irishman would have none of it, and moved with Rice every time he made an effort to get away.

Eleven prizes were offered for the race, which were distributed as follows:

Hale	\$1,300	Pierce	\$150
Rice	800	Taylor	125
Reading	500	Ashinger	100
Forster	350	Maddox	100
Schock	300	Moore	75
Smith	200		

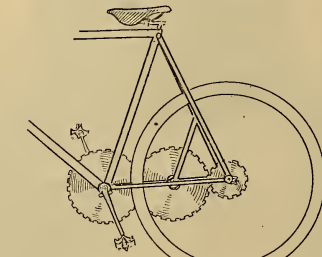
This is not all the winner will derive from his work. He will be in receipt of a goodly sum from the maker of the wheel he rode, as well as for the tires, chain and other parts used. He also secured a week's engagement at Proctor's Theatre, where he rides exhibitions on a home-trainer, beginning work on Monday afternoon. Reading received an additional prize of \$50 for riding 245 miles without leaving the saddle.

His money was attached by a deputy sheriff on a judgment secured against him in Omaha. This was the first six days' race participated in by either Hale or Rice, and the latter's friends immediately began talking of a match, but Hale asserts that once is enough for him. It is claimed for Rice that had he received better handling at the start he could have covered 2,000 miles. He is a machinist and electrician from Wilkesbarre, Penn., and made both the machines he rode.

Hale started on a 104-gear wheel and late in the week changed to 84-gear. Rice changed from 92-gear to 84-gear and Reading used 88, 84 and 80 gears.

Hale beat the record by 310 miles and twelve other riders finished to the better of previous figures. The records went by the board from the start, the previous best being made at the six-day race in 1893. In the first hour in that race Berlo covered twenty-one miles, against Linton's twenty-three miles. The remarkable change of figures can be seen from the following table:

Hours.	Miles.	Hours.	Miles.
10 Hosmer	173	10 Forster	192
20 Waller	337	20 Hale	359
50 Schock	756	50 Hale	789
100 Schock	1,277	100 Hale	1,401
142 Schock	1,600	142 Hale	1,910



(The Chainless Wheel on Which Starbuck Defeated Linton.)

Hale has all records after the nineteenth hour, the records up to twenty hours being held as follows:

Hours.	Miles.	Hours.	Miles.
1 Linton	2811	Hale	213
2 Lumsden	4412	Hale	230
3 Lumsden	6415	Reading	244
4 Lumsden	8314	Reading	261
5 Hale	9915	Reading	277
6 Hale	11816	Reading	294
7 Hale	13717	Reading	309
8 Pierce	15618	Reading	325
9 Hale	17619	Reading	341
10 Foster	19220	Hale	359

During the week short distance racing enlivened the treadmill monotony of the all-week pluggers. On Wednesday Lefferson, of Asbury Park, defeated Owen and Losee in a mile race, winning in 2:19.

"Teddy" Goodman won the first and third heats in his mile race with Al Weing, Weing fell in the second heat and won it on the runner. Best time, 2:37 3-5.

On Thursday afternoon there was a half-mile race for amateurs, divided into four heats of one mile, and the winners rode a half-mile in the final or deciding heat. The first heat was won by L. R. Lefferson; A. S. Jungkind was second, and A. S. Lee, of Cohoes, was third. Time—2:22 2-5. C. H. Tomlinson, of the Riverside Wheelmen, won the second heat in 2:25½, W. L. Losee, of the South Brooklyn Wheelmen, the third in 2:34, and A. J. Latham, of Saratoga, the fourth in 2:46. In the final heat Jefferson led nearly all the way, and won by a length; C. H. Tomlinson was second, and W. L. Losee third. Time—1:09 4-5.

During the intermission between the preliminary and final heats, Bald rode an exhibition mile, paced by a tandem, in 2:19 3-5.

During the evening there were more sprint races, and Bald rode another exhibition mile. The most prominent event, however, was a ten-mile race between Tom Linton and J. F. Starbuck. The men were started on opposite sides of the Garden, and had scarcely covered two laps when Starbuck fell at the Madison avenue end. Linton stopped riding, and the men were started again. Starbuck drew up rapidly on Linton, and caught him on the seventeenth lap. From here until three laps from the finish Starbuck trailed behind Linton, and then ran away from him in a sprint, beating him nearly three-quarters of a lap. Linton complained of the track. Starbuck's time was 24:40, Linton 25:02. The race caused intense excitement, and Starbuck received an ovation.

On Friday Lefferson was again victorious, winning a mile invitation race from Tomlinson and Granger in 2:21 1-5.

The evening attraction was a half-mile invitation handicap for professionals. Bald, the scratch man, in the first heat fell, leaving Weing, Buffalo (20 yards) to win easily in 1 minute 10 seconds. Con Baker (20 yards), won the second heat from J. Eaton (10 yards) in 1 minute 7 4-5 seconds. The third trial was captured by C. G. Carpenter (20 yards), Teddy Goodman (10 yards) being second, in 1 minute 28 4-5 seconds.

Baker won the final by a length from Weing, Eaton finished third. Time, 1:08. Bald then turned out for a mile against time, paced by the "black and white" tandem, and stirred up the enthusiasm. He reeled off his ten laps in 2 minutes 17 4-5 seconds and went away from the pacemakers on the last lap.

After the extraordinary demonstration that marked the finish was over, a 25-mile professional race was started. The contestants were Jay Eaton, F. F. Goodman, A. E. Weing, "Conn" Baker, T. Thompson, E. C. Acker, Frank Waller, C. G. Carpenter, W. J. Hoffstetter and C. E. Kluge. The race narrowed down to a duel between Eaton, Carpenter and Weing and was one of the hottest ever run on an indoor track. Goodman led at the end of the fifth mile, the time being 12:11 1-5. Weing led at ten miles, with time 10:24 40. Carpenter led at twenty miles, with Eaton second and Weing third. The time was then 50:12 4-5. Baker lost a lap in a fall, which also put Goodman out of the race. He tried to make up the lap, but failed.

After passing the twenty-four miles Eaton shot to the front like a rocket, followed by Weing. The pace was too fast for Carpenter, who fell back. In the last lap the pace was terrific, and Weing passed Eaton. The people were then on their feet shouting madly. Eaton drew on even terms with Weing half a lap from the finish, and gained steadily. He won by three lengths. Carpenter was third and Baker fourth. The time was 1:03 35 2-5.

STICKLER FOR EXACTNESS.

She—But we are only getting back to first principles. It is pretty well established that Eve wore bloomers.

He—Beg pardon, but you are mistaken. The Book mentions leaves, not blossoms.

WATERED DIAMOND STOCK.

"I wonder if that big diamond Coopald wears is of the first water?"

"I doubt it. It has been soaked so many times it must be tenth or eleventh water by this time."

LOOK ALIKE.

Daily papers everywhere are trotting out their old campaign cuts of Altgeld, labeling them "Ted Hale, winner six-day bicycle race," and the public is none the wiser.

RACING BOARD'S BULLETIN.

PROFESSIONALIZED.

J. T. Daneker, White Haven, Pa., Clause A.
Kennedy M. Currie, Galveston, Texas, Clause I.

E. H. Simper, Galveston, Texas, Clause I.
Joe Campbell, Jr., Galveston, Texas, Clause I.
Dave Ford, Galveston, Texas, Clause I.

SUSPENSION REMOVED.

Jesse Curry, Aurora, Ill.
SUSPENDED PENDING INVESTIGATION.
Steve Sgitcovich, Galveston, Texas.
Mike Ballich, Galveston, Texas.

SUSPENDED.

For entering races and failing to appear or pay entry fees:

Thomas Coburn, St. Louis, Mo.
Farragut Guhl, Chicago, Ill.
W. E. Dutton, Geneva, N. Y.
F. A. Kellar, Pigeon, Pa., until prize wrongfully kept by him is returned, and for six months thereafter.

RECORDS ACCEPTED.

Two-third mile, paced, standing, competition, professional, 1:21 1-5, C. R. Coulter, Denver, Col., October 3.

Two to twenty-five miles, standing start, competition, paced, amateur, by Forest H. Wilson, Chicago, Ill., September 22, 1896. Two miles, 4:15 2-5; three miles, 6:22 3-5; four miles, 8:34 3-5; five miles, 10:48 2-5; six miles, 12:58 2-5; seven miles, 15:07 2-5; eight miles, 17:24 3-5; nine miles, 19:34 3-5; ten miles, 21:47 4-5; eleven miles, 24:01 4-5; twelve miles, 26:07 4-5; thirteen miles, 28:18; fourteen miles, 30:24 2-5; fifteen miles, 32:40 1-5; sixteen miles, 34:39; seventeen miles, 36:54 1-5; eighteen miles, 39:07 1-5; nineteen miles, 41:21 3-5; twenty miles, 43:37; twenty-one miles, 45:53; twenty-two miles, 48:03 3-5; twenty-three miles, 50:13 1-5; twenty-four miles, 52:24 1-5; twenty-five miles, 54:35.

One-quarter mile amateur, tandem, unpaced, flying start, against time, :24 4-5, by L. E. Rodgers and J. F. Faries, Decatur, Ill., October 27, 1896.

SOUNDS LIKE FRANK HALL.

Chicago, Dec. 14.—Six-day racing is to be tried in this city during February. The success of the New York event has prompted the movement, and all arrangements have been completed except as to the place and exact date. The promoters of the event, who style themselves the Chicago Cycle Racing Association, will use the available building in which the largest track can be constructed. About \$5,000 will be offered in prizes, of which \$1,200 will go to the winner. Five hundred dollars extra will be given if Hale's record is broken. It is planned to start the long race on a Sunday night, as in New York, and to hold a series of short-distance races on the preceding Saturday night. All the contestants in the Madison Square Garden race have been asked to compete, and efforts will be made to arrange a match between Linton and Johnson.

The scheme is being discussed of building two tracks, one above the other, in order to permit almost any number of competitors to ride. The week commencing February 22 has practically been decided on.

LOOKING FOR REVENUE.

According to a Paris correspondent, a great many people are agitating in France for the establishment on the French tracks of the "Pari-mutel," or the betting-machine, which is everywhere known as the "Totaliser" in Australia. They point out that with the exaggerated fees which it is necessary to pay nowadays to the great professional cracks, it is impossible for a track to pay, even if run on the strictest of commercial lines. It is doubtful, though, if the other plan goes through.

DIAK OFF THE AMATEUR LIST.

Djakoff, the Russian champion, who won several of the English championships this year, has decided to join the professional ranks.

SOME GENTLE ARMORY CHASERS.

Bad blood cropped out during the indoor meet at the Arsenal, Buffalo, N. Y., on Saturday night last. At one time it looked as though there would be an exchange of blows. W. D. Cleland, who last year swept everything before him on indoor tracks, and John Penseyres figured in the unpleasant happenings of the evening. In the two-mile race Cleland won the heat in which Penseyres also rode. After the race Penseyres attempted to pull Cleland from his wheel, but failed. In the final, Penseyres claimed he was fouled by Cleland, but it was not allowed. Cleland declared that he had proof that Penseyres was the ringleader in a conspiracy to down him. When they came together in a five-mile race they were both boiling over with wrath. Cleland was a lap behind at three miles, when they came together with a crash at one of the turns, and both fell. Penseyres jumped up and made a pass as though intending to strike his rival, but the penalty that would follow the deed probably flashed through his mind and he desisted. Both riders were hustled off the track, vowing vengeance against each other. Ray Duer won the two principal events of the night, which caused his admirers to proclaim him the indoor champion of the city.

Summary:

One-mile lap—1, W. D. Cleland, 23 points; 2, Ray Duer, 21 points; 3, E. H. Gill, 14 points. Time—2:44 1-5.

One mile, 2:40 class—1, Duer; 2, McHaddon, 3, Cleland. Time—2:51 1-5.

Two miles—1, E. D. Stevens; 2, Benj. Cleland; 3, Gill. Time—5:35 2-5.

Five miles—1, Ray Duer; 2, Benj. Cleland; 3, E. D. Stevens. Time—14:15.

ONE MILE IN THIRTY SECONDS.

It is given out that H. E. Maslin, of E. C. Stearns & Co., believes a mile in thirty seconds within the range of possibility. He is reputed to have explained his belief in this wise:

"Incredulous as the statement may seem, I have faith in the theory that if Anderson can move at a 1:03 gait, certainly a machine mounted by six riders can reduce these figures fully thirty seconds. Now I will tell you what we propose doing, and you will readily comprehend the logic of my statement. Near Syracuse, on the boulevard that skirts the west end of Onondaga Lake, is a level stretch five miles in length. Very often during the fall of the year brisk winds sweep down from the northeast, and at times the velocity of the wind is terrific. Suppose a sextuplet with two sails, fore and aft, were cut across this breeze. Of course it could not be done with the wind directly behind, for everybody understands the theories upon which the boats are controlled. Running before the wind they attain a rate of speed thirty miles to the hour, but this speed is much greater when the boat is cutting across the wind. So it would be with a sextuplet. I anticipate a trial of this character at some future date."

AND "BILL" WASN'T IN IT.

William Martin's disqualification for two months by the League of Victoria Wheelmen was indorsed by the other governing organization of Australia, the League of South Australia Wheelmen. He was therefore barred from the great Austral Wheel Race, the final of which was run on December 5. Over 160 men were entered in the race with Lewis, Boidi and Parsons on scratch. A. B. McDonnell was allowed 10 yards. Martin, it is stated, holds all the Australian records from two miles to one hour.

MAY TRY IT AGAIN.

Tom and Nat Butler arrived in New York on the steamer St. Louis on Sunday. Like all the other American racing men who have visited Paris, this year, they returned ingloriously and without the coveted French gold. Trainer McLeish, who accompanied the riders, confirms the cable reports that Tom was unwell and unable to get into condition to do himself credit against foreign riders. "He only started in one race," said McLeish, speaking of the trip, "and was so badly beaten that I did not think it well to enter him again for some time, and thought the better way was to return home, and possibly take him abroad again next summer. Nat started in two handicap races and finished second in one heat and third in the other heat from scratch. The handicaps were too big for him to overcome, and as only one man qualified in each of these heats he did not have a chance to ride in the final heat of either race. The report that we had trouble with the track managers in Paris is without foundation.

"We left France the best of friends with the track people, and it is not unlikely that we shall go abroad again next summer, when I hope to see both the Butler brothers make a better showing than they did on their first visit."

SOME AUSTRALIANETTES.

The fastest mile ever made in Australia was negotiated on the Hampden track, Sydney, on October 23. Wally Kerr, an amateur, set the mark. He was paced by a triplet and singles, and with a flying start finished in 1:57. The previous best was Parson's 1:58 4-5.

Ken Lewis, at the South Australia League's spring meeting at Adelaide, October 21, won the five-mile international scratch race in 12:21; C. Boidi, Italy, was second; A. B. McDonnell, America, third.

At the same meeting two days after, Lewis also captured the first-class mile handicap, in which he started off the 10-yard mark with McDonnell, and gave 5 yards to Don Walker. Time, 2:17 2-5.

At the Charity Cycling Carnival at Melbourne, October 27, J. W. Parson, paced by a triplet from a flying start, covered a quarter of a mile in 29 seconds, and the half-mile in 59 1-5 seconds, which is 41-5 seconds better than Parson's previous record and a world's time for a grass track.

TOO TOUGH FOR GERMANY.

Arend, the German crack, has returned to his native land disgusted with the managers of the Velodrome d'Hiver, the winter track of Paris. On a recent Sunday he sustained a severe fall and injured his ankle, but nevertheless won the race. When he went to collect the prize of 400 francs the next day, the cashier withheld 75 francs on some pretense or other. Arend became indignant and demanded the whole amount. He had an engagement to ride on the following Sunday, but his ankle bothered him so greatly that his physician instructed him not to ride again for two weeks. Upon hearing this the managers refused to pay any part of the prize, on the ground that he had broken his contract.

EXPENSIVE EXHIBITIONS.

They are still killing the golden-egg-laying goose in Parisian cycle racing circles. For example, Morin recently demanded and received \$700 in cash to ride in one race at the Seine track.

MACARONI CRACKS.

Italy's crack rider, Pontechhi, intends to try his luck on the Paris tracks during the winter, and will also ride in England. Eros, another speedy Italian, will accompany him,

DONE IN DENVER.

Coulter in Defense of His Record—Monte a Westerner—Back Pedaling Chainless.

Denver, Col., Dec. 12.—Ever since Clint R. Coulter was given credit for an unpaced mile in 1:59 1-5, there has been a violent discussion regarding the record in Denver. There have not been wanting those who have declared that Coulter never made the ride, and cannot do so again—just as was said of Barrows's wind and gravel mile in 0:58 3-5. The facts regarding the trial and the starting of the reports seem to be this: John A. McGuire, once Chief Consul of the L. A. W. of Colorado, was referee and L. A. W. representative. There were three timers and three judges. The claim for a record was made out in the old way, and when submitted to W. I. Doty, representative of the Racing Board, the claim was returned with information as to the proper way of making it out. At first the timers refused to certify to the correctness of the record, not understanding the new law. When it was explained to them, they signed and made the necessary affidavits. But the delay led to some ugly rumors getting afloat and into the local newspapers. C. R. Coulter then offered to wager from \$200 to \$500 that he would make the ride and better the time. The newspaper in which the defiance was made did not fall into the hands of George E. Hannan, a local bicycle dealer. Early in the present week he was discussing the record with some local men, and made the remark that he was willing to bet that Coulter could not repeat the performance, that he had always doubted its accuracy, and his money was ready to bet the feat could not be done over. "If you mean that," said a bystander, "you can make or lose lots of money. Coulter bet he could better the performance at any time." Mr. Hannan immediately looked up the matter and found that Coulter had been credited with the statement. He notified Coulter's friends at once that \$200 was in the hands of the bicycle man of the "News" that Coulter could not again make such a record. "I will do better than Coulter himself suggests," said Mr. Hannan. "I will give him three months in which to wait for favorable days, and will allow him three trials. All I ask is that the L. A. W. local officials or the officers of the Associated Cycling Clubs of Denver select the officers of the race."

Of course, back of this is the fact that Mr. Coulter is expected to return to Denver as the agent of another bicycle, and to make a bid for the Denver business.

A careful investigation of all the facts surrounding Mr. Coulter's trial gives that gentleman the best of the argument, as far as the authenticity of his ride and the actual fact of the time made is concerned. Every official on the track at the time is a man whose word can be trusted. Mr. Doty thoroughly investigated the record before he forwarded the claim, and local L. A. W. officials have looked carefully over the whole transaction for signs of a flaw, or for some reason to think the record is not a genuine one, but so far without result. Jack Davis, who trained Coulter, says his watch caught even faster time than the official watches. Davis is wrothy with Hannan for waiting until December to accept the challenge, but the latter says he never heard of the same until within a week, and as soon as he did he arranged to take it up. Coulter's challenge did not specify any time in which it was to be accepted, but he has drawn his money. He is at present in Lafayette, Ohio, and some word is expected from him shortly regarding the challenge.

In denouncing Mr. Hannan Davis offered to bet him that no rider can go on the D. W. C.

track at this season, unless there is great improvement in the weather and do better than 2:10.

Monte Scott has concluded to locate in Denver. He has also concluded not to accept the McDuffie challenge, issued some time ago. McDuffie wishes to use pace-makers, and Scott has confined himself to unpaced work. The advantage of pacemaking would be, he thinks, too much in McDuffie's favor, and he would be going up against a surer game than when he met Hachenberger. Scott will leave this evening for Texas, and meditates a trip to the West Coast. W. W. Hamilton did talk of going with Scott, but has abandoned the plan for a time.

The Denver Cycle Board of Trade has concluded to give a cycle show. The earliest date to be secured is in February, and the Board has applied for the dates from February 20 to 26. The show given last winter was in the hands of a private individual, G. A. Wahlgreen, and he will have charge again

brought to bear to get Mr. Scott to act another year, but he positively declined to allow his name to be used.

The report comes that the chainless gear is not yet a success. But the sight of a Denver rider on a bicycle operated by side levers or rods just like a locomotive has made some people think that the new models are all a mistake and the houses are holding back something. Louis Rothschild, a repairer and worker on wheels, has built for himself a bicycle on which no chain is employed and on which he daily rides the Denver streets. But there is a peculiarity about it which strikes the observing passer-by with surprise. Mr. Rothschild back-pedals to go forward. The arrangement of his cogs and piston bars produces this necessity. A funny sight on the street a couple of days ago was when E. O. Boles, Monte Scott, C. E. Stratton and other old riders tried to make the thing go. Back pedalling to go forward fooled every one of them, and it was only with the greatest difficulty that they could hold the seat. But Mr. Rothschild is used to it and back-pedals about the city with the greatest ease. He says he can make a mile in much less than three minutes on his wheel.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

THEY HOLD

All world's records.
1/4 to 100 miles.

All unpaced world's records.
1/4 to 50 miles.

All American records.
1/4 to 100 miles.

All American hour records.
1 to 24 hours.

MORGAN & WRIGHT
CHICAGO

this winter, but under the direction of the Board of Trade. Though the date is more than two months away prospective exhibitors are already applying for space. The show last winter was a great success, the Coliseum being crowded every night and breathing space being almost impossible of attainment.

The Kearney Bicycle Works have been moved to Denver, bringing about twenty-five skilled mechanics and their families to this city. The firm has taken possession of a large four-story building in the very heart of the city, and will turn out its 1897 wheels in that factory. One order of 100 from California has already been scheduled, with another of the same size from Leadville. The company hopes to secure an immense State trade, as Colorado is great for buying home products.

The Denver Wheel Club will be conducted by members not in the trade next year. The directorate of 1896 was headed by George M. Scott, agent for the Orient, and with him were several other trade men. The administration of the year was a most successful one, a great hole being made in the debt of the club, but the members raised the cry of the trade influence being too strong on the Board, and all the members who sell bicycles refused a nomination. Great pressure was

WHY CYCLES WERE NOT TAXABLE.

Judge Stump, in handing down the decision that the town of Easton, Maryland, exceeded its authority when it sought to tax bicycles \$1 per annum, said:

"The Commissioners of Easton unquestionably have the right to regulate the matter of using bicycles, to prohibit their use on the sidewalks, to reasonably limit the rate of speed, to require lights at night, etc., but this particular ordinance is most unreasonable, the opposite of beneficial to the town and inconsistent with the laws and policy of the State.

"The general policy of the State is that the citizens of a town and all strangers who may happen to pass through or reside therein shall at their pleasure have the right of free passage over the streets of said town either on foot or in ordinary private vehicles. A bicycle is a vehicle in general use. As such it has received legislative recognition and protection.

"When it was desired to make the owners of dogs running at large in the streets of Easton take out licenses it was deemed necessary to obtain special authority from the Legislature. But it is contended that no such special grant of power is necessary to authorize them to require a lady to take out a license before she can ride a bicycle in the same streets.

"If they have the power to pass the ordinance under consideration, then it must logically follow that they have power to require the owners of all private vehicles drawn by horses or pushed by the mother or nurse to take out license before the vehicle can pass through Easton, and also have the power to require every person who walks in or through the town of Easton to take out a license and have painted on its, his or her person or permanently and conspicuously attached to his or her person or clothes a number corresponding to the license."

COMBINING PLEASURE AND UTILITY.

An ingenious Parisian has devised an arrangement whereby he can figuratively kill two birds with one stone. In order to keep himself in training, he has improved an arrangement whereby his machine not only acts as a home-trainer, but drives a small dynamo, which charges a small storage battery for the electric lighting of part of his house.



PALMER TIRES

A Change of Policy

Buyers prefer to buy direct. They think they get better prices and better treatment if they deal with the manufacturer.

For a long time we have disposed of Palmer Tires through the Columbia Rubber Works Company, who have been our exclusive agents. Hereafter we shall sell the goods ourselves.

We have established two selling stations—Chicago in the West, New York in the East—and we shall be delighted to give your orders prompt attention.

A new schedule of prices has been adopted. We can give you full particulars by mail or we can send one of our salesmen to you. We shall esteem it a favor to do either, or both.

We shall endeavor to make the new arrangement both satisfactory and profitable to bicycle manufacturers and dealers, and we have no doubt we shall succeed in doing so.

Now is the time to buy.



ADDRESS ALL CORRESPONDENCE TO

The Palmer Pneumatic Tire Company

66 Reade Street, NEW YORK

Kindly mention The Wheel.

133-139 S. Clinton Street, CHICAGO

SHOW FINALS.

England Winds Up Her Season of Cycle Exhibitions—Some So-Called Novelties.

London, Dec. 4.—“Out of the frying pan into the fire” is an ancient simile which aptly illustrates the condition of your correspondent. The Stanley show with its 350 exhibitors was a high trial to analyze, but what can be said of a larger exhibition in which every standholder has a known and recognised position in the cycle trade and not a mere assembler of parts as many of the exhibitors at the Agricultural Hall were? I do not mean to say that I merely saunter through the palm-embowered vistas of the Crystal Palace, and here assert that I am bored to death with my task. It is my duty to report every individual stall in this show, and my last batch of copy must be dispatched by to-morrow evening—Hinc illae lachrymae. But this labor, while well-nigh distracting at the time, puts me in possession of everything worth noting in these exhibitions, and on that account is more cheerfully undertaken than would otherwise be the case.

My peregrinations around the Crystal Palace are not yet ended nor have my observations been completed, but I fancy that I have seen quite enough to cause me to write down the present as the most extensive exhibition of cycles ever held in this Old World of ours. Space has been allotted for about 380 exhibitors, and the amount claimed has been so much in excess of previous years that for the first time in the history of any cycle show held here the gallery has been absorbed for stall purposes.

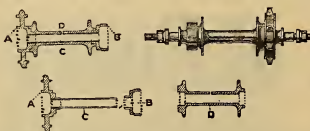
The gallery, at the best, is not a very gay place, but America, as it is represented here, has or should have some reason to be thankful for its existence, otherwise the Waverley, Adlake, Yost Falcon, Crawford, Sterling and Kenwood bicycles must have been consigned to the outer darkness, for they have all found a haven in the newly absorbed space. The Rambler is something better off, being stowed away in the midst of the very popular tire section, although I am inclined to think it a shame that such a telling and really original stand as Mr. Kitto has erected at considerable expense should have been comparatively lost by being crowded out of the main transept. The Spalding, Monarch, Miami, Cleveland and Pierce bicycles are quite as much out of it, as, though they have escaped the lost-under-the-gallery position, they have not been placed where their status and the quality of their goods warrant them. If, as I believe was the case, the lot of the ballot decided the respective positions occupied (after the main transept had been parcelled out among the members of the show executive), I can only say that Fortune has been most unkind to America. Some people go further and wink significantly when they meet an American exhibit tucked away out of sight almost in the gallery.

As a spectacular display the National cannot be compared to the Stanley, and as a show for American cycles it does not permit of any comparison whatever. There are some really fine stalls in the Palace, but I don't think that I could honestly say that any one of them comes up to the Humber, Rudge-Whitworth, Dunlop or Gladiator form at the Stanley. The Centaur, Swift, Rover, New Rapid, Triumph and Osmond stands are very fine, but they do not stand out as the ones I have mentioned did. But when we leave the matter of stall decoration all comparison ceases, and the National show goes right

away. Such machines as the Centaur, Osmond, Raleigh, Swift, Sunbeam and a score of rising young firms exhibited machines which the Stanley could only approach in a few instances, while the American division, though a trifle less numerous, is scarcely less meritorious.

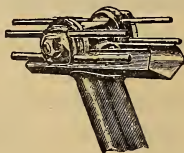
The main feature in bicycles is the more general adoption of curved tube designs for ladies' machines, and a general tendency toward disk adjusting hubs, is obvious, quite a score of firms having adopted this fitting. Of tandems and tilting handle-bars there are many less than were observable at the Agricultural Hall, the whole strength of the trade being apparently expended on ladies' machines, of which more are on view than those intended for mere men. The Dolittle brake is fitted on almost half a dozen machines in various stalls, and has been adopted by the Swift as a standard pattern.

I give here a few notes of the novelties which I have come across up to the present. The first is a new cone adjusting hub of



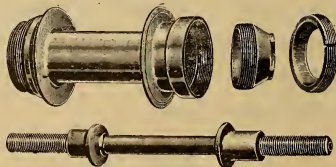
Messrs. Bayliss & Thomas. A is the driving tooth wheel, which carries one bearing cup at the centre; C a tube fastened to A, and passing through the shell D. The second bearing cup B is screwed on the tube C, and suitable projections upon A and D prevent any motion between these parts, so that the whole driving strain is transmitted to the wheel. It will at once be seen that the whole of the wearing parts are readily detachable. There is no liability of any part loosening by backpedalling.

This is a seat pillar, whose mission is self-explanatory. As will be seen, it prevents any



degree of forward or backward or a vertical position to be adopted with complication.

Here is a disk adjusting hub of a neat and simple description fitted to the Royal Progress—a racing Coventry machine.



The spindle shown is made of soft tough steel, the cones, cups and ring being made from the finest quality of cast steel. The adjusting side of the hub is tapped out for the cup right handed, and the outer edge of the hub is then bored out a larger size and tapped with a left-handed thread. The cup is made with a conical back, and is screwed into the back of the cup and the left-handed thread in hub. This is fitted with a split ring, which is bored out conical to fit cone part of

cup; when this is screwed into the hub, by means of the left-handed thread, the conical recess in the rings fits upon the cone which forms the back part of cup, and grips it tightly. It will thus be seen that the tighter the two surfaces are forced together the more the ring will try to expand, thus gripping the thread in the hub.

FOR WEARY WOBLERS.

A London correspondent wires a Chicago daily paper to the effect that the numerous accidents which have occurred in that city by fast bicycle riding through the crowded thoroughfares have caused the suggestion to be made that the Government might find itself compelled to introduce a bill enlarging the powers of the police and their authority over riding, and probably prohibit entirely the use of wheels in the sections of the city where traffic is congested from morning until night. As a result a number of inventors have been devoting their energies to the evolution of some safety appliance that would effect an immediate decrease of speed or stoppage of the wheel while in motion.

A private view has been given in Agricultural Hall of an addition to bicycle mechanism upon which patent papers have just been issued, and which it is believed, according to the correspondent, who evidently is not a cyclist, will soon come into general use. By a touch on a spring in the handle-bar two small wheels are instantaneously released and drop to the ground, giving a decided check to the momentum of the wheel. By touching another spring the wheels are forced apart and afford a substantial support to the wheel, enabling the riders to keep their seats when the wheel is not in motion and giving to it all the stability of a tricycle. With equal rapidity the springs and wheels are lifted back into their place, and the bicycle is again free to pursue its course. The invention can be attached to any wheel at a cost of about two guineas.

WORTHY OF NAME AND MAKER.

It was hardly to be supposed that the America Cycle Manufacturing Company, of Chicago, would fail to be up to date. Nor are they. Like nearly all of their competitors, they will, next season, market three different lines of wheels, having added \$60 and \$80 patterns as companions to the \$100 truss-frame America. The cheaper priced wheels will be of the straight frame pattern, the \$80 machine being exactly like the \$100 America, except that it will not embody the well-known truss. Flush joints, two-piece crank-axes, in which no cotter pins are employed, a new fork crown and a grooved handle-bar stem, which prevents the handle from working sidewise should it become loose from any cause, are among the improvements. A ladies' truss-frame America is listed for the first time.

ONE ON HIM.

Husband—I suppose you are satisfied, now that you have made an exhibition of yourself on the Boulevard in those hideous bloomers. Wife—Oh, John, I had the loveliest ride. You can't—

“Um-huh! Everybody stared, I suppose?”

“Oh, everybody!”

“I only wish you might have heard their remarks.”

“Why (innocently, I did—two or three—but they weren't about the bloomers.”

“What, then, pray?”

“They simply said I probably had a fool for a husband!”

NOT HIGHWAY ROBBERY.

Dora—Did you meet any accidents learning to ride the wheel?

Cora—I was held up several times.

“BUILT
LIKE A
WATCH.”

Disparagement by a competitor—next to Imitation—is the Sincerest Flattery.

Those who cannot imitate our '96 fork now endeavor to depreciate it.

Our '97 fork will be the same as our '96.

WHY?

Because Perfection cannot be made more perfect.



SEND FOR CATALOGUE.

THE STERLING CYCLE WORKS,
CHICAGO, ILL.

AGENCIES:

NEW YORK: Schoverling, Daly & Gales, 302 Broadway.
BOSTON: Dame, Stoddard & Kendall, 374 Washington Street.
PHILADELPHIA: Jacob Rech & Sons, Eighth Street and Girard Avenue.
DENVER: Gerwing-Hilton-Kennedy Cycle Co., 1727 Stout Street.
SAN FRANCISCO: A. C. Nichols & Co., Coast Branch, 400-4 Battery Street.

Kindly mention The Wheel.

FEATHERSTONE'S ROYAL FAMILY.

Of course, the Road King and Road Queen will remain the leaders of the Featherstone line, and as naturally they have been brought up to date in all respects. The specifications attest it. The same is true of the Duke and Duchess and of the Featherstone juveniles, the Prince and Princess. They make a formidable line of sellers, and Featherstone & Co.'s well-known abilities in the matters of price and prompt deliveries leave little to be desired.

ROAD KING.

Frame.—Depth, 24 and 26 inches; wheel base, 41 inches; head for 24 inch frame, 10½ inches; head for 26 inch frame, 11¾ inches; main tubes, 1¼ inches; rear fork tubes, ¾ inch; large barrel crank hanger; narrow tread; made from best quality cold drawn seamless steel tubing; flush joints. Steering Fork—All cold drawn seamless steel tub-



ing; one-inch fork sides; double truss crown, nicked; fork ends nicked top and bottom. Wheels—28-inch; Keene laminated wood rims; large, tubular hubs; swaged and nicked tangent spokes, tied at intersection; fitted with M. & W. Quick-Repair tires. Handle Bars—Wood, hickory; ram's horn or semi-ram's horn; adjustable; cork handles, with ferrules to match color of finish; furnished with steel bar, drop, upturned, adjustable or ram's horn pattern, when so ordered. Bearings—Tool steel, oil tempered and removable; dust proof. Cranks—Round pattern; 6½-inch throw. Pedals—Entirely new design; rat trap or rubber; made from cold rolled sheet steel and steel drop forgings; will be furnished with rat trap pedals unless otherwise ordered. Chain—¼-inch; beveled sides; hardened links and rivets. Gear—Sprocket wheels and crank shaft, drop forged steel; both sprockets detachable; nicked; regular gear, 70 inches; option, 63, 66½, 73½, 77, 80½, or 84 inches. Seat Post—Tubular, with ½-inch tubular T. Saddle—Garford TT. Black or russet top; tool bag, with pump, oiler and necessary tools. Finish—Enamelled in black, maroon or olive green, beautifully striped; all bright parts nicked in the best possible manner. This wheel will be furnished with entirely detachable brake when so ordered.

DUKE.

Frame—Depth, 24 inches; wheel base, 43 inches; head, 10½ inches; main tubes, 1¼ inches; rear fork tubes, ¾ inch; barrel crank hanger;

WHERE HE PAUSED.

"Now," said the eminent politician to his secretary, "let's draft a sort of personal platform for my campaign. In the first place we're in favor of the bloomer. Got that written?"

"Yes, sir."

"We believe in good roads and cycling."

"Yes, sir. Anything about the currency?"

"Sh-h! Don't mention the currency yet. We want to cover all the ground we can, of course. But we can't go clear through the whole encyclopaedia, you know."

Life being a span, and all the world a stage, there ought not to be any difficulty in riding over the ground in some way.

Other riders don't think near as much about you as you wonder what they think about you.

narrow tread; made from cold drawn seamless steel tubing and steel drop forgings; flush joints. Steering Fork—Cold drawn steel tubing; improved pattern double crown, nicked; fork ends nicked. Wheels—28 inch; wood rims; large tubular hubs; nicked tangent spokes; fitted with M. & W. Quick-Repair tires. Handle Bars—Wood, hickory; adjustable; cork handles,



with ferrules to match finish; furnished with steel bar, adjustable, drop or upturned pattern, when so ordered. Bearings—Highest-grade steel, carefully tempered; dust proof. Cranks—Round pattern, 6½-inch throw. Pedals—Entirely new design; rat trap or rubber; made from cold rolled sheet steel and steel drop forgings; will be furnished with rat-trap pedals unless otherwise ordered. Chain—¼-inch, with hardened links and rivets. Gear—Sprocket wheels, drop forged steel; both sprockets detachable; nicked; regular gear, 70 inches; option, 63, 66½, 73½, 77, 80½



DUCHESS.

or 84 inches. Seat Post—T. pattern; hollow; ¾-inch top bar. Saddle—Hunt's Hygienic, No. 10; black or russet top; tool bag, with pump, oiler and necessary tools. Finish—Enamelled in black, maroon or olive green, beautifully decorated in gold; all bright parts finely nicked; this wheel will be furnished with entirely detachable brake when so ordered.

ROAD QUEEN.

Frame—Depth, 22 inches; wheel base, 41 inches; head, 10½ inches; main tubes, 1¼ inches; rear fork tubes, ¾ inch; large barrel crank hanger; narrow tread; made from best quality cold drawn seamless steel tubing; flush joints. Steering Fork—All cold drawn seamless steel tubing; one-inch

fork sides; double truss crown, nicked; fork ends nicked top and bottom. Wheels—28-inch; Keene laminated wood rims; large tubular hubs; swaged and nicked tangent spokes, tied at intersection; fitted with M. & W. Quick-Repair Tires. Handle Bars—Wood; hickory; adjustable; cork handles, with ferrules to match finish; furnished with steel bar, upturned pattern, when so ordered. Bearings—Tool steel, oil tempered and removable; dust proof. Cranks—Round pattern, 6-inch throw. Pedals—New design; made from cold rolled sheet steel and steel drop forgings; moulded rubbers. Chain—¼-inch; bevelled sides; hardened links and rivets. Gear—Sprocket wheels and crank shaft, drop forged steel; both sprockets detachable; nicked; gear, 66½ inches. Seat Post—Tubular, with ½-inch tubular T. Saddle—Garford, V; black or russet top; tool bag, with pump, oiler and necessary tools. Guards—Maple, chain guard and rear mud guard only, finely finished on the natural wood, faced with cord to match finish; easily detached; furnished with front mud guard when specially ordered. Finish—



Enamelled in black, maroon or olive green, beautifully striped; all bright parts nicked in the best possible manner.

PRINCE.

Frame—Depth, 20 inches; wheel base, 38 inches; head, 9 inches; main tubes, 1¼ inches; rear fork tubes, ¾ inch; barrel crank hanger; narrow tread; made from cold drawn seamless steel tubing and steel drop forgings; flush joints. Steering Fork—Cold drawn steel tubing; improved pattern double crown, nicked; fork ends nicked. Wheels—26-inch; wood rims; large tubular hubs; nicked tangent spokes; fitted with M. & W. Quick-Repair tires. Handle Bars—Wood, adjustable; cork handles; furnished with steel bar, drop or upturned pattern, when so ordered. Bearings—Highest grade steel, carefully tempered; dust proof. Cranks—Round pattern, 6-inch throw. Pedals—Entirely new design; rat trap or rubber; made from cold rolled sheet steel and steel drop forgings; will be furnished with rat-trap pedals, unless otherwise ordered. Chain—¼-inch, with hardened links and rivets. Gear—Sprocket wheels, drop forged steel; both sprockets detachable; nicked; gear, 61½ inches. Seat Post—T. pattern; hollow; ¾-inch top bar. Saddle—Garford, O-4; tool bag, with pump, oiler and necessary tools. Finish—Enamelled in black, maroon or olive green; all bright parts finely nicked. This wheel will be furnished with an entirely detachable brake, when so ordered.

WOULD NOT WORK IN HIS CASE.

"Begin at the bottom and work up, my boy," said the old gentleman. "That's the way to succeed in life."

"Yes," replied the young man thoughtfully, "but it doesn't work in the immediate instance."

"Why not?"

"I'm inventing a new attachment for a bicycle to add to the speed and safety of coasting on it."

HIT HIM HARD.

"What struck you most in your wheel tour abroad?"

"People who wanted tips!"

Misfortune is a blessing so well disguised that sometimes we have to wake in another world to know it.

BOUGHT IT AT AUCTION.

At the auction sale last week, the plant of the Plymouth (Ind.) Cycle Mfg. Co. was bid in for \$15,000 by J. H. Bass and R. T. McDonald, of Fort Wayne, who will remove it to that city and establish a cycle factory there. The Plymouth Company formerly built the Smalley Bicycle.

HEATED ARGUMENT.

"Your Majesty," said Lucifer, "that century riding bicycle fellow still replies that it is not hot enough for him."

The Prince of Evil was visibly irritated. "Apply the forced draught," he commanded.

"We have already done so, Your Majesty," answered the trusty subordinate.

"Well, then, have the mechanical bureau explain the theory of bevel-gear versus chain-driven bicycles to him. That will make it seem hotter, anyway."

SOFT AS SUMMER ZEPHYRS.

The Craig Cycle Saddle Company, of Lawrence, Mass., announce that they shall make no material changes in their saddles the coming season. In their new catalogue they will more fully illustrate the construction of their famous air cushions, so that prospective buyers may know the difference between the Craig Automatic Pneumatic saddles and the various imitations that they claim are being offered by numerous manufacturers as 1897 saddles.

This company was late in getting started, and September 1 found them without a single finished saddle in stock of the class known as Class "A." The accompanying cuts illustrate this class. The airbags, B, are of peculiar construction; the two chambers being connected together by the small cross pipe, A. The air conduit through this small pipe is so small that the air cannot pass from one chamber to the other only very slowly. It is claimed that this is the feature that has made the "Craig" saddle so popular the past season.

Fig. 1 shows the saddle ready for use. Fig. 2 shows it with the leather covering removed. Fig. 3 shows a rear view, with the nickel-plated binding strips removed, and the back of the leather cover turned upward showing the chambers that hold the airbags. It is said that ten minutes' time is all that is required to remove the airbags and replace them again through these openings here shown. It is claimed that this is the only pneumatic saddle that does not have to be all made over to renew the air chambers. These chambers have been in use through the season of '95 and '96, and ridden thousands of miles, and are good yet, none having yet worn out.

In Fig. 2, A is the air equalizing pipe. B the rubber airbag or cushion. E the hardwood bar running the entire length of the saddle. C

is the soft felt edge to keep the air chambers in place, and forms a comfortable seat when



Fig. 1.

the airbag is deflated. D is the soft wood plate 7-16 of an inch thick, the grain of the wood

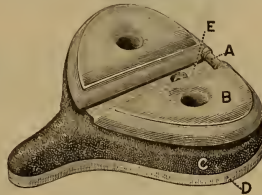


Fig. 2.

crossing the hardwood bar. Bolts pass through this bar and plate, and when the steel

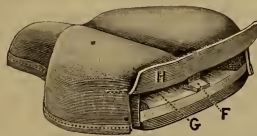


Fig. 3.

fastening is made on the under side, it is said to be indestructible. The company claims that

there was not a single break reported of this class of saddle in the past season.

It will be seen that by removing the airbags these cushions may be filled with soft felt, curled hair or sponge rubber in a few moments. Mr. Craig says that he has tried all of these substitutes, and knows their value. He says that there is nothing that will fill the place of these peculiarly constructed air chambers. He claims that it is this feature that has made them so popular of themselves, and will continue to make them the leaders of health and comfort saddles. The price will be reduced to \$5.

SETTLING THE "FIRST" DISPUTE.

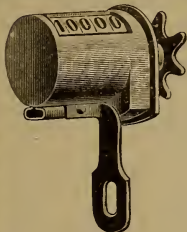
In order to relieve any doubt in the minds of those who are uncertain as to the time of beginning and the origin of the bicycle industry in America, the Pope Company supply the following data, which they are in position to vouch for: In 1877 the Pope Manufacturing Company imported the first bicycles placed on the American market, and on March 13, 1878, made the first sale to a customer. The first bicycle ever manufactured in America was built by the Pope Manufacturing Company, Hartford, Conn., in 1877, and was sold to Mr. W. D. Swan, of Boston, September 23, 1878.

SAVES MONEY.

"I don't see how you economize by letting your wife have a bicycle."

"I do. She rides so much she has no time to wear her other clothes out."

Wheelmen in Vienna feel that they have just cause for complaint when the police arrest them at midday for riding without a lamp.



There's not
an Agent
in the land

who will not find the...

HANEY * CYCLOMETER

One of the handsomest sellers of the '97 season. In all the world there is no more reliable mileage recorder made. It is simple and positive in action. Has few parts and no springs.

Nor is there . . .
a Rider . . .

who will not be
pleased with the



INDIA * TIRE,

Especially with the famous non-slipping Arrow Tread. The India Rubber Co., Akron, Ohio, make it, which should commend it to all who desire good goods. And the old reliable **Straus Tires**—we handle them, too, and they are better than ever.

And it is well worth your while to get figures on the **Cilley Chain**. They are interesting. . .

OLIVER, STRAUS & CO., 23 Park Row, New York.

Kindly mention The Wheel.

QUICK TRAVEL FOR PATEETES.

Peoria, Ill., Dec. 14.—Travelling men who visit the manufacturing trade in Peoria know full well the unique, romantic trip necessary to reach the factories of the Peoria Rubber and Manufacturing Company and Rouse, Hazard & Co. With motor car and steam engine and a bit of walk across fields, the trip is a varied one, but time-consuming. All that will soon be changed.

The directors of the Peoria Rubber and Manufacturing Company have formed a new company—the Glen Oak and Prospect Heights Railway Company—with Monroe Seiberling, president; J. H. Seiberling, vice-president; Fred Patee, secretary; A. G. Siebling, treasurer; F. L. Knyder, assistant treasurer, and C. J. Butler, general manager, and an electric line is even now in course of construction. The ties and rails are mostly laid, and by February 1 the new road will be in working shape. The route will be from the Union Depot direct to the door of the factory, where Patees are made, passing the leading hotels coming and going. The time will be just twenty-five minutes each way.

Relative to listing their '97 Luthy cycles at \$150, Luthy & Co. say, almost as if by way of apology, "the Luthy wheel is intended for ladies and gentlemen." The price named, it is stated, is not sufficiently high to deter purchasers who are satisfied after an examination that the wheel possesses all the points of superiority claimed for it. Among other features they claim absolutely unequalled material, wrought out in the most thorough manner regardless of cost, making every wheel one that is practically built to order. Riders not content with a \$100 mount can turn their attention to this \$150 wheel, which the makers claim is the only one that is "best all through."

BROOKLYN WILL BOOM THESE.

While special vehicles of the sort have been built to order, it is only recently that the Gendron Wheel Company decided to make a systematic effort to popularize the pneumatic tired baby carriage. The effort is now well under way, and the Gendron people report splendid results. The carriages are particularly luxurious looking affairs.

WITH PATENTE DVEICES.

A number of leading business men of Cheyenne, Wyo., have organized a company to be known as the Wyoming Cycle Manufacturing Company, for the purpose of manufacturing a limited number of high-grade cycles. The machines will be made of the best material on the market, and will be equipped with several patented devices.

OPENING FOREIGN EYES.

H. F. Frevert has just returned from a five months stay in Europe, in the interests of the Garvin Machine Company. He states that he found manufacturers generally very willing to receive him, and that he did a particularly good business in Germany and Austria.

WILL PREACH "CURVE."

One of the best-known cyclists in Philadelphia, John E. Doughty, who, for the last year, has been located at the Quaker City branch of the Keating Wheel Company, will shortly travel through New Jersey and Pennsylvania with a full line of Keating samples.

SIGNED, SEALED AND DELIVERED.

Baker & Hamilton, of San Francisco, have contracted with the Acme Manufacturing Company for the sale of Stormer bicycles on the Pacific Coast. The contract was sealed with a fat order.

HERE IS SOMETHING NEW.

Probably the most radical '97 feature which has yet been brought to light is being shown by the American Waltham Manufacturing Company, of Waltham, Mass. It was incorporated in their Waltham Comet bicycle, which was exhibited in the city during last week. The novelty is practically a revolution in bearings. They term it their "three-ball bearing," which term practically explains it. The illustration shows its man-



ner of construction. Reduction of friction is the main claim made for it. The Waltham people make this explanation.

"The separator shown in the cut does the whole business, by keeping the balls apart. In the old style bearing the balls turn in the direction the cone is running, that is, the side to the right is going down while to the left it is coming up, while the second ball is going down the same way as the first ball it meets the first ball coming up in the opposite direction, thereby causing considerable friction. The separator in our bearing reduces this friction to a minimum. Again, there is no possible chance for the balls to slip, for the cup and cones being made of the best tool-steel, hardened and ground perfectly true, makes it possible to have a bearing that will run true when properly adjusted. Therefore the cone touches the balls at all three points at once and the taper of the cone keeps the balls pressed against the circumference of the cup, making it impossible to slip. The two balls in the bottom of the cup govern the separator and the separator governs the top ball."

The company is also prepared to manufacture hubs fitted with this three-ball bearing.

GREAT ON NINES.

This is the newest cyclometer brought out by the American Clock Company, of Boston. Model 3 they term it. It is quite small, the illustration showing its actual size. It weighs but 1 1/4 ounces. The feature, as will be seen, is its double register, the upper dial of which



records 9,999 miles and the lower ninety-nine miles, each registering independently of the other. The lower dial is intended as a trip register, and can be set back to naught by the mere turning of a screw on the under side of the instrument.

WHALEBONE WHEELS.

The Whalebone Buggy Company, an extensive vehicle concern at No. 198 South Meridian street, Indianapolis, Ind., are about to add bicycles to their interests. They will confine their efforts to a jobbing trade.

UNDER THE RED FLAG.

Geo. B. Spearin & Co., who handled Cleveland cycles in Jersey City and Bayonne, N. J., have assigned. The receiver appointed is Geo. C. Tennant. The business will be sold out by the Sheriff to-day.

COMES THE CLIPPER SAILING.

Full of floating bubbles and naked cherubs—that is, pictures of bubbles and cherubs—the catalogue of the Grand Rapids (Mich.) Cycle Company forms the first fluke in the great heap of catalogues which will grow and grow in THE WHEEL office during the succeeding weeks. The Grand Rapids publication made its appearance late last week. It shows the Clipper bicycles to advantage; its other contents, the reading matter, has been well "boiled down," and is written in terse, common-sense fashion. It contains "nothing particularly startling," the preface states, "but what we say is true."

A \$100 Clipper bicycle is no longer listed—\$80 is the price of the most expensive singles, the Light Roadster and the Ladies' Single Tube. The Full Roadster and the Ladies' Double Tube sell for \$90, and the Business Clipper for \$50. The price of the double diamond tandem is \$100; the combination tandem, \$115.

On the subject of price, the Grand Rapids people say: "Our aim is to give the rider and dealer the kind of a bicycle they want at the price they ought to pay. We could make cheaper bicycles than we do, but they would not be so good. We could ask more than we do, but they would be no better. The price of a Clipper bicycle is based upon its cost to produce, with the cost of selling and a legitimate maker's profit added. The different prices are the result of a difference in the methods of production. Our highest priced wheels cost the most to make; they embody every up-to-date feature of bicycle construction. It is nonsense to pay more than the price we ask for our best Clippers. No bicycle need cost more than these wheels; no bicycle can be better made. If the pleasure of saying a bicycle cost more is worth the difference in price, it may be right to pay the money."

RAWHIDE ROTATORS.

At first blush the use of rawhide in the manufacture of a bicycle chain would not impress one favorably, but when it is understood that the commodity is used for the bearings of some the heaviest machinery, the first impression would speedily disappear. The rawhide cycle chain is, like the rawhide bearing, an accomplished fact. It was given a test during the six-day race last week, and with such excellent results that the inventor, F. W. Barker, No. 253 Broadway, this city, has interested capital and hopes shortly to place the chain on the market in quantity. Strictly speaking, rawhide forms but a small part of the Barker chain. It obtains its name from the fact that the centre blocks are composed of raw-hide, which lie between the metallic sideplates. The rawhide serves as the major pivotal bearing for the pins, and reduces the frictional contact to a minimum besides requiring no lubrication. The rawhide projects slightly beyond its flanking plates at the ends and thus receives the impact of the sprocket teeth, thereby entirely obviating the clicking or rattle which occurs with the use of the ordinary metal blocks. Thus the chain is rendered entirely noiseless in its operation. As no graphite need be used with the rawhide chain, it is always clean and will not collect dust or mud.

Schock, Moore and "Major" Taylor were the riders who used the chain during the six-day race. Schock did not obtain one until the middle of the week, but expressed himself as sorry he had not obtained it sooner.

If you've a temper hang on to it; and if you've a bad one don't lose it, if you possess any idea of being popular as a tour companion.

True Americans—
Windsor Bicycles.

Windsor Bicycles are
American Beauties.

The Agent is
Satisfied with

Windsor
BICYCLES

At \$100.

We have in addition to the American Beauties,

The Pacific at \$60,

Making the Finest Line of the Year.

INVESTIGATE.

Siege and Walpole Mfg Co
KENOSHA WIS

Branch House, 285 Wabash Ave., Chicago.

Address all mail to general offices and factories—Kenosha, Wis.

Your Money's Worth—
Windsor Bicycles, \$100.

Kindly mention The Wheel.

You Find Windsors
Among the Leaders.

LIKE A PARROT.

Toes of Wheelmen Are Thus Turned, According to the Learned Doctor's Ideas.

"Yes," said the Learned Doctor as he dismounted from his bicycle, "it is true."

He addressed himself to no one in particular. He gave utterance to the words as one speaks when profoundly impressed with a truth. Unconsciously he spoke aloud, as though he had been trying to convince a friend instead of holding an argument with himself. His brows knitted, and he looked steadily at his feet. He thrust one foot forward, still keeping his eyes fixed upon his feet.

"I say," he continued, still talking to himself, "it is true."

"And pray, Doctor, what is so true that you must converse with yourself about it in the presence of such good company?" asked the Beautiful Young Woman.

"Eh? What? I beg your pardon," returned the Learned Doctor.

"Dear me, I should say that you were preoccupied," said the Beautiful Young Woman. "But you haven't answered my question. If it is not impertinent, suppose you tell me what it is that is so true."

"With pleasure," said the Learned Doctor, "but it is an unpleasant truth. The fact of the matter is, this bicycle riding is retrogressive. We are rapidly reverting to the condition of our American predecessors, the aborigines. In another century, perhaps in half a century, we shall all become as pigeon-toed as the proudest family of Hurons or Senecas that ever walked a trail through the heart of the nation."

"What!" gasped the Beautiful Young Woman. "Pigeon-toed?"

"You heard me," replied the Learned Doctor, gloomily; "pigeon-toed."

"But why?"

"Why do birds sing?" rejoined the Learned Doctor, lifting his eyebrows. "Why do dogs bark? Why do horses trot, and other things do so and so and so and so? Because they can't help it. For three weeks I have made this matter a study. It began with my own experience. The first three or four times that I rode a bicycle I was learning, and I had so many new sensations that the subject of toes never gave me a moment's thought. One day, perhaps a week after I had become sufficient master of the machine not to run over a dog on the other side of the road, I felt rather a peculiar numbness in my toes. I thought at once that it was the result of weariness. So I dismounted for a time. But I rode again, and again I experienced that same sensation. Something made me look down at my feet, not that they are so striking as to command uncommon attention, and, do you know, I was sitting on my bicycle, with my toes describing lines of an acute angle whose apex was not more than two feet from the front wheel of the machine."

"Well, of all things," ejaculated the Beautiful Young Woman.

"Exactly. That's much the way I felt about it. I said to myself: 'Here I am going up and down the principal streets and through the parks looking like a perfect fright. Never in my life prior to this time had I the remotest idea that I was pigeon-toed, slightly or otherwise. I'll abandon the wheel the moment that I get home.' The longer I rode the more I thought about it. The pleasure of bicycling was so great that I hated to think of giving it up. At last I began to take observations. I found that every rider who passed me was inclined to be more or less pigeon-toed. You may think

this an exaggeration, but look for yourself. I never have seen so many pronounced cases as I have this afternoon, and that is responsible for the explosive manner in which I addressed the air some minutes ago."

"But do you think that women, too, are affected that way?" said the Beautiful Young Woman, with the faintest suspicion of a blush stealing over her cheeks.

"Why not?" candidly replied the Learned Doctor. "If anything, I am of the opinion that the conformation of the female form is such that women would be a trifle more pigeon-toed than men. Of course it would not show under skirts."

"That settles cycling for me," said the Beautiful Young Woman.

"Oh, no," said the Learned Doctor, earnestly. "Oh, no, I wouldn't sacrifice all its benefits for a little matter like that. Too much good can result from cycling for one to pay attention to such a thing as a small curvature of the toes. And your skirts hide it all in any event."

ISN'T THIS A NICE MAN ?

Philadelphia wheelmen should at once proceed to erect a monument to Superintendent Thayer. This official is too wise to live long, and his wisdom should not go unrewarded by wheelmen, a class for whom Superintendent Thayer evidently entertains naught but the kindest of feelings. That this is so, see the following rule Superintendent Thayer has just promulgated:

Two bicycles cannot be shoved up a hill by one person, nor lead one and ride another, nor tow a bicycle by rope or otherwise.

It is well to have it known as widely as possible that two bicycles cannot "lead one and ride another, nor tow a bicycle by rope or otherwise," but why the ungallant proclamation that "two bicycles cannot be shoved up a hill by one person." Suppose one of the riders is weak, inexperienced or incapacitated? Why should not his or her companion help the dismounted one over the hill by assuming temporary charge of both machines? This rule says no. If in any company of

NEW ONES ON HIM.



Father Noah, as he gazes earthward from his perch in the clouds: "Bless my soul! I thought I had a pair of every living thing in that ark of mine, but I have no recollection of having any of those creatures down there, nor do I find them on the good old Ark's manifest."

WAS NOT FAVORED.

"Look here," said the editor, "you include in this poem a line about the earth cycling around the sun."

"Yes," replied the poet, confidently; "and I'll stand by it. That line, sir, is not only an example of polished expression, but it is astronomically correct."

"Mebbe so. But it won't go here. 'Cycling around the sun,'" he repeated scornfully. "Why don't you take the earth and put bloomers on it, and be done with it?"

WHY HE WAS GENEROUS.

She—Precious, did you give me this beautiful wheel because you love me?

He—No, darling; I gave it to you because I am tired of lending you mine.

MARY AGAIN.

Mary had a little lamb,
It followed her each day,
Till Mary put the bloomers on,
And then it ran away.

wheelmen in Fairmount Park one of the number comes to grief and can neither ride nor take care of his bicycle, the luckless wheel must be left in the road if there is a hill intervening, since "two bicycles cannot be shoved up a hill by one person." All this, of course, supposing Superintendent Thayer's new rule is adopted by Philadelphia Park Commissioners.

ANYTHING GOES THERE.

"Dauber looks quite prosperous. What's her doing?"

"Drawing for one of the magazines."

"Indeed? I didn't know that he possessed any artistic ability."

"He doesn't. He draws the bicycle pictures."

REASON FOR REVERSES.

Some men are so careful in preparing for all possible accidents to the wheels they ride that they need a whole kit of tools just to make a mistake.

AN INTERESTING STORY.

Some Close Predictions Regarding the
Bicycle's Future Made by Back
Numbers.

Whoever compiled "The Olive Branch," as the Olive Wheel Company, of Syracuse, N. Y., title their advance catalogue, delved deep into the misty past. The result is a résumé of early cycling history, which, by the light of to-day, is uncommonly interesting. It shows how the cycling shadows cast themselves well in advance.

We are told, says "The Olive Branch," that the first step toward the most popular vehicle of the period was taken in France. It was in July, 1779, that the journals of Paris announced with much derision the appearance of the first velocipede of which there is authentic record. Two enthusiastic Frenchmen, Masurier and Blanchard, the latter a celebrated aeronaut, had invented "a wonderful two-wheeled machine," which was "destined to overthrow within a hundred years the monopoly held through long ages by the faithful horse and patient ass, and enable man to propel himself on the earth at a rate of speed only limited by his strength and endurance."

Louis XVI commanded the inventors to appear before the court and give a public exhibition, which was done, and in the presence of Marie Antoinette at Versailles he promptly turned it down as unworthy the serious consideration or even respectful attention of the French public.

The Duke of York learned of the curious wheelhorse of his enemies across the channel and invited the disheartened inventors to come over and display it for his own satisfaction. The Duke was pleased with it and his enthusiasm laid him open to much ridicule on the island and on the Continent. The first product was styled the "dandy horse." Two wooden wheels of equal diameter were joined by a wooden reach, which the "rider" straddled and propelled himself by thrusting his feet on the ground and pushing with the toes, directing the course of the contrivance by means of steering handles above the forward wheel. Saddles were not thought of. The popularity of this remote ancestor of the "safety" of to-day was of short duration, and it was soon forgotten, only a few being made for the "dandies" of London, from whom it took its name.

In 1818 Dennis Johnson improved on the "dandy horse" by adding an abdominal rest, but the riders still did more walking than riding, and three years later Louis Gomperts introduced a driving handle attached to a cogged segment fitted in a sprocket on the front axle to assist with the hands in propelling the machine. But to M. Salices, a French naval officer, belongs the credit of first lifting the "dandy horse" rider off his feet into a saddle. He discovered that by attaining a certain speed the rider could maintain his equilibrium, and he attached cranks to the axle of the front wheel and provided a saddle. This was in 1863, but strange to say, the improved machine did not receive much attention until introduced into New York in 1866. The next year all Paris became enthusiastic over the new mode of locomotion, and this was the first real "wheel craze."

The newspapers of Paris during the year 1868 had a rich field in ridicule and caricature for the parographers' and cartoonists' pencils. New York was not slow in taking up the subject and "The Tribune" of September 2, 1868, said, "With the Grecian bend, we are to have velocipedes in this country, which are so popular in Paris. These velocipedes have but two wheels, one of which immediately succeeds the other in a straight line. * * * It is three

feet high and seven feet long." The same month "The Scientific American" described in dignified language the first velocipede race, which took place in Paris early in the month.

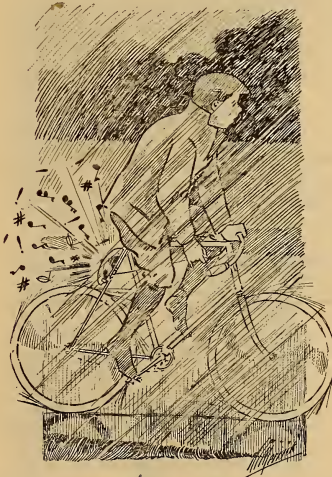
The first riders in New York provoked a varied stream of comment from the newspapers and magazines. "The World" of October 20, 1868, said: "Two or three infatuated persons, probably driven mad by protracted tortures on the street railway cars, or by the spurs which patient pedestrians of the omnibus take, have made up their minds to introduce into New York the modern French velocipede. This is simply a contrivance to enable able-bodied persons of a malicious turn of mind to make catapults of themselves. Such persons, leaping on a velocipede and putting it to full speed by rapid pulsations of either leg, can launch themselves with terrific force and fury against the legs of their fellow-creatures. No matter what damage they may inflict upon their victims, they can always get out of the reach of an indignant populace, long before the nearest policeman can reach the spot."

The bloomer girl was foreseen by the venerable Horace Greeley, who, unwittingly, per-

speed the awkward Ixion never knew? Indeed, family velocipedes may be constructed to accommodate suburban pater familias—velocipedes with a baby seat in front." All this, written to ridicule, has come to pass and no longer attracts attention.

This caustic comment doubtless served to deter many prospective purchasers from attempting to master the wheel, and soon after 1868 followed a period of inactivity in velocipede riding which lasted until after 1873, in which J. K. Starley brought out the "ordinary," when the name "bicycle" was for the first time generally substituted for velocipede in public use. The "ordinary" started another boom and enjoyed its full popularity soon after the Centennial Exposition of 1876 at Philadelphia. In 1878 the first American company was organized to manufacture bicycles, and from that date the evolution of the bicycle was marked by rapid strides. The same man, Starley, is credited with the first application of the sprocket and chain which made the modern safety possible, and the improvements since 1886, aside from the substitution of first rubber tires for steel fellos and later the greater boom—pneumatic tires—the improvements have largely been in reducing weight while securing increased strength, achieving more graceful lines and in bettering the workmanship put into the vehicle generally.

THE JOYS OF MUD PUGGING.



"Ringing Wet."

haps, foreshadowed her coming when he wrote in his Tribune of November 21, 1868, two columns or more on the strange vehicle which had created such a furor in the civilized world. "It is a matter of doubt," wrote the great editor, "whether the ladies will take to velocipedes or not. The use of the bicycle is, of course, out of the question unless each fair rider follows Jessica's example and obscures herself in the lovely garments of the boy."

"The revived velocipede has fast run off with the wits of the male and the modicum of modesty pertaining to the past among ladies—both sexes joining in fast travelling on the straddlebug arrangement," another writer facetiously declared about the same time. "We shall soon see the strong-minded women of the day astride of their hobbies on wheels—blue-spectacled, spindle-shanked and pantalooned—their skeleton skirt having been discarded. What cometh with its downy tail flaunting over a third of the celestial plain will attract as many eyes as the blooming seventeen-year-old comet, shining with all the effulgence of voluptuous charms, veiled, not hid, by a dainty bloomer costume, mounted on a velocipede, which the little feet will propel at a

RUNNING OVER BUSINESS.

"Well," said the young undertaker to his friend, the reckless scorcher, "whenever you see a chance to help me out any let me hear from you."

"All right," replied the scorcher, "I may run across a little business for you most any day."

SLEEPING AND CYCLING.

The new \$300,000 dormitory of the New-York University contains some features novel in college, the first of which are the three bicycle halls, extending from stairway to stairway on the west side of the building, and fitted so that 100 bicycles may be stored.

WHAT THERE IS IN A NAME.

"Want a new name for that non-detachable tire of yours, eh? Well, how'd it do to call it the Bryan Inaugural?"

"What's appropriate about such an idiotic name as that?"

"It will never come off, will it?"

NOW THE GAS HOUSE.

The latest is that cycling has decreased the revenue of many gas companies, the reason given being that while in the past people would gather round their family hearths, they now go out for a ride.

WAS NOT SO FUNNY.

A Berlin workman who upset a cyclist the other day "just for fun" has been sentenced to three months' imprisonment, which no doubt will cause him to ponder over just where the "fun" comes in.

NOT ALL DECADENTS.

The popularity of cycling is proof enough that the weakness of luxury has not yet attacked the mass of the people to the injury of the health of the Nation, despite all of this twaddle about decadence.

INVERTED.

Girl, wheel;
Banana, peel.
Slip, whirl;
Bicycle?—girl?

WHEN NATURE SLEEPS.

It is winter in the suburban woodlands. Silence as of deep sleep has settled upon them, and the red warmth of many leaves has died out of the woodland carpet, leaving it throughout its whole length and breadth a uniform smooth russet. The eye of the rider who wisely forsakes city asphalt for rural rut and stone, and who formerly found every woodland aisle stopped with greenery, now follows for many hundred feet the undulations of the russet carpet, so that the woodland seems clean swept of its midsummer mystery, a broad domain open to wind and sky, flooded with sunlight on fine days, wavy with moonlight when the moon is great.

It is now that the country-bred wheelman, lover of wild things, sensitive to the charm of the rabbit's track in the snow or the raccoon's clawed footprint at the roadside, finds the suburban woodlands most lacking in the spell of untamed nature. As a matter of fact, however, even the suburban woodlands have a few wild creatures. Hickory nuts still hanging in bushes on some trees are found on the dead leaves cut open and picked clean by some sharp-toothed fellow of the squirrel kind. Red squirrels chase one another along the stone walls that edge the Hunt's Point road; quails in small coveys cross the path of the lone rider in Pelham Bay Park. But the casual wheel rider's rush past a suburban woodland seldom reveals these things, and, despite the mute beauty of trunks and branches, close-packed buds, massed as d lichened stones, and the occasional hardy plant still green, the December woodland has a touch of melancholy.

There is still, however, a freshness and balsamic spice to the woodland atmosphere. The woodland refuses the vulgar yoke that has been placed upon all things else suburban. Nobody has yet painted the tree trunks or introduced scroll saw decorations as a substitute for vine wreaths. The smell, the color, and the texture of unspooled open air nature still rests with the woodlands, and the great trees faithfully keep their trust. The area over which they sway and sigh in the winds is yet sacred ground, a region differentiated in climate and aspect from the fields that have been cut up into building lots.

Frosty mornings still find the woodlands filled with magic. There are strange tracings of the frost upon fallen leaves, and two hours after sunrise on such days a faint mist veils the whole russet area, as if caught in the tangles of twisted vines and bare branches. Sunset fires gleam low at the end of the woodland aisles. Frozen pools in the woodland hollows reflect the fleeting ethereal rose of the twilight day, and the moon comes to blanch the woodland carpet and mesh it with a tissue of divine shadows. A nut falls from time to time with sharp crackling thwack on the leaves, and the hull, parted in three, lays bare the hard white shell. By and by will come the snow, just infrequent enough hereabouts never to be commonplace, and the woodlands will then take on their Arctic beauty rare, and to the mind of the wheelman, surfeited with the recollections of midsummer greenery, fascinating beyond its coat in the more luxurious season.

CHICAGO THRIFT.

Wabash—I was sorry to hear of your divorce, old man. Couldn't you live happily together?

Van Buren—Oh, yes, happily enough, but matrimony was too expensive. You see, I am trying to save enough money to buy a bicycle.

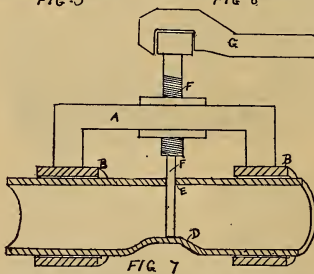
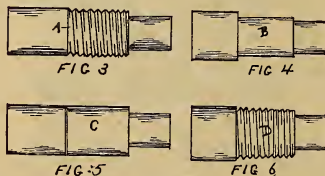
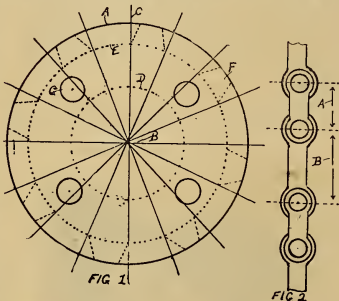
THEY ARE NEVER SATISFIED.

"The robe and wings are very pretty, Mr. St. Peter, but, if you please, I would prefer a pair of bloomers and a wheel."

STRIPPED THREADS AND TUBE DENTS.

Repairers are sometimes required to lay out sprockets in order to replace a broken one. Ordinarily anything of the sprocket type may be patterned after the rules relating to shaping gears, and the tables of any mechanical or engineering text-book can be used. But in laying out sprockets for bicycles a departure from regular methods is necessary. A simple way to do the work in a repair shop is shown in Figs. 1 and 2.

First get the dimensions of the chain by ascertaining the distances between the centre of the studs in the links, as shown by A and B in Fig. 2. These distances will govern the laying out of the pattern as in Fig. 1, in which the pattern is first cut to conform to the size of the sprocket, the distances being marked A. Lines E and D should then be drawn, the centre obtained and lines C



spaced across evenly as indicated. The teeth (F) can then be marked off. The pitch of the teeth will, of course, be calculated in the usual way. The shoulder of the teeth will be ground off to suit the requirements of the chain. The holes G will be cut last, these furnishing a means to bolt the sprocket to the set-spokes.

Stripping or wearing off of the threads of a cone-shaft is common. A large number of wheels are brought to the repairer every season with this injury. Cone-shafts vary so in sizes and shapes that it is difficult to keep an assortment on hand. We have found it best to repair defective cone-shafts, and since the work can be done in an hour, the bicycle is not long laid up. Fig. 3 represents a part of a cone-shaft, A being the thread. If this thread is broken, worn or stripped, put the shaft in a lathe and turn the thread entirely off, leaving the shaft with the shoulder (B) as shown in Fig. 4. Next make a

shell from steel tubing the right proportions to fit snugly upon this shoulder, as shown by C in Fig. 5. This shell may be brazed on securely or pinned with a key. Either way answers the purpose. All that remains to be done is to cut a new thread the dimensions of the old, as signified by D in Fig. 6. Such a job will last as long as if a new cone-shaft had been put in.

The denting of tubing in frames has always been of frequent occurrence. There are several ways to remove such dents. A crude way consists in boring a hole in the tube opposite the indentation and driving back the dent by inserting a tool punch through this hole and hammering it. This sometimes cracks the tubing. There are one or two costly devices for expanding indentures in tubes. A cheap, home-made and unpatented device for doing this work is exhibited in Fig. 7, in which a simple frame of iron marked A is made in such way as to support the clasp rings BB, as shown. These rings encircle the tube to be treated.

The sectional view shows the interior of a tube in which is the dent D. A small hole must be bored at E, but this can be plugged and brazed over so as not to show. In the frame (A) is the threaded-shoulder in which operates the screw (F). This screw is in turn worked by the wrench (G). The pin (F) is steel, very stiff and flat-pointed. To press an indentation outward, it is only necessary to turn the wrench slowly until the pin (F) expands the bent tubing back to place.

GEO. D. RICE.

QUESTION OF FINANCE.

The physician looked troubled. "Do you know anything about the Browns?" he asked at last.

"What do you want to know?" inquired his wife. "I have met Mrs. Brown a number of times and she seems to be a very pleasant, well-bred woman, who?"

"Oh, I don't care anything about that," interrupted the physician, quickly. "I was thinking about Mr. Brown's financial condition."

"I think he pays his bills very promptly." "I know he does," exclaimed the physician, impatiently. "But is he really a wealthy man, or is he only moderately well off?"

"I don't see what business that is of yours," suggested his wife.

"I want to prescribe for his wife." "What's the matter with her?"

"Nothing. That's just the trouble. She complains of a feeling of lassitude and all that, and I must humor her or lose all the business of the family."

"I don't just see!" "Oh, of course you don't. You've been a doctor's wife for ten years, and you don't know anything about the business yet."

"But what effect can his health have upon your prescriptions?"

"Why, the whole thing depends upon that in a case like this. If I have no idea how much he is worth, how am I to know whether to advise a trip to Europe or the purchase of a bicycle and the moderate use thereof?"

DOUBLING UP ON HIM.

"If you buy one of my new patent economical lamps," said the inventor, "I'll guarantee that you'll save half the oil you now burn in the one you have."

"Why not buy two of your lamps," queried the prospective customer, "then, and save all my oil?"

THEY WANT NO MOTTO.

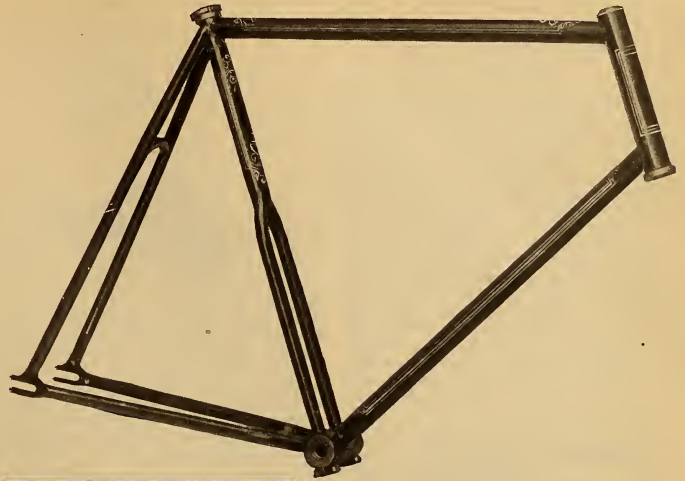
"A ring in time saves crime," would be an excellent motto for the reckless and scorching riders to adopt and follow.

NEW YORK.

BOSTON.

Their Worth
Is Equaled
Only
By
Their
Beauty

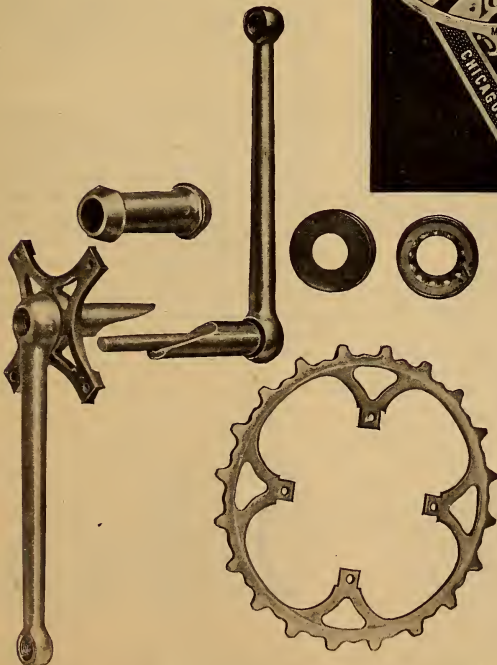
~ ~ ~



You
Want
This
Agency.

Distributing Agents:

- JANNEY-SEMPLE & CO.,
Minneapolis, Minn.
Entire State of Minnesota, North Dakota,
Northern and Eastern South Dakota,
Northeastern Iowa.
- J. A. JOHNSTON, - Pittsburg, Pa.
Western Pennsylvania.
- LEE CLARKE-ANDRESEN HDW. CO.,
Omaha, Neb.
Entire State of Nebraska, Northern Kansas,
Northwest Iowa, Southwest South Dakota.
- REEVES & CHAVANNES, Baltimore, Md.
Northern Maryland.
- FLETCHER HDW. CO., - Detroit, Mich.
Entire State of Michigan, Northern Indiana,
Northwest Ohio.
- C. C. STOLTZ, - - - Marion, O.
Marion, Crawford, Wyandotte, Hardin,
Logan, Union, Delaware, Morrow and
Seneca Counties, Oh'o.



PROVIDENCE.

Kindly mention The Wheel.

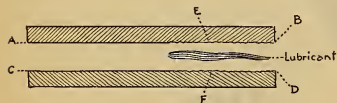
LONDON.

SOME FRICTIONAL FACTS.

How Various Forms of Bearings Have Been Introduced in Cycling to Avoid Friction.

Under the tires of our wheels we want friction, that we may get a grip on the earth and avoid very painful consequences; on the pedal it is positively necessary; total absence of it on handle and saddle would be inconvenient; even from sprocket and chain we could not quite spare it; but in bearings it is wholly execrable, if anywhere.

The little rapier of bee and wasp is said to appear, under the microscope, perfectly smooth and polished. This may be so; under the skin it is very jagged, and if it is really perfectly smooth we do not know of anything else that is. For all smooth surfaces are ragged, and all polished ones are rough. In Fig. 1, representing, if you like, two slips of steel of the finest polish, surfaces A B and C D are really full of little projections and inequalities, as shown, greatly exaggerated,

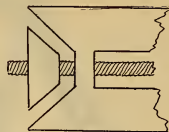


at E E, which hook into one another and hang on just as bush thorns hang to your clothes. Hence arises friction. The service of lubrication—and even water will temporarily act as a partial lubricant—is to level off these uneven surfaces and keep their tiny hooks apart. But it does this only imperfectly. The pressure squeezes the lubricant away; it thickens and dries, and it gets gradually mixed with dirt and with atoms of material ground off.

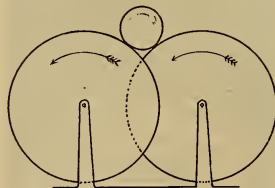
The old velocipede, which was only a pair of small wagon-wheels in a clumsy frame, followed the wagon in construction of bearings, and so did the bicycle itself at first. The bearing was "plain," the two surfaces rubbing or sliding on each other as best they could. But this is a very frictional method; and when man became his own horse and began to draw his wagon himself he discovered that he had no surplus power to spend on friction—so the bicycle-maker soon commenced contriving. He tried the "long parallel" bearing, which rubbed plain surfaces together as before, using simply a polished and hardened sleeve. A good example of this construction was furnished by the now defunct American Star, in market 1881 to 1887, its makers having been among those who did not "believe in ball bearings."

A plain bearing with parallel surfaces has the drawback of being non-adjustable, that is, as the rubbing surfaces wear away they become loose in fit, for there is no means of making the parts practically larger by bringing them nearer together. Strictly speaking, this is true only of parallel surfaces which are also parallel to the axis of rotation; set the planes of the rubbing surfaces at an angle with that axis, and the two may be made to approach each other. So the next step in improvement of bearings brought the "adjustable cone." (We should say here that the cone was known before the bicycle and that we do not pretend to chronological exactness). This cone (Fig. 2) was in general use about 1880, and riders of that day will recall what a plague it was on the "adjustable cone pedal" particularly. It is obvious that screwing cone C, to the right brings the surfaces A and B nearer together, and thus "takes up" wear; but the device had no other advantage, was very troublesome to adjust nicely, and was criticised, in its time, as a

means of making wear that wear might be taken up.



The true method of dealing with friction was known as long ago as the pyramids and the Tower of Babel, and was probably used by the primitive man almost as soon as he found he had hands. It consists of substituting rolling for sliding, and there is no other way possible; it is as solitary and final as the shape of the circle itself. For purpose of illustration we may consider that all surfaces are toothed, gears simply having larger and more regular teeth. Put rollers under a heavy thing, and the surfaces which would hang fast if they had to rub on each other, move tolerably well when they can roll on each other, just as gear wheels would stick fast by their teeth if pushed forward in a straight line, but yield easily because they can turn. An old and familiar example is the common grindstone bearing, thus:

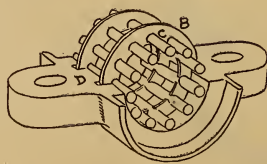


Here the axle rolls easily on the wheels without lubrication, and the movement of the latter on their own rubbing bearings is so slow that friction is slight; by mounting each of these little wheels on another pair the rubbing movement would be further lessened, and by adding enough more pairs the friction might be almost eliminated.

So rollers were put into bicycle bearings, but there is one difficulty that nothing can overcome; everybody knows that when rollers are used under a load they always roll crooked. So in a bicycle they will not stay parallel, and thus they bind and block one another. One device to prevent this was to make them overlap, as in the Challenge form, thus:



and sometimes the ends were set into revolving rings like this:



Such an arrangement is necessarily large and cumbersome, and it also fails to accomplish the purpose; for although the rings

hold the rollers from going askew their effort to go askew makes friction on their ends. Now and then some one of the host of useless inventors who never inquire what has been tried before their day brings out the roller again, and sometimes he wants to pack the case full of rollers, so that they will keep one another parallel; this at last, is the long-sought frictionless (?) bearing, only the rollers quarrel so in keeping one another straight that friction is developed again. The roller has had its trial and day, and it is done, as respects cycles.

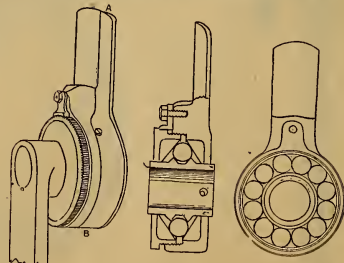
Shorten the roller and round its ends and it becomes a ball, which is only a short roller. A ball has as many possible axes of rotation as it has diameters, and can turn any way it pleases; so the ball bearing came in, and it is the ultimate device for doing the ultimate thing; substituting rolling for sliding motion in bearings. But the shape of the working surfaces, parallel or otherwise, flat or curved, between which the ball is held, and also their angle with the axis of rotation of the shaft, form a large subject which is not yet quite understood, and is certainly far from put in practice at its best. If we can throw some light on this subject, or, at least, incite to more patient and determined study, we shall not have discussed it in vain.

Some of the early and cruder forms of cone bearing did not thread one cone on the axle, but formed the bearing-case in halves on the "split lug" plan, the coned pieces (just like the halves of a split ring) having one of them movable toward the axle to take up for wear. An old pattern of ball bearing, adjusting on the same plan, is sketched in Fig. 6, as used on the front wheel of the Ordinary,



the axle not being shown. A disadvantage was that the axle, being grooved and hardened, was liable to break, although this could be met by using a collar; the Harvard of the Cunningham Company was of this pattern, and so was the Facile for several years. The adjustment was by closing the halves of the case nearer together, pieces of card or paper being originally inserted between. As with the cone just described, this adjustment was only in one direction, not circular, and it was criticised as inaccurate; it was, however, in the right direction to take up for the heaviest wear.

Then came the single-row pattern, shown



in Fig. 7, as first used on the Ordinary front wheel. This was covered by a patent of very doubtful validity, but that point has passed

out of discussion, nor, as already remarked, do we concern ourselves with exact chronological order. The name Eolus and the name of Bown have dropped out of use, and this single-row pattern, with adjustment by a cone movable laterally on or over the axle, is now universally employed on all cycle bearings. The double row has the advantage of width and steadiness, but the single row is simpler, more easily made, and favors narrow tread; with a few exceptions we need not consider, the "double-ball" went out long ago.

But balls only lessen friction; they do not entirely remove it. A perfectly frictionless bearing exists only in imagination and in the loosely phrased extravagance of advertisements; such a product is not in the nature of things. In Fig. 6 it is plain that the balls do not rub on each other, but they rub on the perforated collar which travels around with them. In the single-row pattern, as now used, they have no collar, but they rub more or less on each other; moreover, although they revolve in the same direction the adjacent surfaces of each two move in opposite directions. This statement disposes of the notion that a ball bearing needs no oil. Wherever moving parts rub there is friction; where there is friction there should be lubrication. The synovial fluid in our own joints and the tears which oil our eyeballs could tell us so much as this.

When the ball is in its place, what does it do? It must travel around the circle, unless jammed so tight that it cannot; but how does it travel? We have met one maker who avers that balls do not roll, but slide, and he can prove it; in his view, a ball bearing is therefore a plain one, with a row of little steel spheres shoved around between the two cones. We think his practice on ball bearings is better than his theory. Our own position is that the balls roll when they can and slide when they must; the proportion of sliding to rolling depends upon construction and treatment, yet we believe that faulty designing and a not thorough construction are compelling them to slide and twist as they ought not to do. Time was when ball bearings were special and a talking-point; now "balls all over" are common—indeed, they are rather too much so. If a bearing is to be so loose as to shake and knock about, it might as well be on the old plain model; on the other hand, if it is to be snug and even and is also to run freely, correctness of form and delicacy of fitting and adjustment are indispensable—if these are wanting, rolling friction will not be substituted for sliding, as intended and pretended. In practice this is now too largely so. Ball tracks not scientifically shaped and not accurately finished, balls not uniform in size and hardness, and not truly spherical, and (not least) wrong methods of adjusting, are, we think, responsible in the first instance for the bad condition often found by repairers, namely: bearings jammed, balls split, and cones flattened and "out."

The fact is that "high-grade" is as present a commercial phrase, much like all-wool. Any box with strings and keys passes for a piano; any construction with suspension wheels, wood rims and pneumatic tires is a bicycle; and dropping balls into a conical crevice at the axles makes a ball bearing. Yet there are differences, and the differences are going to be better recognized and considered. In our judgment, bearings have not received enough attention; this part of the structure has not kept pace with the rest, and it needs reform.

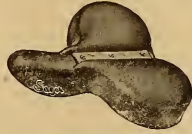
JULIUS WILCOX,

ALEX SCHWALBACH,

(To be Continued).

SADDLES TO SUIT ALL.

Not long since all bicycle saddles were practically of one style, the hammock pattern, made of hard leather swung between two points of a spring. This year, however, a very decided reaction has taken place and every saddle-maker shows a bewildering array. There are hard saddles and soft saddles, some are pneumatics and others are of felt, while the semi-pneumatic has also ap-



peared; all manner of widths are offered and the variations in lengths and heights leave little to be desired by even the most fastidious. The Sager Manufacturing Company, Rochester, N. Y., who make all sorts and sizes, are now showing their most recent addition—their "C" Anatomical, a saddle made somewhat on the lines of the usual rigid frame-seat, but instead of the customary metal base has a frame of veneered lami-



nated wood, which is, however, entirely covered with leather. The pads are of soft felt, constructed on scientific principles, and from appearance should make an extremely comfortable seat. The use of wood makes it possible to keep down the weight materially. It is only necessary to add that the Sager Company are among the pioneers in saddle manufacturing and know the business thoroughly.

HIS LAMPS WERE MISTY.

"Wonder which way the bicycle is going to turn?" thought a fat man, who, after considerable tacking, had managed to land at the corner of Eighty-fifth street and the Boulevard on Saturday night. "Guess I'd better stand still until it passes," and he braced himself for a short stop.

"Don't seem to be in any hurry," he continued, after weaving back and forth and watching the light for several minutes. "Most dangerous thing in the world; liable to run a man down in the dark and kill him. Always was afraid of those machines," he mused, nervously. "Safer to get on the sidewalk till it gets by," and he staggered to the walk and hung to a tree box.

Five minutes more slipped along, and he spoke to a passing boy.

"Sonny, what 'n thunder is that fellow doing on the bicycle up the Boulevard?"

"Can't see any bicycle," responded the youngster, looking in the direction indicated.

"Don't you see that bicycle light right ahead in the Boulevard?" asked the befuddled man.

"That! Oh, that is a lantern hung on a stick over ripped up car tracks at Eighty-sixth street," said the boy, as he went away whistling.

CONDUCTIVE.

Minnie—I wonder if I will get my stocking full this Christmas?

Mamie—It's rather late to begin, but you might try bicycle riding.

It's a credulous world—every man believes in himself.

SOMETHING TO STUDY.

Now that the rider of '96's vintage is perforce compelled to let his blood circulate at its normal speed through his anatomy and to turn his mind to other things in his leisure time than riding his favorite machine, it would not be a bad idea if a little attention were given by him to the construction of the wheel he has ridden, so that in case of emergency he might be able to save himself a possible walk.

Every rider, novice or otherwise, should know how to repair any possible form of tire puncture. No accident is of more common occurrence, and yet the prevailing ignorance regarding same is astonishing. Repairing is an accomplishment easily learned, and it behooves every rider, woman as well as man, in these days of relaxation to spend a little time in getting acquainted with the mysteries of the tires.

One does not have to travel far to come across men who have ridden pneumatic tires three or four years, yet who know little or nothing of their construction—being so ignorant, in fact, that the repair of a single puncture takes them an hour, against the ten minutes it should require; while others again have learned their lesson so badly that with them a flabby tire means nothing for it but to ride home on the rim, or reach their bourn per train or Shanks' mare.

Both chain adjustment and bearings should be accorded minute investigation, particularly as these parts of the machine have a penchant for getting out of gear oftener than other portions of the wheel.

DIVISION FOR CYCLE PATENTS.

The extraordinary growth and popularity of cycling has made its impress even upon the staid machinery of government. The Commissioner of Patents has been obliged to recommend the creation of a new examining division. The bicycle, he explains, has practically opened up a new industry, and has brought upon his office an enormous amount of work in this one line of invention.

All applications for patents on improvements are energetically prosecuted, and the pressure for early and prompt action is great, as it is a matter of the utmost importance to manufacturers and dealers that orders for each season should be filled with the latest improvements added. The amount of work in this field is sufficient to keep an examiner and his corps of assistants busy disposing of business as it comes in.

The bicycle is now classified with the harvester, and gets only a share of the attention of one division—No. 7. This division is now further in arrears with its work than any other in the office, and it is proposed to relieve it before the glut becomes worse.

CONSUMPTION CURER.

The best word yet said for the wheel comes from Dr. Abbott, secretary of the Massachusetts State Board of Health, who maintains that it is in great measure responsible for the decrease of consumption among women. Dr. Abbott points out that the decline in the death rate of women from pulmonary diseases began five years ago, the time of the first general popularity of the bicycle, and has continued since. The rapid respiration cycling induces strengthens the lungs and assists them to throw off foreign substances.

LANGUAGE OF THE EYE.

Magistrate—Do you mean to say the lady swore at you when you ran into and wrecked her wheel?

Wobblemore—Yes, Your Honor; only she done it with her eyes.

AN OIL COLUMN.

A new brake shown at the Stanley Show, although hydraulic in name, had no water in its composition, but a column of oil, which is better, as less likely to corrode, evaporate or freeze. Half the handle-bar and a portion of the steering post are filled with oil. One handle on being turned screws a concealed plunger in the handle-bar against the oil, and the pressure on the other end of the column of oil causes the spoon brake between the forks to descend upon the tire. The only part visible is the spoon and an inch or less of brake rod under the fork crowns; there is a perfectly clear handlebar and no outward fittings, except a small screw filling an aperture where oil is poured in if the handlebar is raised, because there must be just enough in it to exactly fill it. It is powerful, and remains on of its own accord.

The oil brake, like the pneumatic one, is not capable of being put on with excessive suddenness, as more than a slight turn (which corresponds to only one pinch of the pneumatic bulb) is needed to give the full force of the brake. It is, therefore, not an emergency brake, capable of being jammed on hard and throwing you off, but it is very powerful when on, and very simple in idea and in execution.

Like all brakes, the new one has some drawbacks, and in this case it is the springless nature of the application. If you grip a lever, there is the muscular springiness of your grip, or if compressed air applies the brake there is some degree of elasticity in the application, but the practically incompressible column of fluid holds the brake on rather rigidly, which is a fault found in most mechanical devices, such as straps or ratchets, designed to keep brakes on. A degree of springiness is desirable in the application of a brake, which wants accommodating to tire inequalities, to bumps in the road, and which minute adjustment is not here found.

GOING TO TEACH ENGLISHMEN.

The English "Cyclist" says: "Single-tube tires are, we understand, to be forced on the English markets 'for all they are worth' next season, and we were informed on good authority last week that two powerful American syndicates of capitalists, aggregating £300,000 and £500,000 respectively, had been formed to bring over from the States the latest machinery for their manufacture, and to push business. They contend that single-tube tires in this country have never been properly made, and in this they are doubtless correct, but all the same we have no rosy idea of their chances of success."

GEARS CLIMBING UP.

Gears at this year's Stanley Show on racing machines again show a markedly higher tendency on the part of the English rider and manufacturer. The average was about as follows: Racers, 78-96; tandems, 88-100; triplets, 100-110; quads, 110-120. The highest gear fitted was that to a quintet, 133. A single was shown geared to 120. A noteworthy feature was that several tandems had higher gears fitted than had many triplets, or even quads.

GOOD THING.

In London financial quarters it is reported that the profits of the Dunlop Tire Company at the close of its first year in April next are likely to be some \$6,250,000, instead of \$2,000,000, as estimated in the prospectus at the time the great company with its \$25,000,000 capital was floated.

WISE AGREEMENTS.

Worcester, Mass., dealers have formed a local Board of Trade. It will be mutually agreed not to allow more than \$50 on exchange for any wheel, or to give more than 10 per cent as a cash discount.

GOOD THINGS GONE ABROAD.

Exports of cycles and cycle material from port of New York for week ending December 8:

Antwerp	\$1,471
Argentine Republic.....	273
Bremen	1,637
British Australasia.....	4,054
Brussels	120
British East Indies.....	105
British West Indies.....	2,414
Brazil	1,062
British Africa.....	5,714
Central America.....	1,075
Christiana	362
Copenhagen	721
China	1,008
Dutch West Indies.....	180
Glasgow	448
Greenock	22
Hamburg	20
Havre	14,413
Liverpool	1,732
London	13,425
Mexico	46
Nova Scotia.....	75
New Zealand.....	998
Peru	60
Queenstown	277
Rotterdam	1,081
Southampton	12,282
Tasmania	360
Uruguay	100
Venezuela	20
Maracaibo	818
Total.....	\$66,483



C. R. BLANCHARD,

Manager Tire Department of the Mechanical Rubber Co., Chicago.

RUMORS AND DENIALS.

Hiram S. Maxim, the famous gun and flying machine inventor, stated that his firm intend to manufacture cycles next season, and that they will be the best and most expensive machines in the world. He also stated that Messrs. Krupp intend flooding the market with one million cycles at the absurdly low price of \$20 each, a statement, however, which Messrs. Krupp themselves promptly and emphatically denied.

PROOF OF THE PUDDING.

"Kindly discontinue our advertisement in THE WHEEL'S want column. It has been very satisfactory. If we had answered all the applicants we have had, it would have taken most of our time."—Corson Cycle Manufacturing Company, Nashua, N. H.

A cynic is a man who has discovered neither cycling's greatness nor his own little-ness.

OPPOSED TO WILD-CAT METHODS.

Although comparatively early birds in cycle making, starting in 1890, the Columbus Bicycle Company, Columbus, Ohio, have, by ignoring wildcat methods of marketing, made conservative increases in production from year to year, and are now among the largest producers of wheels. The firm has made reliable cycles, on which the guarantee was lived up to, and which were always honest value. With the stability that comes of capital, experience and success, they are looked on as the best kind of a risk by the parts man, from whom, like other cycle makers in like shape, they generally get favors in the matter of occasional price-shaving that do not fall to the rank and file.

With all this it is not surprising that the firm enters on '97 with the orders of practically all of last year's customers. Among those who will handle the Columbus for '97 are Stanley & Jarvis, of Grand Rapids; C. G. Fisher & Co., Indianapolis; William Mills & Son, New York; Collister & Sayle, Cleveland, and Baker & Hamilton, San Francisco.

The Columbus Company claim for their '97 line as great adaptability for the wants of the average agent as any make on the market. It includes 24-inch, 26-inch and 28-inch in both ladies' and gentlemen's models. All are up-to-date in finish and mechanical features, and this is observable in the juveniles equally with the others. Usually juveniles are the neglected features of a line, but in the Columbus case they are wonderful little prototypes of the more fully grown members of the family.

WHY AMERICANS WIN.

Writing of the trade in India, a correspondent of the rabid anti-American English Cyclist states: Day by day the American-made cycles and allied sundries are taking firm hold, at least in Bombay, if not in other presidencies of India. One cause of this is that the British manufacturers do not pay particular attention to the items supplied by the dealers here, and the worst of it is that the most prominent British manufacturers, bearing Co., Ltd., mark, do not pay attention to the wishes of the dealers. Not only that, they quote the trade discounts freely to any private person here who asks for them, even if they have agents here. In the long run they will see the absurd folly of this method, and, I am afraid, by the fair dealings of the prominent American manufacturers, the trade will go to the Americans. The latter are very anxious to increase the trade, and they follow every instruction sent by their agents. This year many American cycles are seen in Bombay and other places, but the most prominent are the Ramblers, made by the well-known G. and J. Manufacturing Company.

GUARANTEED THE FIRST YEAR.

A St. Louis retail concern, the St. Louis Cycle Company, has been incorporated on a co-operative basis. Shares of its stock are sold to customers, on which the interest is guaranteed for the first year. The proposition is to interest all patrons of the concern in the success of the business, as the greater the profits are the larger will be the dividends in which the shareholders will participate.

ONCE SEEN, SOON SOLD.

Evidently the New York Tire Company believe in letting their goods speak for themselves. Their advance catalogue is devoted entirely to illustrations of the Sampson and Ixion tires. Beyond explanatory captions the booklet contains not one word of reading matter.

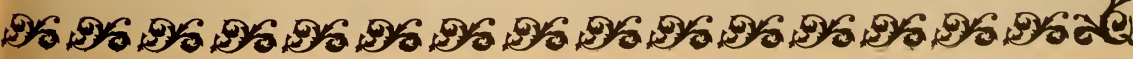


AT MADISON SQUARE GARDEN, RODE DUNLOP PREVIOUSLY MADE BY SCHOCK ON DUNLOP O'CLOCK IN THE AFTERNOON OF THE LAST THE SECOND MAN, WAS HELD RIGHT UP TO HE LOST A MILE IN FOUR HOURS, AND ONLY WAS OFF THE TRACK, BETWEEN NINE AND TEN OF A CERTAIN TIRE MAKER THAT HALE RODE STATED THAT HALE RODE THEM ONLY FIVE LOPS FROM CHOICE, AND OTHER TIRES WHEN



DUNLOP TIRE CO.,

Street, New York City.
ago.



A Top-Notcher!

and the REASON WHY.

... THE ...

'97 ECLIPSE SPECIAL.

* *

FRAME. 22, 24, or 26 inch, 1 3-16, 22-gauge steel tubing. Special reinforcement. Flush joints throughout.

RIMS. Fairbanks' best Laminated.

SPOKES. Special direct T head; a new but tested feature.

HUB. An improvement on the popular barrel pattern, carrying direct spoke.

BEARINGS. Tool-steel triplex, $\frac{3}{8}$ balls in crank box; as near dustproof as possible to attain.

HANDLE-BARS. Wood; new clamp; adjustable; steel, if preferred.

SADDLE. Garford.

CHAIN. Our own make. None better.

CRANKS. Eclipse pattern; one key. Best drop-forged steel.

PEDALS. Rat Trap or Combination; our own make.

GEAR. From 60 to 88; 8 tooth rear to 23 tooth front. ;

TIRES. M. & W. or Hartford.

FORK CROWN. An improved pattern. A combination of the double square and oval.

FINISH. Black, Carmine or Terra Cotta.

WEIGHT. 24 lbs., "all on."

THE DROP FRAME. As above, excepting height of frame. Wood guards. Finish: Royal Blue or Black.

PRICE. Either model, \$100.00.

SIX OTHER MODELS.

THREE OTHER PRICES,
\$75, \$60, \$50.

Heartly Discounts to Agents.

One Nameplate: **THE ECLIPSE.**

Advance Catalogue ready soon.

ECLIPSE BICYCLE CO.,

ELMIRA, N. Y.

Kindly mention The Wheel.

PATENT PREROGATIVES.

The Rights of the Inventor and the Wrongs of the User Who Refuses Patent Recognition.

Mr. Editor, may I call your attention to a curious mental attitude in which some even highly intelligent men in commerce stand with regard to patents? The idea that a patent is of no real value until it is sustained by the courts is widespread; the fact that, after a careful examination, and frequently after many appeals or indeed interferences with other inventors, a patent has been issued by the Patent Office, seems to impress many persons as proving nothing. I have many times had me of broad business methods say to me: "Yes, just as soon as your patent is sustained by the courts, we will carefully take a license," quite oblivious of the fact that when a patent owner has got such a decision, he can compel, not ask, the infringer to take out a license; can deny him one at will; can dictate his own terms, or indeed shut up the infringers' business, as well as collect exemplary damages.

It is perhaps not surprising that Americans, whose dread of standing armies is bred in the bone, should also harbor an unreasoning antagonism to that other relic of kingly prerogatives—a monopoly, or its descent, a patent. But, if any American will for a moment think of McCormick's reaper, Morse's telegraph, Howe's sewing-machine, Good-year's vulcanizing process, Bell's telephone, of photography in its manifold applications, of aniline dyes in their million hues, of bicycles, or eke of pneumatic tires—and incidentally of the patent toilers who invented all these things, he will, from his American sense of fair play, instinctively alter his point of view, and cheerfully acknowledge that each and all deserve the success their patents have brought them. Were it not for our beneficent patent laws where should we be? Travelling by coach, mowing with scythes, sewing by hand, greasing our snow boots, and walking instead of flying on an air-shod wheel.

A patent is not solely a prima facie right; it is an actual right, which takes effect from its issue and lasts until its term expires or the courts pronounce it invalid. It is not a mere inchoate right requiring the action of the courts to make it good. This action of the court is a mere means of enforcing the right, just as is a suit of replevin, or ejectment, or trespass, or a bill for specific performance.

Consider for a moment, Mr. Editor, what a hardship would be inflicted on an inventor if his patent were not the real right, I indicate. Suppose to-day some clever, but poor man should invent and patent a tire which is actually non-puncturable, while losing none of its resiliency. Would not all of us join with one accord in wishing him a fortune out of what afforded us so much security and comfort? But if, though owning his patent, he were unable to collect license fees for the use of his invention until he had, at an expense of at least ten or twenty thousand dollars, and after a lapse of two or three years, secured against some infringers a decision sustaining his patents, would he not almost certainly be swamped financially before he reaped any benefit for his ingenuity?

Of course we all know that there is a class in the community (happily a small one), which thrives on pilferings from other people, which never pays until it is made to do so, and whose interest and discount come to more than its profit account. These are the people who will "gladly take a license when the patent is sustained," but meanwhile will

use the invention and pay nothing. Verily, they have their reward in hearty damages at the end. But I have found that the honorable American man of affairs is too generous and equitable to do this, and it is he who is in the large majority; it is he who helps the inventor, who is glad to pay tithes from his profit to the man whose ingenuity has helped him to make it; it is he who keeps a healthy, honest tone to the market, who does honor to the name of merchant.

There is, however, an intermediate class of men otherwise intelligent and scrupulous in their dealings, who know little about patents; who look on patent-owners as a species of land sharks, and who, from mere lack of interest in the subject, are ignorant of the equities of the patent law. Should a customer to whom they had delivered goods say to them, "I will pay you what these goods cost when you shall have proven to me through the courts that you are the owner," would they not tax him with idioy, and make short work of him by a legal process, which unfortunately does not exist in patent law? And yet this is what these men, merely from heedlessness, say daily to the inventor.

Now, Mr. Editor, there be inventions and inventions—inventors and inventors. Unquestionably there have been patent sharks, there are patent sharks still. A man who goes from village to village mulcting the farmers \$5 apiece for a gate post on which he claims to have a patent, or the farmer's wife \$1 for a broiler ditto, is not only an unmitigated nuisance, but a public enemy besides. But the majority of inventors and patent owners are as honest and intelligent folk as exist in the community; and it will add much to our reputation for sagacity as well as for honorable dealing, if we give each patent a fair credit for being what it purports to be.

The Patent Office in Washington contains many able men. According to their knowledge, which is really vast, if not all comprehensive, they issue to each applicant a patent for only what, so far as they know, he has really invented. An occasional patent, despite this, may be "not worth the paper it is written on," simply because the Patent Office examiners are not omniscient. But because of this, we must not assume that all patents are so. And in any event, the legal right of the patentee is an unquestioned one. He issues licenses at a reasonable royalty, to those who voluntarily acknowledge the validity of his patent; he is entitled by law and in equity to collect costs and exemplary damages from the manufacturer who forces him to prove his case in the courts.

INVENTOR.

WHEN HORSES HAVE PASSED.

"I couldn't have punctured my tire at a more inconvenient time," said Mr. Smallcash, as he surveyed his damaged wheel.

"Why so?" inquired his friend.

"Why," replied Mr. Smallcash, dolefully, "it will cost me just seven dollars to get a new tire, and I had been laying up just that amount to get a span of horses and a surrey for my wife."

SUFFICIENT REASON.

Cholly—I'm going to get an imported wheel. Algy—Do they make better wheels in England, Cholly?

Cholly—They make wheels in England, Algy.

Most of the cycle poetry published would indicate that the authors never knew how to ride and that they carried their wheels in their heads.

BUSINESS

... SELL ...

WORCESTER CYCLES

They will bring and secure you a permanent,
paying, prosperous trade.

WE BUILD A COMPLETE LINE.

Your opportunity is NOW.

Write at once.....

MFG. COMPANY.

General Offices:
45 WALL ST., NEW YORK.

CYCLE CLASSIFYING.

How the Patent Office Places Cycles Under Different Names in Its Lists.

When the United States grants a patent, the patentee receives, by the fact of the grant, a reasonable assurance that the invention is novel; and the Federal courts will so presume until the contrary is proven. This presumption of novelty attaches to every United States patent, because, under the Federal laws, the Patent Office is obliged to make a careful examination of all patents relating to the same subject matter of invention, and of the publications bearing on it; and to deny a patent for any device found to be lacking in the quality of novelty. Inasmuch as there have been issued some 575,000 United States patents, to say nothing of the vast number of foreign ones, among which search has to be made whenever an application is filed, it is obvious that a careful classification, according to the various arts, is absolutely necessary in order to assure anything like dispatch and accuracy in handling the vast number of applications constantly flowing into the office. Such a classification now exists, and, as patents multiply, new classes are added and the old ones still further subdivided.

When Lallemand filed his now famous application for a velocipede, in 1866, the examiner classified it among "carriages." Only twenty patents for rider-propelled vehicles had then been granted by the United States, and it was not thought worth while to make a distinct class of so small a number of patents. If, therefore, M. Lallemand made any preliminary search to see if any one had anticipated his invention of the bicycle, he looked among the patents for "carriages."

In 1869 the applications for patents for pedomotive vehicles became so numerous that a sub-class of "Velocipedes" was created as a division of the class of "Carriages." "Velocipedes" existed as a sub-class of "Carriages" until November, 1892, when it had become so unwieldy, and was, withal, so frequently consulted, that it was removed from the class of "Carriages" and made a class by itself. The work of subdividing "Velocipedes" was then immediately undertaken, and, as a result, the 4,000 and odd hundreds of patents issued by the United States, as well as an equal number of foreign patents, now in the class of "Velocipedes," are distributed through forty-three sub-classes. Cycle accessories are not included among these forty-three subdivisions; nor are "wheels," "tires," or "sprocket chains," which are to be found, respectively, in the general classes of "Carriage Wheels," "Tires" and "Drive Chains," because they are articles of general application as well as of special use in cycles.

In seeking to classify "velocipedes," the most obvious dividing line is found to be that which is based on the number of wheels. Accordingly, one finds sub-classes of "unicycles," "bicycles" and "polycycles," the last including all cycles having more than two wheels. There is, furthermore, a sub-class of "epicycles," which includes all cycles propelled by a small wheel travelling on the inner periphery of a large rolling ring or wheel; a vehicle that has never been used except experimentally. "Dicycles" form another sub-class, and include all machines having a single pair of wheels arranged abreast, that is, of the Otto type—popular in England a dozen or more years ago.

"Bicycles," again, are divided into "ordinaries," "header preventers," both of these being now practically dead divisions—"rigid-frame safeties," "spring-frame safeties" and "tan-dems." Then there is a sub-class of "sup-

ports" for holding a bicycle in upright position, which contains many patents. "Brakes" and "bearings" are two voluminous subdivisions. "Children's seats" form a small sub-class, as do also "coupling bars" for holding two bicycles coupled together. "Crank clutches" is only a small class of devices which enable a rider to coast with his feet on the pedals, the pedal-cranks turning the drive wheel only by a forward motion. "Mudguards and dress protectors" is a large sub-class. "Pedals and cranks" form another large class full of most interesting mechanical contrivances. "Locks" that form a part of the cycle frame or modify its construction in some way make up a small class. Most bicycle locks, however, are found in the class of locks in general. "Saddles" is a very active class, and contains a great number of patents. "Steering-heads and handle-bars" is also very active and very large, while "steps and footrests" is a class sluggish and small.

Bicycles are still further subdivided, according to mode of propulsion, into "crank and gear," under which class falls the new chainless bicycle; "crank and chain," of

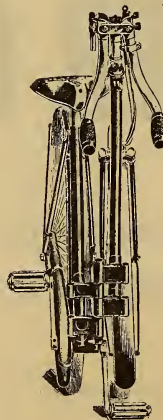
besides, a class of "crank and pitman," the driving means common in children's tricycles, and a class of "rowing machines."

Under "polycycles," as well as under "bicycles," there is a sub-class of "spring frames." "Figure polycycles" includes the cantering propellers, hobby-horses, and similar figures that make children's velocipedes attractive. "Polycycles" have a great variety of "steering devices," and a sub-class of them has been created. There is also a small class of "axle couplings"—devices which are necessary in some polycycles to enable them to readily turn corners by permitting one wheel to go at a higher rate of speed than its companion.

A need of still further sub-division now exists, and before long it is very likely that new sub-classes will be formed, such, for example, as "roller brakes," "band brakes," "pneumatic brakes," "automatic brakes," "pneumatic saddles," "handle-bar grips," "adjustable handles," "pedals," "toe clips," "crank shafts," "variable lever cranks," and "chain adjustments."

By the time the new classes become thoroughly established, it is very probable that, if inventors continue to be as prolific as of late, still other sub-divisions will be found necessary to expedite examination of applications for patents on cycles. E. D. S.

FLAT-DWELLERS' FAVORITE.



This is the latest British invasion of the realms of the folding bicycle. It is constructed with a dividing handle-bar, which collapses on the withdrawal of a bolt; the machine also has a hinge over the crank-bracket, thus it can be reduced in length to exactly half.

which the rear chain-driven safety is an example; "lever and crank," in which is found the "Facile" type of driving means; "lever, crank, and gear or chain," examples of which are found in the numerous machines that are boomed for a brief period, are invariably said to be able to go a mile a minute when driven by an average rider, and when geared to 150 can be driven with ease over a country road. There is also a propulsion class of "lever and ratchet," such as was used on the "American Star." "Lever, ratchet, and gear or chain" includes those machines in which the ratchet driving is applied to the rear-driven geared machines. Besides these there is a propulsion class of "rack and pinion." Machines having this latter device have rarely or never appeared before the public. Then there is, in addition, a class of anomalous, "unclassifiable" devices, which make up a subdivision of "miscellaneous" propulsion.

"Polycycles" also are divided into the same propulsion sub-classes as bicycles, and have,

RUSSIANS TO RIDE THEM.

Cycle shows are not always empty affairs. The Davis Sewing Machine Company can testify to this. At the Stanley show, just recently concluded, one of the plums which entered the active and appreciative maw of the Dayton folks was a very handsome order for '97 Daytonos for their Russian agent—T. Tansky by name—probably the largest order for American cycles for Russian sale every placed. Mr. Tansky controls his country on the Dayton, with headquarters at St. Petersburg.

He is very enthusiastic in the booming of his business, and will resort to Anglo-Saxon methods next season. He has already ordered several Dayton triplets and a quad, and will have a number of Russian racing men riding the Dayton and in various other methods will resort to the "push" so generally thought exclusive to the Yankee.

PUNCTURE CURERS COMBINE.

A representative of the Plugine Company is authority for the statement that several of the largest makers of puncture preventives will be combined into one company and will issue a guarantee on all tires in which their compounds are used, as an offset to the action of many tire concerns in withdrawing their guarantee of tires in which compounds have been used. Tire repair shops will be established, in which all plugged tires will be repaired free of charges.

BIG DIVIDEND PAYER.

Notwithstanding the loss which Humber & Co. sustained last July in the total destruction of their factory, the annual report of the company shows that they made a profit on the business of the year ending September 30 last amounting to nearly \$300,000, paying a dividend of 20 per cent.

BEGINNING THE NEW YEAR.

On January 1 the firm name of the Sieg & Walpole Manufacturing Company, Kenosha, Wis., will be changed to the Charles H. Sieg Manufacturing Company. This was determined at a recent meeting of the stockholders of the corporation.

Sunol BICYCLES

We Don't Doubt,

Will Interest You.

.. THE ..

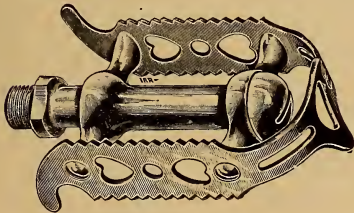
McINTOSH-HUNTINGTON CO.,
No. 41 Champlain St., Cleveland, O.



Chicago Show, Spaces 156, 157, 158 and 159, Main Floor.

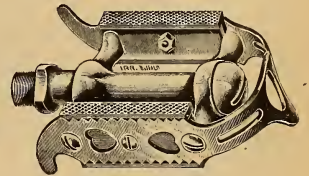
New York Show, Spaces 9 and 10, Main Floor.

Kindly mention The Wheel.



..THE..

Crosby Pedal



MADE BY

AMERICAN MERCHANTS MFG. CO.

Drop-Forged Centres
Drop-Forged Pins
Case-Hardened
Ball Races

Light
Strong
Best Workmanship
Handsome

SOLE SELLING AGENTS:

CROSBY & MAYER CO., BUFFALO, N. Y.

We manufacture
**SHEET STEEL
PARTS.....**

More brazing surface in Sockets of our Three-piece Crown than in any other in the market. More threads in neck of head Adjusting Cone. Send for Samples.



WE SELL....

- Duckworth Chains
- Springfield Wrenches
- Rastetter's Wood Rims, Guard- and Bars
- Cleveland Forksides and "D" Rear Forks
- P. & F. Saddles
- U. S. Projectile Weldless Tubing
- Hamilton Brazed Tubing
- Fiber-Buckskin Grips
- Fay & Bowen Spokes, Nipples and Oilers

Kindly mention The Wheel.

You Run No Risk

WHEN USING

"PROJECTILE BRAND"



**COLD-DRAWN SEAMLESS STEEL TUBING,
FORKSIDES,
HANDLE-BARS,
TAPERED TUBES.**

Manufactured from the **BEST SWEDISH STEEL**
by

The United States Projectile Co.,
BROOKLYN, N. Y.

Used by the **Highest-Grade Manufacturers.**
We Solicit Correspondence.

Kindly mention The Wheel.

AT THE FRONT

THE TIRES

MADE BY THE SPAULDING AND PEPPER CO.
CHICOPEE FALLS MASS.

Famous Fox Flyers

 are the "real thing."
They have stood the test. '97 is the fourth year of our bicycle department, and our line is better than ever before.

Famous
Fox
Flyers.



Famous
Fox
Flyers.

Our large business in manufacturing special bicycle machinery, gives us a knowledge of the bicycle industry from the beginning. Our guarantee is lasting and worth something. Buy of responsible people—try us; investigate our standing.

FAMOUS FOX FLYERS ARE HONEST BICYCLES. Write us for advance circular.
FOX MACHINE CO., Grand Rapids, Mich. 260 N. Front St.

WILL NOW EXPAND.

As a result of the purchase of the New York business of the Anglo-American Cycle Fittings Company by Treasurer C. M. Rice, the firm is preparing for a largely increased business in their specialties. At their factory at Waterbury, Conn., they have a large section devoted to the manufacture of the favorably known Perry pen steel bushed chain and their American pattern chain, the Excelsior.

The chain plant is entirely novel. Every operation in the various stages of chain manufacture is automatic, even to the assembling; at the same time machines are so arranged that each part as it passes is automatically gauged and tested, thus insuring accuracy and uniformity from one portion to another. The steel used in the manufacture of these chains is made entirely to special analysis, and, in order to insure uniformity of quality, is made in crucibles holding not more than 100 pounds of metal. Three-sixteenths-inch racing chains are made to show no stretch on tests of 1,000 pounds, and possessing tensile strength of 1,950 to 2,000 pounds.

Hubs, axles, cups and cones are specialties that are also receiving the closest attention as to quality and workmanship. They also have a two-piece crank axle of special design, and, besides turning out almost every component part of a bicycle, will manufacture the Southard twisted crank under a license for 1897. The crank is twisted by a patent process, which gives the metal about three times its original strength, at the same time detects any flaws there might be in the metal.

The Anglo-American company has within the last year established direct agencies for the sale of their products in England, France, Germany, Norway, Sweden, Denmark and other Continental countries, as well as in India, South Africa and Australia.

AGED, BUT ALMOST A WINNER.

The Shelby Cycle Manufacturing Company has been notified that William H. Townsend, of Syracuse, N. Y., a gentleman past middle age of life, has ridden his Ideal bicycle, fitted with G. & J. tires, over eight thousand miles between April 1 and December 1, of this year, thereby winning two of the gold three-thousand-mile G. & J. souvenirs, which were offered by the makers of that tire. Mr. Townsend came within one of winning the greatest mileage on G. & J. tires prize of \$200 in cash. The gentleman speaks very enthusiastically of the manner in which his Ideal stood up during this hard test; he had no difficulty whatever except two small punctures, which were easily repaired.

FILLS EVERY REQUIREMENT.

Where the cyclistometer makers will stop heaven alone knows. Here comes the Anglo-American Fittings Co. with an instrument which registers up to 100,000 miles, and yet sells for \$1.50. It is neat and compactly made, and guaranteed in every respect. For use abroad, it is made to record kilometers and Russian versts.

CHAIN-COVER CONVERT.

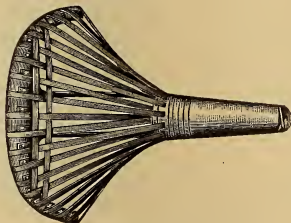
As a result of his visit to the Stanley Show Frank W. Wood, of the Indiana Chain Company, is a gear case convert. He reports that not only was he well satisfied with the object of his trip—the introduction of Indiana chains—but that in all probability he will begin the manufacture of gear cases in this country.

TRY OSSAWAN NET.

Undoubtedly some makers have found the dress-guard question most vexatious. The matter is so foreign to metal working that even when a lacing had been decided on, an artistic or more than commonplace stringing of it has arisen to worry him. It is to lessen annoyances of this sort that the Ossawan Mills Company, Norwich, Conn., have brought out the "Ossawan net," a ready-to-be-applied dressguard, made in many colors and combinations of lacings, which would seem to be assured of instant favor. The net is shaped for any wheel and is readily attached in the usual fashion.

SLICK AS A WHISTLE.

Prince Wells, of Louisville, has begun his annual fall crusade in the interests of the "Genuine East India Grapholine for Cycle Chains." He believes it to be the only thing, of course, and warns wheelmen and dealers generally to beware of imitations, and to accept none which has not his trademark. It is understood that he is quoting particularly enticing figures to the trade.



Semi-Pneumatic Hygienic Saddle.—P. & F. Mfg. Co., Reading, Pa.

TAPER OR OIL.

The sale of the Victor bicycle lamp is now being conducted entirely by the manufacturers, the Kester Electric Manufacturing Company, No. 640 Linwood avenue, Buffalo, N. Y. The Victor, as is fairly well known, is one of the smallest and lightest lamps on the market, weighing but four ounces. Its peculiar feature is that it burns tapers instead of oil, avoiding, it is claimed, all the discomforts of kerosene or other such illuminants. While the taper is the feature of the lamp, it will also burn oil, patents for this interchangeable feature being now in the mill. The lamp which burns oil only retails at \$1.75; that which burns either tapers or oil for \$2, which includes one dozen tapers.

AN ILLUMINATED RAINBOW.

Cyclists who admire color effect will be interested in the newest lamp brought out by the Union Lamp Company, Nos. 76-84 Market street, Chicago, the "Boulevard Special No. 4," as it is termed. The body of the lamp contains sixteen lights, ranging from one-half to one and a half inches in diameter, each of a different color. Greens, blues, reds and yellows are all there. The effect is described as "oriental."

HORN OF PLENTY.

A peculiar election bet made by a party of men in Decatur, Ill., curiously enough has resulted in one of the most novel advertising schemes on record. The wager resulted in the transportation by a crew of five men of an immense horn, constructed of galvanized iron, thirty feet in length and six feet in width at the big end, from Decatur to Canton, O., the entire distance to be travelled on foot by December 30. When the men reached Indianapolis last week the big horn created a sensation. While they were resting in the centre of the city, surrounded by a curious crowd and telling of the wager, the advertising man of the Hay & Willets Manufacturing Company passed, and hearing the story of the crew and appreciating the novelty of the thing straightway made a dicker with the manager of the crew. The result was the horn immediately became the property of the company.

Then the horn was carried to a sign painter and the words "Hay & Willets Manufacturing Company, Indianapolis, Ind., makers of Outing Bicycles" were painted on one side, while on the other side was inscribed "Outing Bicycles are Honest." After this little formality had been gone through with, the men were turned loose with the horn to do as they pleased, and in less than twenty-four hours the entire city was in an uproar of excitement. It attracted more attention than a circus in a country town. It is still to be carried to Canton, 300 miles from Indianapolis and will pass through hundreds of towns and villages. The horn is to be presented to Major McKinley on January 1. As it is too large to be taken into his house, the chances are that he will be at a loss to dispose of it. He has been advised of its coming by the Hay & Willets Manufacturing Company, and requested to lend them the horn after he has grown tired wondering what to do with it. If secured it will be exhibited at the company's stands in the cycle shows.

HOME TALENT WON.

In all, 387 designs were submitted in the prize competition for best designs for advertisements of Monarch bicycles which closed November 30. The judges made the following awards: First prize, Blinner Engraving Company, Chicago; second prize, Elmer C. Jensen, Chicago; third prize, Oscar Harter, Chicago.

The following received honorable mention: M. O. March, Lockport, N. Y.; A. E. Richards, Milwaukee, Wis.; Buckton Nendick, Chicago.

A public view will be given by the Monarch Cycle Manufacturing Company at their retail salesrooms, No. 152 Dearborn street, during the week commencing December 21.

MAKING A CHANGE.

E. J. Gulick, who for two years past has superintended the cycle department of the Fenton Metallic Manufacturing Company, at Jamestown, N. Y., has resigned that place to engage in some other important work which the Fenton company has on hand. Mr. Gulick is highly esteemed up Jamestown way.

MOVING NORTHWARD.

The Weaver Cycle Material Company, of this city, report having contracted with Carl J. Persson & Bro., of Holsingborg, Sweden, to represent them in Norway, Sweden and Denmark. The agreement carried with it a healthy order for Weaver material.

When wheelmen get left they usually shout for their rights.

The Wheel

and
CYCLING TRADE REVIEW

Copyright 1896, by F. P. PRIAL Co.

VOL. XVIII., No. 19.

NEW YORK AND CHICAGO, DECEMBER 25, 1896.

WHOLE No. 401.

"TOUCHING" TACTICS.

The New Thing in League Politics. "The Campaign Committee" Resort to Them.

New York, that is, the New York Division, L. A. W., has a "Campaign Committee." It has a chairman, a vice-chairman and a secretary-treasurer.

When the committee was organized and these offices created and filled probably does not concern the ordinary untitled member of the League. It is composed of members of the holiest of inner circles, of men upon whom Chief Consul Potter beamed and brought out of obscurity or retirement. They relieve the debt and are trying to pay it in their own peculiar fashion. They are trying to make their idolized chief guilty of "doubtful loyalty" to the organization. To accept the presidency would place him in that light, Mr. Potter himself has asserted. But the "Campaign Committee" knows Mr. Potter quite well, and does not mind such assertions.

They are going right ahead in the effort to land him in the presidential chair. They have sent a notice to the newspapers announcing that they have held a meeting and decided to present Mr. Potter's name to the National Assembly as a candidate. They ask for "co-operation." If current report is true they have asked for something more—they have been "touching" the New York delegates for contributions to a "campaign fund." This probably explains why a secretary-treasurer forms one of the committee.

It is alleged that the fund is to be used in buying red lemonade and influencing delegates of other divisions.

C. G. Percival, a delegate from the Massachusetts division, who, next to seeing his name in print, loves the sound of his own voice, is in New York this week, relating how he carries in his vest pocket the vote of the Bay State, which he will very kindly cast for Mr. Potter.

BROUGHT BUT \$4,000.

Newark, N. J., Dec. 22.—Vice-Chancellor Emery to-day confirmed the sale of the Howard & Nichols cycle works at Woodside, by E. C. Harris, the receiver. The factory was sold to Numa J. Felix for \$4,000 in order to pay wages amounting to \$1,400 to the workmen. Howard & Nichols made chainless bicycles.

TRYING TO PATENT A FEATURE.

Report has it that the Sterling Cycle Works are making a strong effort to obtain patents on every conceivable form of round fork crowns.

If some of cycling's critics would think twice before they spoke, they would keep still most of the time.

BURRIS TO REMAIN HERE.

Elliott Burris, the head of Humber & Co.'s interests in America, returned from London on Saturday last. Interest attached to his return because of the report that he had been called across the pond to consider an offer to locate there as managing director of all the Humber interests. He smiled when asked about it, and entered a prompt denial. Managing Director M. D. Rucker is still on duty, he says, and has expressed no desire to be relieved, despite his recently accumulated millions.

"I expect to go over again in July," Mr. Burris remarked, "and to return again," he as quickly added.

From what Mr. Burris said it is evident that his visit was prompted by the inability of Humber's English factories to meet their orders. The orders already in hand will keep them busy until far into May, and to relieve the pressure, Mr. Burris brought back with him a commission to ship 1,500 American Humber's. The cycle boom in Great Britain will continue, he states.

Of course, Mr. Burris visited both of the English shows. It did not appear to him that the American exhibits attracted particular attention, and beyond the pneumatic brake and the Fleuss tubeless detachable tire, nothing created more than a passing impression. He thinks that of all the American seekers for foreign trade, the Western Wheel Works are doing by far the largest business.

DIFFICULTIES SOON SETTLED.

The Chancellor of New Jersey, before whom was heard the Warwick-Stockton case on Monday and Tuesday of last week, will render his decision on December 28. Dr. Chas. S. Stockton, the financial man of the Warwick-Stockton Company, and who has made a large investment in the plant, is very much grieved over the publicity which has been given the matter. Dr. Stockton states that he has filed a full statement of his side of the case, and that he has no fear that a receiver will be appointed. He denies that he is substituting inferior goods, and states that all the goods he is making (including the Gem hubs and pedals and the other products of the Warwick-Stockton Company) are being eagerly ordered by the trade.

The Warwick-Stockton factory is running overtime every day. THE WHEEL knows this to be a fact, and the financial story of this year will be a prosperous one for the company.

Dr. Stockton claims that the difficulties existing in his concern are purely matters concerning Mr. George T. Warwick and himself, and that they will be settled in due time.

A bill has been introduced in the Alabama Legislature assessing a tax of \$1 upon every bicycle owned in that State.

SELLERS COMBINE.

At Least St. Louis Thinks They Should do so for Mutual Profit and Protection.

For many years a National association of cycle dealers has been a matter of more or less discussion, but, despite the talk, nothing ever came of it. Now, however, the St. Louis Cycle Board of Trade has interested itself, and is making an effort to bring about the much-mooted organization. To that end this call has been issued to the various local boards of trade throughout the country:

Gentlemen: Feeling that the organization of a National Association of Cycle Dealers would be of great benefit and assistance to our local Cycle Boards of Trade, in dealing with the many troublesome questions, such as the trading in of second-hand wheels, selling on instalments, work done under the guarantee, etc., that confronts us in common, and are of little or no interest to the National Cycle Board of Trade, I have been instructed by our Local Cycle Board of Trade to write to you, requesting that you present the matter at your next meeting of joining us in forming a National association.

Should your body pass favorably upon the subject, kindly appoint a committee of three to represent you at a convention to be held in January, at Chicago, during the Cycle Show.

When asked for his opinion on the movement, President Coleman, of the National Board of Trade, preferred that they be not quoted for publication. He has his ideas, of course, but feels that a public expression might tend to prejudice or prejudice action on the part of the National organization.

FOWLER TO KEENE.

As was foreshadowed, Keene, N. H., will be the ultimate location of the Frank T. Fowler Mfg. Co. The first decisive step was taken on Thursday of last week, when Mr. Fowler visited Keene and completed the organization of the company by electing Frank T. Fowler president and A. T. Batchelder, W. R. Porter and Frank T. Fowler directors, and Bertram Ellis clerk. It is not likely, however, that the plant will be removed from Worcester until late in '97.

DUNLOP WINS AS USUAL.

London, Dec. 9.—The great fight between the Dunlop and Scottish Tire companies has resulted in a sweeping victory for the Dunlop company. On every point at issue the Judge—who is universally acknowledged to be the leading legal authority in this country—found for the Dunlop, and, although he allowed the decision to hang over, pending an appeal, it is more than likely that no appeal will be made.

There are many men in this world who keep themselves poor by constantly trying to get rich.

MOVED THEM FINALLY.

It seems that THE WHEEL publication of the condition of Eighth avenue, between Forty-ninth and Fiftieth streets, where the odoriferous car stables are located, and the possibility of the place being condemned as a public nuisance, awakened some one to a sense of decency. Preparations are actually being made to lay asphalt strips on either side of the avenue. This will lessen the jolting and slipping to an extent, but exactly why other railway companies are required to asphalt the entire width of their crossings while the Eighth avenue corporation is permitted to lay narrow strips, is one of those things past understanding.

NOT SO SLOW IN PHILADELPHIA.

Philadelphia has begun to work for the next League meet, backed up by the Associated Cycling Clubs and the local Cycle Board of Trade. They will each contribute strongly to the entertainment fund, and the Century Wheelmen have offered to furnish one day's entertainment, for which, it is said, the members will contribute about \$700. Philadelphia has many attractions for cyclists, innumerable clubs, several fairly good tracks, and an extremely large and hospitable cycling population.

BICYCLES IN BURROLAND.

A bicycle in Mexico must be equipped with a bell, a metal plate showing its license number, and at night a lantern. The number of wheels in the City of Mexico is increasing rapidly. All makes are represented, and the very latest patterns and improvements are demanded. There are many splendid trips to be made in the valley. In every direction extend roads that have paths made smooth by the tread of burro and barefoot native, and, while they would offer little inducement to a vehicle, furnish a good track for wheels.

THINK OF HIS EXPENSE ACCOUNT.

J. M. Hill, representing the Syracuse Cycle Company, will sail from San Francisco on January 12, making a tour round the world in the interests of the Crimson Rim. He will stop at Honolulu, Sidney, cover Australia, China, Japan, India, South Africa, Cape Town and Europe. This is doubtless the most extensive trip planned by any American cycling firm. The Syracuse Company have had a fair trade abroad, but propose to extend it.

WHEELS OUT OF TRUE

Charles E. Fowler, a middle-aged resident of Hammonton, N. J., who has been working on several bicycle patents, went daft on Monday last. He doffed most of his clothing, threw away his watch, money and bicycle and wandered out into the snow. He was raving when discovered. Overapplication to his patents is believed to be the cause of his trouble.

SIXTEEN RACERS TO ONE CLUB.

Sixteen members of the racing team of the Riverside Wheelmen, of this city, were tendered a dinner last week, as a compliment to their year's work. During the last season the men won 94 firsts, 101 seconds and 63 thirds.

HE'LL BE SORRY.

Lesna, the French long-distance rider, has left Paris for Australia, accompanied by Pogron, Huret's ex-manager. He took with him twenty picing machines, and intends to show the Australians a thing or two about paced records.

HE'LL DO.

Since assuming the management of the Worcester Cycle Manufacturing Company, George Macdonald has been making changes all along the line, and when completed there is no doubt that his staff will be uncommonly capable. Among others he has engaged James Josephi, a particularly earnest



James Josephi.

worker, who for two years past has been one of the Thinkham Cycle Company's chief aids. Josephi will have charge of the Worcester Company's uptown store in this city, where his twelve years' experience in the cycle trade will stand him in good stead.

HE'S A PRESIDENT.

The accompanying picture introduces Mr. George R. Johnson, president of the George R. Johnson Company, No. 107 Chambers street, New York. Mr. Johnson has been in



George R. Johnson.

the bicycle business for several years, but during the present year opened a sundry house, where he jobs sundries of every description, also bicycles.

LIKE A PARROT.

He was a man of active mind,
A genius, many said;
His disposition, too, was kind,
The poor he oftentimes fed;
Yet when he cycled down the street
He made the people grin—
Not head nor heart was wrong, but feet—

his
feet
turned
in.

"GOOD ALL THE TIME AND IN EVERY WAY."

Prominence is given the "White" girl in one of the two catalogues that reached THE WHEEL this week—that of the White Sewing Machine Company, Cleveland, Ohio. Those who recall the superb illustration of "the girl" in last year's handbook will recall that she was an unusually attractive personage; indeed, the White company has found the illuminated cover on which the girl is the central figure, and most of the Now and Then illustrations, worth making use of in their '97 publication. In general appearance, therefore, it does not differ materially from that of last season.

The catalogue seeks to immortalize the "White" girl in this fashion:

"The White wheel with its fair rider in white is now a familiar sight, and everywhere a warm welcome has been accorded the wheel and its dainty burden. The 'White' girl has coasted right into the hearts of riders and lovers of the wheel, and now 'The White' is known wherever the bicycle has made its way. Known as one of the few best, one that cannot be ignored where wheels of the finest grade and highest class are under consideration."

Of its policy the White company says: "In the front rank" well describes the position we have achieved, while in our service are men who have over and over again proven themselves masters in their particular line, and who in the manufacture of 'White' bicycles have demonstrated the fact that methods and men that win in one line are worthy of ample confidence in any collateral line.

"We must win in the future, as we have in the past, entirely upon the merits of our production—applying the same principles in the manufacture of wheels as elsewhere, it being our intention to adhere strictly to this rule under all circumstances, and not for a moment, allowing ourselves to be turned aside from this high aim by the temptation to follow the crowd into the delusive swamp of the 'cheap and inferior.'"

"Acting upon the presumption that the more cheap wheels sold the greater would become the demand for those of strictly high grade, we have directed our efforts solely in one direction—concentrating our forces upon one single point—the manufacture of the best that money can buy or skill produce. And we mean all that may be inferred from this statement. Our guarantee means nothing more or less. Our advertising means just that, and every statement is made good all the time and in every way.

"It is true we build two grades of bicycles: Models A and B with list at \$100, and C and D with list at \$75. Each the best of its particular class, our second grade being in no ways inferior to Models A and B in points of ease, comfort, durability and satisfaction to the rider, built as they are from the best quality of material by the same workmen and modelled after the same lines. Indeed, it is not too much to claim that our second grade might well serve as models for the so-called high grades of many manufacturers."

The company was one of the very first to make public its specifications to reprint which would be tautology. Of course, special effort has been centred in the "white and gold mounts," so called because of their finish. The catalogue fairly rhapsodizes over them. Harken unto him: "They appeal to all lovers of genuine art, and to those as well whose refined nature leads them to admire that happy combination of the strong, the delicate, the useful and the beautiful that goes to make up the fin-de-siècle masterpiece of art, architecture, literature and the products of the workshop. . . . Harmony breathes through every detail; there is poetry in every line."

The Wheel

GOING TRADE REVIEW

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Notice to Advertisers.

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MISTLETOE AND HOLLY.

CHRISTMAS and Christmastide are here, are with us—distinctively so. Pessimism hides his heavy head. His seamy face scowls not upon us in the thoroughfare.

Instead all is gayety and expectation and enthusiasm, a spontaneous emulsion of humanness. Optimism is a disease. It is well that it is so. "The Wheel" applauds the holly-and-mistletoe end of the year, and gives greeting to all its readers and peoples.

Never mind the moral side just now—nor the Christian significance of the time, either. Regard this holiday time, when we are unreasonably glad, as a welcome panacea, coming to us each year to brightly and freshly offset the tameness, the sameness and the grind of a large part of each and every one of our years. Accept it as an antidote, if naught else.

How much disturbed we are. Self-absorption vanishes through the necessity of the occasion. We are compelled for the nonce to take into our account the needs, the lacks, the aspirations of others. It is a time for the heart. It riots, unfettered, unimpeded by grind, by judgment, by diplomacy and all the rest of the social and commercial day-unto-day policies and customs—at least the organ of the soul should so pulsate, and poor is that heart which does not. It is dead. It is ashes.

We pass out on to the street, and are of the crowd. It exhales an intoxicant. It breathes an exuberant atmosphere. We walk near the woods, which outrival themselves in snowy beauty, in coated, icy silveriness, as if the spirit of the Teacher, His unruffledness, His

serenity breathed more zealously at this time.

And what does it all stand for? Why this unreasoning transformation, this universal welling up of sympathy, of best-selves, so usually latent, blatant, impoverished and profitless? The date on the calendar looks like any other date. The sun discharges its function, and the stars shine steadily or tremulously, as is their wont. It is because of the spirit of Christ, which is the keynote and the capstone of Christmas Day. Do unto others, charity, peace, good-will—such are the jubilant strains, the golden songs, which have exhaled harmony down the centuries, and which become a sort of saving grace to us, and illuminate us each year, each Christmas.

Noble figures have been there in tradition and in history. Lore of heroes, stories of great men, of men nobly great or ignobly famous, are dwarfed indeed, if we interpose between ourselves and the glaring procession the solitary, self-depending figure of Christ.

What victory so bloodless? What other triumph so lasting? Nor fire nor sword were used; only doctrine and example and a world-engulfing, never-receding tidal wave of peace, of charity. No such other victory ever was, and millions still, and always will, celebrate it.

It is this that we talk of now, this we dance for and make merry over. It is a remembrance of the One who gave to others more than any other one could ever give, a complete, unrewarded, rewardless surrendering up of self for others. And it is this great self-abnegation, it is the loftiness and beneficence of this Christ and what He meant and stood for, that touches the hearts of all men who are not wholly dead and burnt up with isms, particularly with greed and latter-day-ism. And it touches them and breathes on them and makes them relatively great and good, each one according to his stature.

THE REWARD OF ELLIOTT.

WHEN Mr. Sterling Elliott, now president of the L. A. W., bound himself to publish the official organ of the organization everybody who heard the contract read laughed at his business judgment and applauded him for his not less than Turpinistic bravado. Elliott himself, just before attaching his name to the fatuous document, would have staked his judgment on the toss of a copper, and had a straw been placed in his way he would have declined to sign.

But Elliott is a speculative enthusiast, and sign he did, and produced a League paper, and lost from \$500 to \$800 a week on it for some time. Nobody sympathetically slapped him on the back, or offered him good cigars, or told him he was a good fellow, a martyr, a League patriot. So Elliott struggled along, unnamed, unpraised and unnoted.

But times mended. The League fattened and Elliott waxed adipose with it. He shared the general growth, so that in time—not a very long time ago—he was enabled, through

sheer generosity and rock-bottom honesty, to hand back to the League some several thousand dollars, unasked, for and freely given. Yet, even this unparalleled act—when most men in high places in League service are seeking either money or notoriety, and are not giving—was stifled with faint praise. Even worse than that, the hooded and be-cloaked politicians and the press men loudly shouted to all who would listen that Elliott's action was merely a political trick. Such is the cycling Freemasonry which is named in Clause J of the League Constitution.

The foundation of the League is a spirit of good fellowship, of mutual effort among wheelmen for the good of wheeling. The man who is designated to carry on this good work is, above all others, the president of the League. He serves without profit, and usually with personal loss. Yet, strangely enough, year after year this Chief Executive is made the target of his fellows, who seem to retain membership in the organization only that they may practise politics. Year after year, able and honest League presidents have been mobbed, gouged and lied out of office, and if the rank and file knew the inside they would refuse to aid the work; would refuse to become the puppets and armor-bearers of these so-called leaders. We find this is the case in New York State. Men who do not know are hotly enthusiastic in howling and hooting at President Elliott. At a wink from headquarters they breathe fire. They are less than freemen, they are puppets, and their serfdom is a disgrace to the Division. The L. A. W. presidential imbroglio is only possible because the good faith of the Chief Consul of New York State is questioned. This Chief Consul permits the United Press, the local press and every other news-dissiminating bureau to be deluged with notices of his intention not to be a candidate. Yet he permits a campaign committee to be organized under his nose. He allows them to indorse him as a candidate, yet he is in complete power, and could suppress their act with a breath. If he is true to himself, true to his promise, he should suppress it. In public his position is widely announced. In private he expresses the hope that he may be made League president, and thus "round out an honorable career."

It is for others to judge whether a man's career is or is not honorable, and no honorable career can be rounded out with a masked battle such as is being fought by the Chief Consul of the Empire State Division, nobly supported by the army of collar-wearers who continually bear him upon their shoulders, keeping him ever so prominent, while they themselves stamp, slide and slip in muddy obscurity. To a clear and warlike mind, such as a mind as that of the Chief Consul, for instance, there is a very simple solution of the difficulty. His cohorts tell him he can be President for the asking, that they will make him President despite himself, and the like of that. If they can, why should they resort to trickery, chicanery and misrepresentation to win a victory already won? If they can so easily annex the League presidency to the

Chief Consul's other titles, why not do so without false accusation, without squirming, octopus-like, in muddy waters. It is Tommy-rot to say that they will make him a candidate against his will. Such a candidate has no will. Few men, if any, ever yet ran for office who did not want to run.

The Chief Consul of our great and growing division has an example in the great Easy Boss who, though so easy, withstood State and National pressure so successfully that his name was not even mentioned for Governor of New-York State, although he carried in his vest pocket the nomination for that exalted position, and had direct communication by wire with every other office from the exalted one down to the meanest sinecure in the State.

Some day our 20,000 State Division members will awake to the fact that its leader is professionally political. He is a polisher and trimmer of marked ability. For eight years he has been opposed to every League president, all of whom he had previously helped into office. He could have been president of the League four years ago, or two years ago, perhaps. But he never takes the big office; he seems to be too fond of chess-playing.

THE WHEEL hopes that the members of the National Assembly will delve into this matter and adjust it for themselves, and that they will elect Elliott, who is an honest, sincere, earnest, direct, simple and straightforward man, ever striving to be honorable, and whose mistakes, if any, do not spring from the heart.

The diversification of the cycle industry, the development of new conditions, the rapid transformations in methods, in advantages of position, in evolution of ideas and conceptions, and in the establishment of higher artistic and utilitarian standards, all make work and widen the already wide field for the cycle trade papers. They are equal to the task. They have developed a keen and refined sense that makes them not poor lawyers in their line, the best possible judges of human nature, good judges as to commercial ability among manufacturers, and safe advisers along the ragged edges of business. They are entitled to all they make, and to more consideration at the hands of the trade they serve than they sometimes receive.

Caesar it was, we believe, who first introduced the crown-refusing act. Thrice was the imperial headpiece offered to mighty Caesar, and as often waved aside by him. This is history, but in the end the crown and Caesar connected, and one rested upon the imperial brow of the other. From all appearances Mr. Potter is now actively engaged in the veni-vidi-vici business, while playing a continuous performance of crown-refusing, the New York Division Board of Officers, under the careful tuition of Manager Bull, packing the stage as Potter shouters in the meanwhile. Truly, a charming picture—for those who admire such stage effects.

It is an ill blizzard that blows nobody any good. Those timid souls who for the last eight months or more have taken their strolls on the Boulevard, or drive in nervous dread of the deadly scorcher, can now, thanks to a plentitude of "the beautiful" and a paucity of the white-wings, promenade where they will, secure in the knowledge that they are safe from the scorcher, unless he for the nonce has transferred his affections from the cycle wheel to the sleigh-runner.

What a void there would be if to-day every bicycle in the United States should be destroyed. The wheels of government, of business, of trade and commerce and of political activity would be so clogged that operation would be most difficult if not entirely stopped. It is wholly without the range of human conception or calculation to determine with any degree of correctness what a large place cycling fills in our everyday life and activity to-day. Never before has any single human contrivance so rapidly become indispensable to the general public as the bicycle has.

If it is untrue that the more or less amusing "Campaign Committee" of the New York Division is raising a fund to further the Presidential interests of their chief consul, the denial cannot be made too promptly. The suggestion is nauseating and fraught with dangerous possibilities. Although "League politics" have been dirty enough, they have never been made the dirtier by even a suggestion of an organized attempt to indirectly purchase influence and votes.

Sir Thomas Brown has defined laughter as "a sweet contraction of the zygomatic muscles excited by unexpected jocosities." Sometimes; but if Brown were trying it again and had had any experience with how the Magistrates fine wheelmen, and then how they fine horsemen, he'd have put down New York Police Magistrate's justice as another exciting cause.

There is a good deal of satisfaction in discussing the likelihood of the chainless's near approach after all. Nobody seems to know enough to demonstrate that you don't know all about it if you choose to assume that ground.

The difference between the divided-skirt costumes now worn by some wheelwomen and Mercutio's wound, is that the wound was not so wide as a church door.

Do you think you can talk about other people's wheels and not do them damage; a cyclone is composed of nothing but wind.

The unexpected often happens at Christmas; but etiquette compels us to state that it is always superior to what we expected.

Six-day racing is the excess of sport and the abuse of exercise.

Never look a Christmas gift bicycle in the nameplate.

WISCONSIN'S "FAVORED SON."

Very naturally the Wisconsin Division, at its annual meeting, indorsed the candidacy of A. Cressy Morrison, of Milwaukee, for the presidency of the League.

Mr. Morrison stated, after resolutions indorsing him for the presidency were passed, that as regards the sentiment that the West is entitled to a presidency, he felt that this sentiment in the West was growing rapidly and was justified. He said that he knew, however, that there was a strong desire throughout the whole country to pay the compliment of recognition to Isaac B. Potter for his eminent services to the League, and it was probable, should Mr. Potter consent to run, that this feeling would supersede the sentiment in favor of any section. If Mr. Potter did not desire this recognition he believed the time was ripe for the West to be recognized. He felt that the selection of a Western or Southern candidate should be left to a caucus of the West and South, and that he would heartily support any one whom this caucus should nominate. He said further, that should the honor be conferred upon him by the caucus he would stand as their representative, and accept election or defeat in their behalf with equal equanimity.

Racine was decided on as the scene of the next Division meet, and it was decided to continue the fight for the free transportation of wheels on railroads.

GOOD OLD JERSEY!

A flourishing state of affairs was shown by the reports read at the annual meeting of the New Jersey Division, at Newark, December 17. Ex-Chief Consul Gentle stated in his retiring speech that the membership had grown from 1,406 to over 4,600 during his administration, and that the treasury had a balance of over \$1,300. Chief Consul Kircker announced when he took the chair that the greatest undertaking of the Division next year would be to have a bill passed by the State Legislature compelling railroads to carry bicycles free. Delegates to the National Assembly were elected as follows: Robert Gentle, J. S. Dickerson, R. R. Chiswell, H. W. Knight, James Barber, Dr. A. J. Wright, J. F. Neefus, W. F. Roelker, Harvey Iredell, C. B. Zacharias and C. B. Holmes. It was mutually agreed to cast the Division's vote for Elliott's re-election.

GOING TO SUE.

It was decided at the annual meeting of the Maryland Division last week to sue out a mandamus against the Pennsylvania Railroad to compel the company to carry bicycles free as baggage. Chief Consul Sams said he and several other lawyers had carefully weighed the law on the subject and believed that the railroad company could be compelled to carry bicycles as baggage. The meeting instructed Charles W. Heulsler, as chairman of the Rights and Privileges Committee, to begin the legal proceedings necessary.

It was also decided to abandon the management of the Park cycle track, and to dispose of the property. Albert Mott, H. B. Wilcox and William Gullen were elected delegates to the National Assembly.

MR. PHINIZY NAT FAZED.

A bill declaring bicycles baggage and requiring all railroads to haul them free of charge was defeated when the question was put to a vote in the Georgia Legislature last week. The vote stood 39 for and 50 against. Mr. Phinizy, of Richmond, author of the measure, gave notice that he would move to reconsider the action in defeating the bill, he believing that with a full attendance his bill will meet with the approval of a majority of the members.

STILL TALKING, BUT THAT'S ALL.

Tom Eck visited Syracuse and New York last week. All who read the daily papers know the result. Immediately there was an explosion of Michael-Linton-match talk equal to the best efforts of the followers of the pugilistic profession. It was at first affirmed that Eck and Plummer held a secret conference and arranged the match. This Plummer denied. He announced that he wanted nothing to do with Eck while he was under the ban of the Racing Board. He did, however, long to have Linton meet Michael; in fact, Linton was fretting himself half to death over the delay, and he asserted that all the money needed to bind the match was in a stakeholder's hands.

Michael, according to Eck, will be only too pleased to satisfy Linton's longing. The little Welshman can ride rings around his countryman under any conditions, and can find backing in Chicago to the extent of \$5,000 if a match can only be arranged. But, he adds, as "the Jallu brothers, the best pacemakers Michael had, have returned to France, the latter will not ride a paced race at present. It would hardly be a fair race, as Linton would have all the best pacemakers, while Michael's would be second-raters.

And then came another bizarre sensation. Away down in Jacksonville, Fla., amid the palms and orange trees, Johnson and Michael, it has been heralded throughout the country, are going to meet during January in a series of three races, the winner of two of the three to get a purse of \$5,000. The distances are stated to be one, two and five miles. The match will be backed by the Plant system, a corporation that practically controls half of Florida. There is no controversy between Johnson and Michael. The latter has been enjoying the hospitality of the former at Minneapolis for several weeks. Michael has been using Johnson's skates and best shotgun; has slid down his cellar-door as often as he pleased, and has formed the highest opinion of Johnson as a host. So, to square matters, they will have it out on the Panama track.

It is also announced that several other events will be run at the same time, and that efforts will be made to have Linton meet his little neighbor on the Jacksonville track; in fact, Eck claims they will meet there and that the match has been made, while Plummer denies it. Meanwhile it is said that Eck's journey to New York is in behalf of the proposed Chicago six-day race and to get an idea as to the cost of transportation to Florida.

EASY TO KEEP COOL.

Efforts are being made by the managers of the Convention Hall Ice Palace, Washington, D. C., to secure about all the contestants in the recent Madison Square Garden six-day race for a similar event, to be run during New Year's week in Convention Hall. The race, however, will be run for eight hours each day. The track is to be 16 feet wide, and will extend around the inside of the skating surface. It will be banked eight feet at the curves, with a railing on the inner side separating the track from the ice.

EARLY NEXT YEAR.

New York is to be the scene of the formation of the proposed National Cycle Racing Association, the organization of track-owners and managers, an outline of which was previously published in THE WHEEL. The date set for the meeting is January 9. Representatives of all the best tracks in the country have been invited to attend.

LUMSDEN LIMPS HOME.

Disappointed, disgruntled and with a badly bruised body, J. D. Lumsden, "the Scottish champion," sailed for Liverpool on Saturday last. Lumsden is dissatisfied with his treatment at the hands of Plummer, the manager of the Simpson chain aggregation of foreign riders. He claims that he has not received a cent of salary since he arrived here, and did not have proper medical treatment after his fall in the match race with Jay Eaton. He also thinks that Eaton should have split the purse with him, although he objected to an arrangement suggested prior to the race to start over in case either rider fell. Lumsden states that Plummer told Simpson before the team started that he had completed arrangements for the men to ride at thirty meets in this country, whereas the six days' race was the only engagement arranged.

PROFIT OF PEDAL PLUGGERY.

Whether it pays physically to undergo the strain and torment of a six days' race is a much mooted question, but a premier position at the finish certainly brings fame and a small fortune. Hale's financial reward is well known to every one, and Rice, the second man, cannot complain. Besides securing the purse of \$800, he also wins a bet of \$500, on a wager with a Wilkesbarre colonel. The colonel offered to bet him fifty to one that he wouldn't finish under fifth place, of which offer Rice took up ten dollars' worth, and for which risk, it is affirmed, he will receive the \$500. The Wilkesbarre people were so tickled over Rice's showing in the race that a subscription has been started to raise \$1,000, which amount is to be presented to him on Christmas Day. When Rice returned to Wilkesbarre after the race he was treated like a prince. Five thousand people were at the

THINKING IT OVER.

I must confess I don't feel well;
The reason why I cannot tell;
I ate a most delicious dinner,
As well becomes a cycling sinner;
I had some turkey, mince pies, too—
I own the soft impeachment true;
I drank my wine "like other folks,"
I cracked some nuts, I cracked my jokes!
And then I think that I proposed
Some fifteen healths—and then I dozed!
I tried my best to do my part,
For I've an overwhelming heart!
But what I can't get through my brain
Is why I've got this awful pain!
For years I've read in prose and rhyme
"At Christmas have a merry time!"
I had it yet when I've got through it
I'm blest if I don't really rue it.

H. J. S



CASH IN ADVANCE, PLEASE.

Frederick Gerlach, the Chicago member of the Racing Board, has hesitated in sanctioning the proposed six-days' race at Chicago, and rightly. He has asked the promoters to put up a guaranty that the participants will receive their money. The manager of the proposed race has been at the game before, and needs watching. Over a dozen years ago he promoted a six-days' grind in Philadelphia, which financially was a fizzle, and those of the contestants who are still alive are waiting for their prizes to the present day. The sanctioning of the Chicago race can be taken as a guarantee that the prizes will be paid, whether the affair proves a success or failure.

Captain Mahan, the celebrated naval historian, just retired from active service, is an enthusiastic wheelman.

station to greet him. A parade was formed, headed by the best brass band in town, and seated in a handsome barouche, drawn by four white horses, he was escorted to the opera house, the streets en route being jammed with humanity. Fireworks and red fire glowed incessantly. A mass-meeting was held at the opera house, where addresses were made by the Mayor and other prominent citizens. Rice was enthusiastically received when he stepped on the stage, and when called on for a speech, said: "Thank you all. I done the best I could."

PUTTING HIM ON.

"Do you think, professor," said the musical-ly ambitious youth, "that I can ever do anything with my voice?"

"Well," was the cautious reply, "it may come in hand to holler off numbers through a megaphone at a race meet."

TWO OF A KIND.

It was a case of "dog eat dog" in the mile match race between C. M. Murphy and F. F. Goodman at the indoor meet of the Liberty Wheelmen and 13th Regiment, at the armory, Brooklyn, Saturday night last. Murphy won the first heat in 2:30 2-5 by some wide riding at the turns. Goodman took the second heat in 2:30 4-5, but was disqualified by the referee on a foul claimed by Murphy. Murphy was given the race, but Goodman's friends are dissatisfied with the result and want another race. Murphy was beaten decisively in two other events. Summary:

One mile (novice)—1, Frank Powell, Liberty W.; 2, T. R. Goodwin, Logan W.

One mile (scratch)—Final—1, Carl Sanford, jr., N. J. A. C.; 2, J. W. Judge, Riverside W.; 3, W. H. Owens, South Brooklyn W. Time—2:31 1-5.

One mile (professional)—F. F. Goodman; 2, Sam Brock; 3, C. M. Murphy. Time—2:30.

Two miles (handicap)—Final—1, T. R. Goodwin, 100 yards; 2, J. W. Judge, 25 yards; 3, W. A. Brown, 90 yards. Time—4:59.

One and one-half miles (military team race)—Won by E. C. Barnum, Carl Sanford and W. R. French, of Company K, 23d Regiment. Time—5:11 1-5.

Two miles, professional (handicap)—1, F. F. Goodman, 20 yards; 2, Sam Brock, Brooklyn, 80 yards; 3, George P. Kuhlke, Brooklyn, 100 yards. Time—5:02.

NOT SO PROFITABLE AS IT WAS.

Writing of the pacemaking game as it is carried on in Paris, a correspondent of "Cyclers' News" states that the lot of the Parisian professional pacemaker has not been a happy one of late. It is not like the "golden age" of 1895, when paced races were numerous and good pacemakers scarce, he writes. That was the time when a man at business during the day could easily supplement his income to the tune of \$15 or \$20 a week by pacing in an evening and on Sundays. Now, there are lots of pacemakers who make a business of it, and who, being all free lances, that is to say, not in the employ of any particular firm, sell their services to the highest bidder. The engagement of the teams takes place generally the day before a race, and is a curious spectacle; there is the rider or his trainer on the one hand, and the steersmen of the triplets, quads and quints on the other side; and then they haggle like fishwives. Naturally, the invasion of trained English pacers is looked on with a very evil eye, indeed, by the French pacer, who sees things go from bad to worse, and talks loudly of the bread being taken from his mouth by these foreigners.—As a result, trouble is likely to occur among the pacers before the winter is over.

FLORIDA'S PACING POSSIBILITIES.

Florida intends to make a bid for the record-breakers' winter patronage. Already Mr. Eck has scented the honey pots, and is issuing challenges to every one and everybody to race his speedmakers in Florida.

A gentleman who has spent his winters in Florida for the last twenty years declares that there is one reason why Florida should be the winter paradise of the record-breaker, which reason he has never yet seen in print. An unlimited and perfectly free collection of pacemakers can be had with but little if any trouble in the shape of the famous razor-back hog, of which animal the Floridian says:

"The Florida razor-back is a natural pacer. He never trots or runs. He paces, and when he lets himself out there isn't any dog can catch him. They have exciting races between razor-backs down there. I saw a big hog, untrained, and brought right from eating four bushels of wild oranges, pace three straight mile heats, and the slowest one he made in 2:32. I believe if they would train those hogs

they could get them down to a two-minute gait with no trouble, and the possession of a dozen of them trained to pace ambitious racing men would for once and all do away with the expensive and trouble-causing pacer-maker."

DISGRACING AN ARMORY.

Cleveland, Ohio, Dec. 21.—A. J. Benedict, of New York, representing the Cycle Carnival Company, of Minneapolis, Minn., has completed negotiations with the County Commissioners and the Republican Executive Committee whereby he becomes the lessee of the Central Armory for the week of January 4. Benedict will conduct a six-day female bicycle race in conjunction with a "cycle show." A fifteen-lap track will be constructed, and the contestants will ride two hours each afternoon and each evening, making twenty-four hours in all. There are numerous entries. The prizes aggregate \$500, divided into four purses. Cleveland has never turned out a paying crowd for a legitimate race meet; the result of the present effort seems foreshadowed.

JOYS OF RACING.

Bad spills are reported as being quite common affairs on the winter track in Paris. One afternoon recently when the track was crowded with men training, the rear tire of the quad pacing Bourillion burst. A terrific smash-up followed. Bourillion was knocked senseless and was hurt about the head and chest. The steersman of the quad (generally the one most hurt) got off safe and sound, as did the last man; but of the two men in the middle, one had his collar-bone broken in three places, and the other one had all the skin and flesh taken off his face and arms.

OFFICIAL JUDGES NEEDED.

People in those Latin countries are excessively excitable. Buenos Ayres recently had its first taste of cycle racing, and the finish of the chief event resulted in a ding-dong finish of the proverbial hair-raising kind, in the course of which the judge became highly excited, so much so, in fact, that he danced around the stand and actually forgot which of the riders finished first. He puzzled his head over the problem for a long time, and finally confessed that he didn't know who was the winner, and allowed the newspaper men who were present to decide for him.

RECORD WORK DOESN'T PAY.

John S. Johnson, it is announced, will abandon the record-breaking game next year, and give all his attention to competitive racing. Although Johnson has generally been among the "also rans" when riding in competition with the cracks, Eck, with his customary confidence, says Johnson will fool the natives next year when he brings him out. He affirms that record-breaking does not pay as well as winning purses on the circuit.

HAS A WINNING NAME.

Choppy Warburton has taken the French rider Champion under his wing, and expects to make a world beater out of him. Warburton hints that Champion will simply make rings around such riders as Michael and Tom Linton. He started his career under Warburton by winning a twenty-mile race from Collomb. The latter fell and was unable to finish.

GLAD HE LIVED THROUGH IT.

Asbury Park enthusiasts were so rejoiced that Maddox came out of the six-day race alive that he was tendered a banquet when he returned to his home in that town. He has decided to compete in the Chicago and Washington grinds.

HE IS A CREDIT TO RACING.

That all racing men are not sordid grabbers is illustrated by the action of Starbuck, after winning the match race with Linton at Madison Square Garden. Starbuck fell early in the race, and Linton stopped and started again, although not compelled to by any agreement. Starbuck won, as previously chronicled, and after the race he went down in his pocket and handed half of the purse to the Welshman.

THREES BEAT FOUR OF A KIND.

A novelty at a recent meet at the indoor track in Paris was a multicyle race between seven triplets and four quads, run in four heats. In each heat the quads were left behind by the triplet crews. The steeply banked curves were taken at a terrific pace, at which points the triplets had the advantage. The final was won by the triplet team captained by Clement.

MATCH IN MID-WINTER.

Toronto, Ont., Dec. 17.—A match bicycle race took place at the quarter-mile track in East Hamilton yesterday between Roy Miller, of this city, and C. W. Werick, of Buffalo. The race was mile heats, best two in three to be winner. Miller won two straight heats in 2:26 3-5 and 2:21 2-5, but was closely pushed in both by his American competitor.

STARBUCK SAILS FOR EUROPE.

J. F. Starbuck sailed for Europe on Saturday last on a deferred honeymoon trip. Although not announced until last week, Starbuck was married over a month ago. Mrs. Starbuck was Miss Bertha Wise, of Lewisburg, Penn. Immediately after returning to this country Starbuck will enter into negotiations for a match race with Michael and Linton.

PITY THE RACER.

Your French wheelman is deeply interested in cycle racing, and it will be no fault of his if his Government is not likewise interested. A petition signed by all the Algerian cycling clubs has been forwarded to the Governor, in which it is requested that racing men going to and from races should be carried at reduced railway fares.

A LA MILITAIRE.

A lengthy programme has been arranged for the military bicycle and athletic carnival to be held at Madison Square Garden January 11 to 16, in lieu of the abandoned eye's show. Each evening a half-dozen races will be sandwiched in between military evolutions and exhibitions, open chiefly to members of the National Guard and the Regular Army.

LOOKING THE BATTLEFIELD OVER.

E. C. Bald is contemplating a pleasure trip to London and Paris after the New York and Chicago shows. He has an idea that he can make a better showing on the foreign tracks than any of the Americans who went abroad this year, and will study the tactics of the French cracks before going into battle.

WINTERING IN PARIS.

Many of the crack London riders have migrated to Paris for the winter. Among them are Barden, Scott, Elijah Scott and a batch of Dunlop pacers and the Chase brothers.

WILL REST A BIT.

Platt-Betts, England's mile record holder, has abandoned the idea of racing abroad during the winter, and will rest until the opening of the outdoor season.

RACING BOARD'S BULLETIN.

PROFESSIONALIZED.

F. W. Van Buskirk, Mt. Carroll, Ill., Clause B.
 W. H. Eck, Bladen, Neb., Clause B.
 Temple Dean, Waverly, Ill., Clause I.
 Lucas Rew, Waverly, Ill., Clause I.
 S. Page, jr., Waverly, Ill., Clauses I and F.
 I. N. Just, W. Tingle, Louis Brown, E. W.
 Doelle, Olney Rorabacher, Fred Corsen, A.
 Ringle, F. Skelton, A. Giegler, C. Hatley, E.
 Shannon, all of South Lyon, Mich., Clause A.
 A. S. Lyndon, Plymouth, Mich., Clause A.
 E. W. Lunn, Albion, Mich., Clause A.
 Charles Lomax, Philadelphia, Penn., Clause B.
 R. Shiner, Philadelphia, Penn., Clause B.
 M. C. Gallagher, White Haven, Ia., Clause A.

SUSPENDED PENDING PAYMENT OF ENTRY FEES.

Ed Heil, Chicago, Ill.
 F. Hill Chicago, Ill.
 A. H. Stewart, Chicago, Ill.
 W. A. Waterbury, Ottawa, Ill.
 L. W. Smelzer, Peoria, Ill.
 Louis P. Helms, Baraboo, Wis.
 John E. Schwendener, Milwaukee, Wis.
 Charles E. Reynolds, Janesville, Wis.
 H. J. Hoffman, Bay City, Mich.
 R. S. Loudon, L. J. Whatley, D. M. Groulx,
 Big Rapids, Mich.
 H. M. Gay, Bay City, Mich.
 J. H. Hodges, Monroe, Wis.
 Warren Smith, Huntley, Ill.
 W. F. Selby, Peoria, Ill.
 J. A. Woodleaf, Ottawa, Kan.
 C. Quinn, Sycamore, Ill.
 C. N. Hamlin, Dallas, Tex.
 W. J. Waters, H. G. Stuhlmiller, G. McCarty-
 ney, Ray Duer, D. A. Slaughter, J. J. Willax, Ray
 S. Hofheins, Buffalo, N. Y.
 F. H. Allen, Syracuse, N. Y.
 W. Birdsall, Auburn, N. Y.
 Dr. A. I. Brown, Cleveland, Ohio.
 Phil Nichel, Milwaukee, Wis.
 Fill Church, Toledo, Ohio.
 C. T. Wolcott, Gibsonville, Ohio.
 F. A. Church, Toledo, Ohio.
 John Hunter, Albion, Mich.

Harry T. Tudhope, Port Huron, Mich.

F. E. Hendrich, Danville, Ill.

O. A. Schlitz, Canton, Ill.

Henry Trapp, Lincoln, Ill.

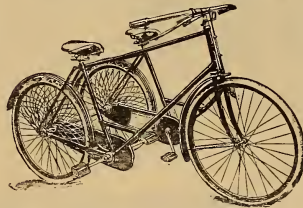
For knowingly competing in handicap race not handicapped by the official handicapper, D. F. Carmichael, St. Paul, Minn., is suspended from all track racing for ninety days from this date.

Suspended for one year from December 16, for competing while under suspension, and with amateurs after having become a professional, F. W. Lunn, Albion, Mich.

For false entry Earnest Hubler, Marshalltown, Iowa, and A. W. Dean, Waverly, Iowa, are suspended for ninety days from December 18.

Suspension placed upon John Nillson, Minneapolis, Minn., has been reduced to expire February 1, 1897.

A NEW ENGLISH TANDEM TRICYCLE.



Here is a type of sociable tandem tricycle which is attracting a considerable amount of attention. It is wedge-shaped in frame looked at from in front, and it is said to be a very easy

There are some novices who are willing to admit that they can't race, but every one of them thinks he is a good judge of a wheel.

If you compliment a school teacher upon her riding of a wheel, she will not observe the grammatical errors.

YOU CAN'T FREEZE THEM OUT.

Denver, Col., Dec. 22.—Despite the lateness of the season, J. L. Spillane, of this city, broke the twenty-four-hour road record to-day, covering 297 miles in 23 hours 53 minutes and 30 seconds. The previous record allowed by the Century Road Club was 285 miles. Several riders have eclipsed these figures, but the trials were not ridden in accordance with the rules of the Century Road Club. W. F. Sager set a new 200-mile mark for the State, making the distance in 16 hours and 16 minutes. The previous best was by Mrs. A. E. Rinehart, 16:18.

HOW IT HAPPENED.

"Take your choice," said Pate to the unborn Soul, "I have two openings left. You may be Respected or a Referee."

And the Unborn tried to borrow a quarter of Fate to flip up for it.

And his nerve so pleased the Dispenser of Destinies that he put him down for both, and the man broke the record.

PRICES GOING UP.

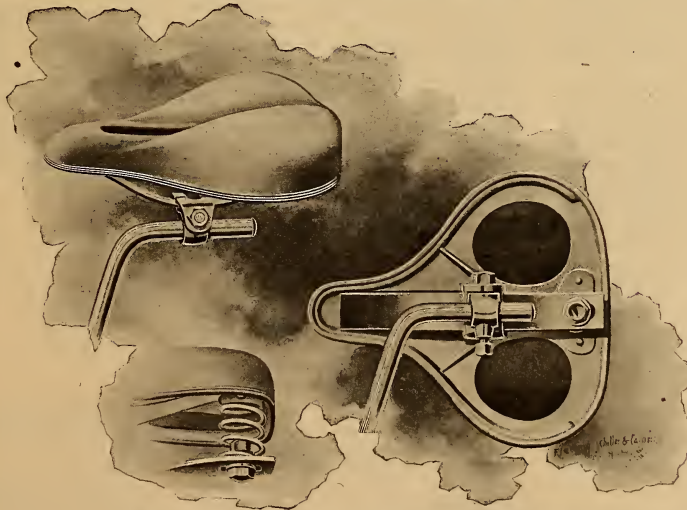
After December 31 the price of the Spaulding, Kensington and Buffalo pedals will be advanced. The Spaulding Machine Screw Company, which make them, say that 75 per cent of the output is contracted for, and the increase is imperative.

ONCE MORE ABROAD.

F. A. Elwell is arranging another European cycle tour. The party will sail on April 29, and visit about all the historical points of interest on the Continent and England. About 112 days will be required for the trip.

RAY HYGIENIC CYCLE SEATS.

An Aluminum Base cast from exact impressions of the human anatomy by riders actually propelling a wheel.



Padded with heavy felt, and covered with a soft leather top. Low side clamp, with or without coiled spring.

Send for samples, prices and catalogues.

THE BRIDGEPORT GUN IMPLEMENT COMPANY,

313-315 Broadway, NEW YORK.

Kindly mention The Wheel.

BRITISH "FAIR PLAY."

Some Excellent Examples of It in Space Allotted to Americans at the National Show.

London, Dec. 9.—Arms and the man, I sing. Otherwise, speaking rationally, I am going to continue my tale of the National Show now in full swing at the Crystal Palace, Sydenham. I have made a tour of the American exhibitors and, without exception, all are simply disgusted with the treatment which has been accorded to them by the National Show ballot, i. e., the committee. And no wonder.

Take the case of the Rambler people. Manager J. H. Kitts, who is nothing if not energetic and pushing, had applied for one of the largest spaces in the exhibition, thus in his own judgment (and in most others also) making certain of a good position—for this, of course, goes by weight of coin offered in space. Last year his application would undoubtedly have yielded him one of the crack positions, but there are wheels within wheels in the Cycle Manufacturers' Trade Protective Association, and American makers are regarded with a jealous eye. I don't put it as a consequence that the Rambler exhibit was relegated to the comparative obscurity of the Grecian Court, but the fact remains that the demand for space was complied with, and the other exhibitors satisfied by having one of the most elaborately artistic exhibits removed from a position in which it must have simply overshadowed them. Still I am pleased to say that the "luck of the ballot," as somebody has put it, has not been quite successful as, owing to the publicity given in the cycle press that the famous jewel-encrusted \$1,000 Rambler lady's safety was in the Palace, crowds have roamed about the inconveniently narrow aisles of the Palace until they have found it.

I hope that I will be believed when I assert that I have never seen a finer stall than that which represents the trade status and general position of the famous G. & J. firm. In the centre of a star-shaped ground plan a circular temple of art stands, built up in exquisite taste with mirrors, white and gold pillars, and royal blue plush curtains, and bearing round its frieze the legend, "Gormully & Jeffery Mfg. Co., Chicago."

The Spalding is close by, abutting from under the gallery on to the main transept. The Pierce, which is hidden almost out of sight under the gallery in the theatre, and the Brownie, a Toronto machine, comprise all the American machines which I have been able to find on the ground floor. Upstairs in the gallery the Waverley makes considerably the best show to be found there, both as regards style and position of stall. The Monarch and Defiance are huddled away in a corner at the front, under the clock; the Adlake is very little better off, while I doubt if a tithe of the visitors to the Show will be able to say that they noticed the Yost-Falcon, Tally Ho, Crawford, Sterling or Kenwood machines, all of which, I can vouch for, are in energetic hands which only want a chance at once an exposition to make good use of it.

Under such circumstances there is little wonder that the American representatives are anything but pleased, and have given the secretary of the show some plain opinions on the matter, which no doubt he will color and publish to his committee.

As to the machines themselves, most of them being newcomers, I am scarcely able to express my opinion as I would wish. The Rambler I know to be a good machine, and while there are points which my insular prejudice girds at, I must admit that I am much impressed by its thoroughness and sound construction. Several English agents

have expressed to me their satisfaction with the machine, and the terms on which they are offered business, and have asserted that they will take it up and make it their leading wheel, so that I am quite prepared for a boom in Ramblers during the coming season. The Waverley is also very favorably commented upon, but to my mind the pick of the basket is the Pierce. I don't say that I am a competent critic of American machines, but I do say that were I an English cycle agent I could sell the Pierce if the terms were all right. It is a beauty. Of course, the Waverley is a fine machine, and is making friends everywhere it is introduced. The Cleveland has been improved considerably to the English eyes, since its appearance at this Show last year. Round cranks, however, are retained, and a new form of bottom bracket cone-adjusting, which permits the whole bearing being withdrawn without dismounting it. Flush joints are partly adopted, and a neat style of brake lever.

The Miami Cycle and Manufacturing Company, of Ohio, have several models on view at Stand 89. This machine attracts considerable attention, because of the extremely narrow tread—quite a novelty in American-built machines.

The Spalding is also more altered to English views than was the case last year. All tubes, however, are tapered toward extremities, where they enter the connections. The method of wheel building is also novel, as the spoke flanges are cross cut into projections, which enable a direct spoke being used in a tangent wheel. A spring-framed machine is also on view.

The Waverley people make the most effective display on the gallery at Stand 812, and show considerable improvements in their wheel from last season. A new bottom bracket, or crank hanger, which, while reducing the tread to 3 1/4 inches, also permits the bearings to be withdrawn without dismounting.

The Falcon and Tally-Ho are also on the gallery at Stand 320, and the former looks fairly much as it did last year. The Tally-Ho has several distinctive points, such as a tapered cross strut, but it is hard to see what object is gained by the device. The Crawfords are also shown on this stand. I can remember Mr. Crawford when he was a small maker of good machines at Glasgow, so was quite interested to note how he has adapted himself to his own market. His wheel looks remarkably good value at its price.

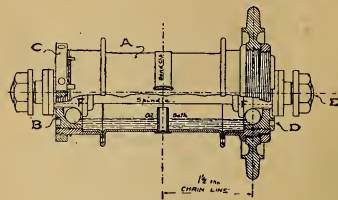
The Sterling is to be seen on Stand 325, in company with the Kenwood, and a handsome pair they are. Both are just as you have had them during the past season, and are more distinctly original in parts than any of their neighbors.

This does not exhaust America's contribution to the Show, for have we not got American automatic machinery and imitations thereof, as well as the rather elusive Kane-Pennington motor, shown in bicycle and quadricycle form? I am told that in a trial of the former one day last week on the Palace track the incautious rider—a Frenchman—turned on the speed gauge to the utmost with such immediately disastrous results that he is of the opinion that the whole show exploded, while spectators aver that he was merely tossed over the rails, while the forty-mile-an-hour motor proceeded to demolish itself very successfully.

The Twentieth Century lamp is seen in a brooding magnan reproduction, which heralds the stall; the A. L. Moore Fittings Company are also down on the list of exhibitors, but I have not yet been able to find their exhibit.

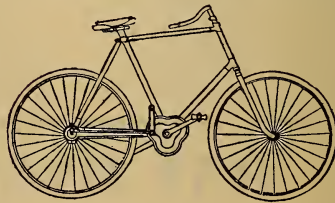
Continuing my investigation of the new notions to be seen at the Show on English

machines, I find that disk adjusting hubs are quite common. One of the most novel of these is the De Burgo, which is illustrated herewith:



A is the body of the hub. B is the adjusting disk or cup. E, the axle on which the cones F F are fixed. C, the locking ring nut, tapped conically and screwing on to the split end of the hub of course causes a jamming action on B, when C is turned home. D is the fixed cup propulsion, as the extinction of the geared Facile, worked on the same principle, goes to show, I don't suppose it would be for a moment thought of. Still by an elaborate set of comparative models working in a glass case, its advantages are displayed in contrast with the greater loss of power (sic) necessary in the use of chain gearing and rotary pedal action.

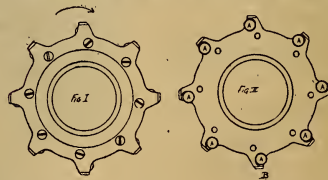
Another peculiar idea is the cam action bicycle. As will be seen, its action is chainless, and the clover leaf shaped crank wheel



actuates two connecting rods, which gives, in the illustration seen, three revolutions of the driving wheel for each full turn of the pedals. The cam runs on balls, and the idea is very carefully worked out.

Here is another idea which strikes me as having more in it than appears at first sight.

It is a sprocket designed with the idea of minimizing the chain friction evolved by engaging and disengaging with the sprocket



teeth. Figure 2 shows the principle of the idea, which is the substitution of free rollers for the ordinary fixed bearing parts of the cog teeth.

In Fig. 2, A. are the rollers working on a variable or free axis in the face of the cog teeth. Their action is that at B, where the chain commences to engage; the roller is at the bottom of its seat, i. e., nearer to B than the plan shows. At C, the action of the chain block engaging with it causes A to rise to its highest point or its seat, and it is claimed that this rocking action entirely supersedes the ordinary sliding motion between chain and cogs, which develops so much friction.



PALMER TIRES

A Christmas Greeting.

We are getting thoroughly into the new arrangement of selling our own goods, and it is meeting with unqualified success. The bicycle makers like it, the dealers approve of it, and it is a pleasure to us to get into touch with our customers.

The demand for high-grade materials is brisk, the consensus of opinion being that cheap stuff has seen its day. And yet there are a few makers to whom cheapness is everything. They do not realize that a bicycle can be made so very cheap that riders will not purchase it.

Palmer Tires do not cheapen bicycles—they mark the high-grade wheels.



ADDRESS ALL COMMUNICATIONS TO

The Palmer Pneumatic Tire Company

66-68 Reade Street, NEW YORK

Kindly mention The Wheel.

133-139 S. Clinton Street, CHICAGO

IN GAY GOTHAM.

The most tickled man who has visited the shores of Manhattan Island in recent decades is L. M. Wainwright. Wainwright has been closely identified since the "first days" with Indianapolis, the Indiana Division of the L. A. W. and with the sport of racing and touring, and with the trade of his State. Therefore, it is natural that he should in time evolve from a Columbia agent into the controllership of a big bicycle factory—none other than the Central Company. He carries with him to New-York, and also showed in Boston, his chief Ben Hur bicycle for 1897. Of course he has his other lines with him, but they pale before the star of the collection. At the Marlborough (which is becoming a cosy haunt for bicycle travellers) he exposed the wheel to other men in the trade. These and others fairly watered at the mouth for joy and admiration over the Wainwright wheel. There is no use in describing it. He won't let you. Only grace is prominent, and strength is pre-eminent. Twenty-five new wrinkles are employed, all of which are not wrinkles, either. Some are important and radical departures in bicycle construction, and they seem logical and practical. It a few weeks the bicycle papers will be full of it. It will take space and many illustrations to describe all of the appealing points of the Ben Hur model of 1897, and riders and agents who want to keep posted should not fail to keep tabs on this expected description of Wainwright's wheel.

Arthur E. Pattison is in town. Dame Rumor, who does mischief when the crone has nothing else to do, has been busy with a Coleman-Pattison combination. It is rumored that the Warren street Mogul intended associating the old secretary of the Pope Company with him as chief manager. Many a shrug of the shoulder and wink of the eye was there over this choice morsel of gossip, but it is vaporous as an April cloud. The combination is not on the carpet. Mr. Pattison will receive a lump sum for managing the Chicago show, after which his connection with the bicycle business will cease—entirely so. He has purchased an interest in a shoe business in New York City, and will be a shoe merchant after show time. Pattison was with the Pope Company somewhat over ten years. He was their first traveler in the "wild and woolly," and in his travelling days it is said his great ambition was to have his name on the Pope Company's letter-heads, and, in time, it appeared there. He drew a large-salary, and owned a large block of stock which paid the usual handsome Pope Company dividend, and when he shook the dust of Hartford from his feet, he took with him, so it is written, a small fortune. He is bright, competent and experienced, and THE WHEEL hopes he will be as successful in his new field.

A Veeder man has been with us after a brief sojourn in Philadelphia, scattering Peerless Veeders in his way—no other, in fact, than David J. Post, late of Cleveland, but now indissolubly tied to Hartford. Post got his A B C of the bicycle business with the Pope Company, and grew to be an important apple in their orchard. Then he parted with them and went to Cleveland, where he made a big success as chief seller of the Peerless Company. Now he goes back to Hartford and quietly studies the Eastern half of the map of the United States, in which territory he handles Peerless bicycles. But the Peerless story is not all, much of his time being devoted to the Veeder cyclometer. This handsome little instrument is too well known to even need description. In the 1,000 or

10,000 miles form, in silver or in gilt, at a decent price, and with absolute accuracy, no wonder it has met with such startling success—a success which necessitates the employment of over 200 people to turn out the little mile-measurer. Some say its sale this season will run up to 125,000. All of which proves that it is not a bad thing to learn your lesson with a good company, and that it is not a bad thing sometimes to make a change.

Mr. Dow is in town. There is only one Mr. Dow in the bicycle trade, and he was once with the Pope Company, and is now with Smith—C. F.—of Indianapolis. By the way, Mr. Smith is here also, but Mr. Smith keeps himself quietly within the shades of the Imperial, and is not seen much in the highways, as befits the head of the concern. Mr. Smith is innately modest and gets no pleasure out of exploiting himself. Mr. Dow, however, is a managing man, and managing men must go about and be seen; must talk and be talked to. Mr. Dow is an important man in the Waverley establishment. His influence has already been felt and will be felt in the future. He is a man of much force and is reputed to be able to throw off more work than three ordinary men—even people in Boston and Hartford credit him with that. He is direct and practical. His New York visit seems principally to be on catalogue, as he is known to be haunting a certain catalogue maker for the past week.

The White Flyer has not been unrepresented on this island within the last few weeks. Its merits have been kept in mind by the presence of Messrs. Benjamin, Bald and Faulkner. Faulkner is a big, good-looking fellow with a black mustache, and looks like an able White Flyer lieutenant. Bald is just now doing the graceful society act, and is much seen in public places, usually not alone. Benjamin, than whom none of the other men is more popular, is doing the big cities in the interests of the 1897 White Flyers. His trip abroad has given him a particular flavor, which is principally noticeable in big ties and a silk tile which have been personally conducted across the water.

R. W. Slusser, one of the Fowler Cycle Manufacturing Company's chief men, was in New York on a flying visit early this week. Since becoming a Fowler aid, Slusser has developed into a sound and splendid business manager, and won the entire confidence of the firm. It is to Slusser's credit that he has won his spurs without newspaper help. Popular and widely known as "one of the boys" in Chicago, the opportunity was afforded him, but Slusser preferred to depend on his own efforts, and the way he buckled down to business and kept at it surprised many of his old associates.

The graceful and artistic Ide bicycles, and the pleasant-faced modest man who made and named them in Peoria, Ill., are represented by a quiet sort of a chap, Mr. Doubt. He is also a guest at the Marlborough, and is rated by other cycling travellers to be quietly shrewd, and more showy in results than he is in looks—which means that Doubt looks exceedingly quiet, reserved and reticent, looks like a sawyer of wood, in fact, all over. The Ide is known here, as in other big cities, and it appeals particularly to the swell trade, because of the lines, finish and general make-up.

Milwaukee's loss, for the time being, A. D. Meiselbach, is New York's gain. Meiselbach & Co. have an awful big factory with an awful big product. They work each day, every minute of the day, and sometimes far into the night. Their evolution from a small begin-

ning astonishes those who saw the first sproutings of their business. Mr. Meiselbach is a New York boy who went West to seek his fortune, and not vainly. He is freshly-faced and blue-eyedly enthusiastic, and looks like a quick mover.

Jos. L. Yost is also within the gates, sheltering himself within the Everett House, his usual haunt. The chief purpose of his visit is not revealed, but as a non-revealer Mr. Yost is a success; he can be powerfully silent where his interests are involved. He has a big eye, however, on the New York market, and realizes that Manhattan Island, with an eight-mile circle drawn around it, represents several million people. He is going especially to sow Falcon seed in this territory for next season.

R. L. Coleman is wearing his high hat these days. Whenever "Ar Ell" wears a high hat he is not working, and he intends to wear this particular high hat until after January 1. He has just returned from a hunting trip in the South, and is brimful of new "coon" stories. It is a treat to visit him after one of these trips.

SENDING THEM ABROAD.

Exports of cycles and cycle material from the port of New York during the week ending December 15:

Argentine Republic	\$623
Antwerp	601
Africa	1,578
Brussels	94
British Honduras	175
British Australia	2,160
British Africa	5,559
British West Indies	3,342
Brazil	515
Central America	374
Chile	425
China	45
Cadiz	78
Danish West Indies	60
Dutch Guiana	75
Dublin	10
Dresden	105
Florence	225
Glasgow	795
Hong Kong	282
Havre	5,053
Hull	35
Hamburg	1,876
Hayti	63
Liverpool	2,520
Lisbon	20
London	9,788
Marseilles	90
New Zealand	1,590
Peru	115
Rotterdam	50
Southampton	7,780
Santo Domingo	131
United States of Colombia	450
Venezuela	818
Laguayra	685
Melbourne	131
Port Antonio	34

BIG MEN CHANGE PLACES.

L. H. ("Baby") Bliss, the 500-pound representative of the America Cycle Manufacturing Company, returned from abroad on Saturday last, after having astonished the Britons for three months, and shown what a twenty-six-pound truss-frame America would stand. The void created by Bliss's return will be amply filled by J. W. Grimes, the Cleveland "fat boy," who sailed two or three weeks since in the Lozier interests.

GONE WITH THE FOWLER.

Adolph Stahl, one of the best-known New York clubmen, will leave the cutlery trade for the bicycle business on January 1. He will be attached to the Fowler Cycle Manufacturing Company's New York branch.

“BUILT
LIKE A
WATCH.”

WITH THE DAWN OF
PROSPERITY
WAKE TO THE FACT THAT
STERLINGS

ARE
EASY SELLERS.
OTHERS CLAIM EVERYTHING;
WE POINT OUT SPECIAL '97
FEATURES, THE
STERLING FORK.



SEND FOR CATALOGUE.

THE STERLING CYCLE WORKS,
CHICAGO, ILL.

AGENCIES:

NEW YORK: Schoverling, Daly & Gales, 302 Broadway.
BOSTON: Dame, Stoddard & Kendall, 374 Washington Street.
PHILADELPHIA: Jacob Rech & Sons, Eighth Street and Girard Avenue.
DENVER: Gerwing-Hilton-Kennedy Cycle Co., 1727 Stout Street.
SAN FRANCISCO: A. C. Nichols & Co. (Coast Branch), 400-4 Battery Street.

Kindly mention The Wheel.

SOME FRICTIONAL FACTS.

How Various Forms of Bearings Have Been Introduced in Cycling to Avoid Friction.

(Continued from Dec. 18).

When balls are interposed between the contact surfaces of a bearing, the sole purpose, as we have said, is to substitute rolling motion for sliding; that is, when two pieces, A and C, either flat or curved, whose surfaces would ordinarily rub on each other, have a ball B placed between them, the intention is that A shall roll on B and B shall roll on C, or (better stated), that A shall roll B on C, thus:

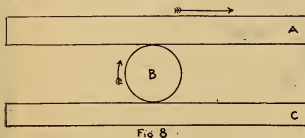


Fig. 8

This is so elementary and familiar that to sketch it may seem idle, yet things may lose significance by being familiar, and we state this in order to emphasize the essential characteristic of a ball bearing, to wit: The ball should always roll. Here C is stationary, with A and B moving upon it; B should not stick upon C, with A rubbing along on B, nor should B stick to A and the two go rubbing along together.

Figure 9 is intended to represent a portion of a bearing on the same construction as the "double-ball" shown in Figure 6 of our article December 18; whether there are two rows of balls or only one, or whether the perforated collar is used, is only a matter of detail. In Figure 9, which is in vertical section cut

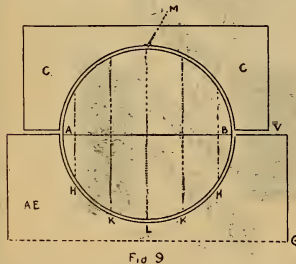


Fig. 9

parallel with the axle, C is the stationary bearing-case and AE is the revolving axle. The axle rotates upon its centre line FG, rolling the ball on the grooved path through the case C, AB being the axis of rotation of the ball. In order not to confuse the lines to the eye, a small space is left between the ball and its groove, but they are assumed to be really in exact contact and fit. Whether anybody ever did construct a bearing with the balls actually in such contact all around we do not say, although this was understood to be the general construction of the pattern in Figure 6 of December 18; but, assuming one to be thus made, how would the balls move?

All points on the "sides" of the ball—that is, all from L around to the slight opening at V left for clearance between axle and case—not only travel in circles of which line AB is centre, but travel forward along the grooved path within C; hence these points on the ball must more or less slide and rub on the sides of this grooved path. The further these points are from L and the nearer to V, the smaller their circle of rotation and the greater their rub; the portions of the ball nearest to L are thus the most "advantageous" in

action. Moreover, the ball may be considered, as respects its rolling, as a great many little disks or thin wheels mounted on a common axis at AB, as indicated by the dotted lines, and the larger their diameters the more readily these roll; so a second reason appears why the portions of the ball nearest L are the best. Again, the axle is at its smallest diameter at L and it works there on the full diameter of the ball, revolving it at a certain speed; but at K and H the surface of the axle moves in a larger circle and works on a smaller section of the ball, thus tending to revolve it faster than at L. All along from L to V, the axle is trying to roll the ball at differing speeds, which obviously cannot be done. This is the third reason why the parts of the ball close to L are best.

The movements of what we call the "sides" of the ball cannot be clearly shown to the eye without rather complex sketches and descriptions, nor are we able to show them with certainty; we dwell upon this illustrative case in order to make clear what impossible tasks are laid on the ball. What it actually does in practice under these demands we frankly say that we do not know precisely, and we do not think anybody else knows or ever did know. All portions of the ball must move forward along its path at one speed, until the weary thing splits up; meanwhile it cannot revolve on more than one axis at a time, nor can any one point on the ball avoid completing its circle of motion in the same time with all other points which are revolving about the same axis; points on the surface of a revolving sphere (say the earth, if only that were a true sphere) move at different speeds, because moving through circles of differing size, but they must all get through their circles in the same time, or the sphere cannot hold together. Therefore, in this case the ball could not roll uniformly on axis AB, as we, for the time being assumed that it would. In practice we suppose the ball would do as the demonstration shows it must, to wit, roll, slide, slip, rub, twist about around its circular track, and somehow or other "get there." More or less, we suppose, balls have been doing this up to the present hour, in even the best designed and constructed bearings; how they get on in the worse ones we shall not attempt to say, but in the "cheap" graders and in some which are not cheap there must be suffering. Competent repairmen observe the signs of woe endured.

It follows from the foregoing that all-around contact would be very bad planning; the sides must be cut away from V downward, in order to give the ball clearance for revolving. To avoid the three difficulties above pointed out, point L, which is the full diameter of the ball, should be used; the smaller the contact surface the better. Thus we arrive at the first rule in designing a bearing; but in actual construction this idea of reducing contact as nearly as possible to the mathematical "point" (i. e., position without magnitude) must allow slight modification, to avoid other difficulties.

As made in these later years, ball-bearings are classed as "two-point" or "three-point," the designation referring to the number of contact points on the balls. But a four-point is easily constructed; take two V-shaped sections facing each other, having any angle less than 180 degrees, and you have it; the bad design in Fig. 9, which might be called a bearing with an infinite or an indefinite number of points, could be turned into one of any number desired by simply notching away the curved surfaces. A very good argument, indeed, can be made for the four-point pattern, if well designed and constructed; but to show how bad designing can be, as well as to further emphasize that balls should roll and not

slide, we cannot forbear illustrating an old pattern of 1880:

This was Palmer's double-ball, which was advertised as "dust-proof and adjustable," and as "possessing in perfection every point required"; points required and perfection were not quite understood at that time—are



Fig. 10

they now? This curiosity of badness was a four-point, the balls touching at their sides as well as at top and bottom, although, as the pressure of the load was downward upon the axle, the balls on the lower side were probably a little freer in use. Since the points of contact at the sides of the balls were "neutral" (that is, having no rotary motion, because being at the ends of the axis of rotation) they necessarily rubbed on the case as they were pushed around in it, producing at least a considerable friction. There was no coned surface, and no effective provision for taking up even the vertical wear; but an "adjustment" cap was made to screw in from the front side, the effect of screwing it inward being to keep the balls pressed in contact with the four sides of the case and its separating flange, so that the sides of the balls rubbed at four places all the way around the circle. When we note that the aim was to reduce friction, the "adjustment" from below seems rather humorous, as well as queer. The intent was to press the axle and its sleeve thereon up into the case and take up wear in the vertical direction; but the ball seen above the screw was a lonely one in a square cavity, not one of a row, and if it was pressed up in contact with the flange the latter had to rub on it all the way around. The end of the set screw might have served the same purpose, only the screw was immovable, while the ball could turn over a little sometimes, when sufficiently tired.

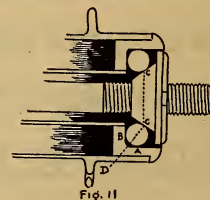


Fig. 11

Fig. 11 is the three-point bearing, the ball pressing on the case at A and B, and on the adjusting cone at C. It is evident that under the weight of the load the ball will slip down the slope at C, and be pressed hard against the side B, as well as the bottom A. The relative pressure on these two points will depend on the flatness or steepness of the side of C, but ordinarily the two will be nearly equal in pressure sustained. The action at C tries to roll the ball on a horizontal axis, parallel with the wheel axle; the action of B upon the ball tries to roll it on a vertical axis. Moved by C, the ball may roll upon A and slide along B, or it may stick fast at C, and slide on A and B both; or stick fast to both A and B and slide on C. It evidently cannot have more than one of these movements at the same time. In practice, it is likely to mix them, possibly varying by sometimes rolling on B and "skewing about" on A and C. The only certainty is that it will move according to the least resistance, however drunken a path that may produce.

It is possible that some may think the ball is moved to roll in the plane of dotted line CD, at right angles to the side of the cone at C; in that case, we grant, the ball would roll smoothly and without slip or difficulty on the case at points A and B both, and our objection would fall. If the cut be held so as to bring the surface of cone C in a horizontal position, it seems to the eye almost as if this might be true; but there need be no doubt about it—the matter is easily put to test. It is evident that the inclined surface of the cone does not move in a plane parallel to the wheel axle, nor parallel with the flat surface of the case at either A or B, but in a direction diagonal to all three of these. Point C on the cone (where the ball touches it) moves in the plane of dotted line CC, and necessarily it tries to carry the portion of the ball which it touches in the same direction. If this is not entirely clear, suppose the ball and the cone to be toothed at the points where they are in contact, thus being gearwheels; if these teeth are spur teeth, the cone will roll the ball in its own plane of motion, to wit, dotted line CC, and the ball will roll around on side A of the case; if the teeth are in the bevel form, the cone will turn the ball at right angles to its own plane of motion, and then the ball will roll around on side B of the case. In effect, the cone tries to revolve the ball in both these directions, as we said above.

In fact, the axle and cone C upon it are stationary, the case revolving around them. For convenience, we have spoken as if they were reversed and the case were stationary, while the axle and cone revolved. The argument is not affected by this convenient assumption, for the action of the several parts upon each other remains the same.

The sides of the case and the slope of the cone may vary in shape, and may be curved instead of flat; yet, when made in this manner, so as to require the ball to roll in two directions at once, the three-point bearing must be entirely and unsparingly condemned.

But there is a way out of this difficulty, and so the three-point bearing need not be abandoned; reform it instead. Reverse the construction in Fig 11, placing contact points A and B upon the axle instead of on the case, and slant the adjustment cone the opposite way; and you have this:

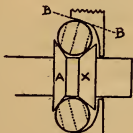


Fig 12

Here the case is omitted for simplicity in the drawing. A fixed double or two-surfaced cone slopes outwardly, extending over instead of under the balls. Cone C will try to revolve the ball about an axis parallel to dotted line B B, which is tangent to the ball at the point where cone C touches it; the ball must roll on surfaces A and X both, and uniformly on both, or there will be sliding. At the points where touched by the ball, A and X are of equal diameter; the circles of revolution of the ball at the points of its contact with A and X are also of equal diameter; the ball can therefore roll on A and X at equal speeds, and no slippage will be produced. Turning back to Fig. 9, we can evolve this Fig. 12 out of that by cutting away the axle and case until the ball rests on the axle only at K K, points equidistant from L, and on the case at M; then we have the ball rolling on one large circle

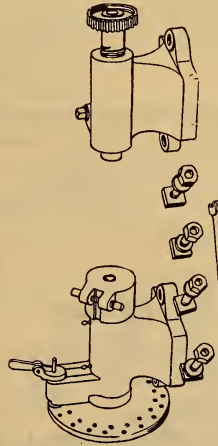
and on two smaller ones of equal sizes, so that there is no conflict in speeds. If accurately constructed, there should be no sliding of the ball on A X in the forward direction, and only a minimum, at most, of the gyratory rubbing described in connection with Fig. 9. This pattern should therefore attain the desideratum of a full substitution—or as complete as is possible—of rolling for sliding motion by means of balls.

JULIUS WILCOX,
ALEX. SCHWALBACH.

(To be continued.)

DOGGING-PIN ON THE ARBOR-PLATE.

An index centre, adapted for cutting sprocket wheels and spur gears having a moderate number of teeth, and are proportioned to stand heavy cutting, is the latest production of the Garvin Machine Co., this city. They will swing a diameter of 8½ inches, and the dial-plate is large and carries index circles of 19—18—8—7 holes, and is provided with a sub-



stantial spring lock bolt. Other dials are furnished when desired. The tail spindle is moved by a quick pitch screw, and both spindles have female centres of hardened tool steel. The face-plate on the head stock spindle drives the arbor by means of a dogging-pin on the arbor-plate, and the set screws afford an adjustment for bringing the work in line with the cutter.

CURED AND KILLED.

"What has become of old Uncle Billy, who used to be always suffering from the rheumatism?" asked the returned wanderer.

"W'y," said the old resident, "it all come about this way. They got Uncle Billy to ridin' a bysickle, and dang me if it didn't cure him—cured him plumb well."

"Yes."

"An' then, as he didn't have nothin' to worry him no more after his rheumatism was all gone, the pore old man pined away and died."

NEAR NORTHPOLEVILLE.

"Oh, we had a lovely Christmas over at our house!" exclaimed the little Esqulmau girl to her nearest female friend. "And I got just what I have wanted ever so long."

"And what was it?" asked the other.

"A pair of fur-lined bloomers to wear when I'm out icel'ing."

HIS MIND FULL OF CYCLE.

"Willie, in your prayers you forgot to pray for grandmother's safety."

"Say, on the level, is that old woman ridin', too?"

FILLING THE BILL.

In a pinhole sort of a building in 1891 the March-Davis Company of Chicago first began the manufacture of bicycles. The first season but 150 wheels were turned out by the infant concern. Each year thereafter the plant was enlarged and the output increased. In '95 2,100 machines were made, and the '96 output showed a marvellous jump to 6,000 wheels. In 1895 the Chicago Wheel Works was started to make medium-priced machines, of which 6,000 were turned out this year. Now comes the consolidation of the two concerns, with a capital stock of \$100,000, fully paid in. The new corporation will be known as the March-Davis Cycle Manufacturing Company.

During the present year the March-Davis Company did not escape the effects of the general financial depression, but the company weathered the storm and came out with flying colors, to the gratification of all their creditors. The growth of the company has been firm and steady, and it now does a business of over \$500,000 a year. W. E. Davis, who owned the Chicago Wheel Works, remains the principal stock-holder and retains the positions of president and treasurer.

For next season's trade the company anticipate making 20,000 wheels. The March-Davis line will continue to be the leaders, while the cheaper trade will be catered to with the Admiral, in all eleven models, ranging in price from \$100 to \$40. All the connections of the March-Davis are drop-forgings. The hanger is of the Humber type, of special steel stock. The front fork has a solid forged crown with one-inch sides tapered. Both wood and steel handle-bars will be furnished, Vance hubs are used and the crank on the chain side is made with four arms, radiating from the hub of the crank and being dished over the hanger. The machine has standard-sized fittings all over and will be finished in black, Brewster green, maroon and royal blue. The roadster weighs 22½ pounds. The \$75 Admiral has flush joints, while the \$60 machine has outside connections. Special attention is being paid to the juvenile line.

FROM TOP TO BOTTOM.

"We are at the bottom of the cement business; our goods are at the top. We deal in nothing but cement and can quote figures to dealers and jobbers that will open their eyes." The foregoing is an extract from the catalogue of the Excelsior Cement Company, of Westfield, Mass. It is doubtful if a wealth of words could state the case plainer or in terms better calculated to interest the trade. The concern's speciality is their waterproof woodrim cement. It is in liquid form and compounded from a secret formula; is thick and full of "body," is claimed proof against water and also that it will never become hard or brittle or crumbly. Hard cement is also made. The Excelsior people also make a special cement for plugging, another for patching and a third for "touching up" worn spots on the exterior of the tire. A paste for lubricating either chains or bearings, a chain lubricant in stick form and tire tape make up the rest of the Excelsior line.

All liquid cements are put up in one-ounce tubes, quarter-pint, half-pint, quart and gallon screw-top cans; also five and ten-gallon jacketed shipping cans and barrels. The solid cement is put up in three-ounce retail cakes, one and five-pound cakes and in bulk in any quantity.

ROASTING THE LADY.

If my cook could ride a wheel
She would make a record neat,
For, to judge her by her dinners,
She's a scorcher hard to beat.

Rubber Tire Association.

President, THEODORE A. DODGE. First Vice-President, L. K. McCLYMONDS.

Second Vice-President, GEORGE T. PERKINS. Treasurer, GEORGE F. HODGMAN.

Secretary, KIRK BROWN,
504-506 West Fourteenth Street, New York.

National Board of Trade of Cycle Manufacturers,

271 BROADWAY, NEW YORK.

President, R. L. COLEMAN. First Vice-President, R. P. GORMULLY.

Second Vice-President, GEORGE H. DAY. Treasurer, W. A. REDDING.

Secretary, ERNEST R. FRANKS.

Mercantile Agency, Collection Department and Information Bureau.

National Bicycle Wood Rim Manufacturers' Association.

President, E. S. MEAD. Treasurer, N. D. DOUGHMAN.

Secretary, W. W. STALL, Bedford, Mass.

DOMESTIC CYCLE SHOWS.

January 23-30—Chicago, Coliseum; A. E. Pattison, Auditorium Hotel, Chicago.

February 6-13—New York, Grand Central Palace; Ernest R. Franks, 271 Broadway, New York.

February 20-27—Boston, Mechanics' Building; C. W. Fourdrinier, 34 Stanhope Street, Boston.

February 20-27—Philadelphia, Local Cycle Board of Trade.

February 20-27—Pittsburg, Local Cycle Board of Trade.

February 20-27—Baltimore, Local Cycle Board of Trade.

FOREIGN CYCLE SHOWS.

January 12-16—Liverpool, England.

January 16-23—Dublin, Ireland, Royal Dublin Society Building, Balls Bridge; R. Wilson, Secretary, 14 D'Olier Street.

January 23-30—Glasgow, Scotland; A. G. Rennie, Secretary, 49 Lilybank Gardens.

January 23-30—Birmingham, England, Gilling Hall; Chas. Wheelwright, Secretary, Lucifer House.

January 23—Vienna, Austria; Steiner Hoenicks, Manager.

February 1-7—Edinburgh, Scotland, Waverly Market; A. K. Dempsey, Secretary, 82 Leith Street.

February 1-15—Vienna, Austria; Winter Veldmore, 14 Kaentner Street.

February 3-6—Nottingham, England, Albert Hall; B. Richards, Secretary, Nottingham Athletic Social Club.

February 6-20—Manchester, St. James' Hall; Northern Counties Exhibition Co.

February 27-March 6—Leeds, England, Town Hall; Northern Counties Exhibition Co.

March 14-19—Glasgow, St. Andrew's Hall; Northern Counties Exhibition Co.

March 15-21—Brussels, Belgium.

TRADE CHANGES.

ALABAMA.
Roanoke—Griffin & Satterwhite, new store.

ARIZONA.
Phoenix—W. G. Getz, real estate mortgage for \$1,500; chattel mortgages for \$1,132 and \$125.

CALIFORNIA.
Los Angeles—P. L. Abel, reported gave sheriff's deed.
Los Angeles—W. T. Fleming, gives deed \$1,300.
Pasadena—Albert Palmateer sold out to J. P. Chaffin.
San Diego—George T. Lemon & Co. Mortgage, \$1,500.
San Jose—S. C. Travis, selling out.
San Jose—Harry Brown, selling out.

CONNECTICUT.
Hartford—The Monarch Manufacturing Company reported applied for a receiver.
Hartford—A. Kennedy-Child sued on a demand note for \$2,500 by Theodore M. Etting, receiver of the Curtis-Child Company.

COLORADO.

N. A. Pippin gave chattel mortgage for \$300.

GEORGIA.

Savannah—Zimmerman Cycle Company incorporated by A. A. Zimmerman, T. C. Darst and D. O. Groff; capital stock, \$5,000.
Atlanta—Atlanta Bicycle and Machine Company. Receiver applied for.

ILLINOIS.

Canton—James Donn & Bro. have commenced the manufacture of bicycles on an extensive scale.

Chicago—The Johnson Pedal Company, incorporated by W. L. Johnson, C. A. Banker and J. L. Rippey, to manufacture bicycle parts. Capital, \$10,000.

Chicago—The Traders' Cycle & Supply Co., incorporated by A. C. Barnum, E. S. Barnum and R. Paranteau, to manufacture bicycles. Capital, \$10,000.

Chicago—The American Corundum & Emery Wheel Company, incorporated by J. S. Young, E. S. Switzer and R. J. Hunt. Capital, \$200,000.
Chicago—Barker & Harris, bicycle supplies, 47 W. Washington street. Succeeded by B. E. Harris & Co. Incorporated.

Chicago—Chicago Mill & Supply Company. Application to remove friendly receiver.

Chicago—Jenkins Cycle Company. Assignee discharged.

Chicago—Kenwood Manufacturing Company. Judgment, \$1,329, entered in New York City. Execution issued.

Chicago—Fletcher, Sanger & Co., 24 Griswold street. New store.

INDIANA.

Fort Wayne—D. B. Kehler, manufacturer of wood bicycle appliances, has leased the Bruns Building, and will enlarge his operations.

Lafayette—Lindsay Bicycle & Manufacturing Company. Receiver appointed.

Richmond—Davis & Bell, bicycles, dissolved partnership. Mr. Bell continues.
Indianapolis—Indianapolis Ball Bearing Chain Company. Incorporators and directors, George L. Barney, John S. Kittle and M. B. Potts. Capital, \$10,000.

NEBRASKA.

Norfolk—A. Ellis removed to the Verges Building.

Lincoln—H. H. Pierce gave bill of sale for \$58.

NEW JERSEY.

Newark—Ellis S. Oliver, chattel mortgage for \$1,695.

NEW YORK.

Brooklyn—G. F. & W. C. Dunham. Judgment, \$302.

Buffalo—George N. Pierce Company incorporated to manufacture bicycles and road vehicles, Capital, \$280,000. Directors, George N. Pierce, Henry May, E. C. Potter, L. B. Somerly, of Buffalo, and S. J. Thompson, of Newark, N. J.

Little Falls—J. B. Donovan, new store, handling the S. & F. bicycles.

New York—Mercantile Supply Company, bicycles, No. 41 Barclay street, three judgments obtained against them, amounting to \$3,310.

New York—Max Tradelius, No. 2,013 Seventh avenue, bill of sale, \$3,000.

New York—Whitman Saddle Company, chattel mortgage to Mehlbach & Buck, merchandise, \$40,985.

Painted Post—Gaylord & Straits damaged by fire. Insurance, \$1,200.

PENNSYLVANIA.

Altoona—George F. Fresh, bicycles, damaged by fire and water.

Coatesville—James C. Pugh, bicycles and guns, burned out.

Harrisburg—Frank Calder closed on execution of \$500 in favor of Eliza D. Calder.

Philadelphia—William J. Hines Company assigned after foreign attachment.

Pittsburg—L. E. Fleming & Co., Limited, execution for \$4,836.

McKeesport—United States Seamless Tube Company incorporated in New Jersey by W. J. Curtis, of New Jersey; E. C. Converse, of New York; Joseph Claudett, of New York; Horace Crosby, of Pittsburg, and Charles M. Wood, of Brooklyn, to manufacture bicycle tubing and horseless carriages.

SOUTH CAROLINA.

Anderson—Simpson & Son. W. B. Simpson dead.

Charleston—L. W. Bicaise & Co. Judgment, \$203.

Charleston—Charleston Cycle Company. Judgment vs. E. B. Welch, \$1,329.

TEXAS.

Houston—Duerer & Depperman dissolved and discontinued.

Houston—Grant & Pearl. Mr. Grant sells his interest to A. Potter. Firm now Pearl & Potter.

WISCONSIN.

La Crosse—John C. Holte. Chattel mortgage for \$225.

FOR RENT.

.. IN ..

THE WHEEL BUILDING,
88 WEST BROADWAY & 72 WARREN ST.,
MODEL, WELL LIGHTED
LOFTS AND OFFICES

Steam Heat,
Electric Light,
Power,
Passenger and
Freight Elevators.

In the heart of the cycling district.

The West Broadway end faces the Reade, Chambers and Warren Street, c, clrig district.

72 Warren Street, a loft 100 feet deep, specially designed for a cycle warehouse.

ADDRESS:

THE WHEEL,

88 West Broadway.

KENTUCKY.

Louisville—Martin & Dressing succeeded by Martin & Martin.

Louisville—Aquila Wheel Works damaged by fire.

MASSACHUSETTS.

Boston—Boston Cycle Supply Company incorporated in Maine to manufacture bicycle saddles. Capital, \$50,000. President, James A. Morse, Newton, Mass.; treasurer, Charles H. Nicholas, Boston, Mass.

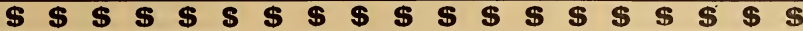
Springfield—Luther W. Spear (American League Cycle Association, Syracuse, N. Y.) Court orders service of summons by publication. Suit, \$2,500.

MICHIGAN.

Escanaba—Henry Morris closed. Gone to Chicago, Ill.

MISSOURI.

Marshall—Marrow Bros. sued for \$15.



FIVE
 TWENTY-DOLLAR
 GOLD PIECES

Will buy one of our famous

Windsor
 BICYCLES

THREE TWENTY-DOLLAR GOLD PIECES

WILL BUY

THE PACIFIC.

One word of Advice—Investigate.

Sieg and Walpole Mfg Co
 KENOSHA WIS

Branch House, 285 Wabash Ave., Chicago.
 Address all mail to general offices and factories—Kenosha, Wis.

Kindly mention The Wheel.



MOST REMARKABLE WHEELWOMAN.

The report from Cambridge, Mass., that Helen Kellar has experienced the pleasure of bicycle riding recalls her conversation with a "New York Sun" reporter about a year ago. She was telling about her enjoyment of outdoor life, despite the fact that she could neither see nor hear. Walking, she said, was a constant pleasure to her. With that spirit of cheerfulness that is remarkable for this most interesting young woman she told what she "saw" on most of these walks. The reporter, who had been quietly testing how much she really did know of what was going on about her, asked her if she did not think riding a bicycle would be great fun and almost as enjoyable as walking. Miss Kellar burst into a ringing laugh and said:

"Me ride a bicycle? Oh, no. I am afraid I should break my neck."

Then she told of her enjoyment on a tricycle as a little girl. She rode on that about her own yard, where she knew every foot of the place. She said the pleasures of bicycle riding would never be hers. She made it plain why she said so, but there was no sign of regret or of unhappiness because of her lot. She treated the matter as a joke, and was pleased at the suggestion by the reporter.

Nevertheless, Helen Kellar is riding a bicycle about the streets of Cambridge, and another marvel in the life of this girl, still under eighteen, has come to pass. It will be remembered that at the age of eighteen months she lost her sight and hearing. She remained a mere animal in a dark, silent world, not knowing that there was such a thing as light or speech until her teacher, Miss Sullivan, came to her home. Gradually she began to master the meaning of signs and to read and study. Later she began to comprehend the meaning of sounds, and then she discarded talking with her fingers, and "listened" to others through the marks they made on the palms of her hands. Within two years she has begun to talk precisely as other people talk, and she has listened to other people talk by placing her fingers across their lips when speaking. She has astonished her friends by reading Huxley and Darwin for recreation, and only last fall she astonished the country by passing most of the requirements for admission to Radcliffe College. She passed in every subject that she took, and there was no indication that the person undergoing the examination was entirely blind and deaf.

The marked literary ability that Miss Kellar possesses has been noticed widely. It is probable that she will make literature a speciality in college. She told the "Sun" man a year ago that mathematics was a sore trial to her, and when the reply was made that she was not alone in that matter, her laugh rang out as heartily as when she said she was afraid she would break her neck on a bicycle.

The tandem bicycle has solved the difficulty for Helen Kellar. She can take her place on the rear seat, do her share in the pedalling, and let her companion on the front seat do the steering. With her quick intuitions it is probable that Miss Kellar feels the slightest pressure on the pedals when back pedalling becomes necessary to slow up, and, judging from the advance this girl has made in other matters, it is altogether probable that there is complete and instant accord between her and her companion on the tandem, a requirement by no means unnecessary even when the riders of the tandem can both see.

WITH HOLES IN THEM.

"Well, I can't wear these golf stockings again."

"Um, no; they look as if they were on their last legs."

DEPENDS.

Her dainty stocking is but small,
Her bloomers large, they say;
She wonders which she'd better hang
For presents, Christmas Day.

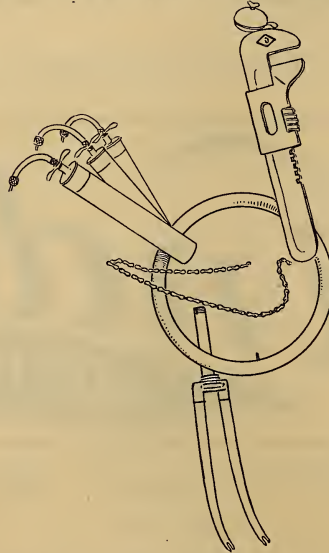
CHANGED PLACES.

There was a wheel girl on the Niger
Who rode, with a smile, near a tiger;
When they returned from the ride
The girl was inside,
And the smile on the face of the tiger.

BE THANKFUL.

There's no use in talkin',
Good ridin' beats walkin',—
The same as cash money beats talk;
But if your wheel it should stop,
Because your tire should pop,
Just thank God you're able to walk.

REAL RARA AVIS.



Isn't he a bird?

WANTS NO COMPANY.

There are times when man would be alone,
Far from the madding crowd,
Where he his privacy can own
And think his thoughts out loud.
One of these times, without a doubt,
Is when he first bestrides
A wheel, and neighbors all come out
To see how well he rides.

EITHER HORSE OR WHEEL.

Mankind as a whole prefers riding to walking,
And always will do so; there's no use of talking;
As a rule, when it comes to a matter of distance,
Man chooses to get there by other assistance
Than bodily power. But by way of diversion
'Tis good for one's health to make an excursion
On foot or on wheel. Hence I have a notion
We'd better catch onto the new locomotion
Because it certainly is a good plan
To cultivate that which gives vigor to man.
The varied conditions of our myriad race
Demand for both horseman and wheelman a
place
And each may regard the other with pride
While gracefully travelling side by side.

CHRISTMAS GIFTS ON WHEELS.

More men, women and children will receive bicycles on Christmas morning than ever before since the first wheel was invented, if the stories told by manufacturers and their representatives are true. Salesmen in the various cycle stores report that their rooms are frequently crowded with parents looking at wheels with a view to purchasing one or two, and in some cases more, as Christmas gifts for their sons, daughters and wards.

A father says that his boy declares he doesn't want anything if he can't get a bicycle, and before he has finished speaking a mother rushes in and declares that her daughter, who has always been perfectly satisfied with a handsome piece of jewelry or a sterling silver article for her dressing-table or desk, won't hear of having anything this year but a wheel.

Even the little children are writing letters to Santa Claus, not for dolls and drums as in years gone by, but—for bicycles. One gold-en-haired tot of eight years added a post-script to her letter to the good old Saint, saying:

"If you can't get it," meaning a bicycle, "in your pack, send it by a messenger boy, and I'll pay him out of my bank, dear Santa."

WAS TOO SUDDEN.

They had been tandem riding; they had dismounted from the wheel, and were seated on the stone parapet on the Riverside Drive, talking about the roads, the weather and the last church social, just as they had done ever since their riding school days of two years before.

Suddenly drawing the girlish, sweater-clad figure toward him he exclaimed: "Agnes, I can no longer dissemble—I love you!"

The slender frame was racked as with uncontrollable emotion. Starting from his embrace, she half rose to her feet, clutched wildly at her throat, then sank gasping to the gravel at his feet.

"Heavens!" he cried, "what means this? Art thou ill? Was my declaration too sudden for you?"

"Sudden?" she gurgled faintly as she struggled to smile. "Sudden? I should say it was. You scared me so I've swallowed my chewing gum."

The man in the moon went behind a cloud to there repress an irresistible inclination to smile which possessed him.

SUPPOSED TO BE FUNNY.

Passenger—What was that motorman arrested for?

Conductor—He ran down two wheelwomen yesterday.

"Ah, caught in the act of knocking down the fair, eh?"

BAXTER STREET TIME PAYMENTS.

"What do you want for that wheel in the window?"

"Feefty tollars, cash."

"And on instalments?"

"Von hundred tollars; half cash, balance six months."

ONLY A FEW NON-RIDERS LEFT.

"I see that some more States are talking of taxing wheelmen."

"They are, eh? Another case of discriminating against the masses for the benefit of the few who don't ride."

AS THEY LENGTHEN OUT.

"How long, O Lord, how long?" groaned the Horse, averting his eyes from the spectacle of a septette.

Nor could he longer hope to continue the unequal struggle.

Tested Bicycles

are the mounts of the future. We are not anxious to adopt a lot of new-fangled devices and have you try them for us as an experiment.

Crimson Rim Quality

is a guarantee that the improvements which we have adopted for 1897 have been carefully and conscientiously tested, and that they have stood the test successfully.

There Is But One Syracuse—
It Is The Crimson Rim.

It is tested for your personal use.



Southeastern Distributers:

Supplee Hdw. Co.,

ST. LOUIS, MO.

MAKERS:

SYRACUSE CYCLE CO.,

SYRACUSE, N. Y.

Kindly mention The Wheel.

ROCKY RIDING.

How the Lieutenant, Cook and Company,
Rode Through the Rocky
Mountains.



Lieutenant James A. Moss.

Lieutenant James A. Moss, 25th United States Infantry, in his famous trip through the Rocky Mountains, from Fort Missoula, Mont., to the Yellowstone, certainly gave military cycling the severest test that it has ever received. Lieutenant Moss's command consisted of eight soldiers mounted on Spalding wheels, each wheel weighing twenty-six

"Our trip to Lake McDonald and Yellowstone Park and the work on the practice march have, I think, fully demonstrated the practicability of the bicycle for military purposes in a mountainous country. The matter was most thoroughly tested under all possible conditions—we made and broke camp in the rain; we travelled through mud, water, sand, dust, over rocks, ruts, etc.; we crossed and descended mountain ranges and forded streams, carrying our rations, rifles, ammunition, tents, blankets, extra underwear, medicine, tools, repairing material, cooking utensils and extra bicycle parts.

"Only when in gumbo mud did we find our wheels to be a hindrance; at other times when we could not ride, the wheel was a great aid, as we could roll our loads on our bicycles a great deal easier than we could carry them on our bodies.

"Our best ride was made on September 3, when we covered seventy-two miles in 8½ hours, averaging 8.2 miles per hour. That night I asked the men if they were very tired; all of them answered that they were feeling tired, but not one-half so much as they had often felt after an ordinary twenty-five-mile forced march.

"No one but a person who has had experience with troops on the march can fully appreciate the significance of a squad of nine men travelling through a mountainous country at the rate of 8.2 miles an hour for seventy-two miles, carrying their rations, rifles, ammunition, blankets, tents, etc. I do not hesitate to make the statement that we could have kept this up for five days, the weather and condition of the roads permitting.

"After being out about a week I found we would not feel the effects of a ride of forty-

our bodies. If placed on the body, in addition to carrying the actual weight of the object, the soldier would also experience some physical exhaustion from the weight resting on his body. Besides this, one falling from a wheel with much weight secured to the body is much more likely to get hurt than one whose limbs and body are entirely free and unhampered.

"We found brakes to be absolutely necessary. Going down any kind of a grade it was impossible to control, without brakes, wheels as heavily loaded as ours. Furthermore, we very often had to make sudden stops in meeting wagons along sinuous roads lined on either side with timber and underbrush.

"In all our experiments we found the wind one of the worst things to contend against.

"A wood rim is, I think, less likely to buckle than a steel one, but will not answer for military purposes, unless, in addition to being glued where the ends meet, it can also be riveted. After being out in the water and



Wheels as Breastworks.



Ready for the Start.



Command in Camp.

pounds and geared to 66½ inches. An average of fifty pounds of baggage and equipment was carried, and the average weight of the riders was 155, thus bringing the average total weight of wheel, equipment and rider up to 231.3 pounds—weights which mean considerable when they have to be carried over the alleged roads found in the Rockies. That the experiment was successful the following by Lieutenant Moss is ample evidence:

five miles or less in one day, but that anything over this would make us feel tired at night. It's true we were pretty well hardened by this time, but such would be the normal condition of soldiers in time of actual warfare. At no time on the trip was any one made sick or in any way disabled from riding.

"We found it best to carry everything if possible on the bicycle itself and nothing on

dampness a day or more the glue is very likely to wash out and the rim become loose. Unless an absolutely waterproof rim cement can be gotten, the clincher tire would answer better for military purposes.

"In all our experiments we used exclusively twenty-six-inch Spalding bicycles geared to 66½ inches. The wheels stood the severe test to which they were subjected extraordinarily well, and are, without doubt, very fine machines, especially well fitted for such rough work.

"We used single-tube Palmer tires—at first the ordinary, and then the 'Mexican Palmer.' Although the present pneumatic tires ride very easy and will answer in every respect for good Eastern roads, they will not do for military purposes. I experimented with new puncture-proof tires, but found they were not resilient enough, and had them replaced with pneumatic ones.

"The bicycle itself is now about perfect, and the all-important part of the question to be solved is—a resilient, non-puncturable tire. This, I think, will be attained within the next two or three years. Unless the military cyclist has puncture-proof tires he will, during times of actual warfare, dread the enemy's tacks nearly as much as his bullets."



FOWLER CYCLE MFG. CO.

NEW YORK.
BOSTON.

CHICAGO.

PROVIDENCE.
LONDON.

Kindly mention The Wheel.

CYCLE NOMENCLATURE.

What Cycling Has Been Responsible for
in the Way of Coining New
Words.

The nomenclature of cycles during the period of their development, and of things, abstract and concrete, appertaining thereto, would have made no mean addition to the English language, had it, as a whole, been incorporated therein. There has been considerable argument as to the appropriateness of certain of our modern cycle terms, but in spite of the protests of philologists, the term "bicycle" at least, like the vehicle it designates, has come among us to stay. Of all the other designations that have been applied to rider-propelled vehicles, some have now become reasonably fixed, some occupy an uncertain and precarious position, while others are mere historical recollections.

We do not know what the old Chaldeans and Romans may have called those vehicles that imaginative and cycle-enthusiastic travellers find depicted among the hieroglyphics and inscriptions of ancient ruins; nor do we learn that any special name was given by Ozanam to the pedomotive vehicle that he describes in the "Recreations of Mathematics" of 1690. Blanchard's Parisian cycle of the eighteenth century is known to us only as "a machine to go without horses;" in brief, as a horseless carriage.

The two-wheeled wonder that is said to have astonished Paris in 1816 was christened by the Parisians "Celerpede." The vehicle produced by the Baron Drais a year or so later was called by the Germans "Drais Laufmaschine." The polite Parisians honored the Baron by calling it "Draisine" and "Draisienne," and, according to Chambers's encyclopedia, "Draisine." "Draisena" was also in common use. Later, when the craze had fully seized upon Paris, the term "velocipede," the title given in Von Drais's French patents, to draft carriages, but sometimes misapplied to the velocipede.

Shrewd Denis Johnson introduced the Parisian fad to London as the "Parisian's curriole." That name, however, did not suit all Englishmen, and we find it variously called "hobby horse" and "pedestrian's hobby horse" (Repository of Arts, 1819), "speedy pace" (Gentleman's Magazine, 1819), "swift walker" and "walking accelerator" (Monthly Magazine, 1819), "accelerator" and "patent accelerator" (London Magazine, 1819). "Bivector" and "trivector" were also perpetrated by a contemporary periodical, and might, perhaps, have held the post of honor now held by "bicycle" and "tricycle," had the new vehicles been more kindly treated by George Cruikshank and his brother caricaturists. The great walking British public dubbed the new two-wheeled thing a "dandy horse," and as such, with the assistance of the caricaturists, laughed it out of existence. Cruikshank cast a keen shaft of ridicule in his drawing of the long-legged dandy on the "new Irish jaunting-car," by which you can ride at your ease and are obliged to walk in the mud at the same time. "Dandy horse" redivivus appeared in Paris in 1896, under the name "La Celerette."

It is said that Datzelle called his bicycle of 1840 the "wooden horse," and that it was known by that name all over the country surrounding his home.

In 1868 a second velocipede mania attacked the people of the United States and France. In 1869 the mania had reached its climax and had spread over England. The name velocipede affixed itself to the Micheaux or Lallement vehicle, which was responsible for the craze.

In the American Annual Encyclopedia for 1868 is found the word "bicycle." Early in

1869 the New York dailies began to use the term, the standard weekly papers took it up, and applications for "bicycles" began to pour into the Patent Office. Protests against the barbarism involved in the word bicycle were registered at once, but they could not prevent the popular acceptance of the term. Had the protestants carried their point, we might have been riding "dicycles" to-day, instead of bicycles—perhaps even "birotæ" or "bivectors."

"Bicircle" is found in an issue of "Harper's Weekly" for 1868, whether intentionally or as a typographical error is uncertain. The owners of the Lallement patent were sued for infringement by the owners of an earlier patent for a "cantering propeller," which may also take its place among the forgotten names of the past.

The word "tricycle" began to be applied to the three-wheeled velocipede about 1869. By that name a light three-wheeled coach which came into use in Paris in 1828 had already been designated.

"Monocycle" was applied to the one-wheeled velocipede in 1869. It had previously been used as a designation for a one-wheeled sulky in a French patent of 1820. The term

The rider of the "boneshaker" was sometimes a "velocipedist," at others a "velocipedestrian." In the riding schools of 1869 the fair sex practised the art of velocipede riding with ardor. The fair riders were "velocipedestriennes." After the term bicycle came into use, the words "bicyclist" and "bicyclist" were speedily coined, while in an issue of a New York daily for June, 1869, a compliment is paid to the "bicyclienne" of the Astor "velocidrome." "Tricyclist," "tricyclist," "cyclist" and "wheelman" are now current and well established in the language.

The art of riding was frequently called "velocipeding" and "velocipedestrianism;" sometimes, alas, "velocipedizing." "Velocipeditation" also found in contemporary periodicals, and "velocipedestrianism." "Bicycling," "tricycling" came rather tardily into common use. "Cycling" and "wheeling" now divide the popular favor as designations.

The mania was commonly referred to as "velocipedomania," and later and less commonly as "bicyclomania."

Instructors in the art of "velocipeding" were known, in the newspapers, at least, as "velocipedagogues." The riding halls were often denominated "velocinasiums." The Astor "Velocipedrome" was a popular riding-hall in New York. "Velocidromes" also existed. A widely advertised place in Brooklyn was the "Amphicyclotheatron." The celebrated Hanlon Brothers conducted a "gymnacyclidium," and "bicyclodromes" followed the introduction of the word bicycle. "Velodrome," like many other of our cycling terms, is an importation from France. All these are the successors of "hobby horse school" in Golden Square, London, of long ago.

The science of the velocipede has been referred to as "velocipedology." The climax of cycle terminology was reached in the word "Velocipedestrianistialistinarianologist," for which "J. F. E." vouches in his little work on the velocipede, and which he charges to this great country of ours.

In this, the era of the bicycle, the term velocipede has wellnigh disappeared except as a reminiscence of the past. The Patent Office still retains it as a generic term for all cycles, man-propelled. In addition to the above, the Patent Office sanctions in its classification, "ordinary bicycle," "safety bicycle," "tandem," "epicycle" and "dicycle," the latter term being applied to the two wheelers that have the two wheels abreast as in the Otto type, the dicycle bearing the same relation to the ancient go-cart that the bicycle bears to the dandy horse. It also sanctions "polycycle," extends recognition to "companion bicycle," "sociable bicycle," and to another barbarism in the word "quadricycle." "Sociable" and "companion" are also applicable to tricycles.

Names that have been applied to specific cycles have, in many cases, become the names of types. Lawson's safety bicycle of 1879 was called "bicyclette," the name now applied to the rear driven safety in France. "Rantonee," "ripper," "coventry chair," "American star," "extraordinary," "facile" and "crypto" have also become typical; so have certain names applied by the popular fancy, such as "kangaroo," "crocodile," "broncho" and "bantam."

An enthusiast, writing in 1890, produced a chapter on "velocipathy," a contribution to the healing art. Had this same author seen the rosy faces of the modern wheelwomen, he would, doubtless, have rewritten his chapter still more enthusiastically and would have called it "cyclopathy." E. D. S.

The greatest trouble about some of those cycling blessings in disguise is their dilatoriness about discovering themselves.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

THEY HOLD

All world's records.
1/4 to 10 miles.

All unpaired world's records,
1/4 to 50 miles.

All American records.
1/4 to 100 miles.

All American hour records,
1 to 24 hours.

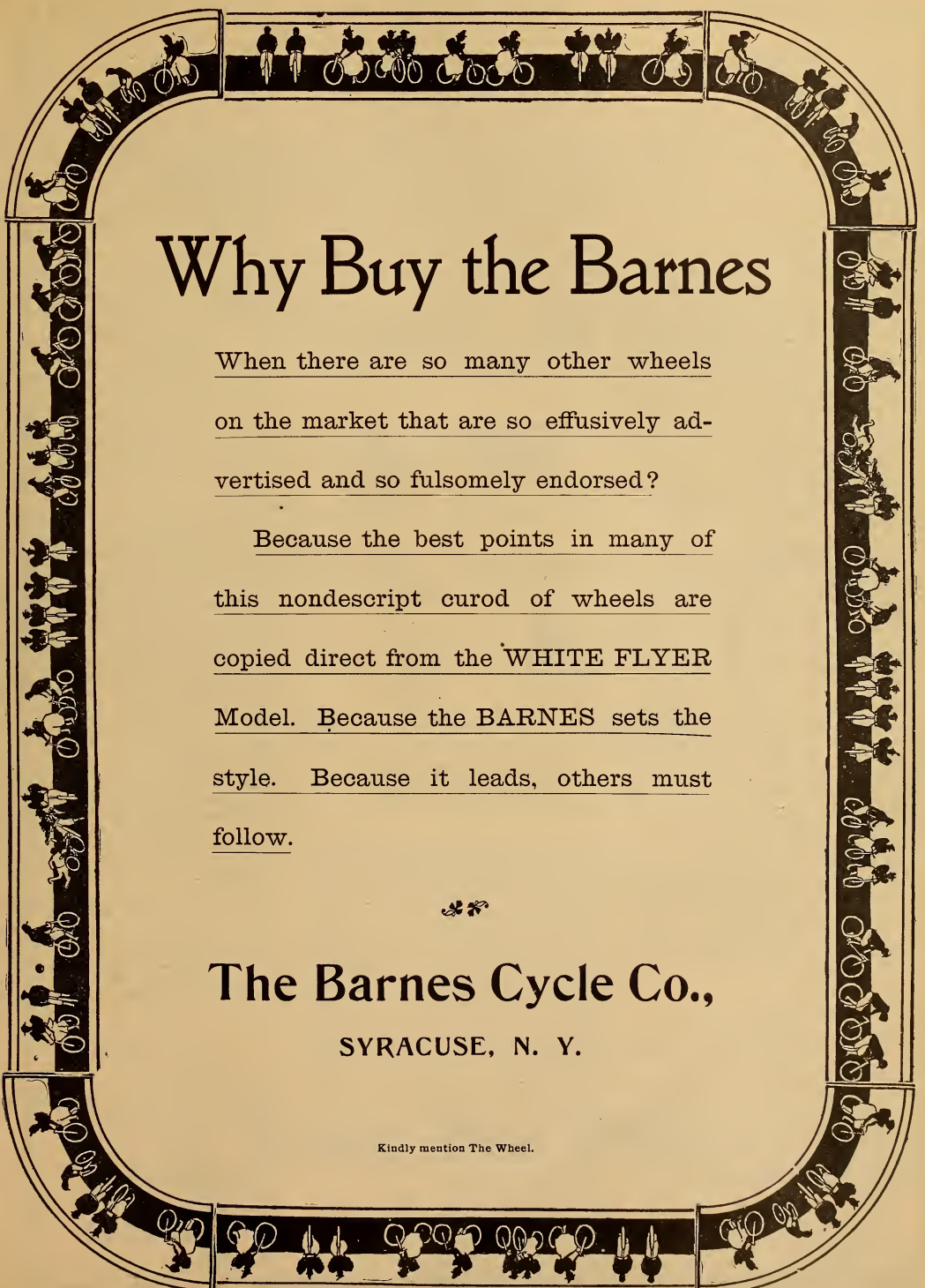
MORGAN & WRIGHT
CHICAGO

"monocycle" was unobjectionable to the philologists and rhetoricians, but they were unable to prevent the people from calling the vehicle "unicycle," the name by which it is now popularly known.

In the columns of the "English Mechanic" for 1869, we find the words "celerimane" and "manupede" applied to bicycles with hand-driving devices; also "maniveloiter" and "aëlopedes" for special forms of velocipedes. One visionary proposed to add wings to the steed of wood and iron and call it "fugepede." The "Engineer" for 1869 uses the term "Velocimanipede" for a hand and foot propelled bicycle. "Veloce" and "bicycular vehicle" were not infrequently seen in the daily papers of the period. A correspondent contributed to the "English Mechanic" for July 10, 1869, a drawing of a "safety bicycle for preventing croppers."

The posthumous and derivative name for the bicycle of 1869, namely, "boneshaker," is likely to pass into the future as its permanent name, just as the absurd "dandy horse" has clung to its predecessor.

At the present time every one who is particular to be in the latest mode confines himself strictly to "cycle" and "wheel," although it is not uncommon to overhear from the lips of some devotee a reference to "bike."



Why Buy the Barnes

When there are so many other wheels on the market that are so effusively advertised and so fulsomely endorsed?

Because the best points in many of this nondescript curod of wheels are copied direct from the WHITE FLYER Model. Because the BARNES sets the style. Because it leads, others must follow.



The Barnes Cycle Co.,

SYRACUSE, N. Y.

Kindly mention The Wheel.

HE WAS NO FOOL.

"I always thought you were a man of courage," she said bitterly.

"I am," he protested.

"You!" she exclaimed sarcastically. "You!"

"Yes," he replied, hastily. "I have proved my courage dozens of times."

"Where?" she asked.

"In the riding of a bargain-counter wheel down Broadway, everywhere that courage is needed."

"Then," she said in a tone of conviction, "you do not love me!"

"Ellen," he cried, "retract those words! You know not what you say! I love you madly, devotedly."

"So you have said before," she returned sorrowfully, "and yet—"

"Speak!" he implored, as she hesitated. "What makes you doubt either my love or my courage?"

"You have asked me to be yours," she said in a low, passionate voice. "You have said that you wished to marry me, and for two weeks we have been engaged."

"Glorious two weeks!" he interrupted.

"But during that time," she continued, "you have steadfastly refused to teach me how to ride a bicycle by letting me occupy the front seat of a tandem with you when you go up to the Boulevard."

His brow clouded instantly.

"I have," he admitted, "but that is purely a matter of discretion. I am courageous, Ellen, but I never claimed to be foolhardy."

EPHIGRAMS.

Dey ain't nuffin's 's cheap ez flattery, ner affin' ut's intinded ter buy so much in by-sicklin'.

De biggah de bysickle output de less de rebbensent wheel'll fetch; 'n' de mo' yo' tells me w'at er ha'dheaded quality niggah I is de less I t'inks yo' b'lieves in dat flatt'rin' ruf.

Ef de luffin' I does inside w'en yo's er llandishin' me tryin' to sell me one of dem jess-as-good bysickles, showed froo my skin, yo' wouldn't f'ink yo' so powful sly. Unc' lph knows de truf fum er cabbage, efe am oo perlite ter call names.

Folks is er heap mo' afeared ob er man w'at t'inks about a bysickle 'n' dey is ob er man wat talks about hit. 'F yo' keeps yo' mouf shet on'y yo' an' yo' Makah knows w'at er tawmented fool yo' is

De convussashin ob some bysickle folks leads me ter b'lieve ut all de Lawd'll hev ter do ter mek er hell fo' dem'll be ter chuck 'em in wiv er lot of deir own sawt.

W'en one dealer tell me notter trus' 'nuddah dealer an' de uddah dealer wawns me 'tiklar ter be shy ob de fus' name dealer I allus takes bofe dey advice.

SHORTNESS OF "FOREVER."

"Farewell forever, then!" cried the weeping girl. "We part, but the sorrow of this shall wear my young life for aye!"

In a paroxysm of grief uncontrollable she threw herself upon the couch as the street door slammed shut behind the haggard young man who had torn himself from her presence.

Then hastily arising she brushed away the traces of tears and went down town to secure a pair of golf stockings which would harmonize with her newly ordered riding costume.

HIS STRONG POINT.

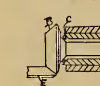
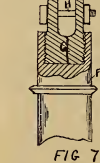
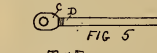
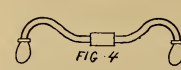
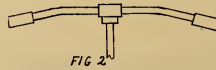
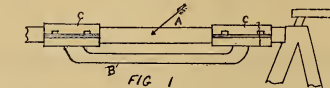
"I'm afraid that man who aspires to your hand is too weak-kneed to make you a good husband," said her father.

"Oh, papa, he's not that! He's ridden thirteen centuries this season!"

TUBE BENDS AND ALTERATIONS.

Tubes are more or less liable to become slightly bent when undergoing brazing after making some repair. In repairing an indentation, or putting in a joint, the tubing necessarily gets heated some distance, and unless very carefully managed will bend. To overcome this trouble, a view is given in Figure 1 of a shop-made contrivance which is very simple, and which can be put into service in a few moments. Such a device is used in our shop very often and has saved many bent tubes.

Suppose that some operation is to be performed on the cycle tube at A. It may be that the tube is cracked or broken, and it must be heated, the defect remedied and the fracture brazed over. Without proper supports the tubing will get out of shape when heated. The contrivance to prevent this



sists of the cast-iron arm B, at the ends of which are the bearing with caps, C C. To put on, remove the caps and tighten to place as shown. Keep the device on until the tube is cooled off. It will never fail to hold the tubing perfectly straight.

Owners of old wheels often visit the repairers to have their machines brought somewhat nearer the times by altering the shape of the handle bars. The old form of bar as shown in Fig. 2 is crude. The same bar looks better when shaped to Fig. 3 or 4, and new handles put on. Quite a little skill is needed to shape bars neatly. Secure good forms first, heat the bars and bend them around the form slowly. Forms can be made from wood blocks and lined with sheet iron, or the cast iron slab and pin system may be used to advantage. It is popular now to have adjustable bars. An old type of bar like Fig. 2 may be changed to style 6 by separating the bars in the centre and putting a thread on an end of each, as shown at D, in Fig. 5, attaching to same the socket C.

For a stand make a piece the shape of G, shown in Fig. 7, and screw it into the tube, F, of the handle bar support. A bolt, H, will serve to pass through the hole in the socket-piece of each bar, thus bringing the handles to the position shown in Fig. 6. By loosening the bolt E, the bars may be elevated to any desired line and again fastened. Re-

pairers are called upon to do queer work at times. Riders will sometimes get the impression that the pedals are describing more of a circle than is necessary. The correct distance may be ascertained by a tangent of the arcs with a radius equal to the length of the pedal cranks, as represented in Fig. 8.

There are not a very large proportion of bevelled geared systems of power transmitting on wheels, but occasionally a bicycle thus driven is brought in with the gears grinding or out of true. A view is given in Fig. 9 of this system in which A is the connecting shaft, B B the bevelled gears, and E the gear on the crank shaft. The ball bearings are marked C C. As soon as the relationship between any of the parts is disturbed, there will be rattling, grinding and loss of power. To remedy, overhaul the bearings, see that the gears are fast, balls true and free from foreign matter and parts well lubricated.

GEORGE D. RICE.

STANDS BY ITSELF.

Two or three years ago there was a great furor over the advantages to be gained by carriage builders entering the bicycle business as manufacturers or dealers, or both, says the "Carriage Monthly." Experience has demonstrated that the bicycle business had its own requirements and necessities, and that it did not possess those easy adaptabilities that would enable a carriage builder to become a cycle builder.

The business has cut its own way through, and stands by itself—a separate industry. This was a foregone conclusion. Still, there are cases where the exception proves the rule.

This is also true in England; one of the largest carriage makers in Long Acre has laid down a fully equipped cycle plant, and it is the first carriage manufacturing firm that has attempted cycle making on a large scale. The greatest and the almost unsurmountable obstacle is that a bicycle plant is a most costly thing, and demands special skill and special business aptitudes.

SCRAP-HEAP CYCLES.

"I do not hesitate"—

With unconscious inconsistency he paused to light a very short-stemmed, grimy pipe.

"—to observe most emphatically, after a careful study of the situation and after a diligent perusal of 'Coin's Financial School,' that I"—

Leaning forward he picked up the reins and grasped firmly the remnants of what was once a whip.

"—am the only genuine buymetallist after all."

Muttering a hasty "get-up" to his horse, the junkman proceeded on down the street to a house where he knew a man had bought a bargain-counter bicycle only two weeks before, and would be ready to dispose of it to him, the only man in the world who would buy it.

SHE'S A SCORCHER.

"What do you mean by comparing your cook to a pneumatic?"

"Have to give her a blowing up about once in so often, or she's no good."

MORE SUITED TO THEM.

"Men are more inclined to pursue the narrow path than they used to be."

"How do you account for it?"

"Natural result of cycling, I suppose."

WHY, CERTAINLY.

Maud—They say that bloomers are going out.

Marie—Of course they are. What good are they in the house?

Agents, Attention!

Crescent Wheels

for 1897.

WE GUARANTEE OUR WHEELS AND OUR PRICES.

More CRESCENTS sold at list prices
in 1896 than any other make. . .

\$75. \$50. \$40.

Honest wheels backed by a perma-
nently established house. If you
wish to handle CRESCENTS in 1897
apply at once.

AGENTS' ADVANCE CATALOGUE READY.

Western Wheel Works.

NEW YORK.

CHICAGO.

Kindly mention The Wheel.

Between
\$750,000.00

and

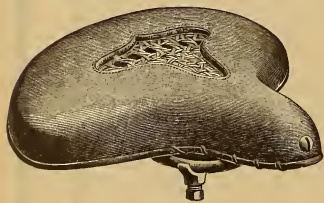
One Million Dollars

Spent on the

Mesinger

Style of saddles by the riders of this country last season. Considering that it was practically our first season, does it not speak volumes for our saddle? And even these figures are in the face of the fact that we turned away more business than we took care of.

Remember that each of the large number of saddles now in use is a walking, talking advertisement for us, and that its demand will be three-fold in '97. Dealers, speak up now and insist that your manufacturer put them on the wheels he sends to you or you will have to buy them separate later.



Success is due to the RATTAN and the peculiar way we weave the RATTAN is the whole secret.

Mesinger Bicycle Saddle Co.

MANUFACTURERS OF

SADDLES AND AIR BRAKES,

NEW YORK

CITY.

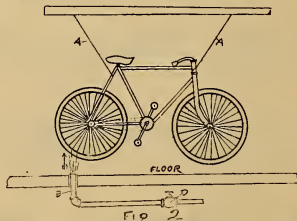
Kindly mention The Wheel.

POINTER ON HILL HELP.

A Massachusetts wheelman rejoicing in the name of Coe has trained his pointer Joe to be of considerable help to his master. When Joe was a puppy his owner becoming discouraged by the many hills he was forced to surmount in his around home cycling, began considering the problem of securing some sort of motor to aid him in his hill-climbing. Being quite an expert in the handling of animals, he decided to use Joe in this capacity. He had a special harness constructed for the dog and began training him. Joe took kindly to the idea, and the exercise agreed with him. He was fed freely, and grew with great bounds, the work causing his hind quarters to increase with special rapidity till they were marked with lumps of well-hardened muscle, and appeared more after the general pattern of a small horse than a dog. Under this rigid course of cycle training the dog soon became much larger than either of his parents, and

HERE IS A TRADE-CATCHER.

Next to having a good shop is having customer. I have experimented a little in this line and have found that my business was increased when I have had something to attract attention. A new kink in wheels, an old-style bicycle, or anything odd, will draw attention. I give a sketch in Fig. 2 of a scheme which worked well for a time. It consisted in suspending a bicycle in the show window by wires, A, A, and causing the rear wheel and cranks to turn without visible means.



I bought a common fanwheel, such as is used for blowing air at a forge, and arranged this fanwheel to blow air through the pipe D and up through B against the spokes of the rear wheel of the suspended bicycle. The piping was beneath the floor of the window, and the part B did not show. The current of air made the wheel revolve with great rapidity, while passers-by would stop and wonder from whence the motive power came.

Anything mysterious and odd seems to draw. Try this idea.

GEO. D. RICE.

celebrated the first anniversary of his birth by giving his father the wallowing of his life.

The method of operating Joe is very simple. His harness consists of a breastplate, a surcingle to hold it in place, and a strap extending down the backbone and ending in a ring at the base of the tail. The rest of the apparatus consists of a strap about four feet long, with a snap hook at the further end, the strap being attached to the steering-post of the bicycle, and when not in use wrapped around the handle-bars. When a hill is reached Mr. Coe whistles to Joe, and the pointer comes up alongside and allows the hook to be snapped into the ring on his harness without compelling the rider to dismount. He then jumps forward and pulls up the hill, dropping back at the top to be loosened again.

The hundred-odd pounds of active dog is a wonderful assistance, and with a fair amount of work by the rider deprives the steepest hill of its terrors. The animal takes the hill in a strong gallop, being able apparently to use his weight better in successive lunges, and also

being evidently anxious to get his work done. In this way a hill is taken at a rate between the dog and the rider that surprises onlookers; in fact, the dog will take a hill of moderate grade alone, with the rider's feet on the coasters, though Mr. Coe rarely subjects the dog to such an uncalled-for strain.

IN SLIPPERY PLACES.

To imitate and ape the English has long been a habit with many riders. This may account for the numerous sufferers from the deadly British "side slip" seen on the Boulevard on muddy days. Another and more likely explanation is that the side-slippers are nervous, and are expecting a fall at every revolution of the wheel; they consequently grip the handles as if holding on for dear life, lose their control of the steering, and swerve from side to side; while at the same time the fear of falling causes them to pedal unevenly and become unsteady in the saddle. Of course, the inevitable result follows, and they find themselves and their machines in direct contact with Mother Earth in less time than it has taken to write this.

On the other hand, a rider of probably much less experience, indeed the absolute novice, will often steer safely over the greatest of roads, simply because he knows no fear. By-the-way, there must be a special Providence looking after the well-being of wheelwomen in their novitiate, a privilege not extended to men who have not outlived the "wobbly" period. Men fall when least expected, while women will have the most hair-breadth escapes in the place of the calamity which looked inevitable.

CURE FOR SCORCHING.

Take twelve ounces of dilute, one pound of resolution, two grains of common-sense, two ounces of experience, a large spring time and three quarts of the cooling water of consideration, set them over the gentle fire of wheel love, sweeten it with sugar of forgetfulness, skim with the spoon of melancholy, put in the bottom of your heart, cork with cork of clear conscience, let it remain, and you will quickly find ease and be restored to your senses.

Again, these things can be had at the apothecary, at the House of Understanding, next door to Reason, on Prudence street, in the village of Contentment. Cycling has no middle term; it will either save or destroy. This prescription can be easily filled by any one whose love of the wheel is great.

UNCLE SAM A CYCLER.

Before a year has elapsed it is probable that the United States will have 1,000 of her regulars mounted on wheels. There is now in preparation a bill to be presented to Congress providing each fort and military station in the country with ten machines; the ten most expert cyclists in the fort or station to be mounted on the wheels and to be drilled and used for special duties where quick transportation is required. Heretofore soldiers in the United States Army who rode wheels have been compelled to buy them themselves, but the bill proposes that the Government furnish wheels as a regular army equipment.

THE OLD, OLD STORY.

"I have finished that article you told me to write about cycle riding being only a passing fad, sir," said the assistant to the editor.

"Have you put in all the arguments in its favor that you can think of?"

"Yes, sir."

"Then add that 'other considerations will readily suggest themselves to the thoughtful reader,' and let it go at that."

Cycle Facts

It is a **Fact** that there are hundreds of wheels, masquerading under various names and disguises, sold as high-grade bicycles, which have nothing to recommend them but their fine coat of paint and enamel. Stripped of these they stand exposed as fit candidates for the junk-shop. Paint and enamel do not make a bicycle any more than paint and powder make a lady. Beauty at the best is but skin-deep. For the worth, the quality, the character, the soul, if you please, of a bicycle you must go beneath the surface. The workmanship, the material, the maker's reputation must be critically analyzed.

It is a **Fact** that in Monarchs none but the best material is used and the most skilled mechanics employed.

It is a **Fact** that Monarchs are made in the finest equipped bicycle factory in the world.

It is a **Fact** that Monarchs have for years stood the crucial test of actual use in every country in the world, under all conditions and circumstances, and are universally acknowledged as standard.

It is a **Fact** that the makers of Monarchs have achieved a success without a parallel in cycle history—strong evidence that a discerning public has recognized their worth.

It is a **Fact**, in fine, that you can't make a mistake in buying a Monarch. Monarch certainty backed by the Monarch guarantee is sound insurance against "junk-shop masqueraders".

Be safe—be satisfied—ride a **Monarch** and keep in front.

Our catalogue is yours for the asking.

Monarch Cycle Mfg. Co.,

Lake, Halsted & Fulton Sts.,

83 Reade St.,

CHICAGO.



NEW YORK.

SMITH, PATTERSON & CO., 52 SUMMER ST., BOSTON,

Sole Distributing Agents for all of the New England States except Connecticut.

Kindly mention The Wheel.

HOME OF THE BELLS.

Easthampton, Conn., is a town of bells. Located there are no less than four large plants devoted to the manufacture of these sound-producers, whose ponderous clang or merry jingle is heard in all corners of the earth. Long before the bicycle was ever thought of, these factories made bells, but since the cycle became a factor, the business in Easthampton has increased surprisingly; the combined output of bicycle bells alone forms a staggering total. Of course, just now all Easthampton is preparing for '97 trade. The N. N. Hill Brass Co. have built a large three-story brick addition to an already large factory, and have in course of perfection a line of bells that are sure to command consideration. Several new designs will be shown, their "Dome" patterns being, perhaps, the most striking.

Starr Bros. have also enlarged their plant, which now occupies a generous portion of ground. They, too, have much to show for '97, although their line is hardly yet completed. Their bells have met with considerable success in past years; during '96 they report it was almost impossible to keep abreast of the orders. With increased facilities, however, the Starrs will be able to take care of all that may come their way.

Bevin Bros., an old and honored firm, will, of course, have a line that will in every way sustain their reputation. In addition to bells, Bevin Bros. are large producers of oil-hole covers, the trade in these little steel stampings having assumed immense proportions.

Easthampton is also the home of the Climax Manufacturing Co., who make the Climax saddle, which is built upon a base composed of spirally wound steel wire, that readily adjusts itself to every curve or movement of the body. For the coming year the saddles have been much improved, the detachable leather cover being a novelty that will undoubtedly "take."

STEALING THUNDER.

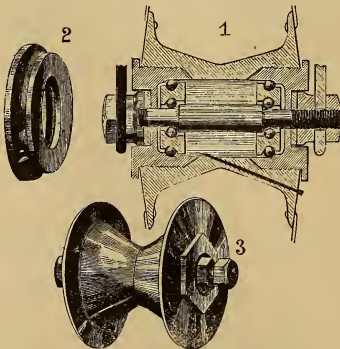
A case of particular interest to advertisers was settled in the Paris law courts two weeks ago. The dispute was between the Dunlop Tire Company and the Gallus Tire Company. The latter concern advertised in a Paris paper about a year ago that Huret had broken the 24-hour record with the aid of their tires. As he used Dunlop tires the Gallus company was called on to rectify the statement. This they did by saying that Huret had beaten the 24-hour record, thanks to the Gallus tires, "which were used by his pacemakers." This qualifying phrase was printed in microscopic character, while the rest was leaded out in enormous type, so that the Dunlop people urged that the intention to deceive the public was just the same, and brought an action against Gallus claiming 200,000 francs damage. The case resulted in a verdict for Dunlop. The judges, however, thought that the claim was excessive, as they held that Gallus had already repaired the injury to a certain extent by amending their advertisement, and they consequently awarded 1,000 francs damages.

ORIGINAL AS THEIR NAME.

Under the title and name plate "Cazador" the White Sewing Machine Company will next season market a line of juveniles' wheels, listing at \$40. These wheels will be made for the White Company, and not by them, the factory in Cleveland being taxed to its utmost in producing the White bicycles and sewing machines and bicycle pedals. The concern, however, during the last year found a considerable demand for children's wheels, hence the Cazador.

MISSOULA-BORN BEARING.

According to the "Scientific American," Harry A. Stephens, of Missoula, Mont., has patented a ball-bearing simple and durable in construction, designed to reduce friction to a minimum, and well adapted for use on bicycles, which bearing is thus pictured and described: Fig. 1 is a sectional view of a bicycle hub on which the improvement is applied, Fig. 3 being an exterior view of the hub, and Fig. 2 representing a novel form of bearing ring employed between the outer and inner sets of ball bearings. The stationary axle is engaged by members of the fork resting with their inner faces on nuts, whose inner faces abut against washers resting on annular flanges formed on ring-shaped bearings screwing into the ends of the hub, carrying the spokes of the wheel. The washers thus close the bearings and prevent access of dust to the inside of the hub. On the inner surfaces of each of the exterior bearings is a ball seat engaged by an outer row of balls held in a peripheral groove of an annulus or bearing ring, shown in Fig. 2, which also has an internal annular groove engaged by a second row of balls fitted onto a seat formed by the shoulder connecting the middle large portion of the axle with the other reduced end. The ring interposed between the two rows of balls does not come in contact



with any of the other parts of the device, and should a ball break in one of the rows, the other bearing would still be operative, so as not to interfere, at least for a time, with the progress of the rider. In the ordinary ball-bearings the difference in length between the outer and inner bearings causes a partial sliding of the balls, which is obviated in this case by the freely moving bearing ring, whereby the friction is reduced to a minimum.

AS SHE IS SPOKE.

Boy—Say, mom, I busted my tire.
Mother—You shouldn't say bust, John; you should say burst.

Boy—That's what teacher said, but when the principal asked me who that was, I said it was a burst of General Washington and he licked me, so I thought I would stick to bust.

STRENGTHENING DAYTON FORCES.

The force of the Dayton Bicycle Company's New York branch, No. 76 Reade-st., will be reinforced by W. A. Shepard, who has had experience with the Remington Arms Company. Mr. Shepard will talk Dayton throughout Pennsylvania and New York.

CYCLE-ACADEMY MANAGER WANTED.

One of the largest cycling academies in New-York is desirous of a good man as manager. Only a man of exceptional character and ability need apply. Address J. V. R., care of THE WHEEL.

WELL KNOWN AT HOME.

In Detroit, at No. 40-46 Champlain street, is located the Anderson Cycle and Manufacturing Company. For some time they have been building bicycles, principally for Detroit people; now, however, they are extending and reaching out for business throughout the country. A clever point is made of their having catered specially to the local trade. "We made our bicycles for Detroit people," they say, "understanding full well that each time the least thing went wrong we would hear of it; whereas, if the machine had been made by a maker in a distant city, the rider would have had it repaired and the manufacturers would have heard nothing of the case." They have made a special effort to suit their patrons, they assert, and certainly their guarantee bolsters the assertion in splendid style. For instance, they recently wrote all of their '96 patrons that if they brought their bicycles to the Anderson factory during December and January the bicycles would be thoroughly examined, defective parts, if any, replaced, and the entire machine cleaned, oiled, adjusted and overhauled generally, without charge.

The Anderson line includes the Anderson at \$100, a wheel which embodies all the up-to-date wrinkles—flushed joints, D tubing, one-piece crank-shaft, etc.; the St. Clair, at \$75; the Northwest, at \$60; the Wayne, at \$45, and the Wayne Jr., a line of juveniles, at \$35. It has been the aim of the Anderson people to do a cash business as far as possible. To that end they have offered a particularly healthy discount to all spot cash purchasers.

EIGHT-SIDED TUBING.

Hexagon tubing will be a decidedly distinctive feature of the Ideal bicycles. The Shelby (Ind.) Cycle Manufacturing Company, who make them, believe there's a future for tubing of the sort and will naturally make it, while yet offering an option on tubing of the conventional round pattern. The concern believes, too, that it is particularly strong in "options." For instance, in all machines, except the \$55 twenty-inch wheels, an option is given of three styles of adjustable handle-bars, viz: The latest style of hexagon steel tubing, round steel tubing, or wood bars; either rubber or rat-trap pedals; two lengths of cranks; two or three options of color finish; from four to six gears, and G. & J. tires or M. & W. tires. The upper and lower braces of the rear tube are made of the latest pattern of hexagon tubing, unless round tubing is especially ordered at these points. There is also an option given in the height of frames in the \$50 and \$75 Ideals. In the \$75 Ideals an option is given of either 1 1/8 or 1 1/4 inch tubing in the frame.

TO SUIT FOREIGN FANCIES.

O. B. Henderson, who went abroad in the interests of Hay & Willits, is en route home. The firm reports that his visit has resulted in the establishment of a number of desirable European connections. Outings are already being made up to meet the foreign whims. All will be fitted with steel rims, steel mud guards and brakes, and will weigh between 28 and 30 pounds. Samples of these wheels are to be exhibited at the American shows.

THREE BALL CONCERNS.

Three concerns practically control the manufacture of steel balls in this country. Some idea of the demand and the output may be gained from the fact that one of the trio, the Excelsior Machining Company, of Buffalo, N. Y., has a capacity of 150,000,000 balls per annum, having increased its capacity more than 50 per cent during the last year.

THAT
TIRED
FEELING



Comes from pushing a bicycle fitted
 with tires of an unknown quality.

NEW YORK TIRES

Are not experiments—they have
 stood the test of years and . . .

Are the Highest Grade ever made.

NEW YORK TIRE CO. MAIN OFFICE: 59 & 61 Reade Street, N. Y.

BRANCH HOUSES: Boston, No. 63 Franklin Street. Chicago, No. 345 Dearborn Street.
 Buffalo, No. 415 Mooney Block. Louisville, No. 432 W. Main Street. Denver, No. 1715
 Champa Street. Toronto, No. 50 Wellington Street, W. St. Louis, No. 505 N. Fourth
 Street. PHILADELPHIA. CLEVELAND.

Kindly mention The Wheel.

4 GOOD THINGS...

INDIA TIRES }
 STRAUS TIRES } MADE BY THE INDIA RUBBER CO., AKRON, O.
 CILLEY CHAINS.
 HANEY 10,000-MILE CYCLOMETERS.

THERE'S NOT A MAN IN THE TRADE

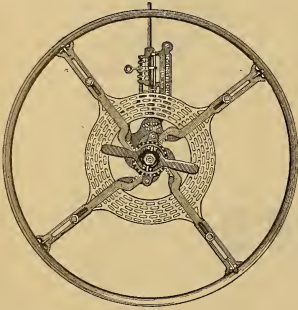
Who will not find it advantageous to write us concerning them,
 and riders themselves will learn a thing or two by "investigating"
 on their own account.

OLIVER, STRAUS & CO., 23 PARK ROW, NEW YORK.

Kindly mention The Wheel.

REPAIRMAN'S FRIEND.

Among the specialties of the New England Cycle Supply Company, of Keene, N. H., is the Half-Minute Rim Spacer, to which THE WHEEL referred a few weeks since. It is a most ingenious device, being intended, as its name implies, to space any wood or metal rim from 24 to 30 inch, for any number of spokes desired, from 24 to 40 inclusive. It



is claimed that it will do the work in a fraction of a minute, and that the price is so low that it is within the reach of the humblest repair man. With it any dealer or repair man can carry a small stock of unbored rims, and be able to fill special orders promptly, while the manufacturer himself will find it a convenience in experimental and repair work.

COULD NOT EXTINGUISH THEM.

This story comes from Bristol, Conn., where the Lucas lamp factory is located: "De Witt Page and George Burnell, employees of the Joseph Lucas Lamp Company, while testing the Lucas lamps were arrested for riding on sidewalks, they having mounted on the sidewalk and ridden off the high curbstone to see if the lamps would stand the shock. Not only did the test demonstrate that the flame of the lamp could not be jarred out without practically smashing the wheel, but the subsequent proceedings in the court showed that the law prohibiting riding on sidewalks was unconstitutional, and could not be sustained, and the alleged offenders were honorably discharged. It is not often that the law of a community and the product of a manufacturer are simultaneously tested with such good results for the lamps and the defeat of the law."

SOME BUTLER CHANGES.

Something of a change has occurred in the personnel of the Butler Co., of Butler, Ind., makers of the Record wheel, which will in no way, however, affect the responsibility or policy of the concern. Roscoe Bean, who is the manager of the Bean-Chamberlain Co., at Hudson, Mich., has disposed of his interests in Butler, and is no longer connected there. T. C. Munger has been elected president of the Butler Co.; the old Board of Directors is retained, excepting that L. C. Harding, a banker of Butler, succeeds Mr. Bean on the Board. Mr. Harding has also become active manager of the company, in connection with the Board.

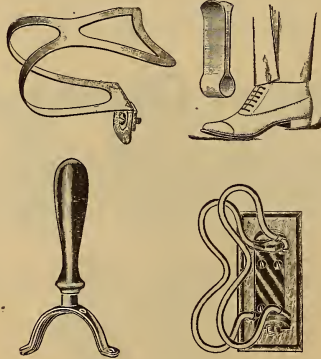
ANYTHING TUBULAR.

While the production of locked-joint and brazed tubing is the principal business of the Toledo (Ohio) Tube Company, they are in position to make and estimate on handlebars, seat posts and forksides made from open hearth and cold-rolled sheet steel. Some attractive samples of the several articles are being shown.

INGENIOUS COMFORT-MAKERS.

Butler & Co., Aqueduct Building, Rochester, N. Y., manufacturers of the well-known Deitz cycle lock, are offering several novelties for '97, all worthy of consideration and examination. The adjustable wall holder shown in the illustration is a particularly commendable article. It is neat in appearance and light, weighing but 15 ounces. The body portion is finished in black enamel, while the steel spring wire is nickel plated on a base of copper. It can be adjusted at any angle and tightly clamped into position by means of a bolt on the under flange.

The Perfect Mud Guard Cleaner is also "on the list." It consists of a piece of flat steel spring, bent into shape and faced with heavy corrugated rubber, the whole mounted on a neat wooden handle. It readily adjusts itself to any width tire—a single whirl of the wheel, with the little cleaner in contact with the tire, and the machine can be trundled into the house without danger of soiling the carpets, etc. It is small enough to be readily carried in the tool bag and should be a valuable addition to any sundry dealer's stock.



The Butler Toe Clip, which, to quote their circular, "fits the shoe to perfection," while light in weight and appearance, is strong and durable, giving the utmost comfort to the rider. It is tempered in oil after being formed, thus insuring the proper elasticity.

The Handy Trouser Guard is really a clothespin in miniature, finely made and nicely nickel plated. They can be easily carried in the vest pocket.

The Deitz Cycle Lock for '97 remains practically the same. Minor improvements only were possible.

STARTED A GOOD THING.

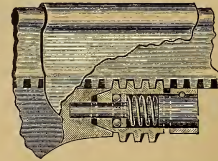
"Barrel" cyclometers are now so popular that very many have overlooked the fact that that style of mile recorder originated with the United States Manufacturing Company, Fond du Lac, Wis. Naturally they are jealous of the distinction, and are seeking to impress it upon the public. Their '97 patterns are vast improvements over the old models. One of them—their \$1.50 pattern—records both the total mileage and single trips. They also make a smaller instrument, listed at \$1, which is minus the single-trip feature. Recently the United States people have invaded Canada, having arranged with Rice, Lewis & Son, of Toronto, for the exclusive sale of their cyclometers in the Dominion.

FROM TEMPLE TO AFRICA.

A shipment of twelve Temple bicycles to Algiers, Africa, went from the Temple factory in Chicago last week.

BALL-BEARING WRENCH.

They have now applied ball bearings to cycle wrenches. In this instance, "they" stands for the Ball Bearing Wrench Company, No. 168 Church street, this city. The illustration shows the manner in which the balls are applied, the nut revolving on the balls, and the cone friction clutch of the finest instantaneous adjustment, and, it is



asserted, avoiding slipping and wearing off of the edges of nuts. To open the jaws the nut is turned as usual. The jaw will recede with one-fourth the number of nut revolutions required in an ordinary wrench. To close the jaws the moveable jaw is simply pushed (not turned) forward with the thumb. The wrench weighs 5½ ounces, and retails for 75 cents.

GOING TO THE FRONT.

The Sherman Cycle Company of Chicago has jumped into prominence more quickly than the average manufacturer. Though their trade life is but a matter of a couple of years, they have some of the best connections in the marketing of their goods in the West. Prominent among their patrons is Farwell, Osmon, Kirk & Co., of St. Paul, the large jobbers, to whom they have just sold 1,000 '97 wheels, which is their second season as handlers of the Sherman company's goods. The Sherman company appreciates an inspection of their '97 models.

HAD A LONG HEAD.

Fred J. Titus, the well-known racing man, is in the field for an agency in New York or a first-class travelling position. Very few people realize how much Titus has come on since he quit racing, though, by the way, even as a racing man, he always had a long head and was noted for his financial acumen and aptitude. Letters will reach Mr. Titus at No. 239 West Forty-fifth-st.

GOING ABROAD BY THE THOUSAND.

While many firms have only sample wheels in evidence, the Monarch Cycle Manufacturing Company on Thursday of last week shipped from the Chicago factory exactly 1,051 bicycles, of which 488 went to Graddon & Co., Antwerp, Belgium; 430 to Smith, Patterson & Co., Boston, the Monarch's New England agents, and 133 in small lots to various other points in this country.

MET HIS MATCH.

"Been over to the Stanley Show, eh? I suppose you got pretty well acquainted with the 'tight little island.'"

"Why, no; I can't say that I did. But I got pretty well acquainted with a number of tight little islanders."

BUT WOULD LIKE TO.

Miss Kitty Scatterbrain (vivaclusly)—With all my faults you love me still, don't you, papa, dear?

Papa (grimly)—I don't know. Since you joined the scorching sisterhood I have never seen you still.

Spaces 348, 349, 350

CHICAGO
CYCLE
SHOW...

HARTFORD TIRES

HARTFORD RUBBER WORKS CO.,
Hartford, Conn.

BRANCH HOUSES:

- 100 Chambers Street, New York.
- 136 Lake Street, Chicago, Ill.
- 910 Filbert Street, Philadelphia, Pa.
- 8 Queen Street, E., Toronto, Ont.
- 251 First Avenue, S., Minneapolis, Minn.

Kindly mention The Wheel.

THE

F. F. Ide Mfg. Co., of Peoria, Ills.,

T H E I D E

wish to announce to now in a position to with their '97 product. will remain the same line consisting of the at \$100; IDE SPEC-IDE SPECIAL, \$125; mond and combina-SPECIAL Tandem, in tion frames, \$175. We our capacity of '96, and equipped to take care all promptness. The which has always been IDE WHEELS, will and our finishes on '97 attractive and durable utation of our wheels wish to handle the best duce, write us regard-

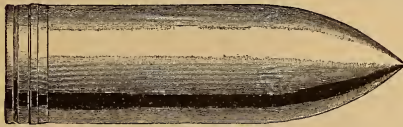
the trade, that they are fill all orders promptly The prices on IDES as in '96. The regular IDE and LADY IDE, IAL and LADIES' IDE Tandem, in dia-tion frames, \$150; IDE diamond and combina-now have nearly double are fully prepared and of our patrons with HIGH ART quality, so closely allied with be rigidly maintained, goods will be the most yet produced. The rep-is established. If you the market can pro-duce the agency.!

Kindly mention The Wheel.

You Run No Risk

WHEN USING

"PROJECTILE BRAND"



COLD-DRAWN SEAMLESS STEEL TUBING,
FORKSIDES,
HANDLE-BARS,
TAPERED TUBES.

Manufactured from the BEST SWEDISH STEEL
by

The United States Projectile Co.,
BROOKLYN, N. Y.

Used by the Highest-Grade Manufacturers.
We Solicit Correspondence.

Kindly mention The Wheel.

AT THE FRONT

THE
TIRES

MADE BY THE SPAULD-
ING AND PEPPER CO.
CHICOPEE FALLS MASS.

HANDY AND MUCH NEEDED.

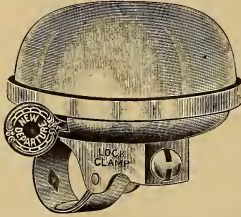
Nearly every one who rides a wheel has at some time or other felt the need of a parcel-carrier that could be put on or taken off quickly, and at the same time be of such construction that it would afford a rigid support for whatever it had to bear. This the Hall Manufacturing Company, Wallingford, Conn., realized; they have on the market just such an article. It is made mainly of aluminum, which insures lightness; is telescopic, so that it can be closed into a small space; the strap adjustment is neat and instantaneous, and the clamping and unclamping from the handle-bar is accomplished by the mere turn of a thumb-nut. The carrier is handsomely finished, and, instead of an unsightly incumbrance, is rather ornamental. In addition the Hall Company make a line of sundries that recommend themselves to jobbers and dealers. Their Locust bicycle alarm is a decided novelty, which, to quote their catalogue, "makes more noise than a nest of rattlesnakes." The safety sprocket rack is a neat conception, and small enough to be carried in the vest-pocket. Their combination screwdriver and nipple-wrench is known and has enjoyed a large sale, while the Surprise and Springfield whistles have become staple articles in the sundry market. Wood handle-bars with a new lock-clamping device are their latest addition, the clip being so constructed that slipping is impossible. Prices to jobbers are especially interesting.

WHILE THEY LAST.

While the stock lasts, the Frank T. Fowler Manufacturing Company, Worcester, Mass., are offering the Windle bicycles on hand when the Windle factory was purchased at enticing figures—\$40 for the onyx finish, \$39 for the black.

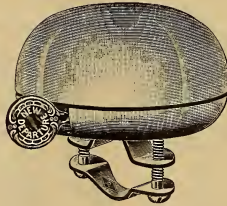
HIGH-TONED, OF COURSE.

Very few there are who, at some one time or another, have not had the New Departure slogan, "They have a tone that's all their own," ringing in their ears for hours and days



at a time. It is almost as tantalizing as Mark Twain's "Punch, brothers, punch."

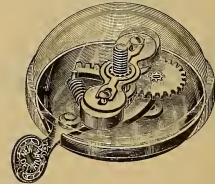
In marketing their '97 bells the New Departure Bell Company explain how the tone



is attained. Few would suppose that the raised bead around the periphery of the gong had aught to do with it; but, as a matter of fact, the bead is very largely responsible for

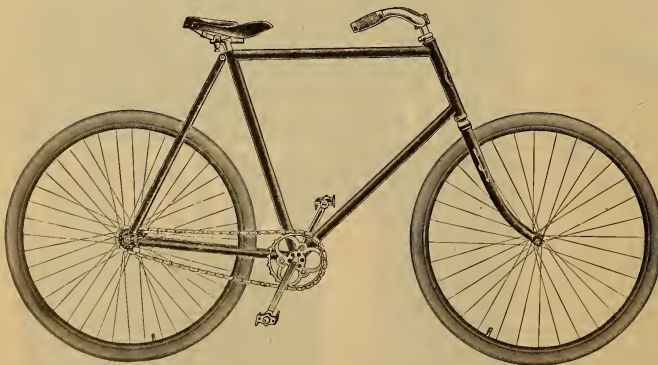
the "rich cathedral chime," as New Departure Company describes it. Of course, the alloy out of which the bell is made has most to do with it, but the bead plays a very important part. The beaded gongs will, of course, continue to be the company's leader, and will list at a higher price than the plain article. Incidentally, it will interest the trade considerably to know that list prices have been reduced all around, an entirely new scale having been adopted.

The bells are made with either plain or lock clamps, the latter, the New Departure people claim, being their invention. They also continue the manufacture of the electri-



cal alarm. The illustration shows the mechanism by which the continuous alarm is produced. The double-stroke bell, they say, has ever been something of a bugaboo to inventors and mechanics in general. They make a double-stroke bell, of course, and claim to have attained a perfect mechanism.

The entire line meets every possible requirement of style, size and price. John H. Graham & Co., of New York, will continue to be the sole selling agents; but for catalogues and other information the New Departure Bell Company must be addressed at Bristol, Conn.

THEY STAND THE TEST.**ECLIPSE BICYCLES**

Model 44, '97 Special.

In eight Models and four prices. With a line so complete why look farther? Why delay?

\$100. \$75. \$60. \$50.

HEARTY DISCOUNTS

to Hustlers—Agents with vim.

ADVANCE CATALOGUE ready soon.

**ECLIPSE BICYCLE COMPANY,
ELMIRA, N. Y.:**

AN IMPROMPTU SHOW.

Louisville, Dec. 19.—Louisville has held its Cycle Show, and the gentlemen of the Cycle Board of Trade will please note that no sanction was asked or allowed, nor was the affair advertised until the day before the show. Not one cent was expended in the advertising of the vent. The publicity was gained by the free and unlimited coinage of complimentary notices in the daily press. The "promoters" were a small (or "large," it may be termed in this instance) colony of bicycle salesmen who happened at the Louisville Hotel at the same time—December 18. The gentlemen were Messrs. G. W. Shroyer, representing the Gendron; J. T. Ruby, Keating; Benjamin Chapman, Columbus; Edwin Eager, Viking; J. L. Townsley, Hamilton-Kenwood; H. J. Young, Kirk Young Bicycle Company, manufacturing the Yale; F. A. Woods, Racycle; A. C. Hyde, Yost Manufacturing Company; E. L. Parsons, Columbia; Herbert Thompson, Toledo Cycle Supply Company; Charles Weaver, Vim tires; W. L. Cooper, Hulbert brake and Mesinger saddles, and J. D. Lasley, United States bicycles.

Manager Mulligan, of the Louisville Hotel, arranged a suite of rooms for the men on the fourth floor, and by mutual agreement they started their own "show," which was visited by dealers and the public, furnishing many points to the former and much education to about 500 of the latter as a result of the event.

The idea seems worthy of imitation. A circuit of these impromptu "shows," if arranged, would interest millions, who, in any event, would not, or could not, visit either of the National functions. The railway rates that could be secured by such an aggregation of salesmen would also amount to a pretty item.

W. C. & S. M. Nones will handle the Hamilton-Kenwood line. Mr. Townsley closed with them at the "show."

The Columbia people will open a branch store in Louisville, with Mr. Parsons in charge, assisted, in all probability, by H. C. Montgomery.

MAKING WATER-PROOF.

Tweed and serge, such as cycle costumes are usually made of, may be rendered rain-proof by this method: Take powdered alum and sugar of lead, each one ounce, and stir into a gallon of rainwater. Let it stand some hours, and, when clear, pour off the liquid. Immerse the fabric to be made rainproof for twenty-four hours, then nearly dry and press heavily with a warm iron. The cloth will be uninjured in color and texture and will resist any rain the rider is likely to be exposed to.

WELL, WELL, WELL!

The New-York Supreme Court last week granted a certificate of incorporation to the Lady Cyclers' Mutual Benefit Association. The objects are said to be "to encourage athletic exercises, encourage literary tastes, and promote good fellowship among its members, and to create a sick benefit fund for the benefit of worthy members in distress and want."

AN OLD-TIMER CHANGES.

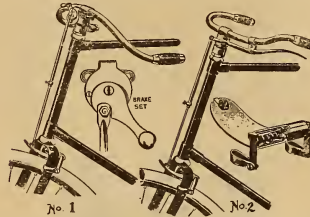
Howard B. Smith has been added to the Geo. N. Pierce Co.'s travelling staff. He will cover New York, Pennsylvania and Ohio. Mr. Smith knows the business and territory thoroughly. He formerly covered it for Gormully & Jeffery.

FIRST AND SECOND.

The boasting novice is not long in convincing all who hear him tell of his wonderful escapes from accidents that self-preservation is the first law of nature, with lying a close second.

FOR SHORT-HANDLE HOLDERS.

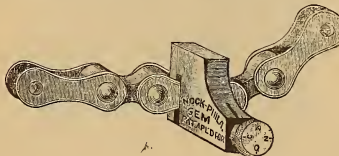
With the adoption of adjustable handle-bars the equipment of bicycles with brakes has developed several snags. The same brake lever would not serve for both ramshorn and up-turned bars, and this has been affording opportunity for innumerable "trade excuses." It was a foregone conclusion, however, that American ingenuity would find a way out of the difficulty, and this the D. G. Bolton Manufacturing Company, Nos. 500-504 East Water street, Syracuse, N. Y., seems to have done. The Bolton brake is made in two patterns. In general appearance and application the No. 2 does not differ very materially from



the hand-brake of other days, and is intended for riders who use upturned bars and grasp the grips, but in these days of adjustable bars, when so very many riders "hold the handles short," the Bolton No. 1 would seem to fill a want. As will be noticed, the brake is operated by a crank lever which has a self-locking device. When the lever is past the dead point it meets the stop screw and remains "on" until the lever is pressed back. The hands are thus free to guide the machine, a matter of value when on a long or winding or unknown down grade. The brakes are light and neat and will fit any make of wheel. No. 1 retails for \$2; No. 2 for \$2.50.

TINY STOP-THIEF.

With a full appreciation of the average wheelman's dislike for weight, George W. Knock, No. 146 North Fourth street, Philadelphia, has combined much ingenuity with only



three-quarters of an ounce of metal into the Little Gem lock, shown in the full size cut herewith. The lock is of the combination pattern, no key being necessary, and retails for 25 cents.

AN ADMISSION.

"I wonder if there is anything personal in this?"

"In what?"

"Well, the House Committee got a fellow who knows all about pneumatics to deliver a lecture down at the club entitled 'Tire Fools.' I was anxious to help the thing along, and sent to the secretary for a ticket. Here it is marked 'Admit One.' Do you think that's a shot at me?"

KNOCKED HIS BUSINESS.

"You are fagged out, you must give up all head work."

"Why, that spells ruin! I'm one of those loaf-all-but-the-last-two-hundred-yards 'racers.'"

JUST OVER THE BORDER.

Simcoe, Can., Dec. 21.—Trade in the Dominion is daily gathering force. Many of the travellers are already on the road, and the slowest of them all will make a start within the next two weeks. Some of the houses will not send their representatives out until after the holidays, and January 2 will see an exodus of the jolliers from Toronto and other centres. The Cleveland men are all out. The same is true of the Brantford travellers. E. C. Hill & Co., Toronto, who handle the King of Scorchers and Crawford, will start their men after the holidays. The E. & D. people have had representatives out for a couple of months, and claim to have contracted for the larger portion of their next year's estimated output. They will make a first shipment on January 2 of 300 wheels.

The E. & D. makers are preparing a unique exhibit for the New York show.

The Comet people are making a wooden frame this year, and are receiving many inquiries in regard to it. There are very few changes in the '97 models. Those shown are of minor importance. Wood handle-bars will be optional on all wheels.

The price will be of the most importance, and it seems certain that 1897 will be a \$75 year in Canada. There will be twice as many wheels sold at from \$50 to \$75 as there will be at \$100. Of course, there will be a demand for the higher-priced wheels, but people have come to believe that a high-grade wheel can be had cheaply.

The Massey-Harris Co., of Toronto, are manufacturing a wheel under Columbia patents, which they sell at \$85. It greatly resembles the Hartford wheel.

The chainless gear so much talked of in the United States is an old thing here; the Wanderer cycle, built in Toronto, is of that type.

The first motor-car in Canada is now running on the streets of Toronto, having been built for A. Fetherstonhaugh, patent solicitor of that city. It is propelled by a storage battery.

CURTIS'S PLUM-PATCH.

Dealers who are looking for plums should stray into the orchard of the Kirk-Young Manufacturing Company of Toledo, Ohio. The firm makes the popular-priced Yale bicycle and says that the "plums" are ripe for the picking. They can be reached without a pole. George E. Curtis is representing the firm in the East, and has established an "orchard" in New York at the Astor House. His price list is said to have made not a few people gasp for breath, a statement that is fraught with significance.

HONEST FORGERS, THESE.

In Mechanicsburg, Pa., the D. Wilcox Manufacturing Company is forging at a great rate—that is to say, turning out drop forgings in great quantities. Sprockets, cranks, seat-posts, chain adjusters, forkcrowns and pedal-centres are included in the Wilcox production, and on these articles the concern seeks opportunities to submit quotations, confident that they mean business in nine cases in every ten.

ON THE HAPPY HUNTING GROUNDS.

Five of Hay & Willits's travelling staff are now gunning for trade. These are the men and their hunting-grounds: F. F. Fulcher, Ohio; Geo. M. Dickson, Northern Indiana and Southern Michigan; A. L. Ray, Tennessee, Alabama, Mississippi and Georgia; C. C. Tuttle, Missouri; Howard Jones, Illinois.

The doubtful man in cycling is always wanting to bet on it.

WORTHY THEIR NAMES AND MAKERS.

"A Few Preliminary Points for 1897" is the title of H. A. Lozier & Co.'s advance catalogue. Beyond specifications and illustrations of the Cleveland and the new Westfield cycles it contains but little letter-press. That little, however, is in strict keeping with the substantial character of the firm, and will impress the individual who has wearied of be-adjectived eulogies of self and goods. "The measure of the public's appreciation of the Cleveland bicycles," say Lozier & Co., "is best found in the fact that '96 sales exceed those of '95 by more than 100 per cent." The improvement and alterations that have been found possible are thus summarized:

Flush joints, making a smoother and neater effect in finish without impairing strength of frame; "D"-shaped tubing in rear stays, allowing more clearance for tire; narrower tread; new crank-axle and bearing, fitted complete before assembling with the frame; simplified adjustment of crank-axle bearings; flush cranks with new device for attaching to axle; new bearings in wheels, capable of perfect adjustment independent of the frame; improved Cleveland hardened block and pin chain; improved Cleveland detachable corrugated tires; laminated rims; Cleveland dust-proof barrel pattern pedals; flanged sprockets, detachable; new handle-bars, with improved reversible device; new saddles, two styles padded; new direct and T seat posts, with adjustments for any desired position; new brake; improved toolbag and tools.

The Burwell dust-proof bearing, in an improved form, will continue to be a valued feature of Cleveland bicycles, and in addition to standard black enamel, olive green, with silver striping, and maroon, with gold striping will be supplied.

Of the Westfield, their \$75 wheel, Lozier & Co. say: "We have conscientiously striven to make the "Swell Special" standard for excellence, and now offer, for the consideration of our friends, this medium-priced bicycle, which shall be highest type of its class. Nothing but Ellwood seamless tubing is used in the construction of Westfield frames. They have detachable sprockets, front and rear; Burwell dust-proof bearings; Cleveland hardened block and pin chain; Cleveland detachable tires, and other excellent details of equipment, as shown by specifications," viz:

Wheels, 28-inch; hubs, barrel; gear, 68-inch; tire, 1½-inch Cleveland, corrugated, detachable, cross-thread (Shraeder valve); rims, combination wood and aluminum; bearings, Burwell dust-proof; frame, 24-inch diamond, 1½-inch drop to crank-hanger; tubing, 1½-inch; crown, single drop forged; chain, Cleveland; sprockets, detachable; cranks, Cleveland; drop forged, spring tempered, detachable, 6½-inch throw; pedals, new Cleveland dust-proof, rat-trap, barrel pattern; saddles, Cleveland No. 20, "T" post; handle-bars, wood reversible; grips, cork, vulcanite tips; spokes, full nickel, tied at intersection; tool case and tools; finish, black enamel and nickel; weight, 24 pounds. Options—Gear, 64 and 72 inch; tires, Cleveland single tube; frame, 22-inch; pedals, rubber; handle-bars, full nickeled, raised or dropped; finish, maroon, gold striped, or green, silver striped.

THEN HE PROTESTS.

"A statesman's motto," said the earnest patriot, "should always be, 'be sure you're right, and then go ahead.'"

"May be so with statesmen," said Turfy, "but 'tain't my motto in racing."

"What's your motto?"

"Go ahead, right or wrong, and fight it out with referee afterward."

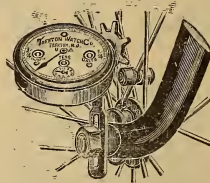
Idle curiosity keeps too many people busy about a bicycle.

WILL WEIGH NOTHING PRESENTLY.

Fancy a mile in two seconds! Of course it is not a human possibility, but is the test to which all Trenton cyclometers are put before



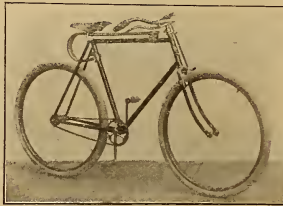
they are made ready for shipment. The test is made on a power lathe running at that speed. Of course, the cyclometers have undergone improvements during the year, but, as in the past, they will be made of aluminum and have a satin finish aluminum dial which cannot break or crack. They will make two



models—one to register 1,000 miles and which weighs 1¾ ounces; the other, the "Midget," as they term it, weighs but one ounce and registers 10,000 miles. As is very well known, they are made by the Trenton Watch Company, of Trenton, N. J.

ABSORBER OF VIBRATION.

This is the latest wrinkle put on the market by the Gormully & Jeffery Manufacturing Company. It has been christened the G.



& J. Feather Spring. It is made of second growth hickory, and practical tests prove it



to be an admirable absorber of vibration. The Feather Spring can be attached to almost any machine besides the Rambler.

AMONG THE BEANEATERS.

The New York Tire Co. has established a branch in Boston. A. G. Gillespie is in charge and will look after the firm's New England interests.

THE POET POINTED TO THEM.

Tennyson is quoted on the title-page of the catalogue of the Relay Mfg. Co., Reading, Pa.:

"These are the days of advance,

The works of the men of mind."

The inference is, of course, obvious. The men of mind in the Relay factory have been industrious during the year, and advancement in the Relay bicycles has naturally resulted.

The catalogue cover is of white and gold; between the covers there is no attempt at airy persiflage. The Relay people say they have constantly endeavored to deserve being in the van of cycle manufacture, and feel that they have enjoyed the distinction.

During the year the line has been increased by the addition of a tandem bicycle listing at \$135, a tandem tricycle at \$150, and a ladies' wheel at \$65. The \$100, \$75 and \$60 men's wheels are all retained, as is also the ladies' wheel at \$90. The serrated chain adjustment and visible ball-bearings, which enable the rider to inspect the balls and cones without removing the wheels from the frame, remain among the strong "talking points." The rear hub has been enlarged and improved, and a new bottom bracket employed; it is flush on both sides; the crank-axle is of the two-piece variety. The seat-post is new and adjustable by a movable sleeve and nut, which allows the L pin to be adjusted quickly and positively. A new head adjustment has also been adopted. It requires no lock nut, the top of the cup being serrated, and the handle-bar having a projection engaging these serrations makes it an exceedingly neat and serviceable combination.

The Relay Company is among those which have adopted the wood handle-bars as the standard equipment.

VANDERBILT HAD TO PAY CASH.

Seventy-five dollars will continue to be the price of the Elmore bicycle, but, in addition to the \$75 line, the Elmore Manufacturing Company, Clyde, Ohio, will also market a \$50 wheel and a line of juveniles at \$40. The leading Elmore has been perfected and brought thoroughly up to date. The main frame is 1¼; head, 1¾; rear braces, ¾; lower braces, ¾. Three point bearings will be the rule, those in the crank axle bearing being extra large, ¾ balls being employed. All bearings will be fitted with interior tubes, which carry the oil directly to the balls. Two-piece crank shafts will be employed.

In New York and vicinity the Elmore will hereafter be handled by the Park Row Bicycle Company, 23 Park Row. During the past year or two it has been handled locally by the Park Row people, but they have been given a larger territory and mean to work it thoroughly. E. J. Willis, the proprietor of the concern, is one of the men who made much money during the year, despite the adverse conditions which prevailed. He strictly adhered to a cash basis. His former experience as president of the defunct American Ormonde Cycle Company taught him a bitter lesson, and buying and selling for cash only has since been a guiding motive. It is related that a representative of W. K. Vanderbilt called at the Park Row store during the past season to purchase a bicycle. He found one which suited him and ordered it sent to Mr. Vanderbilt's Newport address, stating that a check would follow as soon as received. He was told that the concern did not open accounts. The young man wanted the wheel, however, and the bicycle went C. O. D.

WISHING HIM WELL.

"I was struck by a scorcher," he said, with a curse,

When the men with the ambulance found him; "And if I had my way he'd be scorching still worse,

With a strong smell of brimstone all 'round him!"

PEERLESS SPECIAL PRIDE.

One of the concerns which points with special pride to the flush joints of its bicycles is the Peerless Manufacturing Company, of Cleveland, Ohio. The cause for the more than usual pride is due to the fact that flush joints were a feature of the Peerlesses of two years ago. Their general adoption this season gives the firm a chance to score a point. And they score it. The head and handle bar and the seat-post adjustment are also matters of "special pride," while cranks and axles, crank boxes and bearings, the finish and the equipment are also matters of comment in the Peerless advance catalogue received this week.

The Peerless will be again listed at \$100. These specifications will convey an idea of its calibre:

Frame (men's), 22, 24 or 26 inches; 24 inches regular. Peerless patent flush joints. Tubing, 1 1/4 inches head; 1 1/2 inches lower front and seat mast, 1 1/2 inches top, 3/4 round upper and 7/8 "D" lower rear forks. Highest grade Shelby. Fork crown, Peerless tubular; handsome and strong. Wheels, 28 inches; 32 swaged spokes front, 36 rear. Rims, best wood—one piece or laminated. Hubs, Peerless, tubular, flanged. Crank-hanger, Peerless, tubular. Bearings, special tool steel, perfectly tempered, ground and polished. Tread, 4 7/8 inches. Chain, 3-16 inch, highest grade; Indianapolis or Perry. Sprockets, detachable, drop-forged steel, 20, 22 or 24-tooth front, 8 or 9 rear. Gear, 70 inches regular; options, 56 to 84. Pedals, record, rat-trap or combination. Cranks, drop-forged steel, 6 1/2 inches throw. Saddle, Garford, Sager, Gilliam, or "Christy anatomical." Handle bar, steel or wood; raised, dropped or ram's horn, at option; adjustable furnished only when specified. Cork grips, handsome ferrules and tips. Peerless patent stem adjustment. Brake, when specified, detachable; not for adjustable bars. Tires, League, M. and W. Quick Repair, Vim or Dunlop; League regular. Finish, black, of special lustre; bottle green or royal blue; richly decorated. Weight, with regular equipment, 1 1/2 road tires, 23 lbs. Wheel base, 44 inches.

In addition to the Peerless, the Peerless people will also market the Patrol at \$65, "a thorough high-grade in every respect, exceedingly desirable," the catalogue asserts.

ADMIRABLE AS OF YORE.

Andrae cycles for '07, manufactured by the Julius Andrae & Sons' Company, Milwaukee, will be made on the same general outlines as they were this year, although several changes will be made that will make the model a practical addition to their line. Flush joints, rear stays of D-shaped tubing and taper-drawn tubing throughout are the important features of the new model. In order to bring the rider more directly over the pedals the seatpost mast has been moved 1 1/2 inches forward from the '06 style. The tread has been reduced to 4 3/8 inches, one-piece cranks and axles are used, the head bearing ball cases, a speciality of the Andrae wheels, has been reduced in size, and a neat locking device is fitted to the wheel bearings which permits of adjustment before being set in the frame. The complete line will consist of seven models, roadster and racing machines, listing at \$100, a lower grade listing at \$75, and combination and diamond-frame tandems at \$150.

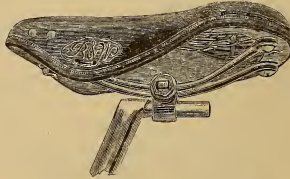
VICTOR AT THE PARK GATES.

To their own line of Tinkham bicycles, tri-cycles and carriers and the Stearns's, for which they are agents, the Tinkham Cycle Company, No. 310 West Fifty-ninth street, have just added the New York agency for the Victor. The contract was closed last week and has been a matter of some comment, although it will not affect the continuance of the Overman Wheel Company's branch at No. 23 Warren street.

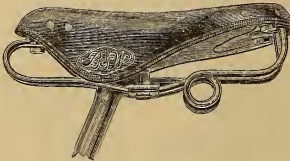
COMPONENTS AND SUNDRIES.

Enter the Buffalo Metal Manufacturing Company. Bicycle components and sundries will be their line, and No. 640 Linwood avenue, Buffalo, N. Y., their headquarters. F. C. Atherton, one of the proprietors of the Buffalo Cycle Company is the senior partner, and Willis Brown, the junior. Their line has not been fully organized, but already the Victor lamp and Brownie cycle wrench have been secured, and will be vigorously pushed. The Victor lamp is one of if not the lightest and smallest on the market. It is made of aluminum, and will burn either taper or oil.

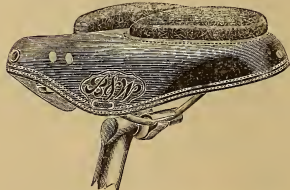
SOME B. & W. SADDLES.



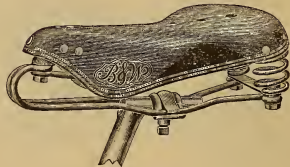
Style V.



Style O.



Style S.



Style QT.

Butler & Ward, Newark, N. J.

JERSEY BORN; PENNSY LIVING.

Although a New Jersey corporation, the United States Seamless Tube Company has purchased a site in Christy Park, a suburb of McKeesport, Penn., and will establish a mill, in which 300 or 400 operatives will be employed. Under a borough ordinance ground must be broken within ninety days.

Silver Oilers

For Christmas.

Highest Grade Oiler Made.



Regulates Supply of Oil to a Drop.

IN NICKEL, - 25 CENTS.
HEAVILY SILVER-PLATED, - \$1.00 EACH.

Cushman & Denison, 172 Ninth Ave., New York.

SHINING LIGHTS ALREADY.

Although but three years in business as makers of bicycles, the Geneva Cycle Company of Geneva, Ohio, has in its own quiet way secured a place on the ladder. Its lamp has ever been well trimmed, but next season the wick will be turned higher, so that the light may be seen by all men.

The company, composed of capitalists of Geneva, will stretch its arms and reach out in no uncertain fashion. Its plant has been enlarged to meet the increased demand for its product, and many new connections made.

Some two months since J. C. Carter, president of the company, came to New-York and selected A. M. Scheffey & Co., of No. 92 Reade street, as sales agent for their Eastern territory, which includes the following States: New York, Pennsylvania, New Jersey, Massachusetts, Maine, Connecticut, Rhode Island, Vermont, New Hampshire, Maryland, Virginia, West Virginia, Delaware, North and South Carolina, Georgia and Florida. This territory will be covered by five of Scheffey & Co.'s travelling men, four of whom are now on the road. A number of good contracts have already been placed.

The line for 1897 will consist of a combination and double-diamond tandem, each listing at \$100, and three grades of 28-inch wheels for both men and women, each listing at \$75, \$60 and \$50 respectively. In addition there will be a 26-inch diamond and 26-inch drop-frame machine at \$50. On the \$75 wheels the Gard divided-crank axle will be used. The company expect great results in the sale of the \$50 wheels for men and women, as there appears to be an increasing demand for this price machine.

GOES TO BOSTON TOWN.

F. C. Ferrin has been appointed manager of the Fowler Cycle Co.'s branch in Boston. Hitherto Mr. Ferrin has looked after the Fowler interests in Providence, R. I.

Morrison's Bicycle Ice Creepers, for Winter use. Sample, 20 cents. Facts free. W. T. S. Morrison, M'fr, Cornish, Maine.

Cycles Saved



From Gummy Bearings, Dirt, Rust and General Decay, by the use of **THREE-IN-ONE**. Cleans, Lubricates, Prevents Rust. Manufacturers should use it.

G. W. COLE & CO.

(ROOM E),

111 BROADWAY, N. Y.

Samples free. Send 2-cent stamp for postage.

DOES

NOT

LEAK.

The Wheel

and
CYCLING TRADE REVIEW



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VOL. XVIII., No. 20.

NEW YORK AND CHICAGO, JANUARY 1, 1897.

WHOLE No. 402.

MAY BE NO SHOW.

Such May the Future Have in Store for Poor Railway-Ruled New Yorkers.

It is given out that this year's cycle show may be the last that will be held in New York. The publication of such a possibility is calculated to create a scare, but there is really no need for serious alarm.

The refusal of the narrow-gauged Trunk Line Association to grant reduced railroad rates—which the Western lines cheerfully accorded—is the basis of the report. Referring to the matter, Secretary Franks of the Cycle Board of Trade says:

"The action of the Trunk Line Association is altogether inexplicable to the officers of the Cycle Board of Trade, inasmuch as the concession of a fare and one-third was granted last year to the annual convention, which was also held during cycle show week. The Board of Trade was under obligations to assist the Trunk Line Association in preventing the work of ticket-scalpers. Over three thousand tickets were presented for identification last year, and less than a dozen got into the hands of scalpers, and the Board of Trade redeemed all at full fare. The utmost caution was used to make sure that only those strictly entitled to attend the convention had their certificates passed. The Board has on file over two thousand business cards of manufacturers and agents who attended the different meetings held in the course of the week. The railroad authorities assert that the concession was asked for on account of the cycle show, but inasmuch as the trade is admitted free every day until 2 p. m., by which time nearly all the certificates were handed in, it is apparent the railroads are exercising an unfair and unjust discrimination against a body of men who may to-day be considered the best patrons of the railroad companies."

BLOWING WIND IN IT.

New life has been blown into the old story that the trotting associations intended to take up professional racing and prepare many of the tracks throughout the country for cycle racing. The plan, it is claimed, has been indorsed by all the prominent horsemen in the country, but it is not likely to go any further.

NO MERRY-GO-ROUND THIS.

Executions amounting to \$5,452.90 have been filed against Gillie, Goddard & Co., manufacturers of merry-go-rounds and bicycles, in Tonawanda, N. Y.

WILL BE WELL BRAKED.

Fenton bicycles will have a valuable feature all their own, the Spencer invisible coil brake. The Fenton Metallic Mfg. Co., whose factory is in Jamestown, N. Y., have purchased the exclusive right to the brake, and it will be found only on their wheels. There will be no sub-licenses.

This device, which is now very well known, appeared last season too late to be exhibited at the shows, but has nevertheless created wide-spread interest. The brake applies to the crank axle inside the bracket by means of a spiral coil, and is operated by a slight turn of the grip.

The patents are owned by the Spencer Brake Company of New York, who have also another brake on the market which also operates from the grip, but is of the plunger variety, which applies to the front tire; the only part that is visible is the spoon piece, or shoe, that fits under the fork crown. The plunger is a novelty, being a rubber-covered spoon with renewable rubber. A number of makers have adopted this device for 1897, among them the Stearns, Worcester and Tinkham people. The Fenton people, while controlling the coil brake, will also use the plunger on their drop frames and tandems.

WILL THEY EVER STOP?

London, Dec. 16.—The decision of Mr. Justice Romer in the Dunlop vs. Scottish Tire case has been appealed against, but the stay of execution has been removed so that no more Scottish tires can be marketed until the appeal is won. By the way, this also involves the Silverton tire, since the Dunlop action against its proprietors, the great cable-making firm, was stayed pending the injunction. This fight, therefore, and also the Tubeless Tire case may be expected on at any time after Christmas vacation. The opposition of the Dunlop people to the sealing of the Tubeless patent failed, though I don't know on what lines it was opposed.

DEATH OF W. H. WILHELM.

Christmas was a day of sorrow in the Wilhelm family, of Reading and Hamburg, Pa. The father, W. H. Wilhelm, expired on the morning of that day. Although not so well known as his son, W. Irving Wilhelm. Mr. Wilhelm was at one time the head of the extensive Wilhelm cycle interests in Reading. He retired from active participation in its affairs about a year since.

Motor vehicles have been ruled out of the Chicago Cycle Show.

SHERIFF IN THE SADDLE.

He Seats Himself There Until the Whitman People Can Arrange Their Affairs.

On Christmas eve the Sheriff took possession of the Whitman Saddle Company, 118 Chambers street, on an attachment for \$24,612 in favor of the Combination Cycle Company of Jamestown, N. Y. The entire claim was \$34,237, but the creditor company took out \$9,625 worth of bicycles and sundries under a writ of replevin a few weeks ago. The attachment was obtained on the ground that the Whitman Saddle Company had given a chattel mortgage on its effects in this city and at Newark, where the factory is, for \$40,989, to Mary L. Buck, wife of Henry L. Buck, President of the Company, and Lizzie Mehlbach, wife of W. C. C. Mehlbach, the Treasurer, and also had transferred the factory property and other real estate in Newark to the same parties for \$1. These mortgages were given on Dec. 14, while on Dec. 4 the Treasurer, it is alleged, had stated that the liabilities of the company were only \$7,500, and on Dec. 10 had stated that the liabilities did not exceed \$12,000, and the company had assets of \$53,000. The company was incorporated in 1880, succeeding Royal E. Whitman, and had authorized capital stock of \$100,000, owned or controlled principally by Messrs. Buck and Mehlbach.

Few concerns were better known in the saddlery trade, and the Whitmans' entry into the cycling field seemed most auspicious. They marketed the Whitman and Patriot cycles, some or all of which were made by the Jamestown concern.

GOING TO CHICAGO.

Manager Pattison, of the Chicago Cycle Show, has arranged with the railroads for the following excursion rates: West, northwest and south of Chicago, including the States of Illinois, Wisconsin, Iowa, Minnesota, South Dakota, North Dakota, Montana, Wyoming, Colorado, Nebraska, Kansas, Arkansas and O. T. Tickets to Chicago from above described territory must be purchased on dates between January 20th and 26th inclusive, and the return journey from Chicago may be commenced on any day between January 23d and February 3d. From points in Illinois and Wisconsin and within 100 miles of Chicago, the Western lines will sell tickets every day between January 20th and 30th.

LIKE A MAN.

Potter at Last Comes Out Openly in His Fight for the League Presidency.

Isaac B. Potter, Chief Consul of the New York Division L. A. W., has thrown aside his mask, has ceased to play the hypocrite and manfully done what he should have done six weeks ago—come out in the open and declared himself a candidate for the presidency of the organization.

In bringing about this happy situation there is small doubt but that THE WHEEL has been mainly instrumental. No other paper has stated the case as it was. Mr. Potter so thoroughly dominates the cycling writers of this vicinity that while his attitude was generally known, in the public prints he was made a man of silence and mystery. When THE WHEEL interviewed Mr. Potter two months since his position, while guarded, was too clear to be misunderstood, and it was then prophesied that he would become a candidate despite previous and subsequent denials, in which he went so far as to say that for him to accept the presidency would be an act of "doubtful loyalty." As weeks passed evidence in support of the assertion accumulated, and on Monday last Mr. Potter himself proved it true. On that day he issued this signed statement declaring himself:

"Responding to the apparently earnest wish expressed by many of my League friends, I have consented that the delegates of the New York Division present my name to the coming National Assembly as that of a candidate for the office of president of the League of American Wheelmen. I do this because I am convinced by recent events and by facts lately disclosed that unity of action within my own division and the harmonious working of the national body of the League can best be secured by the widest option in the selection of an Executive Board.

"In thus yielding my personal judgment to that of many delegates whose pronounced opinions have differed from mine on the question of the presidency, I am reminded that the welfare of the League is beyond and above all considerations personal to any candidate, and I am confident that no candidate will be named who cannot accept the decision of the Assembly with a feeling of fraternal and consistent loyalty. Let me now thank the many friends to whom I am indebted for kind words recently uttered and express the hope that the work of the National Assembly may be so accomplished as to bear fruit to the continued honor of our organization."

This declaration will clear the atmosphere considerably, as the L. A. W. presidential imbroglio was possible only because the good faith of the Chief Consul of New York State was questioned.

Sterling Elliott will now know exactly where he stands. It is a fair assumption that in his mail of Tuesday morning he received from New York a glorious letter addressed, "My Dear Elliott," and that Chief Consul Potter will renew his promise to individually support him. The casting of the lone ballot will greatly heighten the spectacular effect at the proper moment.

Just after Mr. Potter's declaration was distributed a very secret confab was held in the office of the New York Division in this city.

Secretary-Treasurer Bull, the gentleman who is paid \$2,500 per year to conduct the office, and who has of late been spending much of his time in "booming Potter" and "spiking Elliott," and Messrs. Belden, Batchelder and Eckert, got together behind closed doors and the profound air of mystery that resulted could not be indented with a buzz saw. In the event of a thunderous detonation it will be understood who are responsible.

During the week a report got abroad that Mr. Elliott intended "getting out of Potter's way." This he promptly denied. "Nothing has occurred to change my original de-

GOES WEST.

Portland, Oregon, is about to receive a distinct acquisition. Henry Goodman, one of the veterans of the Pope Mfg. Co.'s staff, will permanently locate there. He will have charge of the Pope branch in that city, from which four States will be operated. Goodman left Hartford for his new post on Wednesday last. He has served his time in the Pope factory



and retail establishments and on the road, and while affable and mild appearing, is none the less able and forceful. He knows the cycling book from cover to cover, both as regards the trade and sport and pastime. He has served the L. A. W. in various capacities, and until his resignation last week, was the senior handicapper in the service.

termination," he wires in response to an inquiry.

From this it seems clear that the fight will be between the Bostonian and the New Yorker. Cossum, of New York, and Conoley, of Illinois, are both splendid possibilities, nothing more. Morrison, of Wisconsin, is trying to keep his courage up to the presidential point, but as a matter of fact, he is not very particular, and indications are not wanting that he will endeavor to grasp the tail of the winning kite and land wherever he may.

Mr. Potter's campaign managers have been coquetting with Pennsylvania, and, it is generally understood, offered to give Phil S. Collins, of Philadelphia, a vice-presidency, and to throw New York's strength to the Quaker City in the balloting for the L. A. W. Annual Meet in return for the Quakers' vote for Mr. Potter. Pennsylvania declined the bait. Prominent Philadelphia delegates in-

formed a WHEEL man that they will not enter into any deal whatsoever. They will decide every question on its merits and secure or fail of the League meet by reason of superior inducements, and not by a barter or sale of votes. These delegates left no doubt of their leaning to Elliott.

If there remained any doubts of Pennsylvania's position, the subjoined letter from one who stands high in the councils of the Division will forever set them at rest:

"When Phil Collins was suggested for the Vice-Presidency by one of the Mark Hannas of the L. A. W., I know positively that he at once stated that he would not under any circumstances accept the position. As he expressed it: 'I have troubles of my own in the Secretary-Treasurership, and would hate to be troubled with a feeling of doubtful loyalty.'"

"As to the meet, if the L. A. W. meet is held here, it will be solely because the members think they will have a good time if they come. The position of the wheelmen of a city giving time, work and money to entertain a lot of people and then sacrificing self-respect and independence for the privilege of doing so has always seemed a rather poor one and no pledge for anybody or anything will be made by Pennsylvania to secure the meet."

"We have secured plenty of letters from various sources, but this you can paste in your hat—Pennsylvania has made no pledges up to date, either actual or implied, for anything."

SAME PEOPLE AGAIN.

Chief Consul Potter, of the New York Division, has made few changes in the committees appointed for the ensuing year, about all the old appointees remaining in office. He announced the personnel of the various committees this week as follows:

Improvement of the Highways—W. C. Vrooman, Schenectady; R. C. Folger, Waterford; Theodore W. Roberts, Poughkeepsie; William R. Lansing, Rochester; William M. O. Honig, Albany; E. F. Hill, Peekskill; B. H. Medbery, Ballston Spa; Marvin T. Merchant, Watervliet; Charles W. Wood, Syracuse; Goldsborough C. Smith, Auburn; G. M. Millspaugh, Middletown; Michael Furst, Brooklyn; A. A. Roullier, Flushing; William Pierson Judson, Oswego.

Rights and Privileges—George E. Miner, New York; Walter S. Jenkins, Buffalo; William W. Armstrong, Rochester.

Rules and Regulations—C. B. Benson, Hudson; J. Stuart Kelley, Buffalo; Henry W. Bullard, Poughkeepsie. Racing Board—A. D. Wait, Cohoes; Will R. Pitman, New York; Walter W. Wilson, Buffalo.

Transportation—George C. Pennell, New York; Charles A. Sheehan, New York; George C. Baker, Albany.

GO T A MAN OF THEIR OWN.

Illinois delegates to the National Assembly are preparing to surprise the Potter and Elliott factions by placing in nomination for the office of president William A. Connolly, of Danville. Connolly first gained national prominence by his brilliant oratory at Louisville two years ago, when he swung the Assembly almost to a unit for Asbury Park as the place for the League meet, completely routing the Boston cohorts. Connolly, it is stated, will be boomed for the office in the West, with the intention of taking advantage of the dissension in the East.

"All men are born equal;" but most of them degenerate when to generate cycle speed they aspire.

PLAIN TALK TO BICYCLE DEALERS.

FORECAST, SEASON 1897.

If you are looking forward to a profitable season, how have you laid your plans? Are you intending to load up with cheap wheels? Can you make a good living selling cheap wheels at the price prevailing on them during the latter half of last season? Do you know that they will not sell for more money in 1897? If they do, it will only be for a few weeks. The facilities for putting together cheap wheels in the United States are now so very great that the price on them can never rise above the level they reached last year. All cheap bicycles are made very much alike, whether they be assembled in the 20x40 foot room of the enterprising repairer, who puts up his one or two thousand wheels, or by the big maker, who numbers his output by fifty thousand. Some may be finished a little better than others and command a few dollars more at retail, but they are all imperfect in their bearings, and they all run hard. Do you not see in all cheap bicycles, and most of the so-called high-grade wheels, the stamped ball cups pressed in the bottom bracket? In some wheels this brings the balls not more than an inch and a half apart. That certainly makes harder running bearings than where the balls are out near the ends of the bottom bracket. But this is not the worst of it. These pressed-in

ball cups cannot provide a ball race that is true from the centre. Did you ever see a cheap bicycle with a ball cup cut from a solid bar of steel, hardened and ground accurately true from its centre, then screwed into an unsplit bottom bracket, like in our Gendron and Reliance Bicycles? Did you ever see a cheap bicycle with the hub cups and cones cut from a bar of the best tool steel, and ground accurately true from their threads after being hardened? You never did and you never will. It costs more money to make ten thousand bicycles like our Gendron and Reliance Bicycles than fifty thousand of those cheap wheels. Do you know that there are hundreds of thousands of riders who will buy new wheels this coming season, and they will not be satisfied with anything short of an easy-running wheel? The cheap wheels that will be advertised as startlingly low prices will have no attraction for such buyers. Do you know that there will not be—there cannot be—a glut of strictly good bicycles? There are as yet comparatively limited facilities for producing that kind of bicycles, consequently they are expensive to make and must command good prices. If you have a customer able and willing to pay for a good bicycle, will you not better yourself more by selling him such a wheel than if you sold him one on which you could not make, at the most, but a few dollars profit, and very likely no profit? Do you know that we have made a big

improvement in our three-point bearings over last year? Our last year's bearings were superior to anything manufactured in this country, and by recent valuable inventions we have improved them so much that to-day no other bearings will stand in comparison. We have adopted such an angle in our ball cups and such a pitch of cones as gives not only a pure rolling contact to the balls, but also eliminates all wedging of the balls between the cup and cones when under the rider's weight. This is but one of the many valuable improvements made in the easy-running Gendron and Reliance Bicycles for 1897.

Why is it that the arrival of our salesmen is anxiously awaited by all of our old agents, and why is it that without exception they are booking their orders for early delivery in 1897?

Why is it that scores of track and road riders are begging us to engage their services for the coming season?

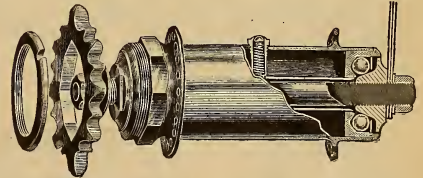
Why is that our vast army of riders cannot find words with which to express their delight and satisfaction with their mount?

Why is it that in 1897 our wheels bid fair to outshine every star in the firmament of wheelhood?

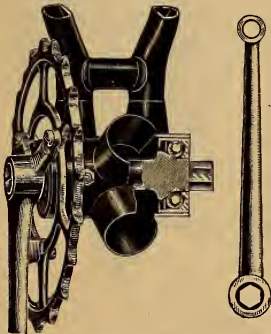
Because, go where you may the world over, you will not find anything to compare in any respect with our easy-running wheels.

Remember that your success in the sale of bicycles the coming season will depend largely on the line of wheels you select.

Observe that the hub cups are not sheet steel stampings, but are cut from a solid bar of the best tool steel, and, like the cones, are ground accurately true from their centres after being hardened.



Rear Hub in the 1897 Gendron and Reliance Bicycles.



Crank Axle, Crank Spocket and Bottom Bracket in Gendron Nos. 23 and 24.



Ball Cups in the Bottom Bracket of the 1897 Gendron and Reliance Bicycles.

Observe that they are not stamped from sheet steel and pressed in the bottom brackets, but are cut from a solid bar of steel, ground accurately true from their centres, and screwed into an unsplit bottom bracket.

APPLY FOR THEIR SALE.

**GENDRON WHEEL CO.,
TOLEDO, OHIO.**

Kindly mention The Wheel.

The Wheel

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Notice to Advertisers.

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ONCE MORE THE NEW YEAR.

W IPE out the score and take a fresh start. That is a pretty fair working principle to begin most new years with, anyway, and it is especially appropriate to closing out such a flagrant, preposterous, ridiculous old year as that one which died on Thursday night. Give the youngster, '97, a show, a fair field, and hang all favors! Let it be seen what the infant rascal can do for himself.

Turning over a new leaf in the book of Time naturally inclines us to the mood anticipatory.

What will 1897 bring forth?

So far as the individual is concerned, this question will be answered variously; mainly in accordance with his own desires and purposes, tempered by the chapter of accidents; because, notwithstanding all the good wishes of our friends and any number of good resolutions by ourselves, every one of us will be bound to take the New Year as we have taken the old ones—just as it comes.

We need not quite accept Matthew Arnold's invitation to his fellow-voyagers on the ocean of existence:

So, messmates, leave the ropes!
And what though no one steers!
We sail no faster for our hopes,
No slower for our fears.

No, indeed; we are not going to subscribe to any such dismal formula of fatalism! Hope is not vain nor effort useless. We may be cheerful and strive even while recognizing that,

whatever the extent of our aspiration or the amount of our perspiration may be, our actual net income of all those things which go to make up the sum total of that elusive object of human pursuit called Happiness will depend, after all, on the overruling force of circumstances, 50 per cent at least of which will be beyond our control.

In fine, the New Year will be as happy as each one of us chooses to make it for himself, subject always to the limitation of "the divinity that shapes our ends, rough-hew them as we will."

There is, indeed, much moral tonic and lifting power in the hearty hand-clasp of an old friend on New Year's morning, and the cheery salutation that goes with it. Stereotyped as the custom is, there is a gracious charm about it. It answers to a real human demand; it provides a green place, full of sparkling waters in the dry desert of the round year's dull and hard routine; it gives assurance from man to his fellow-man that there is still such a thing as sympathy and well-wishing in the world.

Considered as a lubricating oil of kindly manifestation that causes all the bearings of the cycle of daily business to work more easily, makes the pedals revolve with less friction, and the whole machine to start off for another twelve months' run with an accelerated motion that suggests that it is going to be nearly all coasting, the exchange of a "Happy New Year" wishes is well worth all the time and enthusiasm we put into it.

Wherefore, THE WHEEL joins the general chorus of cheerful greetings and generous wishings, and offers to every one of its respected readers and patrons the hope that the new year will be happier than his highest expectations of it.

THE SHAME OF IT.

I T is opportune to warn the League of American Wheelmen against itself, or rather against a portion of itself—the New York Division.

Admittedly a "peach," New York has apparently come to regard itself the whole orchard. Inflated by its own undeniable importance, it believes that it can wag the whole dog; that, without its assistance, progress is practically impossible. It is a dominating belief, and the attendants who hover nearest the throne and who believe it, fancy themselves robed in such power and grandeur that all must sue for their favor. And before mere is said, let credit be given the quiet Quakers who sent the first shiver through the royal court. Pennsylvania was invited to come and exchange its vote for the favor which it most desires, the L. A. W. annual meet, and which New York stood ready to dispense.

But Pennsylvania was not dazzled by the splendor of the court and courtiers, and refused to enter into the intrigue. The Quakers preferred to act as men, not as puppets—all honor to them. Their action sent a chill through the court, but did not diminish the self-consciousness of those who compose it, as, to employ befitting, if inelegant, vernacular, the New York Division is inclined to "hog it," and is fairly convinced that without its assistance nothing can come to pass; and unless the remainder of the League is exceeding watchful and resolutely refuses to succumb to the blandishments of the Empire Division, there is grave danger that the organization may become little more than a patronage-dispensing and vote-bartering affair. New York knows what it wants, and is not hesitating in seeking to effect the needful arrangements.

New York wants the presidency. New York has a man in training for the office.

New York believes the chairmanship of the Racing Board should be a salaried office. New York has a man in training for the office.

New York believes the demands of racing require a salaried referee. New York has a man in training for the position, who will, however, be "thrown down" if circumstances require.

New York seeks the scalp of National Secretary Basset. New York has several men who would gladly fill the office. The Secretary-Treasurer of the New York Division is egging on the scalp-seekers. He is the gentleman who has been "greatly embarrassed" by Mr. Basset's mistakes. At the meeting at which this was reported the New Yorker's own report showed an error of some \$3,000.

New York believes that L. A. W. headquarters should be located in New York. New York is full of office buildings and unemployed clerical help.

All of the men whom New York has in training for the several offices are hand-in-glove with most of the cycling writers of the metropolis. The latter invariably speak by the card. They merely paint the official lilies and always in glowing tints. Therefore, look for little that is not rose-hued in New York prints or New York letters.

New York has a Campaign Committee and a campaign fund to further its "belicis." It has a number of smooth, plausible talkers who in private can place a kindly hand on a shoulder, knit their brows and talk mildly, but with logic and earnestness that is amazing, or who in public can assume theatrical attitudes, raise the right hand, roll their r's, orally wave the American flag and talk with a vehemence that will "bring down the house." Backed by a list of 20,000 members, not 2,000 of whom care a dried fig about "League politics," New York's officialdom is very happily situated. It can shift the pea under the shells with be-

fogging deftness, a point which should be remembered by rural delegates who may sue for favor at the New York court. If we mistake not, the Kentucky delegation risked a few pennies on the New York pea in February last, and were at a loss to know how it eluded them.

We are of New York and for New York within unhoggish limits, but we refuse to countenance the game that is now in progress. It is quite clear to us that than now there never was a time when the League of American Wheelmen more needed saving from its friends.

A TRAFFIC REGULATOR.

NOW that the wheel has become such a well-established means of conveyance, street railway and steam railway tariffs have to be regulated with due reference to cycling possibilities.

When the clerk or mechanic or shop girl or other person on business or pleasure bent can propel himself or herself back and forth from the suburbs to the central part of the city on a bicycle that costs nothing to keep and little for repair, he or she will not submit to high rates of fare.

Within riding radius of populous towns the man or woman who has a wheel and knows how to ride it has an option of cheap transportation that was unknown and impossible until the bicycle came into general use and favor.

And so it happens that the business of carrying must adapt itself to the new conditions, and so people who do not ride bicycles also reap a measure of benefit from their use by hosts of other people.

THROWING OFF THE MASK.

THE WHEEL felicitates Mr. Potter. One of the manliest acts he ever performed was the public declaration of his candidacy. His professions to the contrary, his avowals of sincerity to Mr. Elliott and his studied complaisance to the efforts of his closest adherent in his behalf transpiring under his very nose were too transparent, too hypocritical to merit aught but condemnation.

Mr. Potter has coveted the League presidency, and knew two months ago that he would be made a candidate. His attitude since has been despicable in the extreme. It is the sort of duplicity and insincerity which has marked his public career, and which, despite its inclinations and its knowledge and recognition of his ability has made THE WHEEL an opponent of Potter and Potterism. Nothing can better illustrate our meaning of the latter term.

In this season of merry-making when the peace-on-earth-good-will-to-men spirit is all-pervading, it is not pleasant to feel called on to criticise a fellow-man, nor is the task lightened when he who is criticised is not only no new-found acquaintance, but is one entering a new estate, which is to fill his life with the blissfullest joys. It is in this attitude toward Chief Consul Isaac B. Potter that THE WHEEL finds itself. On Wednesday last Mr. Potter took unto himself a wife. Politically our views diverge widely, but a man's a man for all o' that, and on such an occasion political strife can be forgotten and the warm right hand of congratulation be extended in hearty fashion. We extend it.

From a worldly point of view politeness is the best stock in trade that a newcomer in the cycle trade can possess. It has opened more doors of advancement than any faculty, genius or art, because for strangers there is no other way to judge another's character than by externals. Even the spurious politeness which is assumed for certain purposes, or to accomplish certain ends, has a degree of success because it overcomes prejudice and wins good opinions.

All this discussion about chain versus bevel-gear is like the currency question. There are people who understand these things, and people who think they do; and there is also a great deal of honest, cheerful and contented ignorance of both subjects.

There are more than a few people connected with the modern brand of League politics who imagine they have ideas everytime there is an echo in their heads.

The manufacturer who sits down to wait for his opportunity in the trade will some time discover that it passed that way several hours before he sat down.

It takes genius to do nothing and not waste time at it. Genius is not unknown in the high places of cycling.

It is never any trouble to discover arguments in favor of what you want to do in cycling.

The bliss of ignorance constitutes the sole happiness of the riders of bargain-counter wheels.

It is sometimes better to say three or four words, even to the wise in cycling.

A rider's cup of happiness is never full, because there is no bottom to it.

Habit is a chattel mortgage on every rider's individuality.

THIRTEEN WAS ALWAYS UNLUCKY.

Before the proposed Brooklyn cycle show can be held, a disagreement between the Cycle Board of Trade of Long Island and the Cycle Club of Brooklyn must be patched up. The only available building in Brooklyn for a show is the old Thirteenth Regiment Armory. It is at present leased for a year by the Cycle Club. Last year the club held a show in the building and made considerable money. On account of the show being turned over to the Board of Trade this season, the Cycle Club has refused all offers made by the Board of Trade for the use of the building for a week. As the armory was leased to the club by the Board of Aldermen, with the understanding that it was to be sub-leased for a week to the promoters of the cycle show, the Board of Trade will go to the Aldermen for redress. It is stated that the Cycle Club hope by stalling off the Board of Trade to cause that body to abandon its project and then hold a show and reap the profits thereof.

WILL COST A LOT OF MONEY.

Senator Guy has promised to look after the bill which is to be introduced in the Legislature shortly providing for a cycle path along Jerome avenue, this city, from Macomb's Dam to Yonkers. The project was acted upon favorably by the Board of Estimate and Appointment last week.

The road will be six and one-half miles long. The Commissioner proposes to put a macadamized strip twenty feet wide on each side of the avenue throughout its entire length at an estimated cost of \$163,000. Louis Harding, Dr. Doty and Judge Simms, in behalf of the Morris Wheelmen urged the board to order the work done.

Mayor Strong, Comptroller Fitch and Corporation Counsel Scott favored an appeal to the Legislature for the \$163,000, so that the amount could be provided out of bonds and not be taken out of the taxpayers' pockets direct.

WONDERFUL JUDICIAL DISCOVERY.

Because a Philadelphian was half-witted enough to forge his employer's name to the check he gave in payment for a wheel, the learned judge before whom he appeared for sentence was untruthful enough to declare that "it was astonishing the amount of crime that grew out of the bicycle trade; at least one-third of the business of the court was made up by persons who were led astray in some way by the bicycle."

While the half-witted one's employer determined to follow the pace set him by the judge, said he realized this fact very forcibly. He could sit at his front window and count dozens of persons riding merrily past who owed him grocery bills.

WHAT DO YOU THINK OF THIS?

If the proposed large exhibition building, to be known as Fenway Garden, is constructed in Boston, that city will have a permanent indoor cycle track eight or ten laps to the mile and thirty feet wide. It is proposed to secure funds for the construction of the building by the public sale of shares at \$10 each. The structure will be adapted for all sorts of amusements, and is calculated to cost about \$250,000. As planned, the cycle track will be constructed on the second floor surrounding a skating rink.



THE ANNUAL RELAY.
Awaiting the Old Man.

TOM TALKS SOME.

Says He Is Going to Pay Up in a Short Time—Other Trivial Matters Discussed.

Minneapolis, Minn., Dec. 26.—Tom Eck arrived in this city from New York this week and says that for the present the Michael-Linton match is off. He states that the fact that Plummer insists on paced races, which will entail an expense of several thousand dollars, is the chief obstacle in arranging the match. He claims that Linton already has plenty of trained pacers, while he would have to spend time and money to secure a crew and get them in shape. Then, he says, it was afterwards practically settled to run a series of unpaced races, but after he left for home he received word that Plummer declined to consider a match while he was under suspension. In Chicago Eck called on Gerlach and was informed that Michael must not ride under his management while under suspension, and that put a damper on Eck.

When interviewed, the silver-haired trainer said: "When I cannot manage and train my own men, it is time to take a rest, but I'm going to settle up with these Portland people in a short time now, and then Michael will meet any rider on earth for any distance from five to one hundred miles. When I asked Plummer about a race for one mile, any way they wanted, with or without pace, the whole crowd began talking about the Old Kent Road and 'Amptstead' Eath, and I couldn't get them to talk about racing at all. When I spoke of a race with Johnson three of 'em had faintin' spells. I am satisfied that from the way Johnson rode this autumn he will be faster than ever before. Instead of going after records next year he will start in all the big competition races. After he gets through with the national circuit we will see what he is able to do with these new crackjacks of America. His last race at Manhattan Beach showed that Johnson is still the best man in America.

"As to going abroad again, we may go over to France the first week in January and stay there a couple or three months. I don't want Johnson to do any skating after records or in races this year. Every year we have traveled about skating; so far, we have lost money, and I don't believe there is any more in it now. I want him to do plenty of skating as a matter of keeping in condition, though. I made a mistake last winter in not allowing him to skate. He rested all through the winter and it threw him so far out of shape that he never got right until just before the racing closed. We shall do our usual southern training, starting in at Hot Springs.

GOT TWO OF THEM.

C. Stuart Bolting, of Providence, has been riding against A. F. Senn's amateur unpaced records, on the New Orleans track, during the past two weeks, under sanction of the Racing Board. His efforts have resulted in securing both the ten and twenty-five mile marks. His figures, standing start, are as follows:

BOLTING.

10 miles..... 25:07 1-5
25 miles.....1:05:02 1-5

SENN.

10 miles..... 25:28
25 miles.....1:05:30

RACING BOARD'S BULLETIN.

Article IV., Section 7, of the L. A. W. By-Laws, clause (f) reads as follows: "(f) Any wheelman who has been declared a professional, or suspended for misconduct, shall have the right to appeal only to the national assembly of the L. A. W., and shall be reinstated only upon recommendation of the Racing Board, and by the unanimous vote of the assembly."

Any riders who believe they have cause for such appeal should send at once to the member of Racing Board in charge of their district a full statement of the case, giving reasons for asking the recommendation of the board for reinstatement.

PROFESSIONALIZED.

Helmer J. Johnson, Wegdahl, Minn., clause (a).

Floyd Murphy, Montidideo, Minn., clause (a).

E. A. Crosser, Sioux City, Ia., clause (b)
Theo. Myhre, Estherville, Ia., clause (g), vote of Racing Board.

David Foreman, Estherville, Ia., clause (g), vote of Racing Board.

W. M. Jenkins, Los Angeles, Cal.

Lyman Royce, Butte, Mon.

Wm. Peters, Butte, Mon.

Mm. Nagle, Dillon, Mon.

RECORDS ACCEPTED.

2 miles, professional, paced, standing start, competition, 4:13; Tom Cooper, Memphis, Tenn., November 3, 1896.

5 miles, professional, flying start, unpaced, against time, 11:42; Henry Bradis, Memphis, Tenn., November 21, 1896.

50 miles, professional, flying start, unpaced, against time, 2:16:03; John Lawson, Memphis, Tenn., November 17, 1896.

SUSPENDED.

For competing in unsanctioned and Sunday races, Carl Nichols, Lyman Royce, F. H. Cooney, Ed. Maillet, E. Shields, Brown, Wm. Peters, Charles Dell, Jack McLeod, Troy Pendleton, Butte, Mon., until July 1, 1897.

For competing in unsanctioned races, Dean Cromwell, L. B. Chandler, Morgan Galbraith, W. D. Widney, Harry Fish, Los Angeles, Cal.; Will Griffin, Herrington, Chas. A. Hall, P. C. Thede, Mills, Chas. Thomas, Merle Rush, Arch Ridenoor, Frank Fissel, Ed. Hall, Harry Thede, Earnest Blood, Madarea, Cal., until February 1, 1897.

For insubordinate conduct on the track, F. A. Bell, Los Angeles, Cal., until February 1, 1897.

For unfair riding, John Hertwick, Fresno, Cal., until January 1, 1897.

For competing while under suspension and under an assumed name, Walter L. Eckhardt, Baltimore, Md., until July 1, 1897.

SUSPENDED PENDING INVESTIGATION.

J. M. Long, Phoenix, Ariz.

Albert Cooper, Tucson, Ariz.

Charles F. Hoff, Tucson, Ariz.

IN THE BALL GROUNDS.

Work on the long-talked-of quarter-mile cement track at the Philadelphia ball grounds will be started early next spring, it is now announced. The track has been under consideration for many months.

SUNDAY RACING.

Local Option Declared to be the Solution of the Much Discussed Question.

Sunday racing is the all-absorbing talk in California. It is wanted, and wanted badly. Every one appears to believe that it will attract big gates and boom the sport on the coast as never before. This refers to the North California Division. In the Southern Division an anomalous condition exists.

While every racing man desires to be at liberty to race on Sunday, the Division organization opposes the proposition. It was the delegate from Southern California who opposed the removal of the restrictions on Sunday racing at the last meeting of the Assembly, presented by the North California delegate, yet it was in the Southern Division that was formed last summer the only organized opposition to the League control of racing ever made on the Pacific Coast. The success attending the efforts of this outlaw organization to introduce Sunday racing was of the poorest.

R. M. Welch, Chairman of the Racing Board of the North California Division, and a member of the National Racing Board, has expressed his own and the Division's sentiments on the question in his annual report. After stating that the Division will make another attempt in February to have the by-laws amended so as to permit Sunday racing, he states:

"Doubtless among racing men the desire for opportunities to race on Sunday is very generally diffused, but there are many localities where sporting events of that or any character on that day would not be countenanced. Herein lies the ultimate solution of the question if it can be reached in no other way. No promoter will offer amusement of any character to a community on a day that patronage will not be extended, but where Sunday meets can be profitably conducted they will be maintained. There is no Board of Control strong enough to subvert pecuniary interests. If the one great body which up to this time has governed the sport in the United States can not legislate for the growing requirements of every section of the country it assumes to control, then other bodies must be formed, each section to have its own. This, however, is not desired. Better results can be obtained with one governing body for the whole country. It may become advisable for the L. A. W. to surrender the control of racing to a body formed to give exclusive attention to such interests, but however this may be, there need be and should be, but one body in control of cycle racing in the United States.

"The extent of territory then wherein exists a sentiment in favor of Sunday racing is very large, but the great North-Eastern Divisions have the votes, and it is to their sense of reason and justice we must appeal for such relief as will meet our requirements and allow us to remain in membership with the one great controlling body of cycling in the United States.

NOT SO SLOW AFTER ALL.

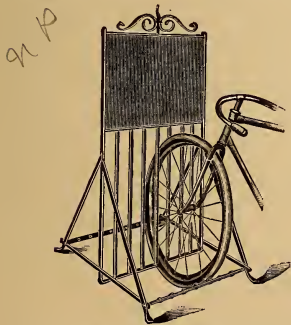
Members of the Century Wheelmen, Philadelphia, have ridden a total of 11,098 century runs this year.

PUTS SPEED IN A TIRE.

C. E. Mark, president of the Mark Railway Equipment Company, Monadnock Building, Chicago, is about to place on the market, after two years' test, what he calls a speed attachment for racing tires. It consists of a round wood band fastened with a tapered joint, and placed within the tire between the inner tube and outer casing. The outer casing is then laced up in the usual manner and the tire cemented to the rim. The following advantages are claimed for this device: Wood being very springy, this band, when tire is inflated, adds speed and life to the tire. Another advantage gained is that the tire cannot flatten out and drag, with the consequent loss of speed as the tread on the tire has only a quarter of an inch contact with the track, and even when the tire is almost deflated the only effect noticeable is an added ease in riding, especially on a rough surface without loss of power, as in a tire without this device. This inside wood rim being a full 28 inches in diameter, there is a gain of 59 feet to the mile.

GOOD ADVERTISING.

Several large firms in various lines of business adopted a new style of advertising early in the spring that attracted marked attention. The plan was to furnish free to all stores and public places wooden cycle stands, with an advertisement painted on a slat at the top of the stand. Working on this idea the City Forge and Iron Works, Dayton, Ohio, have brought out a wrought steel stand of strong construction fitted at the top with ornamental sheet of galvanized iron, large enough for a striking advertisement, which is lettered to



order. The stand is styled the Gem. The sign is so constructed that it can be readily removed and replaced by another. The stands are made to hold eight, ten or twelve wheels, and larger sizes are made to order. A smaller stand without the top piece is also made for lawn or house use.

A CHRISTMAS RACE MEET.

San Francisco, Cal., Dec. 26.—Although the weather was anything but promising for outdoor sport, the cycle races at the Velodrome yesterday afternoon were witnessed by the largest crowd ever seen at a local cycling meet. Sensational time was made by two tandem teams in exhibition work. Dixon and Lees did a half mile in 55 seconds, cutting a full second off the amateur record, and the American record for the amateur tandem mile was brought down to 1:57 4-5 by Kroatz and Tantau.

PRETTY AS A PICTURE.

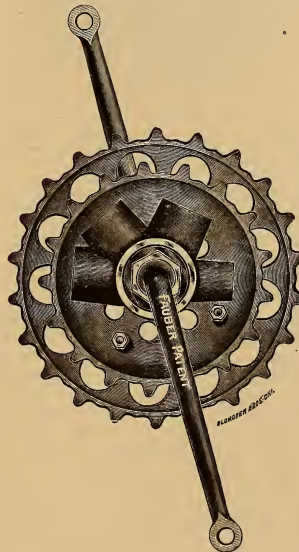
If there is a more fetching pair of tandems than those pictured herewith, they have yet to be seen. These are both Henleys, the product of the M. C. Henley Bicycle Works, Richmond, Ind. Any one with half an eye can see that they are "charmers"—the very



lines show it—but the pictures only half convey the beauty of the wheels, which are reputed as good as they are beautiful. The double drop frame for two ladies is one of the few of its kind in existence. It will list at \$160; the other at \$150. They are splendid types of the Henley line.

LOOK LIKE TRADE WINNERS.

W. H. Fauber, the clever young Chicagoan who led the way in the matter of one-piece crank axles, has just produced and is



marketing two patterns of Fauber for tandems, one of them with an eccentric adjustment. They have the appearance of trade-winners.

HARD TO TELL.

"Th' apparel oft proclaims the man,"
So William Shakespeare said;
But oft we find, if close we scan,
A woman there instead.

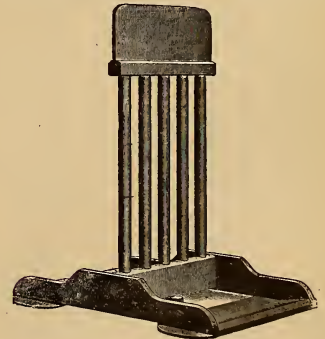
EXPORTS OF A WEEK.

Exports of cycle and cycle material from the port of New York during the week ending December 22d:

Antwerp	\$489
Amsterdam	895
Bremen	305
British Australia	18,543
British Possessions in Africa	980
British Possessions, all other	484
British Guiana	1,158
Brazil	45
British West Indies	5,217
Copenhagen	19,584
Christiania	1,150
Central America	751
Chili	730
Dutch West Indies	34
Ecuador	60
Glasgow	149
Genoa	4,105
Havre	1,573
Hayti	12
Hamburg	2,667
Liverpool	8,414
London	20,116
Mexico	800
New Zealand	762
Rotterdam	548
Santander	30
Southampton	1,551
United States of Colombia	310
Vienna	2,114
Venezuela	709
Total	\$94,285

THIS STAND WILL STAND

It's a "good looker" and well made, is what the A. J. Phillips Co., of Fenton, Mich., say of their new cycle stand, and as good looks have more or less influence on the purchaser



of almost any manufactured article, the feature should not be overlooked. But that is only one of many good points. It rests on a wide bottom, which prevents it from upsetting, no matter how clumsily a wheel is thrust in the support. It has no flimsy braces, is self-locking, cannot injure the tire, and the wood is soaked in weather-proof oil, making it particularly adapted for outdoor use.

The secret of popularity is to occasionally give the other fellow a chance to tell what ails the wheel he rides.

The proper height for a woman to shorten her skirt for cycle riding purposes is a little over two feet.

WITH ICE ON THE SIDE.

Washington, D. C., Dec. 28.—Hale did not start in the six-day race, which began at Convention Hall shortly after 2 o'clock this afternoon. Although present, he declined to enter the contest, on the ground that he still felt the effects of his New York ride, and was in no condition to do himself credit. A large crowd was present when the eleven men lined up and were sent away by E. C. Bald. They will ride but eight hours each day, and as a consequence the men will not finish in such a pitiable condition as was displayed by most of the contestants in the Madison Square Garden race. The track is the same as was used in the Garden, having been brought on from New York in sections. It encircles an ice surface on which skating takes place throughout the day and evening. Ashinger took the lead at the start. He was passed on the fifth lap by Chapelle, who was in the van at the first mile, after which he dropped behind. At 9 o'clock Lawson was in the lead. Then Waller and Maddox started in and set such a hot pace that they quickly gained a mile on their nearest competitor, Ashinger, and continued in the van until the finish at 10 p. m. The score at the finish of the first day was as follows: Maddox, 147 miles, 7 laps; Waller, 147 miles, 7 laps; Ashinger, 146 miles, 6 laps; Lawson, 144 miles, 8 laps; Hunter, 144 miles, 7 laps; Foster, 142 miles, 7 laps; Ball, 142 miles; Chapelle, 141 miles, 7 laps; Shock, 139 miles 8 laps; Albert, 130 miles, 6 laps. Marks dropped out at 26 miles.

During the evening Tom Linton rode an exhibition five miles in 12:03, and Bald rode a half mile in 1:06.

Washington, Dec. 29.—Owing to injuries received by a fall yesterday, Schock dropped out of the race shortly after the start at 2 p. m. to-day, with 132 miles to his credit. Waller and Maddox continued to ride together, but shortly before the close at 10 p. m. Waller gained two laps on the Asbury Park rider. The score at the close of the second day:

Waller, 291 miles, 2 laps; Maddox, 291 miles; Ashinger, 290 miles, 5 laps; Lawson, 288 miles, 8 laps; Hunter, 288 miles; Chapple, 286 miles, 2 laps; Forster, 286 miles, 1 lap; Ball, 269 miles, 5 laps.

Linton rode three miles in 7:06, breaking the indoor record by six seconds. Bald rode a quarter of a mile in 29 seconds.

MONEY INFORMATION.

"Paw, what does it mean here when it says Mr. Eck told Mr. Plummer that when it came to making a match between Michael and Linton, 'money talks'?" asked Sammy Sprocket.

"It means," said Mr. Sprocket, after reflecting a moment, "that it sometimes helps the manager that's got it to talk a little louder than the other manager."

"Does all money talk?" persisted Sammy.

"N-No. Not exactly."

"Then money that can't talk is mush money, ain't it?"

"Er—ah—haven't you anything to do? Suppose you go out and bring my wheel in off the porch before some one steals it."

In the Supreme Court of adversity, it is not particularly hard for an unlucky rider to get a new trial.

MR. HALL'S GENEROUS OFFER.

Application for a sanction to hold a cycle show has been made to the National Cycle Board of Trade by the Chicago Cycle Racing Association, to be held in connection with the six-days race at Tattersall's, beginning February 22d. If a sanction is received booths will be arranged under the seats and a promenade will be constructed in front of the spaces. No extra charge is to be made for the show. It has been decided by the managers to add to the prize list a championship belt, which shall remain the property of the winner under certain specifications.

FOR CYCLING'S GRANDE ARMEE.

A cycle path has just been opened in Paris along the Avenue Grande Armee, built by order of the Paris Municipal Council. It is seven feet in width, with a surface of cement. It is kept entirely clear of pedestrians and vehicles of all descriptions except bicycles.

ERNEST TERAH HOOLEY.



It's Hooley this, and Hooley that, and Hooley, who is he? Who's Griffiths? Who was Cressus? and what is Lipton's Tea? What's it Never heard of Hooley? What ignorance! well—there— Why! Hooley—well he's *Hooley!!!* the famous millionaire. —Cycle.

HAS TO HAVE PERMISSION.

The paternal character of the French Government is amusingly exemplified in one of the rules of the Bicycling Touring Club of France, which, of course, bear the stamp and seal of the Minister of the Interior. No woman, either French or foreign, can become a member or tour unless furnished with a declaration, notariaily witnessed and signed by her father or husband, to the effect that she has permission.

TRIPS FOR PACERS.

Race promoters will take kindly to the Wolff idea. The enterprising firm, R. H. Wolff & Co., will build a number of triplets this season, not with the idea of selling them, but of manning them and placing them at the disposal of race promoters for pacemaking purposes free, gratis, for nothing.

HIS NEW RECORD.

McGregor, the crack English tandem rider, who, with Nelson, holds most of the world's tandem records, is laid up with a broken collar bone. He received the injury by a fall while training at the winter track, Paris.

IN THE RIGHT MANNER.

Preliminary work is being pushed with considerable energy by the Associated Cycling Clubs of Philadelphia to secure the '97 League meet. At a conference last week an Invitation Committee was appointed, consisting of prominent members of all the large clubs, to work to secure the meet by obtaining the support of the members of the National Assembly by such means as may be found desirable.

Up to the present time no pledges whatever have been solicited, but efforts will be made at once to secure a sufficient number of promises of support to insure the invitation being accepted. This support could readily be secured, it is claimed, if those who are regarded as leaders among the Pennsylvania delegation were willing to promise work for one or the other of the candidates for the Presidency or to endorse some of the various matters which will come up for action in February, but this it was decided at the outset would not be done. It has been decided that if the invitation extended is accepted it will be solely because of friendly interest towards this State, or because the delegates believe they will have a more pleasant time here than elsewhere, and the Pennsylvania delegates will not be handicapped at the annual meeting by any promises made to secure the meet.

A letter has been sent to the officers of each club in the association, asking that two members be selected from each, who will act upon a "committee of solicitation" to secure promises of donations, sufficient to defray the various expenses involved in giving the meet.

OFFICIALLY RECOGNIZED.

The following road records have been allowed by the Century Road Club of America: Fred C. Fuhrman, Buffalo, N. Y., 56:10:00, September 10, 11, 12, 1896, course record; A. G. Relyea, five miles, 11:31 4-5, October 31, 1896, New York State record; E. P. Wood, Jr., Pittsfield—Great Barrington, 1:00:30, October 10, 1896, course record; John H. George, Philadelphia, 39 centuries, 30 days, October 1-October 30, 1896, American record; John H. George, Philadelphia, 70 centuries, 60 days, September 1-October 30, 1896, American record, gold meritorious ride medal awarded; John M. Noble, New York - Philadelphia, 7:06:00, November 24, 1896, course record.

HAS TROUBLES OF HIS OWN.

Choppy Warburton was burned in effigy by a party of Dunlop pacers on one of the principal avenues of Paris a few days ago. The men accused him of being responsible for the trouble between the English and French pace-makers. The next day he mended matters by engaging them to pace his protege, Champion, in a 25-kilometre race.

SHY IN THE JACK-POT.

In order to refresh the memories of those racing men who have neglected to pay their entrance fees at various meets during the year, the Racing Board, last week, suspended about forty riders guilty of the charge. These men will not be allowed to ride in competition until they make good the amounts due. The strict enforcement of this rule by the board should have a savory effect on those riders who habitually endeavor to escape the payment of these fees. It will also do much to lighten the labors of race-meet promoters.



PALMER TIRES

The Standard of High Grade

Dozens of tire makers are appealing to the public for popularity and to bicycle manufacturers for orders. As a rule, they sing the same song and quote the same price. There is only a single exception—to prove the rule.

Palmer Tires.

Palmer Tires are in a class by themselves—the first class.

Of the highest grade, they are consequently the highest priced. It is not possible to make good stuff for nothing. We give you value for your money—good, honest **Palmer Value**.



ADDRESS ALL COMMUNICATIONS TO

The Palmer Pneumatic Tire Company

66-68 Reade Street, NEW YORK

Ki. d.) m ntion The Wheel.

133-139 S. Clinton Street, CHICAGO

WITH A CIRCUS.

That is the Way the Detroit Wheelmen Landed a Much-needed Bank Roll.

Detroit, Mich., Dec. 28.—Cycling clubs desirous of raising funds and handicapped by not being able to furnish schemes from which money is to be derived might, with profit, copy the methods employed by the Detroit Wheelmen in securing a bank account, and incidentally making the position of treasurer more than a mere figurehead. The club's new \$20,000 home is the direct result of these enterprises.

Among the various entertainments given under the Wheelmen's auspices is the annual midwinter circus which has been so successful financially and otherwise for the past three years, and is undoubtedly the best source from which revenue has ever been derived. Christmas afternoon witnessed the opening of this year's effort at the Auditorium. In the week following eight performances, including matinees, will be given, and if the crowd that jammed the Auditorium on the first day is any criterion of what is to follow the club's coffers will be filled to overflowing when the circus breaks camp New Year's night.

The only things that fail to fit the occasion and add to the realism is the absence of a tent and the customary menagerie which all bona fide shows are supposed to possess. The tent, however, is unnecessary, owing to the protection afforded by the Auditorium roof; aside from these drawbacks or improved method of shelter in the latter, there is nothing to shade the splendors that accompany all of the much-advertised "mammoth shows."

The side-show, which is so essential to the success of a circus, has not been forgotten, and for a nominal sum its mysteries are unveiled and explained.

The circus proper opened with an overture by the band, followed by the regulation trapeze acts and feats of horsemanship, which proved to be of interest. The usual after-concert is given in a way that reflects credit upon the committee. A decided fin de siècle method of entertainment has been found for this part of the circus, which has been named the "Amet-Magniscope," the workings being on the same plan as the Biograph, but in many respects superior. Another feature which proved to be a hit was a counterfeit of New York's "Yellow Kid," with the appropriate inscription, "Ain't dis a bute sirkus? Well, say!"

POTTER DINED AND FETED.

New York's Chief Consul, Isaac B. Potter, was dined and feted by the Brooklyn Bicycle Club, of which organization he was president for five years, in the Montauk Club, Brooklyn, on Saturday night last. As Mr. Potter was married on Wednesday of this week, the dinner was of the nature of a bachelor ceremony, and was elaborate in every detail. He was the recipient of a number of handsome wedding presents presented to him by members of the Brooklyn B. C. About one hundred persons were present, including a number of prominent Brooklyn officials. Although his friends endeavored to have him declare himself with reference to the League presidency, he made no reference whatever to League politics in his speech.

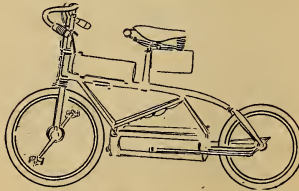
ALL CONQUERING CYCLE.

No single feature of civilization in this century has been so marked and so prominent both in its universal prevalence and in its practical results as has the bicycle, which at the present moment stands supreme everywhere among the potent and beneficial mechanisms of civilization. So rapid, so wholly unprecedented, so wonderful has been the development of cycling that it seems almost impossible that within the short period of a few years it has grown up and thrived the world over until it now has attained the pinnacle of popular applause and homage.

Like the mighty geni of fabled ages, that rose from nothing into immensities that spread their pall upon whole worlds, so this great geni of nineteenth century civilization has sprung up almost in a day, spreading far and wide the net of its influence, forcing its way into all avocations, making itself felt alike in politics and business, affecting both the individual and the community, the hamlet and the Nation.

It has changed the face of history, and bent the forces of the law to its own bidding. More potent in its infancy than any like factor of civilization has ever been, it reaches out into the great future and shapes many

MOTOR OR MAN POWER.



Here is England's latest attempt to combine an auxiliary motor with a front driver, bantam wheel.

destines besides its own. Already it has molded public opinion and changed the current of social life to a wonderful extent. Into the political arena it has forced its way and its power is seen in a score of political platforms, and it has loosed the great movement for road development in this country which in the next decade will save more cold cash to this Government than any single movement in operation to-day.

It has been able to receive the just consideration of the law of the land, and its rights are now incorporated in statutes that operate in many States. It has been incorporated in the police systems of great cities the world over, and the military despotisms of the Old World have utilized the wheel in their mighty armies. The bicycle has projected new and rational ideas for the solution of many social problems of the day. It has become a recognized factor in the business of the world. It is held in high respect in medical circles, and the earth is belted by the praises of physicians who have granted the wonderful power for good that the wheel is capable of among the sickly and the weary everywhere. In short, to state it mathematically, the wheel has added to man's usefulness, subtracted from his burdens, multiplied his enjoyment and divided his troubles.

"NOTE OF WARNING."

Sounded by a Louisville Doctor in Connection With the Errors of Youthful Cycling.

Dr. Edwin Hawes, of Louisville, Ky., has sounded a "note of warning." It concerns the rising generation and is worth heeding. Dr. Hawes writes:

"Cycling can be the healthiest or the unhealthiest of all exercise, as the rider chooses to make it.

"The abuses to which I refer are among the boys from 10 to 15 years, who are not capable of judging what is best for themselves. The fathers being ignorant of wheeling in most cases, and the agent thinking only of making a sale, allows the boy to select a machine to suit himself, regardless of hygienic effects.

"The boy invariably chooses drop handle bars and a high gear. The result will be a large crop of weak-lunged or consumptive youths with valvular enlargement of the heart and a deformed personal appearance, i. e., round shoulders and humped backs; the first and last condition being produced by the position necessitated by the handle bars (drop), the heart trouble by the high gear combined with the position of riding.

"A man's (or boy's) principal breathing is by or with the abdominal muscles, so that, when he is doubled up on the wheel, his lungs are not only compressed by the shoulders and chest walls, but it is impossible for him to inflate his lungs on account of the doubled-up condition of the abdominal muscles.

"The result of this will be congestion and consolidation of the spaces of the lungs, which will make weak lungs if not consumption. Quick motion of the limbs of a child is natural, therefore not harmful. But nature never intended that a child should be put under a continual heavy muscular strain, such as is necessary to propel a high-gear machine.

"The effects of the high gear, combined with the cramped position of the lungs, which prevents a free flow of blood through them, will most certainly produce enlargement of the valves of the heart. The result of this injudicious selection and riding will become manifest in the next two or three years. The physicians will not stop to think that this is the result of the abuse of what should be a good, healthy exercise, but will simply attribute it to wheel-riding in general, and will at once raise a great hue and cry against wheel-riding through the medical and daily press and in the families. You can judge the effect it would have on the wheel trade if the fathers were convinced by the family physician that it was detrimental to the health of their boys.

"I would suggest that you put a chapter in your catalogue incorporating these facts (and any doctor, after trying the positions and thinking in the matter will say they are facts), with advice as to the correct way to ride a wheel. I would also suggest that you instruct your agents that they advise the fathers to select high handle bars and a low gear, informing them of the evil results likely to follow to other selection. The boys would then have to make their speed by fast foot movements, which will do them no harm."

Some of the photographic mirrors which are being held up to nature by button-pressing cycle tourists appear to be blurred.

**“BUILT
LIKE A
WATCH.”**

CHAUNCEY DEPEW SAID—

AMONG OTHER THINGS—

“WHEN YOU HAVE A

GOOD THING, STICK TO IT.”

ONCE RIDE A



STERLING

AND YOU WILL NEVER
RIDE ANY OTHER MAKE.

WE HAVE A GOOD THING IN OUR FORK, THEREFORE
CONTINUE TO USE IT.



SEND FOR CATALOGUE.

**THE STERLING CYCLE WORKS,
CHICAGO, ILL.**

AGENCIES:

NEW YORK: Schoverling, Daly & Gales, 302 Broadway.
BOSTON: Dame, Stoddard & Kendall, 374 Washington Street.
PHILADELPHIA: Jacob Rech & Sons, Eighth Street and Girard Avenue.
PITTSBURG: Logan-Gregg Hdw. Co., Seventh St., below Pennsylvania Ave.
DENVER: Gerwing-Hilton-Kennedy Cycle Co., 1727 Stout Street.
SAN FRANCISCO: A. C. Nichols & Co. (Coast Branch), 400-4 Battery Street.

Kindly mention The Wheel.

IN GAY PAREE.

Who, What and When the Exhibits Were in the Salon du Cycle.

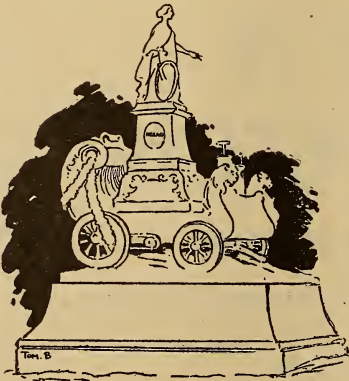
"Salon du Cycle" is the French for "cycle show," and of course the "salon" is invariably located in Paris, in the magnificent glass-roofed Palais de l'Industrie, located on the magnificently broad Champs Elysees.

The annual function has just occurred. It opened December 12 and closed December 27, and was in truth the nearest approach to an international show that the world has known since cycling amounted to a row of beans. There were 486 exhibitors, of whom seventy-one displayed horseless carriages. France, America and England vied with each other, and all reports agree that America did itself proud; indeed, the "land of the free" commanded notice the moment the visitor entered the exhibition hall. H. A. Lozier & Co. came very near having the pride of place, their mastodonic Cleveland towering above all else and catching the eye at once. The machine is 16 feet in height and has a 40-foot wheel base. The frame is of wood; the wheels are formed with Kundtz wood rims and are fitted with Goodrich single tube tires. J. W. Grimes, the 500-pound Lozier representative, is in attendance at the stand, and, with the big wheel, has made a most effective advertisement and drawing card. The Western Wheel Works show 16 Crescents and the Spaldings have a well-staged exhibit. The other American wheels in evidence include the Sterling, Rambler, Columbia, Hartford, Barnes, Stearns, Syracuse, Fenton, Waverley, Falcon, America and Kenwood. Displays of Snell cycle fittings, Hartford and G. & J. tires and Boston and Fairbanks wood rims were also to be seen. Pratt & Whitney also have an exhibit of cycle-making machinery.

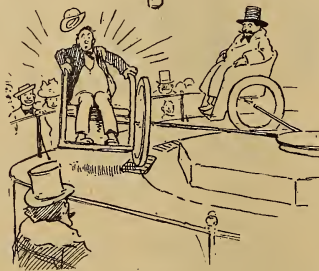
The Parisians went to the trouble and expense of creating a statue appropriate to the occasion. It was placed in front of the main entrance, and depicts Science and the New Locomotion—a goddess standing in a motor car and holding aloft a bicycle. A mammoth clock made up entirely of cycle parts was another ingenious conceit. A bicycle wheel forms the pendulum, the figures on the dial are formed of cranks, and the working parts are made up largely of sprockets and chains. Something of the same sort is shown in the shape of an immense candelabra made up of frames and parts. A tire-testing machine in operation afforded a deal of amusement. An interesting collection of pre-historic machines and "crocks" were among the other curios.

Few novelties were in evidence. The Acetene chainless cycles showed the trend of the times. They were enameled a lurid red and crowds constantly surrounded them. The Halberstadt ball-bearing bevel gear from Copenhagen likewise created no little interest. Other substitutes for chain gearing were to be found, but none left a very profound impression. A band driving gear was shown on a tricycle; a working model of a machine that is to supplant bevel gearing was also shown. It takes the form of two cylindrical discs running in perpendicular planes as a bevel gear, but which communicate motion, the one from the other, by short rods joined at right angles, each arm being carried in holes close to the peripheries of each wheel. This ar-

rangement, of course, can only be applied to equal gearing. Another arrangement was also shown for the suppression of the chain. It is formed of two tubes with semi-circular channels encircling both the chain wheels, the latter being cut with semi-circular spaces between the teeth, and these spaces of the tubes connecting the channels top and bottom be-



ing full of balls, whose travel conveyed the motion. On one machine was an interposition of two plain pulleys between the chain wheels carrying the chain, the sprocket and rear chain ring being toothed. On the bicycles on the stand of Lajoie & Co. were two extra crank brackets, making a nest of three, are formed in the place of one, the chain wheel being



connected to crank spindle by a train of three gear wheels—why, is not stated. It is described by the "Cyclist" as "practically the Boudard gear boudarded on one side, and perhaps as useful."

The Aluminum cycles were centres of interest, a sextette made of the aluminum alloy being a novelty of almost ghostly appearance. The machines were nearly all fitted with wood rims and handle-bars. A papier mache gear case was among the minor novelties.

Comparatively few drop-frame cycles were to be seen. The French wheelwoman still inclines to the diamond frame.

MORE MERRY-GO-ROUNDERS.

A six-days, eight hours a day, race will be run in Denver during February. The Arapahoe Wheel Club will promote the event. Negotiations are being made to secure the appearance of some of the best-known long-distance riders in the country.

There are many men in this world who keep themselves poor by constantly trying to get rich.

AND THE PUBLIC.

Where Was It While the National Show [Was On?—Counting Up Their Money.

London, Dec. 16.—The national show ended up in rather weak fashion, most of the principals having departed for home or the Paris show on Friday, leaving only assistants in charge of the exhibits. The public, too, did not patronize the affair towards the end in anything like the fashion observable at the Stanley show. I am told that business was good throughout, but nothing definite was vouchsafed beyond an "advertising" order for 1,250 Premiers fitted with Fleuss tires, which was adroitly utilized at the inaugural luncheon to obtain an advertisement in the reports of the function for both firms.

I do not think that I am very far wrong in surmising that there is considerable dissatisfaction in the camp of the Cycle Manufacturers' Trade Protection Association, as several members spoke very bitterly to me of the way in which the executors handled matters to suit their individual business policies, and instanced the incident at the luncheon, which I have alluded to, as one case in point out of many. There is no doubt in my mind that the Association has been worked on very circumscribed lines compared to those on which it was launched, and I fear that next year will find considerable secessions if better counsels do not prevail in the interval.

There have been a few balance sheets disclosed during the past week, chief amongst them being the Beeston Tire Co's. This discloses a net profit of £93,320 on a capital of just under £100,000. As this company was practically bankrupt less than two years ago, this must be admitted as a wonderful rescue, but all the same it is only right to point out that the trading profit proper did not reach £20,000.

The Simpson Lever Chain statement is not quite so happy, as the net loss on the year's working comes out at over £6,000, the reason given very naively being that the company was very late in starting to manufacture complete machines. I believe that we will eventually find this company making complete cycles fitted with ordinary chains its standard goods.

Singers came along with a 15 per cent dividend and certified profits of nearly £80,000, which is over £20,000 in excess of those calculated for on the prospectus. Still the shares remain just under par.

The John Griffiths balance sheet, showing a certified profit of almost £40,000, is a very different document to that which was submitted to the shareholders last year. New capital is to be inducted at a premium of 100 per cent on the face value of the shares, and the Australian business has been formed into a subsidiary company, with a capital of £110,000 stock and assets ranking as £90,000.

Joseph Appleby & Co., the famous chain makers, have declared a 10 per cent dividend on Humber. Extension, Ltd., has declared 25 per cent.

The meeting of the Beeston Tire shareholders enabled some of them to "roast" Harry J. Lawson for his egoisms in speech, but only served to show the thoughtlessness of shareholders, for no matter what Mr. Lawson is or has done for himself he has, inside eighteen months, brought a concern from the very doorstep of absolute ruin right to the front of the trade, and turned shares which were selling at one-sixth into a commercial equivalent for 60 per cent, while paying their holders a dividend of 60 per cent in the interval.



A Happy New Year Greeting

TO ALL

BICYCLE DEALERS.

ALSO A REQUEST THAT YOU EXAMINE

WORLD CYCLES.

NEW PATTERN SWELL.

We Are Shipping Samples.

WRITE US.



ARNOLD, SCHWINN & CO.,

Peoria and Lake Streets, Chicago, U. S. A.

OR—

H. B. SHATTUCK & SON, Boston—New England.
 E. K. TRYON, JR., & CO, Philadelphia—Pennsylvania, So. New Jersey, Maryland and Delaware.
 HOOKER & CO., San Francisco—Pacific Coast.
 SUTTON BROS., Melbourne, Australia.
 JAMES MARTIN & CO., Sydney, Australia.

Kindly mention The Wheel.

CORNAYLIA AND THE BOYCOYCLE.

"Since me Cornaylia tuk t' ridin' a boycoycle Oi've no pace av me loife," wailed the mother of Cornelia O'Sprocket. "What wid worryin' will she coom home dead, or aristed fur fasht droivin', or shleigh-roidin', or not havin' her gig-lamps loighted, me loife's not wort' shtayin' in New Yark fur, aworrukin' mesilf t' deat' kapin' a news-shtand an' havin' me marnin' papers shtole be tramps.

"She's a costoom thot wud shplit th' head av ye; fur 'tis a b'ys cap an' a man's toie an' shurt an' a fish-woife's jacked an' a poacher's breeches an' leggin's. The only thing thot wud kape ye from thinkin' ye had th' dilliryum-trimmins is her skurt; an' thot, Oi'm towld she's been sane on th' king's hoighway wid th' waisht-band av about her nick, loike th' cape av a Connemara poshtman.

"Phwat in th' wurld a daycint gurril wid two rispactable fayte on her wants t' use 'em t' push an' pull hersilf along on injy-roober whales fur, loike a cripple wid no legs, is more than Oi can till.

"Th' prouce av th' machine was sinvty-foive dollars, but Oi bought it chape av a man thot had broke his own nick wid th' thing, an' although it tuk th' savin's av a year off sody-water an' goom-dhrops t' buy it, Oi says t' Cornaylia t'other day whin she was shtartin' out, Oi says, 'Cornaylia O'Sprocket, if ivir Oi coom out on thot bullyhard some avenin' afther confission an' catch soight av ye besthroidin' thot thing widout your petticoats, bloomers or no bloomers, Oi'll make tinpinny nails av thot boycoycle, or me name isn't Anistashay O'Sprocket.'"

'97 SPALDINGS,



A MEXICAN WAREHOUSE.

Arrangements are being made for the establishment of a warehouse in Mexico where samples of American goods will be exhibited by competent agents in order to facilitate United States trade in Mexico. It is not yet decided at what point the warehouse will be located, but it will be at some central city, the idea of its establishment being that Mexican consumers may have the advantage of an establishment where they can inspect various lines of goods of American manufacture, and where they can place orders for the same through resident agents without the trouble of writing to this country for catalogues and specifications. American wheelmakers would gladly support such an institution.

TAXING MOTORS.

Regulations for the taxation of motor vehicles have just been issued in England according to which the owners of all such vehicles weighing less than one ton will be called upon to pay an annual tax of \$5 or \$3.50, according as they are used for private purposes or as public conveyances. The same rule will apply to motor vehicles over one ton in weight, the amount of taxes being \$25 and \$19, respectively. The new rule went into force on January 1.

In the list of American goods exported to Africa for the first time bicycles appear this year, \$20,683 worth being shipped to the Dark Continent during the present fiscal year.



Brighten
Your
Ads and
Catalogues.

A LITTLE
JUDICIOUS ILLUSTRATING
WILL DO IT, YOU KNOW.

Address
ENGRAVING DEPARTMENT The Wheel 88 WEST BROADWAY.

SOME FRICTIONAL FACTS.

How Various Forms of Bearings Have Been Introduced in Cycling to Avoid Friction.

(Continued from Dec. 25.)

By an error, Fig. 10 in our last was shown as lying on its side; to be in the proper position, the set-screw and single ball should be at the bottom. In the third sentence on page 53, a slip of the pen made us say that the inclined surface of the cone "does not move in a plane parallel," etc.; as made, the statement could not be true. We should have said that the inclined surface "does not lie in," instead of "does not move in."

ANOTHER FORM OF THREE-POINT.

Turn back a moment to Fig. 11, representing the three-point bearing as almost invariably constructed; we say "almost," in order to cover the possible exceptions of which we are not at present aware. As already explained, the fault in it is that it requires contrary motions of the ball, which is expected to roll on sides A and B of the case at the same time and cannot do so; it has to slide as well as roll, and therefore this design for a bearing must be condemned. We showed in Fig. 12 how a three-point bearing can easily be made to avoid this fault; but we are not even restricted to that one design, for a slight alteration of Fig. 11 gives us another mode of escape, thus:

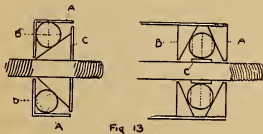


Fig. 13

The left-hand sketch here is the same thing as in Fig. 11, which would have the ball revolve in two directions at once, as indicated in Fig. 13 by the crossed lines. Turning Fig. 11 partly around, we converted it into Fig. 12, avoiding the fault. Turning it into another position, we have another form of three-point bearing, as in Fig. 13. Here C is a small sleeve fast on the axle; then the cones A and B revolve about the centre of axle, since in fact the hub moves and the axle is stationary; the ball will then roll uniformly on A and B without slide or twist, its three points of contact moving through the parallel circles indicated by the dotted lines. Thus we have a second form of three-point bearing in which the ball will roll.

Turning back to Fig. 12, it will be noticed that the planes of rotation of the upper ball do not lie the same way as those of the lower, as shown by the dotted lines. This reminds us to say that the lower half of the circle of balls in a wheel bearing get the work, because the weight is on them, and the balls in the upper half are in a sense neutral; that is, they are not so much rolled forward in their circular path around by contact of the cones with them as they are pushed forward by the others which are coming up from below. There is always a little space, the balls not quite filling the circle; and as each comes up and passes over the top it drops forward by gravity down the slope till it overtakes those which are ahead, making the little click usually heard more or less when spinning a wheel. However snug the fitting and ad-

justment may be in a bearing, it is not possible to have uniform pressure all around, because pressure is under the weight; hence the upper balls are in a degree "loose," and the ball at the top in Fig. 12 may pass over easily, without rolling at all at that point. This agrees with the remark we have already made, that balls probably do not invariably roll, all the way around, under the best possible planning and construction; what we are condemning is a design and construction which will not let them roll when they are under pressure and desire to.

THE TWO-POINT BEARING.

Let us now proceed to the two-point, which can be disposed of very speedily and with a single illustration, so far as showing its essence, to-wit: holding the ball between two coned surfaces and having it touch and roll on only a single point of each. Turning back to Fig. 11, if we fill up the angular space between A and B, letting the ball rest on a broad curved surface in the case, we get the trouble of "differing speeds" as in Fig. 9; so this will not answer. But we can fill up this "corner" in Fig. 9 (reshown in Fig. 13) and cut away at points A and B; then we have the two-point, thus:



Fig. 14

One of these coned surfaces, revolving in a plane at right angles with the wheel axle, should roll the ball upon the other cone, the ball running on both in planes parallel with the plane of motion of the cone, as indicated by the dotted lines. We add a cut, carefully copied from the Humber catalogue, of a complete front-wheel hub, selecting this make because it is representative in two-point bearings and is one of the most perfect in market as respects nicety of fit of parts and ease and noiselessness in running:

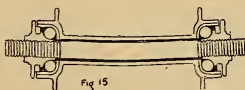


Fig. 15

This cut, however, reminds us of a quite common error—that of making both ends of the axle alike. The right-hand or "fixed" cone should be really fixed, or the adjustment may get moving on the right side also and the axle be worked along out of a central position between the fork ends. At one end the axle should have a shoulder, and the cone should be screwed hard up against it to stay, the cone on that side also being made with a smooth edge to distinguish it; failing this, one cone may be locked against unintended moving by the not very mechanical expedient of running a bit of fibre into the thread under it at its seat.

The plan of the two-point bearing requires placing the ball between two curved surfaces "facing," having a radius somewhat longer than its own—in section, a circle between two equal arcs facing each other, as at the left in Fig. 14. These two surfaces could theoretically be flat and parallel, as at the right in Fig. 14, and then there might possibly be less difficulty in rolling the ball exactly as desired; but it would not be easy to put the balls in

place, and they would not stay in a uniform path between the parallel slopes, unless the perforated "cage" were again used. So the curves are necessary.

THE FOUR-POINT BEARING.

Coming to the four-point bearing, we observe anew how few and simple are the elements in these matters and between what fixed and narrow limits the practical variations are confined. The essence of the four-point, as already remarked, is a ball held between two Vs facing each other. Turn back to the section in Fig. 7 (Dec. 18) and you have the old Eolus of almost twenty years ago. The four contact points are there, and in principle we do not think this bearing can be surpassed. It was not always properly made, however. Here the small V-cones on the axle-sleeve are too sharp and too narrow, and the ball does not fit them, for it rests upon rather than between their points. Nor was this an error of the draughtsman merely. Crank-pin bearings came over on the Facile, years ago, made by Mr. Bown himself, and like this:

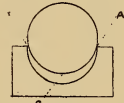


Fig. 16

Here the balls, pressed downward under the heavy strain from the driving-lever, and not having adequate support under them, chipped and crushed the sharp edges of the groove at AA, the balls also suffering; this result was inevitable, because the balls had to bed themselves firmly somewhere, and Mr. Wilcox well remembers his strong protest against such blundering construction, probably from carelessness rather than ignorance.

This Eolus bearing was originally made for the Ordinary, and the flat piece was attached to the end of front fork. Turn the section in Fig. 7 upside down; lengthen the flat part into a connecting-rod for the lever and replace the sleeve by a grooved axle; then you have the bearing as on the Facile.

We must not fill up the space under the ball, in the Fig. 7 section, or we shall have again the "differing speeds" trouble as in Fig. 9; but we may cut away the small Vs entirely, leaving the sleeve flat, which gives us once more the three-point shown in Fig. 13. This is what could have been done to correct the bad four-point Eolus on the Facile; or that bearing could have been constructed properly as a four-point. Let us re-draw it, with slight changes to adapt it to the bicycle as now made, and we have the four-point bearing as it ought to be.

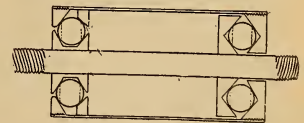


Fig. 17

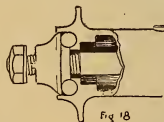
Here the cones have their slope flatish rather than steep, and their surfaces, produced, make a right angle. The two contact points on each side of the ball revolve in circles of equal diameters; the planes of these circles, as shown by the dotted lines, are parallel and are also at right angles to the axle

and to their own axes of rotation. It is thus evident that the balls will revolve and travel around together. The design at the right in Fig. 17 is the preferable one; the one at the left is an alternative form, almost identical with the old Eolus of 1880, as shown in Fig. 7.

The four-point bearing does not appear to be now made in America; whether it is in England we have not data at present for judging. Here, the proportions of two-point and three-point in use are probably nearly equal. With reference to this, we have looked over some forty 1896 catalogues, some of which afford no indication whatever; as nearly as we can ascertain from the cuts twenty have two-point and thirteen three-point, but several have apparently three-point in one place and two-point in another, while some cuts are drawn so badly and inconsistently (the ball at the top not always touching in the same manner as that at the bottom, in the same cut) that it is impossible to make out what is intended. Makers' catalogues, while very particular to say that the bearings are turned from solid tool steel and are dust-proof, have rarely specified the number of contact points, and when they have done so it is not entirely certain that the statement is correct. We mean by this that the writer of the catalogue, whether outsider or employe, perhaps did not know the difference and wrote "three-point" because that seemed to sound better; or perhaps the designer or the others who did know had no share in making the catalogue; or perhaps the designer did not trouble himself about the number of contact points, being otherwise engaged; and it is no injustice to say that some designers do not understand the subject. We are compelled to doubt whether some of them could give a satisfactory reason, or even an intelligible one, why they have a two-point or a three-point bearing, or why they do things in this or that way—they do as others do, and because others do. It is impossible not to believe that bearings, like other parts, are largely constructed by a haphazard rule-of-thumb; that a steel cone is put into a cup without study or care about the curve on each and how each suits and fits the other, and then balls are dropped in for a "go-as-you-can."

CARELESSNESS ILLUSTRATED.

As a passing illustration of carelessness, we copy a cut of the front-wheel bearing from one 1896 catalogue; it does not specify the number of contact points, but here is contact nearly all-round, and balls thus misused



could not roll—they would have to slide for it. This may be by fault of draughtsman or et graver, for the cut of the other wheel bearing, on the same page, is not so and is plainly meant to show a two-point; but is it unreasonable to suspect that a maker who would let his bearings be thus misrepresented might also let them be mismade?

The habit of carelessness in factories is the more likely, because few riders are particular or take much notice so long as the bicycle goes, and because any ball bearing, unless "all

to pieces" or jammed hard, moves with a fair degree of ease. Only have it loose enough and it will "spin" freely, but for the test it must be both tight and easy; take the wheel by the rim, at successive intervals of a few spokes all the way round, and see if there is any side-shake at any point. Spinning does not prove fully, because the weight of rim and tire will push past tight spots; having taken the wheel out, spin the axle, and slowly turn it around with the fingers; this is the severe test of a bearing, and if it is even all around, with neither loose spot nor pinch spot, you may be satisfied with it.

SIZES OF BALLS.

It is obvious that large balls roll more readily than small ones; but small ones give more points of support, and therefore develop a little less friction when they do slide instead of rolling, as seen in Fig. 19, which shows $\frac{1}{4}$

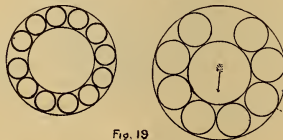


Fig. 19

and $\frac{3}{8}$ balls upon central cones of the same size. The $\frac{1}{4}$ ball is miserably small, and it ought to be dropped even from its use in pedals; the Wolff-American pedal is entitled to mention as using the 3-16, and there may be a few other makes so doing, of which we are not as yet aware. Some makers use 3-16 for the front wheel bearing, which is less tried than any other except the steering; back wheels and crank brackets range from $\frac{1}{4}$ to $\frac{3}{8}$, and even to $\frac{1}{2}$ inch in rare cases in the latter. There is a reasonable limit, however. Our own preference is for 3-16 for the steering, with perhaps $\frac{1}{4}$ at its bottom; $\frac{1}{4}$ inch for front wheel; 5-16 for back wheel; $\frac{3}{8}$ inch for the crank bracket, the most trying place of all, except, perhaps, the pedal.

As to accuracy in size, .001 of an inch is a good large variation. Balls not uniform in size and hardness and not true in sphericity may greatly impair the efficiency of a well-made bearing. How carefully and scrupulously they are tested in these respects by the ball-maker or the bicycle-maker we have not recently inquired. But if one large ball gets into a bearing, nicety of fit is impossible, because the cone cannot come down to the other balls without jamming on the large one; and if there are a few large ones, they take all the pressure. A ball cannot change its place in the row after being put in; and if a pair of large ones should happen to get into the position at AA in Fig. 19—just below the centre, with small ones underneath and giving no support because not touching—the weight of the load downward and wedging outward might perhaps split one of the large pair. A split ball promptly begins breeding mischief, unless discovered and removed.

The old lubricator screwed into centre of hub is not yet past; in England, a helmet-topped cover for this piece is advertised, and there is one hub with a reservoir, so that the balls at the bottom of the rows are always in oil. In this country, the later practice omits the lubricator, and leaves the hole in hub, with a spring actuated ball for a valve. Oil has commonly been injected into the hub and

left to find its own way to the balls by gravity and centrifugal force, which it is not quite certain to do. There are several devices for channels to carry direct to the bearings, but the best is that of "central oiling." One way, used on the Sterling and others, has a ball-valve hole in each end of axle, and leading to the ball cup; still better is the Wolff-American method, the axle being hollow through and packed with wicking as a reservoir, with small holes leading to the bearings.

It would be fallacious to argue against balls because they are not used in the journals of shafting and heavy vehicles such as locomotives and railway cars. First cost and maintenance may be against the ball in such places; economy of power by reducing friction is of minor consequence there; and the pressure under heavy loads brings in another factor. More contact is required, and so the plain bearing with packings of soft metal is doubtless best. If the motor vehicle wants a better one, the roller can be revived for it, or balls can be combined with rollers to get more bearing surface. But when a bearing is properly designed and constructed, so that the balls can roll and really do so, how ought the parts to stand the moderate load of the bicycle? Under the pounding of blows, as in the hands of persons who ride off curbs and down steps, chipping and crushing of hardened parts might be expected; in ordinary use neither ball nor cone ought to crush, nor should mere rolling cut out a special ball track or even mark that by a distinct polish. But when a bearing is made like Fig. 11, so as in practice to be more or less a plain bearing rubbing around on points of balls, we must look to find grooves worn into axle cones and into sides A and B; it cannot be otherwise, when balls are put in to roll but are jammed into a corner so that they can't do it.

And if the righteous scarcely are saved, where shall the ungodly and sinners appear? What sort of work must there be in the dry-goods \$39.66 wheel, with pneumatic tires, "balls all over," and a full year's warrant? The hapless purchasers will find out after a while.

JULIUS WILCOX.

ALEX SCHWALBACH.

(Concluded next week.)

WANT THE TAX REDUCED.

A bill has been introduced to reduce the tax on cycles in France. At present every machine pays 10 francs 87 centimes, but it is now proposed to charge 6 francs on single cycles, 11 francs on machines with two seats and 16 francs on those with three or more seats. The proposal will no doubt be adopted.

REGARDING CREDIT.

In Germany it is customary to give six months' credit; in France and Denmark, four months' credit is regular; in Italy, three months; in Norway and Sweden, three months, while in Great Britain four, five and even six months is none too long to suit retailers.

SETS HIM TALKING.

In days gone by perhaps it was all right to refer to the bicycle as "the silent steed," but as things go now the possession of a new one is conducive to anything but silence on the part of its novice owner.



FOWLER CYCLE MFG. CO.,
Chicago.

New York. Boston. Providence. London.

Kindly mention The Wheel.

FIGURING UP.

Aftermath of England's Cycle Shows, and the Novelties of Merit Seen in Them.

London, Dec. 16.—Turning back to the late show for novelties, I find the Doolittle brake one of the most important and deserving. It will be generally adopted by the leading makers on this side next season, and its merits are such as will recommend it to a critical eye.

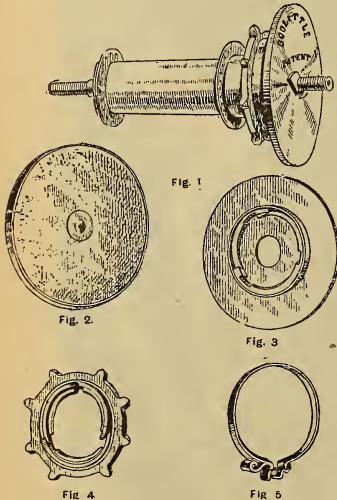


Fig. 1 shows a rear hub with brake fitted complete. As the brake is made entirely on the hub and spindle, no alteration is necessary in the cycle construction, as a hub so fitted fits the rear forks the same as an ordinary hub, providing that the fork lugs have the usual flat face. The brake is also made to attach to ordinary hubs exactly as the sprocket wheel does, replacing the sprocket wheel and locking ring with a driving ring having raised shoulders whose use is described hereafter. Fig. 2 is the fixed disc which screws on the spindle, and is prevented from rotation by the projection on the spindle shown in fig. 1, which engages the fork slot; its inner face is lined with leather or other friction material. Fig. 3 shows an inner view of the lateral disc which slides on the hub nave, the latter having raised shoulders which engage in the slots in the disc ring, so that it rotates with the hub, and has a lateral, but no radial, movement thereon. The ring-like portion projecting from the inner circumference also carries double reversed cams, the shorter abruptly beveled ones forming teeth which engage in similar ones on the face of the sprocket wheel, fig. 4, by which the disc, and with it the hub, is driven forward. When the sprocket wheel is turned backwards the long cams sliding on each other drive the disc outward in contact with the fixed friction disc, the amount of pressure it exerts on the latter depending on how far the cams are reversed on each other, and this movement depends entirely on the amount of force used in back-pedaling. When the sprocket wheel is turned forward again, the lateral pressure is released, and the abrupt cams on the disc engaging

with those on the sprocket wheel, it is drawn away from the fixed disc, and is held firmly out of action. The rotary movement of the sprocket is very slight, and is not noticeable in riding. Fig. 4 shows the sprocket wheel, having openings slotted to allow it to slip on the hub end over the raised shoulders, and when in position it is capable of a slight rotary or radial movement, but has no lateral play, so that the chain line is unaltered. It has double inclined cams, the reverse of those on the lateral disc, and in driving forward these cams locking with those of the lateral disc bind them both together. On back-pedaling, the sprocket turns in its groove, and the disc is forced laterally by the long cams, the gradual inclination of the faces of which multiplies the power used by the rider in the ratio of eight to one. Fig. 5 is the locking band, which is placed between the sprocket and the hub nave or the lateral disc. By this device the sprocket cannot turn backward till a given amount of pressure is exerted, and when so turned cannot turn forward again and release the brake till the same amount of power is applied in the forward direction. Thus the brake is not applied by any irregular pressure of the foot which may occur in rotating the cranks.

This brake has so many advantages over any other that I have seen that I expect it will soon become practically universal. Its great merit is a possibility of coasting while still keeping the brake power on, and another is the non-liability to apply the brake by careless pedaling, while the absence of all springs is of course a great advance.

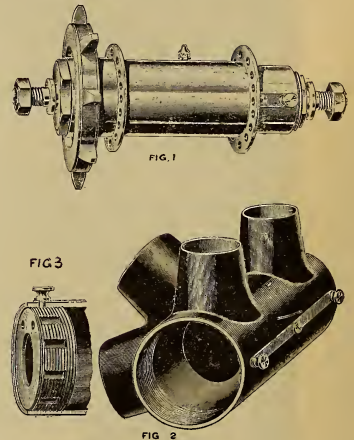
Last year, in my description of the various novelties to be seen at the National Show, I alluded to a couple of hydraulic brakes which the Osmond people and Mr. Terrill, Q. C.—since so well known in connection with his conduct of tire patent actions—intended to market. None of these, however, came to anything, and the idea seemed to have dropped quite out. On the stand of Messrs. Cogswell & Harrison, a noted arms manufacturing concern who have recently gone into the cycle building business, at the recent National Show, was found a really efficient brake of this description, which I illustrate. As will be seen, it is operated on by the usual brake lever acting on the piston plunger of a small cylinder, A. This similarly reflects along a minute copper connecting tube on



the cylinder B, depressing C, which is a long piece of patent leather forming a sectional part of the ordinary mudguard, on to the driving tire from the hinge D. The whole affair was neat-looking, instantaneous in action and very powerful because of the large braking surface secured.

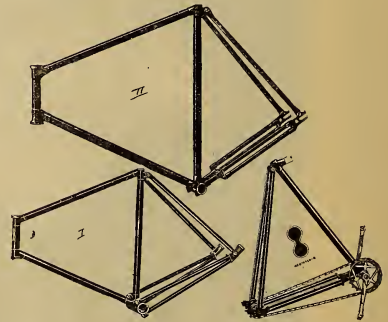
Another point of novelty I found on the same stand was a new method of fixing disc-adjusting bearings in hub and crank-hanger, which is illustrated herewith. It is merely a small pin attached to a flat steel spring which is screwed fixed to the hub or hanger as shown. This small pin engages in slots or

grooves cut out of the outer circumference of the adjusting discs as shown in fig. 3. Of course the method is very simple, is what you would call foot-proof, but as no circumferential support is given the discs beyond that which they get from the engagement between the male and female threads, it will be found that after some months of use the discs rock



in their seats with a lateral motion corresponding to the end shocks on the axle. This of course, is a very grave fault.

In my last letter I referred to the new pattern section of tube which the Centaur Company had introduced into the front and rear forks and rear braces of their machines. The accompanying illustration will convey an idea



of its appearance, the section view being given in the centre of the triangle.

Other ideas in frames are No. 1, the Cogswell & Harrison "Armus," and No. 2, that of a small Coventry firm. Given that the chain bridge is all right, No. 2 is the better pattern.

WANT WOOD RIMS.

The Sterling Manufacturing Company No. 1 Dyer's Building, Holborn, London, E. C., England, are in the market for wood rims, and will be pleased to hear from American makers.

HOW DO THEY DO IT.

In some, to Americans, incomprehensible fashion, a cycling carnival at Johannesburg, South Africa, has been made to yield a net profit of over \$6,000 for a local hospital.



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Will buy one of our famous

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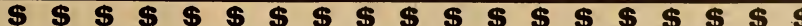
THE PACIFIC.

One word of Advice—Investigate.

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Kindly mention The Wheel.



IN WINTER'S GLOW.

Clear January mornings and evenings in the suburbs have a wintry charm not easily found by the rider who confines his winter cycling in populous parts of the city or even in the real and remote country. Perhaps it is that the characteristically rural features of the suburbs are especially dear because they are constantly threatened with destruction by the advancing town. To know that beyond the mysterious horizon's edge, deep-etched with the dun of serried forest tops, lie not leagues of rural wilderness, but paved streets and huddled roofs and crowded thousands of the rider's own kind, lends to the scene the charm of the unexpected. Bits of unspoiled suburban nature yet spared by the advancing town are unique and delightful, the more so from the fact that the rider's eyes, and more especially his ears, catch ominous hints of what lies beyond and will one day drive nature from her last retreat.

These January dawns come late enough now to be seen by those who are not especially early risers, and the man who believes an ante-breakfast ride the proper beginning of the day, and who in dressing therefor finds himself staring from an eastern window half an hour before sunrise, is rewarded with a marvelous sky picture of old rose and slaty blue, with great stars lingering. But dawn, after all, lacks the charm of familiarity that belongs to sunset and the gloaming. The suburban twilight hour is strangely compact of opposites. The rider has a sense of aloofness from men and cities, with the consciousness that millions of his fellows dwell beneath the arch that has its zenith directly over his head. When the chill of late afternoon has squeezed the atmosphere almost dry and left the upper air ethereally clear and pure, the orange after-sunset fires begin to glow behind the bristling treetops that ring the suburban world. Wherever the eye reaches the horizon, there is that universal mist of treetops, leaden as seen afar, but strangely tinged with a faint neutral green where the woodland rises high, a stone's throw from the rider. Whether that faint misty green is purely an atmospheric effect, or, indeed, a dim survival, a winter memory, as it were, of the time when greenery was everywhere, it would be hard to guess. Perhaps the fact that it is noticeable only on rare evenings may suggest the former explanation.

Meanwhile the coloring of the horizon greatly varies within a somewhat narrow gamut. The after-sunset fires slowly pale from flamy orange to cold pink and dull salmon, mixed at length with a slaty hue that proclaims the approach of the hour when lighted lamp is the law's demand. These are the prevailing hues of the western horizon. Opposite are the more pronounced duns, faintly warmed with reflex pink. As the eye of the suburban rider travels either way around the horizon it notes the gradual blending of colors until the dun of the east has become the orange or salmon of the west. The dense bare beech twigs seem to be colorless flames leaping heavenward. Beside them is the tracery of lacelike white birches, the broom-like black birch, and all the varied hieroglyphs of elm, maple, chestnut, oak, hickory and buttonwood.

A few degrees lower down the orange light is shining through a multitude of Gothic

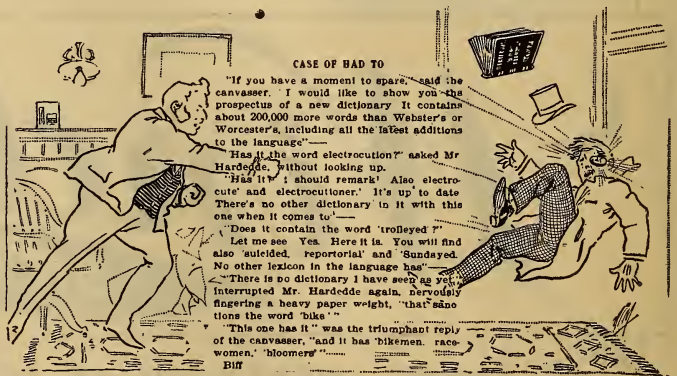
arches, while lower still the orange fires are masked in the deeper etching of the underbrush. Overhead the vault is dim and downy, with here and there a star still faint in the lingering after-sunset light. To the rider through rural lane and road, thus ringed far and near with treetops, there comes, as out of a dream or from the confines of another world, song and laughter, the barking of dogs, the lowing of cattle, the brazen stroke of city clocks, and at short intervals a cataclysmic rush that might be any mysterious thing, but is only the noise of commonplace commuters hastening dinnerward with the speed of steam.

As the evening deepens and the stars thicken and a sense of the cold settles in the rider's joints, his feeling of isolation grows. He seems shut within a world of his own against which the outside world raves ceaselessly, but in vain, kept off by that magic circle of the treetops. Looking into the momentarily deepening gloom of his horizon he feels the clutch of old superstitions, and is one with the millions that have found a mystery in the

AS OTHERS SAW HER.

The woman on a wheel, be she young or old, usually rides with an air of perfect satisfaction. This feeling is not the result of her ability to manage her wheel successfully, but of satisfaction in her personal appearance. It is a case of seeing herself as she thinks she is, not as others see her. And when she passes women on wheels she examines them with a critical eye and always thinks, even if she doesn't say it: "Well, I know I look better than she does." The chances are she looks about the same or worse. This characteristic of women in general is not confined to the adept riders who are seen on the Boulevard, but it is shown to a laughable degree in beginners at the riding schools.

A fair novice who had only progressed as far as her second lesson was so elated over "going alone" before the usual third lesson that her pride got the better of her and she fell very deep into the error of imagining she made a better appearance on a wheel than any of the other women. Towards the end of



twilight that edged their physical world, the millions that hardly suspected, in the daily spectacle of sunset fires and leaden woodlands, a trick of the atmosphere to be explained to its minutest detail by theories of reflection and refraction. Night comes with new-lit fires here and there breaking through the horizon, the street lamps of the city, advance guards of the coming civilization that is to bring ruin in its train, greet the rider as he rushes into the outlying pickets of the city's brick and mortar.

HOW LUCKY THE PROFESSOR!

Professor Max Muller can converse in eighteen different languages, and enjoys the use of every one of them. What a pleasure it must be to that man to give vent to his feelings when something goes wrong with his wheel, and the joys of a ten-mile walk are in prospect!

SORT OF A FAITH CURE.

The whole story of learning to ride a wheel can be condensed into two words: Have confidence. Believe you can ride. "He can who thinks he can," says Emerson.

the lesson she was sitting with her wheel beside her at the end of the hall away from the spectators while her instructor had gone across the hall. She watched the efforts of the beginners with high and lofty scorn, and cast many a pitying glance at the woman who sat so straight and looked so uncertain.

She was sure of her superiority, although she didn't intend it should be discovered, and so eager for an expression of praise that she decided to ask the instructor to criticize her appearance, and by way of concealing her motive she would assure him that he needn't have the slightest fear of hurting her feelings, for she wanted an honest opinion. When he returned she got as far as: "I wish you would tell me—" when she noticed he was raising the saddle on her wheel, and she interrupted herself to ask:

"Why, what are you doing that for?" and he replied:

"Well, the people over there have been talking about how badly you looked on a wheel, and I thought it might be an improvement to change the saddle. Were you going to ask me something?"

But, for once, she was speechless.



BOLTLESS

Sylph Cycles

Run Easy.

Built in various heights of frame; all models, \$100.00.

SYLPH TANDEM, diamond and drop, \$150.00

Medium-Priced High-Grade

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ALWAYS RELIABLE.

The "Boltless Sylph" is a strictly high-grade, up-to date bicycle, and emulates more important improvements and special features than any other 1897 wheel.

Overlands proved themselves in '96 to be the best medium-priced high-grade bicycles made. They are greatly improved for '97; are built with 24, 26 and 28 in. wheels, different heights of frame, and list at \$40.00, \$50.00 and \$75.00.

A Distinctive Feature in our 1897 wheels will be an ORANGE CROWN

WATCH FOR IT!!

The Benson two-piece detachable crank axle and sprocket, and a new, highly effective chain adjuster—both of our own invention—together with outside reinforcements, large balls, narrow tread, ball retainers, are among our special features.

AGENTS WANTED. EXCLUSIVE TERRITORY GIVEN.

Ours affords agents the most complete line obtainable.

WE WILL BE AT THE CHICAGO AND NEW YORK CYCLE SHOWS.

Catalogue and advance announcement now in printer's hands.

OUR JOBBERS THUS FAR:

- BALDWIN, ROBBINS & CO., Boston; New England Agency.
- JOHN W. BUCKLEY, 156 South St., New York; Eastern New York and Northern New Jersey.
- DAVIS & STEVENS MFG. CO., Seneca Falls, N. Y.; Western New York.
- F. M. DAMPMAN CYCLE CO., Philadelphia; Eastern Pennsylvania and Southern New Jersey.
- JAS. E. PLEW, 2208 Michigan Ave.; Chicago Representative.
- NEW ENGLAND FURNITURE CO., Minneapolis; Minnesota and two Dakotas (excepting Minneapolis and St. Paul).
- EDW. L. ROSE & CO., Binghamton, N. Y.; Southern New York and Northeast Pennsylvania.

WE SOLICIT CORRESPONDENCE FROM THE TRADE.

ROUSE, HAZARD & CO., PEORIA, ILL.

Kindly mention The Wheel.

Factory, Peoria Heights.



A COUNTRY WEDDING.

(Christmas, 1895.)

For more than a year Raphael and I did not venture near the old George Inn on the White Plains road.

It was a journey on the wheel which required the greater part of a day from the city, and I grew to be so immersed in business that I could not afford the time for so much cycling. Raphael went abroad to complete his studies in Paris. The affairs of George's inn were at irregular intervals communicated to me in letters from Great George himself, some of which I sent to Raphael (whose Ophelia, with the lilies, as is well known, took the 2d Salon Prix d'honneur, in 1894).

These letters were curiosities in their way—honest effusions of an honest soul, who, because of our friendliness, and fortunate rescue of the "free boarder," grappled to himself "with hooks of steel." They were badly spelled, and Great George made himself small with his little "i's." Here is one of them, written shortly after the death of that little black-eyed, sharp-tongued vixen—his wife:

HONORED SIR: My wife dide Sunday—took away from my side by god in his alswis providance. She was a noble creetur. She spoke kind words to the last. She fergiv me fer all what i ever done—such as drink, over sleep, tardyniss, and General Lazyiniss. She fergiv me fer all harsh words what i ever spoke. The free boarder she held her hand to the last. My wife she took to the free boarder. It was Liver troubles an her mighty had stomage what took her off final. I now she was going to die and i was ny maned, if i want fer the Freeborder i dono what i should done. That gerl done everything, for our Cook she left and married a peddler fell down to yonkers, jest as i needed her most at the time of the furnil yessir Bessie she done everything as was done. she's had her trouble an' the child was borned ded. But she staid with us, an' my wife she sed she was to stay always, so i guess we, i and she is to be married to stop skandle and talk an because my wife left word as it wood be greeabal. So long.

GEORGE H—

Another letter followed after a long interval. Then several more (well spelled) written in a light, delicate, girlish hand, and then this one from Great George himself:

DEAR SIR: Chrissmass day is the day set, is Mr. Rafel come home yet? Bess wants to wait till he comes home, i dunno why, but if as you rit, he is expected, then notiff yeres trooly. Bess is all prepared with new clothes, hoziery, shoes, stockings, her father come doun hansom and she's happy as a berd, i ther her a singin now. The hotel has done well an' prospects good. Cycler folks is what done it. So a weddin is expected on Chrissmass day sure, i have writ to all my old sports to come out, we'll nev a hole of punch handy, Cyclers is notified, it will be a big day, So long.

GEORGE H—

When Raphael arrived on the City of Paris, almost the first words he spoke were of George's wedding.

"You see, I feel I owe that pretty free boarder something," he said eagerly—he was the same ardent enthusiast, although he had a blase Parisian goatee and let his hair grow long in true artistic fashion. "I have painted a picture of the old inn as well as I could from a photograph and had it nicely framed for a wedding present."

I thought you would present your Ophelia," I said with a half smile. "She gave me my insight into Ophelia's state of mind," he replied seriously, "that day we saved her life—I shall never forget it—and so, indirectly, she caused me to take the prize in the Salon, and I've had lots of orders as a result. Why, old man, I'm positively rich—I insist on your dining with me at Delmonico's!"

By this time cycling had grown to be the

proper thing for everyone, old and young, in New York, and we had no difficulty in planning a large wheeling party for the Christmas wedding at the old George Inn. The day was bright and not too cold as we mounted our wheels, ten of us, lady and gentleman riders, and entered Central Park on our way to Yonkers.

It was a little after nine when we started and the Park was pleasantly free from the usual holiday tough and his "ladfiren." The leafless brown trees seemed to conceal a purple hue, while the grass was still a vivid green, and the sky a most deep and tender blue.

Yet, for cyclists, the Park is not all we could wish. The surface of the roads is apt to be lumpy, and the hills—are dreadful, as the ladies all voted. We chose for our cavalcade—though cavalcade is hardly the word—the East Drive, and turned out into the asphalt of Fifth avenue, and so on up past the pretty Mount Morris Park to Kingsbridge and Yonkers.

Outside the city the light fall of snow had not worn away. Where the sun had warmed a southern hillside a patch of bright underlying green was seen. Winter landscapes have their own peculiar beauty, and the distant white garment of the hills made them seem higher and closer to the sky. A glimpse of the Palisades across the river, their noble feet shod in ice, and their brows whitened with snow, gave them an air of dignified old age. The black Hudson River pointed northward with an austere beauty of wintry indifference. Along the fence by the road a little red chipmunk kept us a merry company and disappeared in a mass of bushes and red berries.

At last (and not a bit tired, of course—cyclists never are) we all arrived at the Inn. Here was a scene of bustle and excitement. Dozens of bicycles were stacked against trees. Groups of men were standing in the roadway. Carriages were arriving. Our party was met by Great George himself, who came out on the porch, his honest face wreathed in smiles, and his breath redolent with the punch he was concocting. He looked like a personification of Merry Old Christmas himself with his ruddy cheeks. He shook hands all around, pleased that we had brought so many friends. Raphael he hugged in his arms. "Now," he laughed, "I guess Bess'll let the ceremony go on—she wouldn't do a thing till Mr. Brown he come."

Then he led the ladies of our party into the old inn parlor, and in a short time every one was washed and dusted and ready for one of George's stiff cocktails, which he handed around on a tray. People from far and near began to arrive for the wedding—for every one had come to know honest George—farmers and their wives and daughters, horsey-looking people from Mount Morris Parkway, cyclers from everywhere—and pretty country girls galore.

Then the minister came, and certain very red-faced awkward young men bustled about with white rosettes in their buttonholes and with white ties and shiny shoes—they were so very busy doing nothing that every one guessed at once "Why, they must be the ushers!"

Then when the inn parlor was so crowded that not a single additional man or child could be crowded into it, there came a hush and a silence. The minister had taken his

stand before the mantelpiece, with Great George beaming with smiles at his side.

How well he looked! The evergreens and holly wreathed all about the room, the flowers above his head on the mantel—embowered the good fellow with a joyous, festive environment. Pretty soon there was a commotion, an old farmer, bent in frame and stern of countenance, crowded into the room with a slender girl on his arm, her head bent down, her cheeks aflame.

Indeed it was a trying ordeal to poor Bessie! The plain, homely country folk, some of them, were in broad, half-malicious grins, the flattery they paid to their keen moral sense. The girl had slipped—the affair had been a noted scandal—she had even tried to drown herself—some secretly called George a big, good-natured fool!

Shyly and with a sweet upcast of her dark eyes the girl glanced at George. There was but one expression of kindness and love in his honest face! He took his place at her side before the mantelpiece, with the brave air of a man defying his neighbors.

Then the minister began, a tall, lean Methodist, with a long chin beard, more accustomed to funerals than weddings, and with a voice attuned to funeral gloom.

Raphael stood near Bessie, and she gave him a quick, odd little look. Perhaps her heart had once gone out to him. But I think the scorcher had scorched all feeling from her breast, and it was gratitude and friendship she was offering Great George at the altar, and love had died within her forever.

Her face grew to its usual white as the minister prayed. Her dress of pearl gray—not the white of youthful brides—was touching. Indeed, the whole wedding was, to us all, a pathetic affair, until the minister by his blunt, awkward remarks turned it into an occasion for inward rage and reviling.

These country ministers doubtless mean well by the community at the expense sometimes of the poor sinful individual. The delight of pointing a moral is very great no doubt. To these folk it is a matter of habit. The Rev. Jones could not refrain on that sunny, happy Christmas wedding day from commenting upon poor Bessie's downfall, and the unusual "Providence" she had met with in obtaining, in spite of her sin, a husband.

It was incidentally shown that such "Providences" are rare.

Bessie's head drooped lower and lower, George looked defiantly at the minister. Fortunately he did not break out and stop him. Our party of ladies looked at each other with astonishment and disgust in their eyes. The pretty country girls hung their heads. A gloom, a pall, fell over the house. The Rev. Jones's voice became a melancholy wail. But at last, when the tension had grown unendurable, his "Remarks" came to an end, and the ceremony and prayer were soon over.

Then you should have seen how certain wheelwomen went to her (strangers!) and kissed and hugged her, and made much of the poor bewildered girl, and applauded George (and one actually kissed him), and the minister slunk out of the room unnoticed. Then the musicians struck up for the first time in the hallway—a jolly two-step, and the pale, sickly dismal spectre of pharisaical morality quitted the place. Then the

HOW PA GOT IT.

**It Took Some Time and Risk, Though,
to Accumulate His Boy's
Wheel.**

wedding was a wedding indeed. Hot punch was passed, hot oysters, chicken, turkey, was served. People buzzed with talk and laughter, Bessie's color mounted. How pretty she was! How proud and manly her husband looked! In another room a crowd of cyclists were giving three cheers and a tiger for Great George's sweet wife, and Great George himself.

I thought then, and I've thought since with George Du Maurier in his books—how much better hearted the wicked world really is than our moralists would have it.

Then, after a hearty luncheon, and punch so strong it made our heads buzz, the dancing began, and George led his bride in the mazes of "Old Virginia." Quadrilles followed, and a waltz.

Great George came up to me and whispered "The weddin's a success after all—ain't it!" Then his face fell a little, and a reverent expression came into it. "I guess my wife, if she's a lookin' down, is satisfied—she felt sorry for Bessie—'twas her left Bessie in my charge."

Even then the years of that petty woman's tyranny had an echo in his soul.

Then came cutting the bride cake, and the dancing stopped (such queer fandangoes and curious country steps some of us had rarely seen). Bessie plunged in the knife and her first piece was given to Raphael, the second to me, the third to her old father, and then to every one. Raphael and I were the newly wedded pair's divinities. If we approved the world might wag as it would.

So, the wedding over, at dusk we lit our lamps and rode down to the Yonkers station, not four miles. The Christmas day had been pleasantly spent. The ladies had been greatly amused. Did you see those hideous plated soup tureens, and those hideous vinaigrettes—among the presents?" they asked, "and did you see that pair of boots, and that baby's muffler, and that dreadful lithograph of 'Spring'?"

"Yes, but that handsome ladies' wheel all decked out in pretty ribbons—I wonder who sent that? There was no card."

"The scorcher," I replied, for I had learned from Great George that this was the case.

"The scorcher! her former lover? I should send it flying back," cried one of our ladies.

"Great George's wife has no need to know it—he will never tell her—and for my part—I'm glad he did send it—perhaps he hasn't such a bad heart after all—that scorcher with the dismal face!"

So, in the deepening winter's twilight we rode down into Yonkers. Afar in the west the line of red sunlight betokened happy days for George and his pretty bride. Raphael remarked as we dismounted: "After all, wheeling has its own little romances—and love still rules, even at the end of the century!"

S. M. STEVENS, in Bachelor of Arts.

TIME TO STOP.

Individual clergymen have denounced bicycle riding, the theatre, dancing, and now a Richmond, Va., minister declares that kissing must be stopped. If all these learned men have their ways the outlook for 1897 will be rather a mournful one.

The boy who cried to be put into long trousers, when he gets a bicycle regrets the loss of the girls' stockings he used to wear.

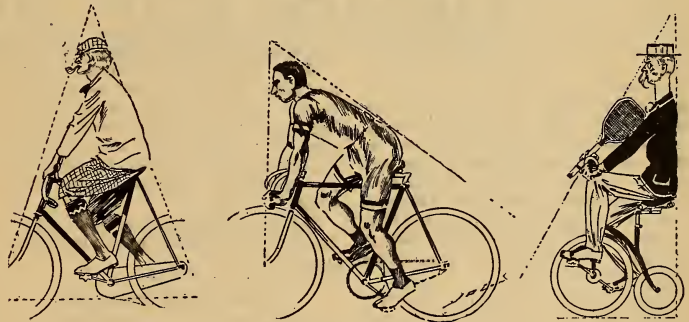
"When my little boy asked me to get him a bicycle for Christmas," said the retired burglar, "I found it impossible to give a definite answer."

"Business was bad, and I didn't feel like spending the required amount of money, but I decided to see what I could do. A bicycle is too risky a thing to push along in the streets late at night. Policemen are curious and I didn't feel like taking any chances, or I could have had the pick of the best ones in town.

"But, as luck would have it, while I was feeling my way along the hall of a house the next night I fell over something with a bang, and I wasn't long in knowing that it was a bicycle. The noise disturbed no one, and so I decided to make a beginning at my boy's wheel. Finding a wrench in the toolbag, I removed the saddle, pedals and lamp, and had no difficulty in stowing them in my pockets along with the tools. After getting a few trifles about the house, I took my de-

and went home to bed quite encouraged. I supposed the people wondered why I left the wheels and pedals behind, but although I was sorry to excite their curiosity, I was compelled to, and squashed my feelings over the matter by thinking how my boy's eyes would sparkle when he saw the bicycle on Christmas morning. The next night I stopped at the house long enough to get the frame out of the shed, and hide it unseen under the front stoop of the next house, which was closed up. I couldn't cover it up in any way, and all the next day I tried to think of a plan to get it home. As I have noticed a good many people carrying parts of bicycles in their hands of late, I finally decided it would be safer to walk along the street with it during daylight than under the cover of darkness. I was right. Watching my chance, I took it from under the stoop of the vacant house and walked down the street unchallenged, and no one paid any attention to me on my way home.

"Well, I felt happy that night. I got all the parts and put the machine together, and would you believe it, they fit as snug as a bug in a rug, for by good fortune I must have stumbled over the same make of wheel each time. I felt proud when I got it all put



A Study in Angles—The Wheeler.

parture, feeling well satisfied with my start toward my boy's Christmas present.

"The next night I visited the house again, but although I searched high and low, I couldn't find the wheel. So I left, feeling rather cast down. Later on I had more luck. In the basement of a big house I entered I found two bicycles; one of them looked about the same as the one I fell over the previous night, so I pulled out the wrench and removed both the wheels. I tied them together, and after wrapping them up in brown paper, I started for home. By good fortune my big package excited no suspicion, and I congratulated myself on the rapid progress toward my boy's present.

"A couple of nights afterward I ran across another wheel in a house I visited, and when I got through with my regular business I removed the parts I had no use for and began to think how to get the frame home. After considerable trouble I got the handle-bar separated from the rest of the frame, and shoved it up under the back of my overcoat. It made me look like a hunchback, but I decided that I could stand that, in consideration of my boy's happiness. Then I took the frame and hid it in a shed in the back yard

together. After admiring it awhile and seeing that it run all right, I noticed that I had forgotten a bell and cyclometer. As I wanted my boy to have the best in the market, I visited a bicycle store before daylight that night and had no trouble in attaching them before retiring for the night. I had been just a week getting my boy his Christmas present, and I fell asleep feeling well satisfied with my success. So you see, although working under adverse circumstances, perseverance conquered in the end. My boy got his cherished bicycle for Christmas, but he never knew of its rather heterogeneous construction, and thinks it the best on earth."

NO SUCH THING.

Salesman—Do you want to have your new wheel sent by any particular express?

Customer—Certainly, if you can find a particular express. I can't.

DEPENDS.

Teacher—What is the chief end of man?
Pupil—The barber thinks it is the head, but the bicycle-maker thinks it is the feet.

NEW YORK'S LARGEST PARK.

No more extensive and striking view of Pelham Bay Park is to be obtained by the suburban riding wheelman anywhere than that seen from the junction of the Old Boston Road with the southeastern extension of Eleventh avenue, Williamsbridge. The extension, set down on the maps as Carsa avenue, leads into West Chester village, and southeastward from the junction with the Boston Road it is a well-made macadamized highway. The point of intersection lies near the crest of the slope, overlooking a wide area of marsh and upland, water and woodland. Nearly everything in sight, save the Long Island shore and the intervening Sound, lies within the limits of the city, although it is all thoroughly rural in aspect, and much of the land and water lies within the park. To see these many hundred acres of thinly peopled country and to know that it is part of New York City helps the rider to realize that nine-tenths of the city's population occupies probably one-sixth of its area.

The view of the park from the junction of the two roads, at a point about 160 feet above tidewater, is on fine days a most charming one. The extent and variety of this, the greatest of the city's pleasure places, are clearly brought home to the rider. Central Park and all the other parks, save Bronx and Van Cortlandt, probably could be put inside the area of Pelham Bay Park in sight, and there remains unseen sufficient area to take in nearly all of Bronx River, East Chester Creek or Hutchinson River, which cuts the park in two, is visible for a mile or more of its course along with its wide mouth and the bridge that connects the upper and lower divisions of the park. Part of Pelham Bay, with its several capes, appears at half a dozen points, intensely blue, the more so by contrast with the brown of the marsh grass and the dense etching of the park's winter woodlands.

Hunter's Island Lane, on the northeastern horizon, marks the northern limit of the portion of the park in view. Southward the southern boundary of the park is in view. The park lies revealed as on a map, roads, streams and all points of interest recognizable by any one familiar with the ground. It is a noble stretch of upland and marsh, with here a bit of woodland, there a homestead with its garden, orchard and well-kept lawns, and ever-recurring, as the life and soul of the landscape, the deep blue of the salt water. It is difficult to find from any point so nearly complete a view of any other of the city's parks.

MILEAGE'S PATRON SAINT.

"Ah," observed the new shade, betraying interest, "may I ask who is that gentleman yonder?"

"That," rejoined Pluto, "is Ixion. He is condemned to remain on that revolving wheel forever."

"Oh, I thought he was one of those century fiends, or a six-day merry-go-rounder. Well, I declare! Forever did you say? Dear me, what a mileage he will have!"

THE REASON.

"Why does Wobblers follow Miss Speedmore so with his eyes?" "Because she rides too fast for him to do so with his feet."

THOUGHT HE HAD A FIT.

Out in a Western city, the other day, a young man became afflicted with that agonizing ailment known as the toothache. Nothing would stop it, and in utter despair he hastened to a dentist on his bicycle for some sort of relief from the torturing molar. Leaving the wheel in the hall of the building, he ascended to the dentist's apartments, and was speedily ensconced in a chair. The dentist began operations to remove the offending tooth without delay, while the victim gazed upon the street, through a window which faced him, with the expression of a martyr.

Suddenly the victim struggled to get his head away from the grasp of the dentist.

"Ugh, ug-glug, glug-ug-lug-mug-gug," he shouted in a muffled voice.

The dentist thought the man in the chair was having a fit. He kept his finger in the victim's mouth and a silent struggle took place. The man in the chair tried to rise; the dentist, who is something of an athlete, struggled to keep him down. This sort of thing went on for several minutes until the dentist took his finger out of the victim's mouth and let him up.

"Dad, blame you," shouted the angry victim. "Why in Sam Hill did you hold me down that way for? Didn't I tell you I wanted to get up?"

"I thought you were having a fit," answered the dentist, apologetically.

"Fit nothing," said the victim. "I saw a thief going up the street with my bicycle. I knew it by the color and the way the tool bag hung behind, and the ribbons on the handle-bar. Being up five stories is handicapped enough without having a brigand like you holding me down with his fist in my throat."

And he forgot his aching tooth and, although not a locksmith, made a bolt for the door.

FOR THE PUZZLE DEPARTMENT.

Are you clever at reconciling figures with facts? If you are, send in your answers to these:

Any rider colliding with another produces heat. Give formula for wear and tear, also reduce language used to its lowest terms.

If a given wheel paper says one thing, what do the others say?

If Adam and Eve had been scorchers, what would have been the mile record for 1896?

Who went when, round what, on a which, and in what time?

How long must you retain your friend's oilcan and wrench before they become your own property?

What inference do you draw when you notice in the advertising columns that all the makers of all wheels hold all the records for all distances?

AMPLE WARNING.

"What are bells on bicycles for?"

"Don't you know? Why the riders ring them, you know, when scorching through the streets, so's to let the people know they're going to run them down."

BOND OF SYMPATHY.

First Office-boy—You pull a big stroke with the old man, don't you?

Second Office-boy—Betcher life! Me and him ride the same make of wheel.

IN PALE GRAYS AND YELLOWS.

Even in winter a trip to Riverside Drive gives to the rider views which bring peace to the soul and rest to the eye. A few truant boys are clambering on the steps that lead up and down the steep slopes of the park beside the drive. There are always half a dozen cyclists in sight, men and women in almost equal numbers. A family carriage rolls by now and then, bearing the women and the small children of the household, and hired coaches, laden with country visitors bound for Grant's tomb and a glimpse of the view beyond, help to fill up the straggling procession. Much of the time the smooth highway stretches vacant, like a great braid, seemingly swung into a wide loop where it dips into a hollow and rises again to the hill beyond grassy slopes, and great stone houses face the drive on the east, while to the west lies the crude strip of park slowly taking shape, with the railway at its foot and beyond the river.

Midway the Drive one sees southward its own smooth curves, northward the white face of the monument. Eastward the numbered streets descend steep to the Drive. Everything in sight bespeaks the airy spaciousness of the upper city. It looks as if the Drive were wide enough itself to carry half the street traffic of the town, so that the toiling cyclist mounting a distant slope seems a mere speck upon the smooth gray surface of the roadway. Well down the slope to the west workmen are digging and hauling great stones and dumping earth, in the effort to bring that drastic strip of park into unison with the well-kept Drive and its eastward bordering lawns. Still further down railway trains are making their way back and forth.

Beyond lies the river, unsoiled and beautiful, half hidden in soft diaphanous white mist, its further shore robbed by this soft medium of all vulgarity, and altogether beautiful. The schooner tacking in the near channel seems almost under the hand of the observer, so that he might toss the traditional biscuit upon her deck. Her broad sails confess all their soil and patches, but there is fascination in the sight, and the onlooker feels the charm of a maritime park. Out of the white bosom of the mist emerge from the north and south other craft driven by wind or steam, and from the dim place of the opposite shore, plumed with steam jets, come the softened sounds of business, low-toned hoots and calls from the river craft, the dull, subterranean boom of giant powder, factory bells, the rumble of railway trains, and all the din of a busy suburb.

THEY'RE REALLY SUPPOSED TO FIT.

"Bloomers must be responsible for a great saving of time and trouble," he suggested.

"In what way?" she asked.

"Why, you wheelwomen who wear them must escape all those sieges with the dressmaker that other women are always complaining about. You can just give an order, now, and then wait for them to be sent home."

"But we have to try them on," she protested.

"You do!" he exclaimed in astonishment.

"Certainly. Why should that surprise you?"

"Well, from what little I have seen of them I had not supposed that they were ever intended to fit."

The Red Thread



running through every bit of cordage used in the English Navy shows that it is government property.

Crimson Rim Quality



is the Red Streak of Standard Supremacy running throughout the history of American bicycle manufacture, to show you the famous features of

SYRACUSE BICYCLES.



Southeastern Distributers:

MAKERS:

Supplee Hdw. Co.,

SYRACUSE CYCLE CO.,

PHILADELPHIA, PA.

SYRACUSE, N. Y.

Kindly mention The Wheel.

HOW FAME CAME.

He is an elderly gentleman of means.

He has a standing high in the church and has contributed to charities. In the business world he has secured an honored place for his firm.

Having resided in his native city for so many years, and having contributed generously, although modestly, to its upbuilding, it would seem that he should have a reputation. And he did have a reputation. The comparative few who knew him held him in great respect.

But he really never tasted the sweets of popularity until his son broke records.

Never until his son became a public character, with his picture in all sorts of publications and the glory of his deeds put into display type, did the father know what it was to hear people whispering to one another: "Do you see that old gentleman? Well, he's Mr. Dover, father of the great record-breaker, Ben Dover."

Never before did he have people call him up on the 'phone and say: "Congratulations, Mr. Dover. This has been a great day."

If he happens in at the athletic club enthusiastic men, young and old, seize him by the hand and tell him how he ought to be envied and want to know if he had anything up on the races.

Greatness has been thrust upon him.

The name which lay hidden in the directory for years has suddenly become a household word.

All of a sudden the father finds himself blinking in a glare of reflected glory.

His son has broken a basketful of records.

He doesn't know how or why the records were fractured, and secretly he has no concern as to the condition of his son's game ankle, but he finds that whereas he is nobody, he is now the father of a racing crack.

HE WAS ACCIDENT PROOF.

"Let me write you an accident insurance policy," said an agent to a well-known up-town wheelman.

"I don't think I need one," was the latter's reply.

"Your wife would find the weekly benefits acceptable in case you were thrown from your wheel or injured in some other way."

"I am not married."

"In that case the benefits would supply the loss of salary while you were laid up."

"I am a member of the firm and would lose nothing in that way."

"But," persisted the agent, "you would find the money useful to pay the doctor's bills."

"My brother is one of the best physicians in the city."

At this point the agent gave it up.

IN A RIDING SCHOOL.

With a low cry she buried her face in his bosom.

"Do not leave me" she cried, clinging to him frantically.

Nor did he.

If he had she would have broken her neck.

But that was only at first.

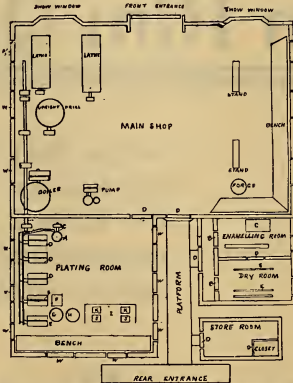
In the course of six or seven lessons she could ride her wheel with the instructor at the other end of the hall.

PLANNING A REPAIR SHOP.

Generally speaking, bicycle repair shops have flourished during the last several years. Even shops located in out-of-the-way places in which a bench and a limited equipment of tools were the chief possessions, have in most cases made money for their proprietors. But a change is taking place. The increased use of the bicycle has, of course, enlarged upon the demand for skilled services in repairing and adjusting the mechanism of wheels, and trained mechanics have found it to be profitable to engage in the work. The result is that specialists in bicycle repairing are becoming common.

Cleaning, repairing punctures, taking dents out of tubes, fixing broken forks, etc., will always be the principal work of the repair shop, but, owing to the coming of specialists, and the expansion of the cycle repair business in general, one need not travel far to discover that there is a good deal more done in the modern repair shop than formerly. All this is beneficial.

To illustrate: I recollect overhauling a wheel in 1890. A small part required plating. I sent the part off to be plated. There was a delay of several days. I had to write



about the part two or three times. The owner called for the wheel daily. I got the part finally, and, after paying express charges both ways, and bill for plating, the expense was so much that the owner of the wheel objected. Now I can step into an adjoining room, plate the part, and at so little expense that the additional charge for nickelpating a handle-bar or other part does not materially enlarge the bill for putting a bicycle into good shape for next season's use.

I present in this article a diagram of what I consider to be a conveniently planned bicycle repair shop. All is on the ground floor. The situation of everything in the main shop is marked. The windows are lettered W and the doors D. Show-windows are, of course, not necessary, but it has been my experience that more business is done when there is something shown in a window to indicate to wheelmen the character of the business. The line of shafting which serves for driving purposes in the main shop can be extended through the wall into the plating room as shown.

In the latter department, I is the scouring bench, and J and K the scrub blocks. H is a vat for the lye bath, G the hot water tub and F the sawdust box. The dynamo is

placed at A, whence it can be driven readily by a belt from the main shaft. The electrical conductor may be secured upon the wall, along the line of solution tanks, and connected with the dynamo at C by the usual lead wires. The nickel solution tanks are marked D, and the copper E.

On the opposite side of the platform are the enameling, drying and general storing rooms. I would suggest that a separate division wall be erected just inside the main entrance to the enameling and drying rooms, as shown, and a door cut at BB, to open into each. The idea is to keep these two departments exclusive, where dust and flyings cannot get in and stick to the enameled surfaces. The enameling tank can be placed at D, and a door, which leads into the drying room at D, used through which to pass into the latter with the freshly enameled frames or their parts, and which may be placed in racks at EE to dry.

All repair shops should have a storage room in which to store extras, wheels, etc. There should be a dry closet in this apartment in which to keep supplies. The rear platform is for teams to deliver goods upon.

GEO. D. RICE.

LEG-LIFTING FALLACY.

In some of the labored attempts to analyze the "stupendous" muscular exertion demanded of the winner of the recent brutal six-day race, "the raising of the foot from its lowest to its highest level" is trotted forth as an element of waste power. In reference to all of the theoretical mechanics of pedaling, let me say that this claim is extremely fallacious. A wheelman may, for example, descend a gentle incline with his feet on the pedals, simply allowing his legs to follow the crank motions inertly, and doing no muscular work whatever. The legs then behave simply as part of the mechanism, and the work done by the crank in lifting each ascending leg is restored by the leg in its subsequent descent.

The internal friction of the moving limbs under these supposed conditions must indeed constitute an addition to the resistance of the bicycle, and its amount may be properly reckoned as an element of waste work which must always be present during pedaling. But this element of waste work has nothing specially to do with "raising the foot," etc., and operates equally when the foot is descending.

If, now, we imagine the cyclist to depart from the above supposed condition, in the direction of doing work, it makes no theoretical difference whether we suppose him to use his muscles (a) to partly lift the weight of his legs on the upstroke, (b) to press down on the down stroke, (c) to push forward at the bottom centre, or (d) to pull back at the top centre, or any combination of these.

In no case will there be any waste of mechanical power applied; but the further question as to what precise combination of these actions will enable the rider to develop given mechanical power, for given time, with minimum fatigue and exhaustion in wind and pulse, depends on a number of physiological and individual considerations of which theory can take but very imperfect account.

JABEZ BEESWINGER.

The witty French wheelman refers to his rival, the locomotive, as the "big brother who smokes."

96% PURE FINE PARA RUBBER

..IS USED IN THE...
MANUFACTURE OF



SAMSON SINGLE-TUBE TIRES.

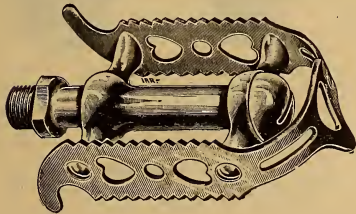
No other tire in the world contains such percentage of pure fine Para rubber as the Samson Tire, and as a consequence are soft, flexible, and resilient; they are

The Highest Grade Tire ever made.

NEW YORK TIRE CO. MAIN OFFICE: 59 & 61 Reade Street, N. Y.

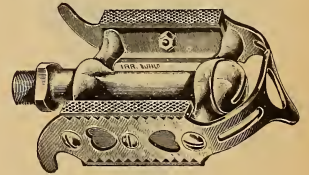
BRANCH HOUSES: Boston, No. 63 Franklin Street. Chicago, No. 345 Dearborn Street.
Buffalo, No. 415 Mooney Block. Louisville, No. 422 W. Main Street. Denver, No. 1775
Champa Street. Toronto, No. 50 Wellington Street, W.
PHILADELPHIA. CLEVELAND.

Kindly mention The Wheel



..THE..

Crosby Pedal



MADE BY

Drop-Forged Centres
Drop-Forged Pins
Case-Hardened
Ball Races

AMERICAN MERCHANTS MFG. CO.

Light
Strong
Best Workmanship
Handsome

SOLE SELLING AGENTS:

CROSBY & MAYER CO., BUFFALO, N. Y.

We manufacture
SHEET STEEL
PARTS.....

More brazing surface in Sockets of our Three-piece Crown than in any other in the market. More threads in neck of head Adjusting Cone. Send for Samples.



WE SELL

Duckworth Chains
Springfield Wrenches
Rastetter's Wood Rims, Guards and Bars
Cleveland Forksides and "D" Rear Forks
P. & F. Saddles
U. S. Projectile Weldless Tubing
Hamilton Brazed Tubing
Fiber-Buckskin Grips
Fay & Bowen Spokes, Nipples and Oilers

Kindly mention The Wheel.

UNCLE SAM'S SCORCHER.

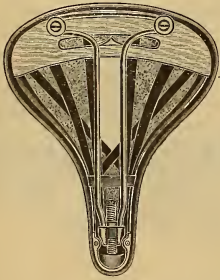
There is only one department of the Government at the National Capital where a bicycle is supplied by Uncle Sam for the use of a messenger, and that is at the White House. For many years the private mail pouch of the Executive Mansion has been carefully guarded by a colored equestrian named Edgar, and his horse has always stood ready saddled in a stall under the White House conservatory.

With the march of progress, however, the bicycle has well-nigh superseded the horse, and dusky Edgar, like Othello, may some day find his occupation as a mounted messenger to the President gone glimmering in the ashes of the past. With a view to facilitating the delivery of mail matter and newspapers at the Executive Mansion the Administration decided upon a bicycle for this work, and a white wheelman, named Marshall, is now the courier of President and Mrs. Cleveland.

His duties consist in carrying the private mail pouch, which formerly nestled behind the saddle of the colored horseman, Edgar. There has been a vast improvement in the service in consequence of this new arrangement, and there are more deliveries than ever before in the history of the President's house.

HANDSOME IN PRICE AND APPEARANCE.

To an extensive line of cycle specialties, the Meyer Mfg. Co., Rochester, N. Y., have added this saddle, in which, they assert the defects of other similar saddles have been overcome,



and which "combines all advantages of a cushion or pneumatic with none of their faults." Their facilities are such that they claim to be able to "do the handsome" in the matter of price.

WHERE FOOLS SLIDE DOWN.

"Coasting down Fort Lee hill is quite an undertaking," remarked the garrulous ferry-passenger to his neighbor with the hatchet-face.

"Yes, indeed, it is. Nobody knows it better than I do, either."

"Why, are you a bicycle rider?"

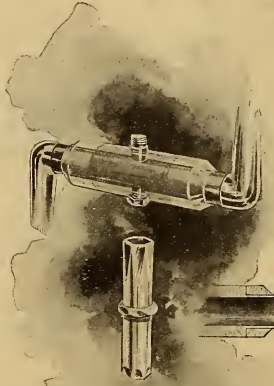
"No; undertaker. I bury those who coast."

BIG CHAIN CONTRACT.

The Austrian Small Arms Works, of Steyr, Austria, have contracted to supply a Vienna house with 800,000 cycle chains during the next two years. This is equal to over 3,000,000 feet of chain, most of which is intended to be placed on foreign markets.

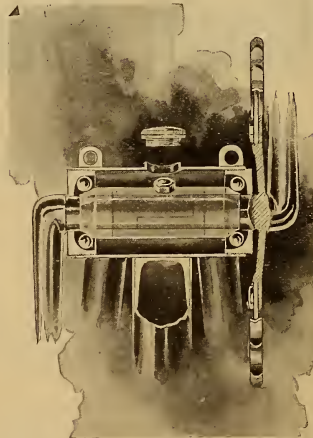
CRANK BEARING A FEATURE.

McKee & Harrington are pluming themselves on their new crankbearing, which will be a feature of the '97 Lyndhurst. The crank axle is divided in the centre. Each section has one side cut away, so as to form a wedge when forced into the sleeve. A reference to the illustration will show that it is entirely without threads. Each crank is forged in one



piece with its own half of the axle and spider.

If occasion demands that the crank be removed, it is only necessary to unscrew the cap at the bottom of the bracket and turn the cranks until a nut comes into view. With the tool which is furnished for the purpose remove this nut, revolve the axle half way, exposing the other end of the bolt from which the nut was removed, screw the tool to this



end of the bolt and withdraw the latter. Then the crank with its half of the axle may be slipped out. The cones, balls and shells remain in the bracket.

The cones are attached to a sleeve, which fits over the divided axle. The key bolt passes through this sleeve. The two cones of tool steel are forced onto a square shoulder on the sleeve, the ends of which are tapered for the purpose. The cones thus are independent

of the sleeve and may be renewed at any time.

The shells are removed by screwing them out, and are held immovably in place by the clamp bolts on either side. These bolts have one flat side fitting into a corresponding projection, preventing their turning and admitting of their being readily removed in case of breakage. Perfect sprocket alignment, it is claimed, is thus secured. This form of bearing, it is asserted, produces the greatest rigidity, as the balls run on the extreme edge of the bracket.

LEATHER LACKS LIFE.

A journal devoted to the hide and leather interests, after conducting an extensive investigation of the leather tire, has come to the conclusion that there is no hope of a development of the leather industry in that direction. Leather is not a suitable material for tires, it finds, and the attempt to make it a substitute for rubber for this purpose has been given up wherever tried. Facts already well known to every one except the journal above noted and the inventor of the tire referred to.

FROM SEAT TO SOLE.

It is not generally known that the Sager Manufacturing Co., the well-known saddle-makers of Rochester, N. Y., are turning out



the toe clip shown herewith. It is made of oil-tempered crucible steel and the shape is such that the clip performs its mission perfectly.

LIKE A TEA GARDEN.

Two thousand five hundred Japanese lanterns, which are to be illuminated at night by electric lights, will be among the decorations in the Chicago show building. Southern silax and Spanish moss will also be employed in addition to the usual flags and bunting.

MIXING CHRISTIANITY AND CYCLING.

The cycling contingent of the Y. M. C. A., of Cleveland, Ohio, has scheduled a "cycle show" for to-day. It will be a "one-day stand," and it is stated that nearly all of the local manufacturers and dealers will exhibit.

SAT AND ACQUITTED.

The suit of H. M. Rosenblatt & Co. against Gus Boyer, tried in Philadelphia last week, resulted in a verdict of not guilty. The jury men did not leave their seats, rendering the verdict by direction of the court.

CHICAGO SHOW RATES.

Chicago, Dec. 25.—The various railway passenger agents have agreed on a rate of one fare and a third for the round trip for the Cycle Show, to be held at the Coliseum from January 28d to 30th.

Sunol BICYCLES

Know Ye,

ARE

Advance Agents of Prosperity

HANDSOME AND PERFECT IN EVERY PART.

A SUCCESS FOR FIVE YEARS.

The
McIntosh-
Huntington
Co.,

No. 41
CHAMPLAIN ST.,
CLEVELAND, O.

Kindly mention The Wheel.



CHICAGO SHOW.
Spaces 156, 157, 158, 159,
Main Floor.
NEW YORK SHOW.
Spaces 9 and 10, Main Floor.

A Good New Year's Resolution

For Cycle Makers and Dealers—



That before the year 1897 is a day older we will be true to ourselves and our patrons and to our good business judgment by at least securing from Oliver, Straus & Co., 23 Park Row, New York, quotations on India and Straus Tires, Cilley Chains and Haney 10,000-Mile Cyclometers, and thus proving to our satisfaction "what's what."

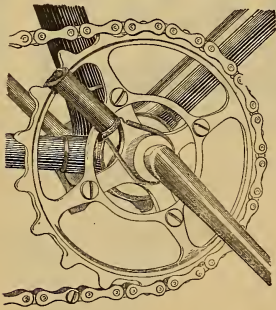


PROVIDENCE PREPARING FOR A SHOW.

Infantry Hall has been engaged for the Providence Cycle Show, March 2 to 5, under the management of the Providence Cycle Board of Trade. The building, one of the finest in the city, affords ample space for forty large exhibits. F. C. Ferrin, New England representative of the Fowler Cycle Company, is the originator of the show and the most ardent worker for its success. The Providence Board of Trade is composed of the following firms: Whitten Cycle Company, Congdon & Carpenter, Belch & Loomis, H. A. & W. C. Keith, Pope Manufacturing Company, Williams & Monroe, Thomas Earley & Co., Keating Wheel Company, Dawson & Co., Fowler Cycle Company, Corp Bros., and the Waltham Manufacturing Company.

MAKES THE CHAIN RUN SWEETLY.

A little device—it is but 1½ inches long by half an inch in diameter—which has gained favor, and which is designed to make the chain "run sweetly," as they say in England, is the Automatic bicycle chain lubricator, produced by the A. B. C. Lubricator Co., No. 202 Herald Building, Baltimore, Md. As the illustration shows, it is intended to be attached to the front sprocket in the manner



indicated; the wick, fitting snugly between the teeth, is kept constantly lubricated with the emulsion contained in the tube and which is in turn applied to the rivets and joints of the chain and the blocks of the chain where they come in contact with the teeth of the rear sprocket. The flow of the lubricant is controlled by twisting the small end of the wick and will last for 500 miles.

TWENTY-NINE CARS TO MOVE.

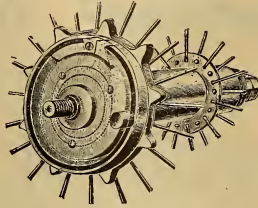
Hereafter the address of Slaymaker, Barry & Co., whose locks are known throughout the trade, will be Connellsville, Pa., instead of Lancaster, as heretofore. Formal possession of the Connellsville factory was taken on December 7. The new plant is of steel and brick, absolutely fireproof, and has a floor space of 100,000 feet. When running full time it will employ some 800 hands. Some idea of the magnitude of its equipment may be gained from the fact that it required twenty-nine cars to remove the machinery from the Lancaster location.

Some decorative crazed wheelwomen are credited with using the wheel as a wall ornament during the winter. It is about the only way it's going to it.

It is wise to pay in advance for the pleasure of cycling.

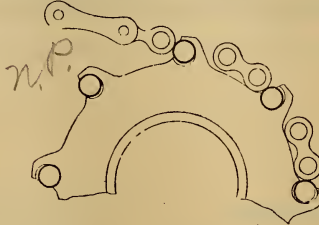
TWO DEVICES SHOWN IN LONDON.

The Foley brake, seen at the National Show in London, is one of the American inventions which have been taken up by George Salter & Co., of West Bromwich, Birmingham. Like the Doolittle, it is fitted to the rear sprocket and is applied by back-pedaling. The principle is very simple. A split ring is fitted over a collar on the outside of the sprocket, and a cap is screwed along the spindle over this split



ring; on back-pedaling the split ring is forced open and presses against the inside of the cap, thus causing friction. It weighs less than four ounces. It possesses the advantage of the strain not being a bursting strain, and no extra pressure is consequently brought to bear on the balls of the bearings or on the back forks. It has the disadvantage, however, that it will not remain on unless the rider continues to back-pedal, so that when once the pedals are lost the brake is practically useless unless they can be gained again.

The Rimington anti-friction gear wheel excited no little attention. Loose hardened steel



rollers are let into the teeth of the wheel, the apertures for same are C-shaped and open at one side. When the rollers are put in position, a plate is screwed over the side of the chain wheel, so that the rollers, while quite free to revolve, are absolutely secure. The chain links touch on these rollers, and so a rolling motion is substituted for a sliding motion in the action of the chain on the wheel. The advantages claimed are saving of power by the reduction of friction and a reduction in the wear of the chain.

AMERICAN SUNDRIES FOR AUSTRALIA.

Greville Turner, Ltd., of Sidney, New South Wales, who first introduced American bicycles into the colonies, writes THE WHEEL: "At present we have the control of as many bicycles as we want, but, as we profess to be quite as much up-to-date as any of our competitors, in the matter of accessories, we may take on some new lines. THE WHEEL has always been very interesting to us, and exceedingly useful as well."

FOR PARENTHETICAL LIMBS.

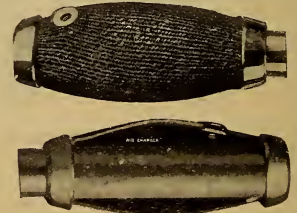
Now knickers are coming in,
I take the leave to state
A sign like this will take the tin:
"Legs straightened while you wait."

BELLIS REDUCES PRICES.

As to prices, the Bellis Cycle Co., of Indianapolis, Ind., are radical on their '97 patterns. The Bellis wheel itself, which has heretofore listed at \$100, can in future be bought on any day of the year for an even \$75, and, at that, a wheel guaranteed by the Bellis Co. better even than the '96 model. A lady's and a gentleman's model will, of course, be marketed, and will be furnished practically in any style of finish that the Bellis admirer desires. One and one-eighth inch tube, as last year, will be used. The second string in the Bellis line is the Ferris. This wheel will bear the name of the Bellis Co., as well as its more expensive brother, and will list at the practical, even and business-like figure of \$50. It will be made in lady's and gentleman's styles, one and one-eighth inch tubing and 28-inch wheels. The Ferris is meant by the Bellis Co. for the class of people who want a solid, reliable bicycle at even money. It weighs about twenty-six pounds and its frame angles are practically the same as those of the \$75 Bellis. There is, of course, a difference in equipment and some difference in the stock used. Its bearings, for instance, are standard, and are not the improved special Bellis bearings that will be characteristic of the higher-priced wheels.

NOT AN ORDINARY GRIP.

Here's a Merry grip, Merry because of the names of its inventors, Harley and Franklin H. Merry, of No. 949 Franklin avenue, Brooklyn, N. Y. It's a bit out of the ordinary, too, as the self-explaining illustrations attest.



The grips are fitted with a football or interior valve and may be inflated to any desired degree. They retail for \$1.50 per pair and are designed, of course, to avoid "tired arms, aching shoulders, jarred arms and bicycle faces."

GETS A GOOD THING.

D. J. Kennelly, Los Angeles, Cal., has secured the Pacific Coast agency for a thoroughly good thing, the Shannon Bicycle-Locking Holders and Stands, the product of the Safety Mfg. Co., of Chicago. Despite the rapid multiplication of such contrivances, the Shannon has easily held its own. Indeed, the man who values durability, serviceability, and the appearance of his establishment cannot very well afford to let the Shannon escape his consideration.

ON THE ALERT.

European buyers are on the alert for American sundries and novelties. Few meritorious articles escape them. The Hancy cyclometer, Oliver Straus & Co.'s handsome little mile-measurer, is a case in point. No sooner did THE WHEEL, in which it was first illustrated, reach the other side than half a dozen good firms bid for it.

“White-Rimmed”

C RESCENTS

FOR '97.

No. 1, for Men, 22, 24 and 26 inch frames	} \$75.00
No. 4, for Ladies, 22 and 24 " "	
Road Racer (20 pounds), 22 " "	

Some New Crescent Features.

D tubing for both rear forks and stays.

Hollow rear sprocket.

Chain adjustment, new, simple, perfect.

Handle-bars, regularly fitted with Crescent Adjustable bars in two heights and widths; options—stationary steel and adjustable steel; brakes fitted only to stationary steel bars, all fitted with white-tipped cork handles.

Spoke nipples and valve stems surrounded by nickel-plated metal thimbles.

Crescent two-piece crank axle.

Ball retainers and felt washers.

Chains, made entirely by us, very handsome; none better.

Saddles, made for us, and are right up to date, regular equipment, Crescent padded; options—Crescent hygienic and upholstered tops.

Rims, mud and chain guards enamelled in white, handsomely finished.

Every frame connection is a one-piece sheet-steel stamping (the strongest construction possible.)

We invite your special attention to our new Crescent crank-axle bracket, made in one piece from flat sheet steel, formed into shape without a seam—the most perfect piece of construction ever placed on a bicycle.

Agents' Catalogue Ready.

WESTERN WHEEL WORKS.

Factory:
CHICAGO.

Eastern Branch:
36 Warren St., NEW YORK.

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Second Vice-President, Treasurer,
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Secretary,
KIRK BROWN,
504-506 West Fourteenth Street, New York.

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271 BROADWAY, NEW YORK.

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Second Vice-President, Treasurer,
GEORGE H. DAY. W. A. REDDING.

Secretary,
ERNEST R. FRANKS.

**Mercantile Agency, Collection Department and
Information Bureau.**

National Bicycle Wood Rim Manufacturers'
Association.

President, Treasurer,
E. S. MEAD. N. D. DOUGHMAN.

Secretary,
W. W. STALL, Bedford, Mass.

DOMESTIC CYCLE SHOWS.

January 23-30—Chicago, Coliseum; A. E. Pattison, Auditorium Hotel, Chicago.

February 6-13 New York, Grand Central Palace; Ernest R. Franks, 271 Broadway, New York.

February 20-27—Boston, Mechanics' Building; C. W. Fourdrinier, 34 Stanhope Street, Boston.

February 20-27—Philadelphia, Local Cycle Board of Trade.

February 20-27—Pittsburg, Local Cycle Board of Trade.

February 20-27—Baltimore, Local Cycle Board of Trade.

February 22-27—Syracuse, N. Y., Local Cycle Board of Trade.

March 2-5—Providence, R. I., Local Cycl. Board of Trade.

FOREIGN CYCLE SHOWS.

January 12-16—Liverpool, England.

January 16-23 Dublin, Ireland, Royal Dublin Society Building, Balls Bridge; R. Wilson, Secretary, 14 D'Olier Street.

January 23-30—Glasgow, Scotland; A. G. Rennie, Secretary, 49 Lilybank Gardens.

January 22-30—Birmingham, England, Bingley Hall; Chas. Wheelwright, Secretary, Lucifer House.

January 23—Vienna, Austria; Steiner Hoenicks, Manager.

February 1-7 Edinburgh, Scotland, Waverly Market; A. K. Dempsey, Secretary, 82 Leith Street.

February 1-15 Vienna, Austria; Winter Veldehorn, 14 Kaentner Street.

February 3-6—Nottingham, England, Albert Hall; B. Richards, Secretary, Nottingham Athletic Social Club.

February 6-20—Manchester, St. James' Hall; Northern Counties Exhibition Co.

February 27-March 6—Leeds, England, Town Hall; Northern Counties Exhibition Co.

March 14-19—Glasgow, St. Andrew's Hall, Northern Counties Exhibition Co.

March 15-21—Brussels, Belgium.

TRADE CHANGES.
ARKANSAS.

Pine Bluff—W. E. Owens & Co., closed on confession of judgment, \$165.

CONNECTICUT.

South Norwalk—The Fox Cycle Co. will reorganize as the Fox Cycle & Hardware Co., and will handle hardware, cutlery, tools, etc., in addition to bicycles, sporting goods, etc.

FLORIDA.

Jacksonville—Bettelini Cycle Co. reported selling out previous to withdrawal from business.

IDAHO.

Pocatello—Wallin & Co., chattel mortgage for \$300.

ILLINOIS.

Chicago—Louis Jordan. Judgment \$26.80.

Chicago—Meteor Cycle Mfg. Co. Allen Mfg. Co., Michigan City, Ind., operating in Chicago as above; sued, \$300.

Chicago—Union Drop Forge Co. Francis W. Holbrook, Pres., dead.

Chicago—Warman-Schub Cycle House. Judgment favor First National Bank, Akron, O., \$1,919.58; appeal filed.

East St. Louis—Bryden & Co., incorporated by J. A. Williams, A. C. Bryden, W. O. Bryden and A. Bryden; to deal in bicycles and specialties.

Chicago—Scout Cycle Co., 233 Noble St., confess judgment \$3,319.26, favor A. J. Johnson & Sons Furniture Co.

INDIANA.

Indianapolis—Haynes Bicycle Co. S. A. Haynes, Pres., dead.

KANSAS.

Emporia—B. W. Jay, chattel mortgage for \$125.

Emporia—Hainline Bros., chattel mortgage on their tools and engine for \$65.

KENTUCKY.

Louisville—W. C. & S. M. Nones will remove front 443 W. Main St. to 529 W. Main St.

MAINE.

Portland—The International Fire Hose & Tire Mfg. Co. incorporated for \$200,000; to manufacture and sell tires and supplies; pres-

ident, J. F. Preston, of Boston; treasurer, G. E. MacGowan, of Portland.

Waterville—Hiram A. Ellis, sold out to Fred S. Brown.

MARYLAND.

Baltimore—Reinwald & Gunther, removed to corner Baltimore and Carey Sts.

MASSACHUSETTS.

Worcester—J. C. Speirs. Attached \$5,000; attachment dissolved later.

St. Paul—Saunders & Hughson. Fire, loss \$2,000; insured \$1,500.

MISSOURI.

Kansas City—Lawrence Bros. Cycle Mfg. Co. Brax V. Lawrence now sole owner.

St. Louis—Advance Tire Co. Receiver applied for.

St. Louis—The J. H. Neustadt Cycle Supply Co. has been incorporated, with a capital stock of \$20,000, by J. H. Neustadt, John McCargo, D. R. Neiderlander and W. O. McLean.

NEW BRUNSWICK.

St. John—Ira Cornwall Co. Called creditors' meeting.

NEW JERSEY.

Howard & Nichols Cycle Mfg. Co. Court confirms receiver's sale of plant for \$4,000.

NEW YORK.

Buffalo—Ellicott Mfg. Co. Reported will move to Tonawanda.

New York—Tiffany Cycle Co. Judgment vs. Saalfeld Publishing Co. operating alone, \$1,218.

New York—Whitman Saddle Co. Sheriff in possession under attachment, \$24,612.

Tonawanda—George Fries. Inventory and schedules show liabilities \$38,166.28; nominal assets, \$30,626.36; actual assets, \$8,718.39.

OHIO.

Youngstown—C. E. Brown, new store on East Federal St.

OREGON.

Woodburn—Louis Waldmann, sporting goods, etc., damaged by fire.

PENNSYLVANIA.

Hamburg—Keystone Wood Rim Co. Execution issues, \$2,385.54.

SOUTH CAROLINA.

Charleston—L. W. Bicaise & Co. Satisfy judgment, \$292.

TEXAS.

Palestine—G. W. Beardsley, chattel mortgage for \$250.

Galveston—Galveston Cycle Co., judgment, \$946.

VIRGINIA.

Front Royal—J. D. Lucas. Bill of sale to E. L. Lucas, \$2,500.

FOR RENT.

.. IN ..

**THE WHEEL BUILDING,
88 WEST BROADWAY & 72 WARREN ST.,
MODEL, WELL LIGHTED
LOFTS AND OFFICES**

Steam Heat,
Electric Light,
Power,
Passenger and
Freight Elevators.

In the heart of the cycling district.

The West Broadway end faces the
Reade, Chambers and Warren Streets
c. clng district.

72 Warren Street, a loft 100 feet
deep, specially designed for a cycle
warehouse.

ADDRESS:

THE WHEEL,
88 West Broadway.

MICHIGAN.

Albion—W. J. Porr sold out to Irving Van Horn.

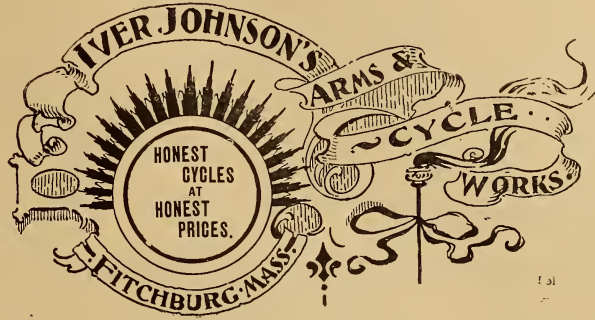
Detroit—Wheeler Saddle Co. Increased capital stock to \$50,000.

Sturgis—R. G. Irelamp sold out to H. Baumgartel.

MINNESOTA.

Minneapolis—The J. I. Case Co. will handle the Bebe wheel during 1897.

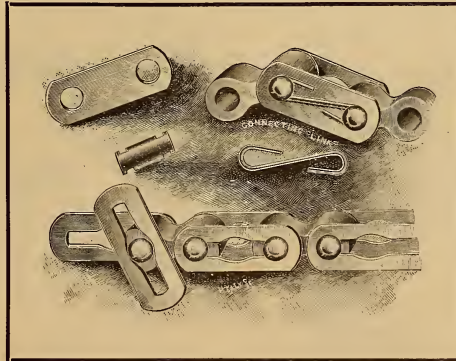
St. Paul—Twin City Cycle Co., 140 Seventh st., burned out. Loss \$5,000.



Kindly mention The Wheel.

AGENTS SPECIFY
Baldwin Adjustable Chains for '97.

 BEST TALKING
 ACCESSORY TO SELL
 A WHEEL.
 CAN BE REPAIRED
 BY THE RIDER.
 TOOL-STEEL PINS.



 MOST CORRECT
 CONSTRUCTION.
 SUPERIOR FOR
 DURABILITY AND
 SMOOTH
 RUNNING QUALITIES.
 SEND FOR SAMPLES.

BALDWIN ADJUSTABLE CYCLE CHAIN CO.,
WORCESTER, MASS., U. S. A.

Kindly mention The Wheel.

PATENTS GRANTED.

573,444. Pneumatic tire Langley Claxton, Paterson, N. J., assignor of one-fourth to William P. Herrman, same place. Filed July 3, 1895. Serial No. 554,787. No model.

573,456. Velocipede. Edward L. Evans, Malvern, South Australia. Filed April 2, 1896. Serial No. 585,947. No model.

573,469. Bicycle or other vehicle coupling. Elisha S. Keeler, New Albany, Pa. Filed March 2, 1896. Serial No. 581,557. No model.

573,482. Portable stand for bicycles. Edward L. Peisar, Aspen, Col. Filed June 10, 1896. Serial No. 595,002. No model.

573,502. Bicycle-carrier. Henry D. Cahill, Boston, Mass., assignor of one-third to James E. McCafferty, same place. Filed December 23, 1894. Serial No. 533,365. No model.

573,542. Combined Cycle Stand and mud guard. Daniel Schwarz and Guido Luxeder, Tomesvar, Austria-Hungary. Filed March 28, 1896. Serial No. 585,298. No model.

573,555. Bicycle alarm. Claude Swearingen and David S. Lemm, Milwaukee, Wis. Filed September 2, 1896. Serial No. 604,598. No model.

573,616. Tire-tightening washer. James Pollock, Millburn, Ill. Filed September 3, 1896. Serial No. 604,755. No model.

573,620. Gearing. Francis H. Richards, Hartford, Conn. Filed April 6, 1896. Serial No. 586,345. No model.

563,634. Crank-hanger bearing for bicycles. Emile Aze, Chicago, Ill., assignor, by mesne assignments, of one-half to Frank Thomas Fowler, same place. Filed March 13, 1896. Serial No. 583,049. No model.

573,666. Whistling bicycle handle-bar. Albert H. Koehler, St. Paul, Minn. Filed August 29, 1896. Serial No. 560,851. No model.

573,668. Bicycle bell. David Kohn, Paris, France. Filed September 17, 1896. Serial No. 606,138. No model.

573,671. Rubber tire. Richard A. Leigh, Boston, Mass., assignor to Frederick W. Huestis, same place. Filed February 7, 1896. Serial No. 578,326. No model.

573,695. Joint for members of bicycle frames. William A. Penfield, Meriden, Conn. Filed August 17, 1896. Serial No. 602,963. No model.

573,779. Bicycle. John Gillespie, Boston, Mass., assignor to George H. Porter, same place. Filed April 6, 1896. Serial No. 586,338. No model.

573,780. Tire tightener. Edward Gorsuch, Roaring Spring, Pa. Filed June 16, 1896. Serial No. 595,818. No model.

573,781. Tire coupling. Edward Gorsuch, Roaring Spring, Pa. Filed June 23, 1896. Serial No. 599,912. No model.

573,811. Bicycle supporting stand, John L. Benton, New Haven, Conn., assignor of one-half to Charles R. Bishop, same place. Filed June 11, 1896. Serial No. 595,061. No model.

573,836. Automatic pump for inflating pneumatic tires.

Romolo Rainardi, Cincinnati, O. Filed April 27, 1896. Serial No. 589,206. No model.

573,838. Marine Velocipede. Stiles E. Maxon, Portland, Ore., assignor of one-half to L. W. Wynkoop, J. M. Nickum and W. J. Kelly, same place. Filed June 2, 1896. Serial No. 594,011. No model.

573,838. Pneumatic tire. Charles W. Bernson New York, N. Y. Filed December 31, 1896. Serial No. 573,883. No model.

DESIGNS.

20,445. Bicycle handle. William E. Blake, Springfield, Mass., assignor to the Blake Manufacturing Co., same place. Filed July 22, 1896. Serial No. 600,170. Term of patent, 3 1/2 years.

TRADE MARKS.

29,340. Bicycles. Sterling Cycle Works, Chicago, Ill. Filed November 19, 1893. Essential feature: The words "Built Like a Watch." Used since June, 1893.

29,341. Bicycles, tricycles, velocipedes, sundries and all articles relating to a bicycle business. Hibbard, Spencer, Bartlett & Co., Chicago, Ill. Filed November 24, 1896. Essential feature: The word "Ajax." Used since January 15, 1895.

RIGHT AND LEFT.

She wears the bloomer not because
She's of womanly taste bereft,
But simply to show that she has a right,
As distinguished from the left.

RECENT PATENTS.

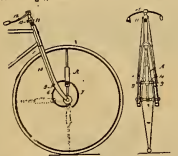
573,671. ROBEUR TIRE. ROBERT A. LEVIE, Boston, Mass., assignor to Frederick W. Huestis, same place. Filed Feb. 7, 1896. Serial No. 578,326. (No model)



Claim—1. A hasting ring for wheel tires comprising a band around the tire and applied in a band on the tire, whereby adhesion occurs between the wheel-rim and the ring, substantially as specified.

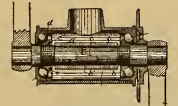
573,696. AUTOMATIC PUMP FOR INFLATING PNEUMATIC TIRES. EDWARD GORSUCH, Roaring Spring, Pa. Filed April 27, 1896. Serial No. 599,912. (No model)

Claim—1. In a pump for automatically inflating pneumatic tires of vehicles, an angular tubular piston rod having at one end a slip or other suitable forcing device, the opposite end containing a light-weight threaded nut or plug, a threaded tubular screw adapted to engage the said nut and having a collar whereby it may be turned into or out of the nut, the outer extremity of the said tubular screw being adapted to engage the neck of the ferrule-tube of the tire; a



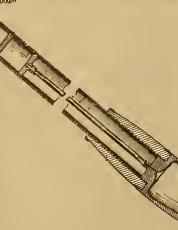
pump cylinder having suitable valves and adapted to move reciprocally on the said bellows piston rod and provided at suitable points on its surface with transverse carrying friction-rollers to engage with or without the cam-engagement of said ferrule, all constructed, arranged and operating substantially as shown and described.

573,779. BICYCLE. JOHN GILLESPIE, Boston, Mass., assignor to George H. Porter, same place. Filed April 6, 1896. Serial No. 586,338. (No model)



Claim—In a bicycle, a crank-shaft made in two parts each of which has an inclined overlapping end, combined with a frictional sleeve for holding them together, one of the parts of the shaft being hollow and the other having a solid portion against which a rod may be inserted, to drive the ends apart, substantially as shown.

573,666. WHISTLING BICYCLE HANDLE-BAR. ALBERT H. KOEHLER, St. Paul, Minn. Filed August 29, 1896. Serial No. 560,851. (No model)



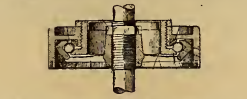
Claim—In an improved article of manufacture a bicycle handle-bar formed with a whistling-orifice through the end, an inclined air-chamber communicating with said orifice, and an inlet-valve through the wall of the handle-bar for admitting air to said inclined chamber.

573,796. HANDLE. FREDERICK C. ROYVAL, Hartford, Conn. Filed Aug. 16, 1895. Serial No. 590,616. (No model)



Claim—A handle material for gripping and exercising motion and implements composed of a strip of flexible non-elastic fabric with an intimately united outer layer of mottled and compressed broken particles of cork and shelled, adapted to be wound into a spiral coil and secured to a core or bar, substantially as specified.

573,664. CRANK-HANGER BEARING FOR BICYCLES. EMILE AZE, Chicago, Ill., assignor by mesne assignments of one-half to Frank Thomas Fowler, same place. Filed Mar. 13, 1896. Serial No. 583,049. (No model)



Claim—1. In a crank-hanger bearing for bicycles, the combination of a crank-shaft, a disk on each crank-shaft having an internal V-shaped groove thereon, an adjusting nut or disk screw threaded in the hanger portion with its bearing portion arranged inside of the disk and forming one part of the inner V-shaped bearing groove, a third portion in said hanger with a portion arranged inside the disk and forming the rest of the inner V-shaped bearing groove, and a series of frictional ribs in said bearing, substantially as specified.

573,642. COMBINED CHAIN-STAND AND MUD-GUARD. DANIEL SUTCLIFFE and ORRIN LUCIUS TOWNSEND, Aurora-Indiana, Ind. Filed Jan. 28, 1896. Serial No. 582,286. (No model)



Claim—A combined portable stand and mud-guard for bicycles, consisting of a frame covered with oil-cloth or other suitable material forming a pivot, which said frame and pivot are attached to the bridge of the bicycle by means of a spring-clip, the said frame being held in position as a mud-guard by a spring catch on the bridge, and as a stand, by resting the feet and on the ground, substantially as shown and described.

573,482. PORTABLE STAND FOR BICYCLES. EDWARD L. PEISAR, Aspen, Colo. Filed June 10, 1896. Serial No. 595,002. (No model)



Claim—1. A bicycle-support comprising the shaft 2, having the integral flange 7, 8, and 9, a dovetail guide 10 and 16, and vertical pin 10, in combination with the oblong nut 17 having the dovetail ridges 18, 19, the shank-screw 13 and the stud 19 provided with lever-shoe 15, the cross 14 connected to said stud, the piston 23 connected at their upper ends to the outer ends of the arm 21, the lever 24 pivoted in bracket-screw 26 to the disk and provided with lever 25, pivoted to the lower ends of the piston 23, substantially as and for the purpose set forth.

573,764. VEHICLE-WHEEL. RENESE D. GOE, New Haven, Conn., assignor of one-third to ANNE M. GOE, Norton, Conn. Filed May 4, 1896. Serial No. 592,114. (No model)

Claim—1. In a vehicle-wheel, the combination with the rim thereof, of a series of independently formed, radially arranged, substantially circular wire prongs having their ends independently connected with the said rim, a sheet metal tread applied to the outer portion of the said prongs, and having its opposite edges connected therewith at points on opposite sides of the plane of the wheel, and



a rubber cushion applied to the outer face of the tread and adapted to substantially cover the same.

573,538. PNEUMATIC TIRE. CHARLES W. BERNSON, New York, N. Y. Filed Dec. 31, 1895. Serial No. 573,883. (No model)



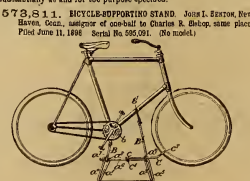
Claim—The combination with the inner and outer tubes of a pneumatic tire, of an interposed leather portion-preceding and strength-reinforcing strip for the pneumatic tire, said strip interposed in width to the part exposed to puncture and being saturated with tar on its inner side, and on the other side connected to the tread portion of the pneumatic tube covered by it substantially as described.

573,444. PNEUMATIC TIRE. LAWRENCE PATRICK, N. J., assignor of one-fourth to WILLIAM P. HERRMAN, same place. Filed July 3, 1896. Serial No. 584,747. (No model)



Claim—In a pneumatic tire, the combination of a series of metal strips interposed between the interior air-chamber and the tread of the tire, the said strips being arranged in layers transversely to the tire, the strips of one layer covering the joints of the next layer, and a silicon or other such non-conducting along the edges of said metallic strips but disconnected therefrom where it forms a flexible fender or cushion between the metallic strips and the other parts of the tire, substantially as and for the purpose specified.

573,811. BICYCLE-SUPPORTING STAND. JOHN E. BERTON, New Haven, Conn., assignor of one-half to CHARLES R. BISHOP, same place. Filed June 11, 1896. Serial No. 595,061. (No model)



Claim—1. A bicycle-support stand comprising a suitable base consisting of stationary section and a swinging section, a rear upright spring from the stationary section and adapted to engage the crank-hanger and a front spring spring from the stationary section and adapted to engage the foot lever bar, substantially as set forth.

573,695. JOINT FOR MEMBERS OF BICYCLE FRAMES. WILLIAM A. PENFIELD, Meriden, Conn. Filed Aug. 17, 1896. Serial No. 602,963. (No model)



Claim—1. In a joint for the members of tubular bicycle frames, the combination with the free ends, adapted in size to have their ends telescoped together, and each constructed with a transverse slot, of a segment key adapted to fit into the said slots, and engage with the side walls of locking-shoulders formed for preventing the tubes from being longitudinally displaced in either direction; and a nut and nut-washer, New Albany, Pa. Filed Mar. 2, 1896. Serial No. 594,011. (No model)



Claim—1. In a bicycle-coupler, the combination of the female coupler-end frame comprising the upper and lower parallel cross-bars, the vertical end bars partially connected to the upper and lower parallel bars, means for attaching the end bars to the frames of two bicycles, and means for rigidly maintaining the coupler-frame in its normal upright position, substantially as and for the purpose set forth.

573,602. BICYCLE-CARRIER. HENRY D. CAHILL, Boston, Mass., assignor of one-third to JAMES E. MCCAFFERTY, same place. Filed Dec. 23, 1894. Serial No. 533,365. (No model)



Claim—In a bicycle-carrier, the combination of a cross-bar and means for adjustably securing it upon a bicycle, of flexible arms projecting from the ends of the cross-bar provided with terminal slots to receive straps, and marginal apertures thereon for the reception of straps, substantially as specified.

573,656. BICYCLE-ALARM. CLAUDE SWEARINGEN and DAVID S. LEMM, Milwaukee, Wis. Filed Sept. 2, 1896. Serial No. 604,598. (No model)



Claim—1. An alarm for bicycles, comprising a spring-rod adapted to be secured to the fork ends of a bicycle, springs on said rods to an open-bottomed cylinder vertically movable on said rods above said spring, a piston movable within said cylinder, friction-wheels journaled directly in the side walls of said cylinder, and rods and said piston, and adapted to be suspended from the top of a wheel, a wheel connected to said cylinder, a post rising from the top of said cylinder, and a cylinder depressing device adapted to be secured to said bicycle and bearing against said post, but free from connection with said cylinder or post.

ONE IN A DOZEN.

Fred Van Sicklen is characteristically tart in his make-up of the Hay & Willits' advertisement in this issue, and makes a few points that are in no wise blunted. In a side note he says:

"Unlike the average maker, they do not claim their wheels to be the 'best' made, but they do claim that their \$75 line is one of a possible dozen bicycles built in the United States and absolutely high grade in every respect. Of that dozen eleven list at \$100, the Outing being the only one at a less price."

The \$75 Outing is constructed of the best Shelby seamless steel tubing. It has 1-1/4 inch head, 1-1/8 frame triangle and 3-4 inch rear forks and stays. The wheels are fitted with Fairbanks wood rims, the spokes are Excelsior piano wire, which can be twisted and tied in a bow knot and then straightened again without any damage having been done to them. The front forks are 1 inch tapered Shelby steel tubing, and the fork crown is a forging. In '97 a new dust-proofing method is used on all the bearing parts of the wheel, which is as nearly perfect as it is possible for twentieth century human ingenuity to make it. Instead of a cup cone, such as was used on the Outing last season, a cone fitting in and being flush with the upper edge of both hubs and crank hanger is substituted. This rests on a steel ball retainer washer, which is pressed in upon a shoulder in the bearing cup. Between the steel washer and the cone is an oiled felt washer. This triple combination serves to keep the dirt and dust from the bearing in a most effectual manner.

The head adjustment, which has been but recently patented, is one of the simplest on the market. The adjusting head cone does not have the usual thread and lock nut to make the adjustment. It fits snugly on a perfectly turned fork stem and the handle bar is placed on top of this. The fork stem does not reach through the handle bar by about 1-1/6 of an inch, there being a cap screw on the inside of the fork stem, which projects over the handle bar centre piece. When this cap is screwed down it forces the handle bar against the adjusting cone and makes a perfect adjustment of the head. After which, the bar is clamped in the usual manner.

VIATOR—"I SEE."

A limited number of pedals styled the Viator were placed on the market last year by the Moore Cycle Fitting Co., Harrison, N. J. They gave such universal satisfaction that the manufacturers are now contemplating working at night to meet the increasing demand. The body of the pedal is formed of two pieces, with a short axle, reducing leverage, and cones and cups turned from bar hardened and tempered steel. There are no rivets or screws to become loose, and, in short, nothing to get out of order.

HUNDRED DOLLAR TANDEM.

\$75, \$60 and \$50 will be the prices of the Wynnwood cycles. Scheffey & Co. will also continue to market the \$100 Wynnwood tandem, and to control the sale of the Miller lamp in this country.

BEN HURS' HOMES.

Ben Hurs will be handled in Boston by the B. B. Emery Co., and in Philadelphia through the Wessels & Walls Cycle Co.

THREE OUNCES FOR A WHEEL.

A. G. Spalding & Bros. have closed a deal with the Whyte Enamel Co., of Yonkers, N. Y., whereby they become the sole wholesale agents for the United States of the Whyte Cycle Enamel, which, it is stated, differs materially from all other enamels. They are put up in 3-ounce cans, for the retail trade especially, and for the rider. One can is sufficient to enamel a bicycle.

The Whyte Co. also manufacture a special hour-drying enamel for the use of repair men, which is sold in gallon cans or larger packages if desired, and which is offered as a competitor of baking enamels.

A. G. Spalding & Bros. are placing agents throughout the country for this enamel. Communications should be sent to the New York house, 126, 128, 130 Nassau street.

NAME TELLS THE STORY.

"Carrycycle" is the new term employed by the Kalamazoo (Mich.) Cycle Company to describe what have become popularly known as carrier cycles. In addition to those intended for parcel carrying, the firm will also make a man-propelled chair for invalids.

CONCERNING SPEED.

Morgan & Wright tires now hold

All world's records, $\frac{1}{2}$ to 10 miles, inclusive.

All unpaced world's records, $\frac{1}{2}$ to 50 miles, inclusive.

All American records, $\frac{1}{2}$ to 100 miles, inclusive.

All American hour records, one to twenty-four, inclusive.

All world's records (6) made on the National circuit; and 521 prizes — all other tires combined won only 174 more.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

GOOD PEOPLE TO WRITE TO.

Admirers of the Niagara cycles, manufactured by the Buffalo Wheel Co., Buffalo, N. Y., will find much to interest them in the advance catalogue of the company now being distributed. The line includes a 23-pound roadster, 24-pound wheel for women, a trim-looking racer scaling at 19 pounds, and two styles of tandems. This concern recently built a large addition to their factory and equipped their plant with new automatic machines, making it possible to turn out \$100 machines of the highest point of perfection. Correspondence from reliable houses in towns where not represented is desired.

While their roadster and ladies' wheel will list at \$100, Arnold, Schwinn & Co. have set \$110 as the price of their World light roadster.

What a number of people seem to want is racing board reform which will not interfere with anybody's convenience.

R. H. Wolff & Co. will this season offer a choice from eight different heights of frame, from 20 to 27 inches.

NOVEL FRAME EXPANDER.

One of the most prominent English firms is experimenting with a novel device for expanding frames. The idea underlying the affair is to build bicycle frames in one size only, so that the same lugs and fitting will serve, instead of having, as at present, a fresh set of parts for each size. As shown, the patent—it is duly protected—was fitted to a lady's Swift, but can also be used on the full diamond designs. It consists, says Wheeling, briefly, of a method of telescoping the rear braces and saddle strut in such a manner as permits an expansion or contraction in the height of this portion of the frame to any required degree without affecting the rigidity of the machine. The saddle is fixed to the apex of the triangle formed by these tubes in such way that the weight of the rider is borne directly by all, the braces hinging on the saddle clip and also at their lower end on the back fork lug. This permits the angles to self-adjust themselves to the varying height. The method of securing the tubes at the telescoping point is a very ingeniously contrived stuffing-box idea in which locking discs working around the female tube jam rubber rings in such a way that all movement of the latter is impossible. We manipulated the device and found it extremely simple and easily worked. In the diamond framed machine the top rail will be fixed in the usual way, the stuffing-box locking being used for the remainder as in the ladies' machine.

"FIRST COME, FIRST SERVED."

A Sunol tandem, listing at \$100, will be a feature of the Sunol line, made by the McIntosh-Huntington Co., Cleveland, O. It will be made in both double diamond and combination patterns, and as the output will be limited it will be a case of "first come, first served."

The Sunol single will as usual list at \$100, and be thoroughly abreast of the times. Four heights of frame will be furnished for men and three for ladies. The medium priced machines, the American King and Queen of Scorchers, the Stella and the Hercules, will be retained, of course, each at \$60. Of these wheels the makers say:

"Many new and novel features have been introduced, which, together with their excellent quality and fine finish, would entitle them to a higher rank than the list price would indicate."

REGULAR THROW DOWN.

A thief is likely to have no end of trouble with a bicycle that cannot be steered by the front wheel, and realizing this fact J. P. Hummel, of Milwaukee, Wis., has marketed a patented lock working automatically at the steering head over the fork crown. By the pressure of a bolt the front wheel can be securely locked at any angle or straight. A key is used to turn the bolt back in place. The simplicity of construction and operation, as well as the neatness and durability of the device, readily adjustable to all wheels, makes it a novelty of considerable value.

NONE SO CHEAP AS THAT.

Through an error, the Shelby Bicycle Mfg. Co. announced in their advertisement that the 20-inch Ideal cycle lists at \$30, instead of \$35. The company desire it announced that none of the Ideal models list at \$30.

Stoned by Women.

An Eclipse Bicycle Rider Had a Remarkable Experience.

KURDS CALL IT THE CHOLERA

A Missionary Makes a Trip on a Wheel in Parts of Persia Where no Traveler Had Before Penetrated, and Had Many Close Calls.

The following letter has been received by the Eclipse Bicycle Company from a missionary stationed in Persia, and needs no explanation:

ROOMIAH, Persia.

Eclipse Bicycle Co., Elmira, N. Y.

Gentlemen:—The Eclipse bicycle I bought of you I have used during the fall of '94 and all of the summer of '95 in missionary tours in Persia. From June 12 to October 1, I traveled 1,316½ miles, taking the bicycle into the heart of Kurdistan. The Eclipse '94 roadster is the only wheel that ever went into these districts, and I doubt if another wheel could go there.

Lenz, Stevens, Allen, and his companions, in their remarkable trips, only skipped across the northern end of Kurdistan, and always kept on the beaten caravan roads. I, with the Eclipse, penetrated into the interior, where there are no roads, sometimes on the top of a vast mountain and again down in a stony rocky valley, where a human being could hardly go. Carrying ten pounds of baggage with me I have climbed mountain passes 10,000 feet high—some of which, even with the Eclipse, I have had to walk, but always having the advantage of the other side.

When you remember that there is not a built road anywhere in this part of the country, and that a carriage or wagon has never been through there, and that no man would ever think of picking a stone or boulder out of the road, you may be able somewhat to imagine what it meant to ride a wheel there and what the wheel had to stand that could go through.

And not only did I meet with opposition from the roads, but the people did their share; a half-dozen donkey boys attempted to play baseball with me as I passed by. There were lots of "striks," but only one "hit," and that was a "fo l," as the club missed my back, struck the end of the saddle as I dodged forward and came down on the wheel with all the force the boy (youngster) could muster.

I was stoned out of another village by the Kurdish women; surrounded by a mob of 1,500 men and driven out of their city, and innumerable other experiences, crowned, I think, by having a Kurd take down his rifle, load it, and take an aim on me as I came coasting down towards him down a mountain side.

Such names as "The iron horse," "The horse of wind," "The horse of the false prophet," "The plague," "The cholera," "The English bear," "The spook that knocks down women," etc., etc., were common titles. (Signed) Rev. E. T. ALLEN.

Light and Strong.

Eclipse Bicycles

The Machine for 1897.

8 Models—4 Prices—One Nameplate.

Chicago Show, spaces 89 and 90.

New York Show, spaces 462 and 468.

ECLIPSE BICYCLE CO.,

ELMIRA, N. Y.

STEPHEN T. MOEN, 33 Barclay St.

Metropolitan Agent.

Kindly mention The Wheel.

FREE DISTRIBUTION OF BELLS.

Beginning with the year 1897 the New Departure Bell Co. will make a practice of giving away bells, one nickel-plated bell each day and a gold-plated one at the end of each month. It is the result of an idea of Advertising Manager Southwick, and will serve a double purpose. Discrimination will, of course, be used in the distribution. To secure a bell it will be necessary to cut out and mail to the company at Bristol, Conn., such advertisements and reading notices (such as this) as refer to them. Each day a bell will be sent to whoever forwards the greatest number of such clippings, and to whoever has the greatest number to his credit at the end of each month a golden bell will be awarded. Duplicate clippings will be accepted, but only in reasonable quantities.

WANTS A CHANGE.

The present system of indicating the gear by giving the diameter of the wheel to which the driving wheel is made equivalent is not satisfactory, as it takes no account of the length of the cranks.

Shortening the cranks has to a considerable extent the same effect on the rider as raising the gear, and lengthening the cranks is much the same as lowering the gear.

It would be preferable to give the ratio between the circumference of the circle described by the pedals and the distance the machine is propelled, as this would indicate the net result of the three factors—length of cranks, diameter of driving wheel, and relative sizes of the two chain wheels.

JABEZ BEESWINGER.

THE SINGLE TUBE ABROAD.

Although of English origin, the single tube tire made little or no progress abroad until last year, when the "American invasion" began in earnest, as THE WHEEL remarked a few weeks since. Of course, the Britons poo-poo the tire, and while its sale may be limited on the "tight little isle," it has certainly secured a hold on the continent. For instance, Michelin, the French tire man, has placed a considerable order for American single tubes, and Ostheimer Brothers, of Paris, who formerly sold a few, secured a license from the Hartford Rubber Works and brought over Hartford experts to direct their manufacture. The result was so satisfactory that they established a single tube plant in Belgium and are now contemplating a factory in Germany.

CHICAGO SHOW "SPECIAL."

It is designed to make one of the special features at the Chicago show an exhibit of growth and improvement from year to year in the different parts of the standard bicycle. Any manufacturer who can supply parts that will interest the public and assist in this special exhibit should communicate immediately with Manager A. E. Pattison, Room 43, Auditorium building.

POSTERS WANTED.

Makers of posters should correspond with the Sterling Manufacturing Company, No. 1 Dyer's Building, Holborn, London, E. C., England. The firm wishes to invest in posters, without the name of the machine or the manufacturer shown, i. e., with blank space for the Sterling people to insert such names as they desire.

SECURES THE SNOW HOLDER.

Foreign demands for the Snow Wire Works' adjustable cycle rack or holder, has led to the placing of an exclusive agency with S. Hoffnung & Co., No. 102 Fore street, London. E. K. Tryon & Co., Philadelphia, have secured control of the Snow racks and toe clips in all of Eastern Pennsylvania.

GOING TO MERGE.

After January 1st the "Paris Velo," the first daily cycling paper ever issued, will appear as the sporting edition of the great French daily paper, "Le Figaro."

Some New Ideal Models.



Shelby Cycle Mfg. Shelby, O.

A WONDERFUL TIRE-MAKER THIS.

From England come some wonderful stories of the capabilities of a new tire-making machine bearing the name of Brianard. It is said that with four, or, at the most, five workmen, it will do the work of 150 people. Three hundred single-tube tires an hour can be turned out by this new machine, complete in everything but the splicing, and each tire absolutely free from any variation or deviation from standard.

MAKES LIFE SMOOTH RUNNING.

To Americans who for now these thirty years have eased life's bearings with graphite, and literally made our mark with its penciled blackness, thanks to the Joseph Dixon Company, the following from the Irish Cyclist seems strange, as from it the inference is plain that the name of Dixon and the product thereof is not as well known among foreign wheelmen as the virtues of maker and product deserve. Says the Irish Cyclist:

"It is some months ago now since we first got a stick of graphite, as manufactured by the Joseph Dixon Crucible Company, of Jersey City, N. J., U. S. A., and since then we have quite discarded oil. Even with a gear case it is quite as good as oil for lubricating purposes, while for a naked chain there is no comparison. Even when smothered with liquid mud it runs comparatively smoothly, and with an entire absence of that mischievous grind which under other circumstances is never absent.

"Experiments by Professor R. H. Thurston have proved that a bearing lubricated with the Dixon prepared graphite will run for 290 minutes without squealing at a speed of 2,000 revolutions per minute, and with a pressure of 60 pounds per square inch, whereas sperm or other best lubricating grease will only run 51 minutes.

Barney Oldfield, the well-known Toledo racing man, has signed with the Miami Cycle Company, not to race, but to represent the Raceycle in the capacity of "commercial tourist."

Morrison's Bicycle Ice Creepers, for Winter use. Sample, 20 cents. Facts free. W. T. S. Morrison, M'r, Cornish, Maine.

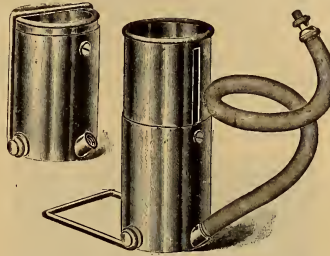
DIXON'S GRAPHITOLEO

lubricates not only the chain and sprockets, but also the pins in the links of the chain, which stick graphite can't do and is not intended to do. For gun locks for copying presses and for office chairs it is unequaled. If your dealer does not keep it, mention THE WHEEL and send 12 cents for sample.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

FOOT PUMP OF POCKET SIZE.

While the pump is a novelty, the mere fact that such a firm as John H. Graham & Co., of this city, have added it to their stock will commend it—the Sykl Foot Pump it is termed. Although operated by the foot it can be closed into a compass of such size as will permit its



being carried in the tool bag or pocket. Small though it is, it is asserted that it will inflate a tire in half the time necessary with a hand-pump and without the heating or blisters so frequently generated by the latter.

Imitation may be the sincerest flattery; but the modest man who controls the original, genuine, world-renowned patent on wheel or sundry has no use for that sort of adulation.

A fit of cycle abstraction—wheel thievery.

GEAR CASE MAKERS, PLEASE NOTE.

The pros and cons of gear cases for American machines is an old and oft-told story in the columns of the wheel papers. It has been alleged that American manufacturers were slow in recognizing the growing demand for gear cases. This may or may not be a fact, but what can be said when a firm stands ready to buy gear cases and equip their wheels with them, and yet is unable to purchase them?

This is the predicament the Eastern Bicycle Manufacturing Company, Amesbury, Mass., find themselves in. Therefore, if anyone wants to hasten the coming of the gear case era in American cycling, all they have to do is to drop a line to the Eastern Company telling them where the gear cases can be purchased. The American wheel with a covered chain will soon follow.

Col. D. L. Cockley has resigned the general management of the Shelby Steel Tube Co. His resignation was tendered at a meeting of the directors on Dec. 22d.

Free! : Free! The Elastic Tip Co.'s

New Invention Calendar will be mailed either from Boston, Chicago or San Francisco. Free, only send necessary mailing expense, five 2c. stamps.

DIES FOR CYCLE FITTINGS.

PRESESSES, DIES, AND OTHER
SHEET-METAL TOOLS
FERRACUTE MACHINE CO.
BRIDGETON, N. JERSEY, U.S.

SPECIAL BIGYCLE PRESSES.

WRITE FOR CATALOGUE
Describing 300 Kinds of Presses.

Agents, Attention!

1897 Kimball Bicycles NOW READY.

We Want a **BRANCH HOUSE** or
AGENCY in Every City.

THE PHILLIPS MFG. CO.,

307-309 WEST BROADWAY, NEW YORK CITY.

Kindly mention The Wheel.

SAT UPON.

Mary had a little wheel,
She used it as a breather;
And everywhere that Mary went
The wheel was underneath her.

WE ARE USED TO THEM NOW.

She dressed up in her brother's clothes;
A road ride she took;
And every one who knew her said:
"How girlish you do look!"

SHE WAS A WABBLER.

"Where are you going, my pretty maid?"
I asked, "and wasorry I had
For she was riding a wheel, you know,
And the question made her mad.

E. S. Edwards lowered the record from New York to Philadelphia, on October 18th, 59 minutes, with the **FORCPEDE** attached to his wheel. We offer a prize to any rider who breaks a long-distance record on any machine with a **FORCPEDE** attached. It has been done, and can be done every time, all conditions being equal. Call or address **FORCPEDE COMPANY**, 445 Broome Street, New York City. c-1f

**A LITTLE HIGHER IN PRICE, BUT—
ABSOLUTELY
THE BEST OILER IN THE WORLD.**



PRICE, 25c. EACH.

Regulates supply of oil to a drop. Does not leak. Has won every test in competition with other oils. We make cheaper oilers. Also Oiler Holders and Pump Holders.

CUSHMAN & DENISON, 172 Ninth Avenue, NEW YORK.

EMPLOYMENT COLUMN.

Advertisements in this Column Free.

Patrons of this column will please notify us when they desire notice withdrawn.

SITUATIONS WANTED.

A thoroughly experienced bicycle salesman is open for a position until April 1st; 3211-edge reference. Address J. E. B. K., care of The Wheel.

A young man with several years' experience in charge of good draughtsmen help and designing in bicycle factory, wishes an opportunity where his talent will be appreciated and a future secured. M. H., care of The Wheel.

Wanted—A position as salesman, either in New York or on the road; knows the cycle business thoroughly; four years' road experience. Address N. L., care of The Wheel.

Position wanted by a young man; thoroughly understands the bicycle and photograph trade; capable of taking charge of a repair shop or branch store; several years' experience. Address C. N. H., care of The Wheel.

Toolmaker—A first-class toolmaker is open for engagement as foreman in any department with a first-class bicycle factory, or as superintendent of small concern. Address Reliable, P. O. Box 111, Springfield, Mass.

Situation wanted by a man, 26; has six years' experience in bicycle building; will accept position either as superintendent, foreman, or any other position in factory. Address G., care of The Wheel.

Young man, thoroughly experienced through connection with several manufacturers, would make the circuit of cycle shows in the interest of manufacturer or jobber; wheels or sundries. Address H., 232 E 71st St., N. Y.

Wanted—Position by experienced young man; has had eight years' experience in the bicycle business, related to traveling, wholesale and retail business; is looking for permanent position as traveling salesman; territory no object; can furnish the best of references. Address R. A. Creek, Liberty, Ind., care of Liberty Mfg. Co.

Wanted—Responsible office position of any description with reliable manufacturer, by young man; five years' experience in bicycle business; can furnish highest references. Address Box 39, care The Wheel.

Position wanted as assembler and wheel builder; no objection to leaving city. C. E. Haynes, 122 E. 28th St., New York City.

Experienced cycle mechanic, thorough in all branches, desires position with good firm; has occupied position as factory superintendent, also foreman; excellent references; fifteen years' experience. Address F. J. M., care of The Wheel.

Situation wanted by expert electro-plater; fifteen years' experience; had six years' charge of high-grade bicycle polishing and plating; have an absolutely rust-proof nickel, 1-5 solution, 1-5 cost of old process. The Wheel, No. 26.

A NEW BICYCLE

is on the market.
It is called
the "Duquesne Special,"
and embodies many
new ideas which
will instantly appeal
to buyers of discrimination.
You want to read about it.
A postal brings catalogue.

DUQUESNE MFG CO., Pittsburg, Pa.

Makers of Distinctively High-Grade Bicycles.

New York Branch, cor. Fulton and Greenwich Sts.



FOR SALE, EXCHANGE, WANTS.

TWENTY-FIVE WORDS, 35 CENTS.

Each additional word two cents. Cash invariably in advance.

WANTED—To exchange rim cement, either liquid or solid, for a few bicycles. Excelsior Cement Co., Westfield, Mass.

BICYCLE clubs, send list of newspapers and magazines wanted and get my prices; I can save you money; lowest rate for any periodical. Hoag's Subscription Agency, 62 Hooper Ave., Houghkeepsie, N. Y. Kindly mention The Wheel. 1-15-c

SALESMAN, traveling (bicycles), experienced, thoroughly reliable in every respect, good hustler, always successful; references A1; age 27; open for an engagement with a first-class firm. Address C. M., The Wheel. 1-8p

FOR SALE OR TO RENT—A fine manufacturing plant, including boiler, engine and shafting, 50,000 square feet floor space, railro d siding. This plant cannot be duplicated for convenience. For further particulars apply to

A. HESSELBACHRR,
75 Home Bank Building, Detroit, Mich.

In THE WHEEL BUILDING,

Corner Chambers Street and West Broadway, handsome store, suitable for wholesale or retail bicycle store.

Address

TYSEN & TOTTEN,

24 Dey Street, New York.

STAR BICYCLE ENAMEL.

It will take you but a few minutes to re-enamel your bicycle, giving it the appearance of a new wheel, from which the enamel will neither chip nor crack, by using the ready-mixed "Star Bicycle Enamel." Retail price, 25c. per can. Anyone can apply it. 28 different colors. Send for color card.

GERSTENDORFER BROS.,
17 Barclay St., New York. 67 Lake St., Chicago.

An exceptional opportunity is offered a first-class house to connect with a first-class man, acquainted with all departments from manufacture up; has had special experience superintendent and advertising manager; is fully posted on details and on generalities; would like to locate in New York City or some large New England city. Address, with full particulars, R. Y. A., P. O. Box 444, N. Y. City.

Wanted—To open Chicago store for large factory; by the best known and one of the oldest managers in Chicago; large established trade. Address C. R., care The Wheel.

Young man, now in bicycle business for himself, desires a position as manager or salesman for first-class bicycle house. Address M., care of The Wheel.

Enameler—A practical enameler (in all colors), stripper and decorator, desires a position as foreman, or otherwise, in cycle factory; first-class reference. Address W. C. L., care of The Wheel.

Wanted—Position as foreman of general machine room in bicycle plant; six years' experience. Address C. Ashley, No. 1345 Oakwood Avenue, Toledo, Ohio.

Wanted, by a boy of 17, position under good repairman; position in Iowa preferred; has had some experience in repairing. Address Box 128, Geneva, Ia.

Position wanted by mechanic; 14 years' experience; no objection as to distance. Address S. G. Shove, Harrisburg, Pa.

Wanted—A position as manager or buyer with a reputable concern in the sporting goods or bicycle business; have had 17 years' experience and can give best of reference as to honesty, good character and ability. Address Box 79, care The Wheel.

Position wanted as foreman in assembling room, tool-grinding room, or repair department; best of reference. Address C, care The Wheel.

HELP WANTED.

Salesman wanted for January, February and March. The Phillips Mfg. Co., 307-309 West Broadway, New York City.

Wanted—A man who can take charge of rent bicycles; as the work is light, would take a man who is seeking a good climate for lung trouble. Address El Paso Cycle Co., P. O. Box 406, El Paso, Tex.

Wanted—Experienced salesman with good trade connections to represent, on commission basis, Eastern manufacturers of bicycles and bicycle fittings; state with what territory familiar; references required. Address T. C., care The Wheel.

Wanted—A first-class, experienced, successful and reliable bicycle traveling salesman; one who knows the trade in the Middle or Eastern States. Apply quick to The Thomas Mfg. Co., Springfield, Ohio.

Wanted—An experienced salesman to sell patented bicycle specialty on commission. Address The Wheel, No. 59.

Wanted—A first-class cycle repairman to do general work; good wages and steady employment to the right man. Address H. M. Wieder, Lake Linden, Mich.

Wanted—A foreman for machine room, employing about 20 men; must be competent, a hustler, and good disciplinarian; must be able to take full charge of this branch. Apply with references to Universal, care of The Wheel.

The Wheel

THE CYCLING TRADE REVIEW



Copyright 1896, by F. P. PRIAL CO.

VOL. XVIII., No. 21.

NEW YORK AND CHICAGO, JANUARY 8, 1897.

WHOLE No. 4 3.

CAN THERE BE SMOKE

**And Yet no Fire? That Foreign Tire Yarn
Breaks Out Afresh with New
Brands.**

Although he will not talk for publication, Charles R. Flint, Treasurer of the United States Rubber Company, practically admits that he is endeavoring to float a large company with both American and English capital, which will operate the Tillinghast single-tube tire patents abroad.

As is well-known, the first attempt at anything of the sort occurred quite recently, when Frank Morgan, of Morgan & Wright, journeyed to London to consider a "business proposition." The leaders of the plan are men represented by the New York banking firm of H. B. Hollins & Co., and the law firm of Davies, Stone & Auerbach. Mr. Edey, of Hollins & Co., and Mr. Auerbach were in London with Mr. Morgan.

About the same time that the Morgan & Wright people were feeling the English financial pulse a syndicate was organized in which Charles R. Flint, of New York and Denistoun, Cross & Co., bankers, of London, were the leading members. They took in hand the Tillinghast patent for single-tube tires. Mr. Eddy, of Flint, Eddy & Co., and William M. Ivins, a New York lawyer, were sent as their agents to London.

Thus two American syndicates entered London about the same time. The men of money in England, however, were shy of American securities last summer, owing to the Presidential canvass.

It then came about that the bankers and lawyers from America got together and endeavored to pool issues, but nothing could be accomplished, and Mr. Morgan returned, apparently disgusted and embittered with the coquettish English capitalists.

Mr. Flint, however, quietly continued at work to get all the various interests into line for a new syndicate.

Mr. Auerbach and Mr. Hollins joined him, and the Morgan & Wright Company was taken as the basis of a new syndicate that is now in process of formation. The banking firm of Denistoun, Cross & Co. became the London partner in this new combination. Lawyer Ivins is said to have been left in London to represent the American interests.

Without knowledge of the publication of the story on this side of the ocean, THE WHEEL'S London correspondent, under

date of Dec. 26, implied broadly that some such movement was under way in England. He wrote:

"I believe that a syndicate from your side of the water is about to open proceedings in England on a large scale, with a view to force the single-tube tire, specially constructed for English road surfaces, on our market. There is a tough time ahead of these invaders, but I have no doubt that, given enough money—and I am assured that on this point everything is all right—they will ultimately succeed, as the single-tube tire of to-day is very different to the single-tube tire which was a failure here in '90 and '91."

Colonel Theodore A. Dodge, president of the Rubber Tire Association, and who controls the Tillinghast patents, was in New York on Wednesday. He was quartered at the Waldorf, and when interviewed by a WHEEL man just as the paper was going to press, denied the truth of the published reports of the matter.

"You may say positively that absolutely no effort has been made to float a single-tube tire company in England," he said, with great deliberation. "All that has been accomplished has been done in this country, and that consists of having sought to harmonize the single-tube tire interests that the competition may be open and honorable, and free from 'throat cutting.' Mr. Flint is working in perfect harmony with that movement."

STRONG ON THIRTEEN.

President R. L. Coleman, of the National Board of Trade, has just issued a call for the annual meeting of the stockholders, to be held at the offices of the corporation, No. 271 Broadway, New York, on January 20, 1897, at 10:30 a. m. In accordance with the usual custom, it is expected that this meeting will be adjourned to the week of the National Cycle Exhibition that is to be held at the Grand Central Palace, this city, February 6 to 13, 1897, and it is most likely that the adjourned meeting will be held in the concert hall of the Grand Central Palace on February 10th. At this meeting, the election of thirteen directors for the ensuing year and the officers will occur. New members elected and other business of importance to the association will be transacted.

COURT ORDERS ANOTHER SALE.

Messrs. Bass & McDonald, of Fort Wayne, who bid in the plant of the Plymouth (Ind.) Cycle Mfg. Co. for \$15,000 at the receiver's sale last month, will have to try again. The proceeding was set aside by the court and a new sale ordered for January 20th. It will occur at Plymouth during the afternoon of that day. The property includes machinery, office fixtures, completed and uncompleted stock and the patents under which the defunct concern manufactured the Smalley bicycle.

CHICAGO, OF COURSE.

**When it Comes to Anything "Big" She Always
Leads, Mileage is no Exception
to this.**

"Mileage fiends" are anxiously awaiting the report of the Records Committee of the Century Road Club on the mileage records for 1896. Since the end of the old year that committee has been deluged with statements of mileage and century runs from riders in all parts of the country, but the honor of covering the greatest number of miles will undoubtedly go to E. N. Roth, of Chicago. During the 340 days from January 25th to December 1, 1896, according to his sworn statement, he rode 34,380 miles, figures which will probably make other records filed look insignificant.

His average mileage per day was 101 miles and a fraction, and in that time he rode 146 centuries, thirty-two double, and one triple century. His greatest mileage for one month was in October, when he rode over 4,000 miles. His claims, just filed with the Century Road Club, called for the annual century record, the mileage record of America and of Illinois, the Illinois State century record, the 200-mile record, made in 14 hours and 35 minutes; the 300-mile record, made in 22 hours, and the twenty-four-hour record of 300 miles.

Roth has made his business riding, and riding alone, and has followed the good weather throughout the country. He has gained ten pounds in weight, has not had a day of sickness, and has used one wheel the entire trip without an accident other than a broken rim. He used an eighty gear for the entire year, his wheel weighing twenty-five pounds.

During the year the Century Wheelmen of Philadelphia have been working for the club record for century runs. The total number ridden by members of the club during the year was 1,205, which is so far ahead of any previous record that there is little doubt but that the record claimed will be accepted. Of the individual century rides by members of this organization, "Archie" Gracie heads the list with 156, which is ten ahead of Roth's individual century record filed with the Century Road Club. John George of the same club has ridden 147 centuries and has put in a claim for records for the greatest number of centuries made in 30 and 60 days, the number ridden being respectively 39 and 70. The club holds the record for the greatest number of centuries ridden in one day, the record of 197 made in the Newark-Philadelphia run last June having been accepted. John Nobre stands third in Century Wheelmen's list with 50 centuries. He has filed a claim for the New York-Philadelphia record.

WONDERFUL WOMAN.

"Queen of the Road," Coloradians Crown Her, and with Reason—Opposed to Elliott.

Denver, Jan. 1, 1897.—Denverites believe that Mrs. A. E. Rinehart, the wife of a local photographer, has proven her claim to the title of "Queen of the road." During 1896 Mrs. Rinehart rode 116 centuries and a total of 17,152 miles, not only surpassing the record of any other woman, but earning a string of "century bars" which is equaled by but one other person in the United States.

For her the year of 1896 has been one of wonderful performances. During the fall of 1895 she first began cycling. Shortly afterwards there was a long century run out from Denver, and she essayed it successfully. Later in the year she repeated the feat. The next century ride she made was on January 10 of 1896. In April she made two more, and in May tried making two on consecutive days. In July she successfully performed the feat of making ten centuries in ten consecutive days, and on the 22d of the same month rode 200 miles within twenty-four hours. August 7 she rode another double century, and on September 27 rode a double in 16 hours and 18 minutes, which is believed to be the best work ever done by a woman on the road. The record was a State one, no man having ever beaten her time. But Mrs. Rinehart was not trying for a fast record. She rides centuries for the love of the exercise and sport. Her most marvelous ride was commenced on October 31. She rode a century on that day and on nineteen following days, making twenty centuries on twenty consecutive days. She rested one day and rode four centuries in four consecutive days. Stormy weather then intervened. But during the cold month of December she made sixteen centuries, ceasing her riding for the year on December 27. At that time she had ridden during the year 116 centuries, and made a total mileage of 17,152 miles. One of the hardest rides in Colorado is to Colorado Springs and return, a trip of 150 miles. This Mrs. Rinehart has made in a day. She rests on her record, the next best century record in the State being 92 runs. A singular part of the whole performance is that she has steadily maintained about the same weight. When she commenced her work she weighed about 140 pounds, and now weighs but 142.

Her record of centuries for the year follows, showing on what days she rode. It will be noticed that the fall months, which in other States are prolific of bad days, were the ones in which she did the most riding. The record is: January 10, April 21, 26; May 3, 10, 12, 23, 24, 28; June 3, 7, 12, 14, 17, 21, 24, 26, 28; July 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 15, 19, 22, 22, 26, 28, 29, 31, August 2, 5, 7, 7, 9, 12, 14, 16, 19, 21, 23, 25, 27; September 2, 13, 15, 20, 22, 27, 27, 29; October, 1, 4, 5, 8, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 31; November 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24; December 1, 2, 3, 4, 10, 12, 14, 15, 17, 18, 19, 20, 22, 23, 24, 27.

George M. Scott, of the Denver Wheel Club, will represent the Colorado Division, L. A. W., at Albany in February. Mr. Scott will represent the sentiments of the Colorado members of the Division, which is decidedly against Sterling Elliott's re-election. In fact,

in making his annual report Charles Wilmott Dawson, Chief Consul for this State, was emphatic in his denunciation of Elliott. The latter was scored for his utterances against the silver sentiment of this part of Uncle Sam's region—not because he disagreed with the Western sentiment, but because he did not give what the West considered a "fair shake." All the schemes which Mr. Elliott proposed and pushed to assist the L. A. W. proved decided failures in the West. Mr. Scott is not pledged to any other candidate. He will also try to get a date on the national circuit for Denver, and to secure good riders for events in this city during the summer. Mr. Scott is one of the leading spirits in the association which controls the famous Denver third-mile track. The only cycling racing events which "took" during the last racing season were the big ones in which O. B. Hachenberger met and vanquished an opponent. For 1897 other big races will be pulled off.

The proposed six-day indoor race, eight hours a day, is likely to be declared off. The committee from the Arapahoe Wheel Club, which had the matter under discussion, was compelled to give up the idea of getting a hall. There is an old power-house, but it would cost \$5,000 to fit it up. Then there is Coliseum Hall, but the turns are too short and too numerous—a rider going fast would get dizzy. A proposition to build a track inside a circus tent is now being considered, but is not likely to result favorably.

The Denver Cycle Show will be held February 20 to 27. G. A. Wahlgren will have the management, under the direction of the Bicycle Board of Trade.

"Dad" Gleezen was in Denver this week, looking after a man or two to put on the Keating racing team. The Keating has not taken part in racing heretofore, but will have a team to go after records in March and to take in the national circuit afterwards.

Henry Hilton, Jr., of the Sterling agency in this city, is a Major in the State National Guard, and spent most of the early part of the winter in Camp McIntyre at Leadville. He is now at business again, booking orders for the green wheel.

O. E. Boles, the old-time State champion, and now the Waverley agent, is in Indianapolis, attending the annual meeting of agents at the factory.

STAR AND HIS "BACKER."

New Haven and Springfield papers are exposing one Jesse W. Starr, who essayed the role of promoter, and painting a glorious picture of the cycle industry, actually obtained possession of a factory in Westville, Conn., after which trouble with his Boston "backer" developed. Mr. Starr found it necessary to visit the "backer;" he departed but never returned. Before he left he executed some papers and deposited as a guarantee of good faith six \$1,000 bonds of the Edwardville, Ill., Water Co., which now repose in a Westville frame as a souvenir of the cycle factory that was to be.

HACKED BY HACH.

A. L. Hachenberger broke the 200-mile Colorado road record, on December 21st, covering the distance in 14 hours, 1 minute. The best previous was 16 hours, 16 minutes. He rode over the Brighton course.

DOWN IN DALLAS.

They Move to Incorporate and Receive Tenders to Test a Bicycle Baggage Case.

Dallas, Dec. 31.—The annual December meeting of the board of officers of the Texas Division of the L. A. W. was held to-day in the club rooms at the Oriental Hotel.

Chief Consul E. W. Hope, of Sherman, presided until he had installed his successor, R. K. Earnest, who conducted things in a business-like manner.

Changes and amendments were made in the constitution and by-laws of the Division, and local consuls, league hotels, etc., were appointed. A motion was made and carried deciding to incorporate the Texas Division as a society, the Texas League of American Wheelmen. The articles of incorporation are to be drawn up by the Chief Consul and filed with the Secretary of State in accordance with the law of the commonwealth.

It was also decided to offer cash and merchandise prizes to members sending in the greatest number of applications for membership in this Division.

Ex-Chief Consul E. W. Hope was elected a delegate to the National Assembly.

Mr. Earnest will attend the Assembly, carrying the proxies of the other three delegates.

The question arose as to whether or not it was legal for the railroad to charge extra for the carriage of bicycles, and the discussion led to the acceptance of the offer of a firm of prominent Texas lawyers, who agree to make a test case and win it for a stipulated sum, thereby compelling all roads in the State to carry wheels as baggage; in the event of their lawyers' failure the Division will assume nothing but the court costs.

The meeting adjourned, to meet again in Waco, July 4.

WINNER ALL AROUND.

Toledo, Jan. 3.—J. L. Yost is back from Europe richer by several pounds of avoirdupois, several charming French phrases, and a mind contented with his company's prospects abroad.

Mr. Yost renewed contracts with already established agents, and did missionary work for his territorial agents in fitting from one place to another creating business for his clients on the Falcon in important corners.

The Yost Co., by the way, have always been extremely conservative in talking of their European trade, for reasons which are easily guessed at, but it is nevertheless a fact that they have had a good trade there for several years. They were among the missionaries in the field, having done their European plowing over three years ago.

Robert M. Maples, 57 Holborn Viaduct, London, E. C., England, has the Falcon agency for the United Kingdom; also that for Norway, Sweden, Switzerland, Russia, Germany, Denmark, Italy and Belgium. He will cover the territory with an efficient staff of travelers. Mr. Maples' son (S. A.), who has partial executive control of his father's business, is now at the Yost factory in Toledo, acquiring a familiarity with the technical side of cycle making.

To the record-breaker a word on a check is worth two on the slate.



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WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

AS TO OUR WAGES.

WHENEVER the foreigner is driven into a corner, and forced to advance a valid reason why American-made bicycles can not be exported to his country; and sold at the same price asked for domestic machines of an equal grade, he invariably makes use of the argument that it is not possible, owing to the lowness of foreign wages as compared to those paid to American workmen. For years England has bolstered up the drooping hopes of the British cycle maker with this seemingly irrefutable argument, and yet never was theory less in accordance with fact.

Let anyone glance for himself over the weekly manifest of exports from New York. He will find from this record that bicycles, and goods and wares of every kind, pass out of the harbor to every quarter of the globe. If he will look further he will observe that not alone is it true in regard to the bicycle, but in every type of exports the wages or earnings recovered from the sale are higher in rate and more especially in purchasing power than in any of the countries to which these goods are sent. If the rate of wages were the prime factor governing the cost of production, and if upon that rate rested our power of competition, not one dollar's worth of this vast quantity of goods representing our excess of products could be sent out in exchange for

the comforts and luxuries of which our imports mainly consist.

A well-known recognized authority in mechanical matters lays down the proposition that high wages and the use in connection therewith of labor-saving machinery are the real secret of cheapness of production. The true policy of the employer of labor in his opinion is to encourage workmen of the best class by liberality in the wage scale to the most efficient use of the most perfect machinery, so that there is large increase in output, meaning increased wages for the workmen coincidentally with a decrease in the cost of production. He points out that this policy has shown in this country wonderful results, and that it may be said to be in very truth the American policy in employment of labor. He enumerates some remarkable results taken from American watchmaking and cycle building, in which the highest summit of efficiency has been reached, bringing necessarily the lowest cost of production.

Type-setting machines, manufactured by the Linotype Company, are expensive machines, of which labor counts for ninety per cent of cost. These machines being made with substantially the same machinery in Germany and in the United States, it has been found that the American-made machines cost less than those in Germany, although labor in Germany is forty per cent cheaper than in America. A better instance could hardly be found than this. Possibly more striking, however, is the statement made by Mr. Outerbridge, the authority above referred to, that the cost of an American locomotive to-day, finished and ready for use, is only a little over six cents a pound, or very little more than the cost of the raw material not a great many years ago.

Every one can draw his own conclusions from these things, but it is difficult to avoid the conclusion that there exists no possible reason why, under judicious effort, a growing and lucrative foreign trade may not continue to be enjoyed by the American maker of cycles and parts.

REGARDING IMPROVEMENTS.

BESIDES swearing off old vices on the first of the year, many are moved to swear on new virtues, a practice that also causes pleasurable emotions and leads people to proudly look at their benign countenances in mirrors. As all men, those in cycling not excepted, are by nature imperfect, all have a chance to exhilarate themselves with reforms of this sort.

But pointing out to every man who is connected with cycling what virtue he should add to his list is too heavy a task for THE WHEEL to undertake during the holiday season, and we will content ourselves with suggesting that all our readers give the matter

their earnest attention. Moreover, we will set them a good example by promising that during the coming year THE WHEEL will be improved in every way. The attractiveness of its present literary and trade features will be increased so that it will more clearly than ever stand unrivaled among cycle publications.

If you doubt this, buy the paper each week, and when we show signs of backsliding, scoff at us as your cigars do at you when you return to your cigars.

PLACE FOR CONVICTS.

THANKS to gallery-playing legislators of this State, convicts in New York's penal institutions will in future be condemned to expensive and vicious loafing, being forbidden henceforth to labor in any way which may conflict with free labor.

Penologists are vainly endeavoring to find means of employment for these thousands of convicts and it seems more than likely that were the officials of the L. A. W. to temporarily lay aside political shuffling and dealing, and go to Albany with a bill demanding the State's convicts to be employed on road building, that the bill would easily be passed to the advantage of all concerned.

But New York's League officials are entirely too busy knifing and thimble-rigging to devote any time and attention to anything outside of politics, as they are understood in the immediate neighborhood of the Vanderbilt Building.

Since the New York division has seen fit to conduct its affairs in imitation of Tammany, it would, perhaps, be well for the conductors aforesaid to remember that the importation of a "Blue-eyed Billy" from Buffalo has virtually wrecked Tammany, and the same story is likely to follow the same importation in the case of the State division. Buffalo politicians, whether real or imitation, have never been a success when transplanted in New York surroundings.

If in a discussion regarding a wheel, its riding or its manufacture, you're in the right and a man says you're as stubborn as a mule, you may safely take it he merely means to imply that your determination is equal to his own.

If you're in the wrong and a man says you're as stubborn as a mule—well, in that case, perhaps the best thing that you can do is to think as highly as possible of mules, for you're singularly like one, even though mules and cycling are not seemingly connected.

The Potterites' plan of trying to frighten Elliott supporters from their candidate by crying aloud Elliott's "dual capacity," is closely akin to the Chinese warrior's obsolete practice of burning fireworks, and whanging a gong.

Amid all the blare of Potterism has anyone thought it worth while to ascertain whether the President-that-is-to-be still maintains his belief that League control of racing is an undesirable thing? Or has Mr. Potter quietly changed his opinion regarding this as he did with his promise not to become a presidential candidate against Mr. Elliott? The King can do wrong, of course, but if we do not know what the King is doing how can the benighted public know what is right?

A ward worker who knows a thing or two about practical politics, says the New York Division's "want everything" policy is the proper caper. The greater the number of "wants," he explains, the greater the opportunities for "deals," and vote-bartering. Relinquishing a few of the minor plums in exchange for a given number of ballots, will serve as a blind and show the "loyalty" and "magnanimity" of the Empire State.

Figuratively, THE WHEEL pats Gormully & Jeffery on the back. Their catalogue illustrates all except their racing tandem fitted with brakes and the specifications make brakes a part of the regular equipment of both singles and tandems. It speaks a regard for the public and for their patrons alike that deserves commendation.

Were it possible to advise League politicians, perhaps some one might say to them: Don't persist in error—after you're found out; and don't be found out if you can avoid it by persisting in it. But there, you can't advise them; they know it all.

After a woman has been riding a bicycle for two weeks, she begins to regret the other make of wheel she did not buy when she chose the one that she rides instead.

To the dark-horse candidates for League honors and League emoluments: Don't stand on your dignity too much! Get off occasionally and fight for what you want.

A thing of beauty is a joy until the agent who sold it to you sends in his bill, with a request for the immediate liquidation thereof.

Cutting off coupons naturally helps to add to one's interest in cycling, whether the coupon-cutter be racer, maker or dealer.

Certainly money talks! Yet there are times in cycling, racing in particular, when it is both deaf and dumb.

Advice is one of the unpleasant smaller virtues that the truly enthusiastic rider forgets to condemn.

Good wheels are, in the end, more likely to be cheap than cheap wheels are to be good.

WHO IS BULL SHIELDING.

He Meddles in Politics and is Standing Sponsor for a Letter He Did Not Write.

Little by little the true inwardness of the anti-Elliott sentiment in this State is coming to the surface, and as the fund of information accumulates, William S. Bull, the salaried Secretary-Treasurer of the New York Division, is placed in an unenviable light.

Bull's is not a strong personality, but the man is so nervously fearful, and anxious to be obliging and affable, particularly to those who write for public prints, that they are inclined to be charitable and overlook his failings and faults. One of these is an apparently uncontrollable desire to dabble in politics and to pose as an assistant wire-puller and slate-maker. His weakness and consequently his readiness to do the biddings of others led to his being dubbed "Obedient Billy," and is directly responsible for the present state of affairs. When President Elliott was making up his committees last year, Mr. Bull undertook to assist him. He protested violently against the reappointment of Douglas W. Robert, the St. Louis member of the Racing Board, who had the hardihood and courage to bring to book three prominent racing men, who were afterwards proven guilty and severely punished. Mr. Elliott paid no heed to the Bull protest, and Robert was reappointed. Mr. Bull's nose was put out of joint, and an ugly letter, which gave great offense to the President, was penned. Mr. Elliott retorted with a characteristically straightforward declaration that rasped Mr. Bull's feelings. Bull vowed vengeance, and later when the relations of the two men were further strained by business differences, and Mr. Elliott came to New York and delivered to Mr. Bull personally an unvarnished opinion of him, the New Yorker frothed at the mouth and whetted his knife for gore. The fact that Elliott desired reelection and that Mr. Potter coveted the office was known to him and afforded an opportunity for an insertion of the steel. Among Mr. Bull's many good friends are Messrs. T. T. Eckert, Jr., and M. M. Belding. They spend much of their time in Bull's office, and when occasion requires, turn in and help the office boy address wrappers and seal envelopes. Bull told them his grievance and of the chance he had to "get even." They clasped hands, and mounting to the roof of the Vanderbilt Building, in which the office is located, began shouting as lustily as they could, "Potter! Potter! We want Potter!"

It happens that the newspaper offices are nearly all in the vicinity. The "cycling editors" heard the shouts, and as columns of space fillers had been distributed from the same office, they came in hot haste, and lo! the Potter boom was launched. When it was carried to him for inspection, Mr. Potter laughed in his sleeve and made a few remarks. He was pledged to Elliott, you know, and his word was as good as his bond! There were pins handy, and he could have punctured the boom with any one of them. But he didn't, you know. He really could not afford to offend his good friends Bull and Belding and Eckert, and then there was Walter Jenkins, in Buffalo, and Underhill, in Schenectady—their feelings must be considered. And they were. Potter played "tag" with Elliott for a while longer, but finally allowed himself to be

touched and become "it." And "it" he now "is."

This is the story in a very large shell. But the strangest part of the affair escaped enclosure. Bull denies the authorship of the ugly letter which originally gave umbrage to Elliott. He knows who wrote it and knows that the charge is laid at his door, but he guards the secret and is willingly proving himself a martyr in the cause.

The question that is being asked is: Who is Bull shielding and why, and what manner of hold has the unknown on Bull that the latter should act as the shield?

THE NIGGER IN THE WOODPILE.

From a source of considerable authority now comes a report of what is said to be the true cause of all this daily newspaper banging of drums and clashing of cymbals over the nomination of Isaac B. Potter for the presidency.

The story is, that two of the three putative managers of the recent Madison Square Garden six-day race who are newspaper men, have enlisted the drum-beating, cymbal-banging services of their fellow sporting editors for Potter, under the plea of fellow-craftsmanship.

The newspaper duo are said to declare that Potter is on record against the League in any way handling or controlling racing, in which anti-racing idea he is upheld by all the influential members of his kitchen cabinet, who now constitute his "Campaign Committee." If he is elected Mr. Potter will for once remain true to his declared principles, and do what he can to divorce the League from racing control.

While racing will thus be forced to look around for some one to control and govern it, the press gentlemen will step forward and offer to take the whole thing off the League's hands, in which offer they will be strongly backed by Mr. Potter, and by a not altogether unknown collection of trotting-horse men and track owners.

If straws, which are said to be token of the way the wind blows, are closely studied along the line above outlined, it will be seen that "straws" from the Potter camp show that the foregoing is not altogether an impossibility.

WHAT IS THE CAUSE THEREOF?

Politics make strange bedfellows. A. C. Willison, of Maryland, who was practically hounded out of the L. A. W. presidency last year, is now ardently supporting I. B. Potter, than whom none was more active in the hounding and in the whispering of unpleasantly personal stories concerning the Maryland man—stories calculated to do grievous harm. Willison's change of heart has amazed some of his former adherents. The suggestion of Conway W. Sams, Maryland's Chief Consul, as one of the vice-presidents on the Potter ticket may have to do with the case.

JOYS OF GLOBE GIRDLING.

Mr. and Mrs. D. H. McIlrath, the Chicago couple who are going round the world on Fowler bicycles, were in China at last accounts and having a hard time of it. The roads were ankle-deep in oozing mud, and the globe-girdlers were proceeding afoot, with the prospect of an 800-mile walk before them. They were accompanied by a native interpreter and coolies carrying their bicycles.

LOSING HIS GRIP.

Gideon Sets a Premium on Crooked Racing Practices by Imposing Partial Suspensions.

Baltimoreans are beginning to think that the hitherto relentless Gideon is suffering from softening of the heart. W. L. Eckhardt, of that city, while under suspension, rode in a match race at Cumberland, under an assumed name, and claims to have won about \$2,000. There was a time when life suspension would have about fitted such a crime, but Eckhardt, according to Gideon's bulletin, will only have to remain off the track until July 1st. From a financial standpoint the alleged venture was decidedly profitable.

It is stated that Gideon made the decision in Eckhardt's case with knowledge of the true facts. If so, local critics think the offense of which the Baltimore man is alleged to be guilty must be an insignificant one in the eyes of the Racing Board chief. Eckhardt claims that Gideon knows every detail of the affair, and this really seems to be a fact. His weekly bulletin relative to the case says: "For racing under an assumed name while under suspension." This indicates that the Racing Board was pretty well informed before the decision was reached, and in view of this, Eckhardt may congratulate himself. There are some who believe the case will be reopened. Whether this will be done or not remains to be seen, but there is no denying the fact that Chief Consul Sams is considerably worked up over the case, and has sent on to the Racing Board what facts he has gathered concerning the affair.

Chairman Gideon states on his side that Eckhardt was punished lightly because he promptly acknowledged his guilt. He states that it was a very simple affair. According to the chairman, Eckhardt entered a match race under his first two names, which, according to the ruling of the board, is an assumed name. He was accused of same and at once owned up, for which straightforwardness the chairman was much more lenient than he otherwise would have been, the suspension only being for six months.

Eckhardt, when interviewed, put the matter in these words: "I made plenty of money out of the race, and my friends did not get left, I am sure. I made more than \$2,000 out of that one snap. I got \$1,800 on that day and had a check for \$250 sent to me since I came to Baltimore.

"The matter is all settled. I wrote to Chairman Gideon, laying the facts before him. I answered all of the questions which he asked me, and I was suspended until July 1st."

Eckhardt exhibited a letter dated December 26th, sent to him by Chairman Gideon. The letter stated that in view of the fact of his having confessed that he had entered a race while under suspension, the chairman would be lenient with him and suspend him only until July 1st next. The letter did not intimate that Mr. Gideon knew the real facts in the case.

LAID OFF FOR REPENTANCE.

Fischer and Houten, the Belgian cracks, have been disqualified for the winter season for refusing to start in a semi-final heat at the Paris winter track.

RACING BOARD'S BULLETIN.

RECORDS ACCEPTED. AMATEUR.

10 miles, unpaced, flying start, against time, 25.24, by A. L. Hackenberger, Denver, Col., Nov. 16, 1896.
25 miles, unpaced, flying start, against time, 1.04.20, by A. L. Hackenberger, Denver, Col., Nov. 16, 1896.

Triplet, unpaced, flying start, against time, by G. G. Perrie, A. A. Gracey, O. F. O'Neill, Philadelphia, Pa., Aug. 27, 1896—1 mile, 2.00; 2 miles, 4.17 1-5; 3 miles, 6.29; 4 miles, 8.43; 5 miles, 10.57 1-5; 6 miles, 13.12; 7 miles, 15.28 1-5; 8 miles, 17.42 3-5; 9 miles, 19.57 3-5; 10 miles, 22.13 1-5; 11 miles, 24.28; 12 miles, 26.45; 13 miles, 29.02 2-5; 14 miles, 31.17 3-5; 15 miles, 33.32 2-5; 16 miles, 35.48 4-5; 17 miles, 38.04 2-5; 18 miles, 40.20 2-5; 19 miles, 42.34 2-5; 20 miles, 44.50 1-5; 21 miles, 47.05 2-5; 22 miles, 49.22; 23 miles, 51.37 3-5; 24 miles, 53.50 2-5; 25 miles, 56.02 3-5; 26 miles, 58.15 2-5.

26 miles 1373 1-3 yards, unpaced, flying start, against time, in 1 hour, by G. G. Perrie, A. A. Gracey, O. F. O'Neill, Philadelphia, Pa., Aug. 27, 1896.

PROFESSIONAL.

1 mile, paced, standing start, competition, 2.08 1-5, by W. A. Terrill, San Francisco, Cal., Nov. 21, 1896.

3 miles, paced, standing start, competition, 7.01; 4 miles, paced, standing start, competition, 9.30 4-5; 5 miles, paced, standing start, competition, 11.13 4-5; by Walter F. Foster, San Francisco, Cal., Nov. 21, 1896.

SANCTIONS GRANTED.

Jan. 18 to 23—B. F. Blake, Jacksonville, Fla.
Feb. 22 to 27—Chicago Cycle Racing Association, Chicago, Ill.

PROFESSIONALIZED.

A. G. Parker, Kearney, Neb., clause (a).
Lester E. Sisson, Columbus, Neb.
Joe Kinnan, Shelby, Neb.
John Fox, Shelby, Neb.
P. H. Burt, Aurora, Neb.
J. H. Snell, Bradenville, Pa., own request.



Charles River Park Track, Boston.

William Jordan, Lansingburg, N. Y., clause (b).
Chris Bohmet, Lansingburg, N. Y., clause (b).
E. C. Freeman, Saratoga Springs, N. Y., clause (b).
George Barber, Cohoes, N. Y., clause (b).

SUSPENDED.

For six months, from Dec. 30, for competing in un sanctioned races after warning, A. G. Parker, Kearney, Neb.; Lester E. Sisson, Columbus, Neb.; Joe Kinnan, Shelby, Neb.; P. H. Burt, Aurora, Neb.

For competing in unsanctioned races after warning, six months has been added to the terms of suspension placed upon Gus Gocke, York, Neb., and John Fox, Shelby, Neb., making same expire April 3, 1898, and Oct. 3, 1897, respectively.

BOURRILLON AND MORIN MATCHED.

Bourrillon has become a marked favorite with the Paris racing enthusiasts since the enforced absence of Jacquelin from the track on account of his army duties. In a mile and a quarter race two weeks ago he defeated Morin. The two Frenchmen were afterwards matched to compete against each other on January 17.

THE GLITTER OF GOLD.

Harry Reynolds, the Irish rider, who won the mile international championship at Copenhagen, has been attracted by the glitter of gold, and will join the professional ranks. He will make his debut in Australia, having sailed for the Antipodes on the last day of December.

MERRY-GO-ROUNDERS.

They Whirl, Wobble, Whiz and Fall Around a Block of Ice for Sport and Specie.

Washington, Jan. 2.—By a margin of slightly over two laps Frank Waller, the Dutchman who originally hailed from San Francisco, late of London and now of Chicago, won the six-day, eight-hour-a-day race, which ended at Convention Hall at 10 o'clock to-night. Maddox, who gave the Teuton a hard run for first money, lost several laps early in the race, through a punctured tire, which he was unable to recover. About 5,000 spectators witnessed the close of the struggle. The men finished in the same order that they maintained during the last four days of the contest and continued at the same even pace until shortly after 9 o'clock. Foster then started the sprinting, gaining almost a lap before he began to go down under the efforts of his hard riding. Ashinger then tried his hand, but proved himself unable to make any substantial gain. When the signal was given that only ten minutes still remained of the race, Maddox, who was two laps behind Waller, jumped out and made a magnificent run, and gained a lap, but Waller recovered it and led the field to the finish.

Early in the afternoon Hunter fell, carrying Ashinger with him, on account of which the former lost three laps and the latter one lap.

During the final sprinting Hunter made a desperate effort to catch Lawson, who had the advantage of a lap, and did so, but at the finish Lawson won by ten feet.

On account of the track being three and three-tenths feet longer than twelve laps to the mile it was necessary to take account of this fact in computing the result.

The corrected score is as follows:

	Miles.	Laps.	Feet.
Waller	.....874	5	49.5
Maddox	.....874	3	42.9
Ashinger	.....873	7	16.5
Lawson	.....871	10	429.1
Hunter	.....871	10	419.1
Foster	.....870	2	258.5

Chapple, of the English brigade, dropped out on the fourth day. All the men finished in good shape and suffered no ill-effects from the race. During the week exhibition rides were given by Bald and Tom Linton. Waller's purse was \$1,200. Maddox received \$800.

FLOYD WAS A FOULER.

Pasadena, Cal., Jan. 2.—At the New Year's Day meet, yesterday, Floyd McFarland, of San Jose, and Walter Foster came together for the first time since early last spring.

In the half-mile professional McFarland got several feet the best of the start by beating the pistol, and was able to defeat Foster in a very close finish in 1.07 4-5. In the final of the mile, Burke started McFarland ahead of the pistol again, giving him more than four yards lead. On the last turn Foster was shoved clear off the track by McFarland, who used the elbow trick. McFarland was disqualified and the Racing Board will be asked to punish him.

CONTRIBUTED \$200.

Snyder & Fisher, who make the Swell Newport bicycle in Little Falls, N. Y., have contributed a purse of \$200 for a three days' race in the Star rink in Little Falls. The event will be started January 21st at eight o'clock p. m.

THROUGH SNOW AND SLUSH FOR WINE.

In addition to the tooting of horns, the ringing of bells and the blowing of whistles, the New Year was ushered in by a score of New York cyclists by the traditional midnight ride to Yonkers and Tarrytown for the customary bottles of champagne. The race being run under no particular management, singles and tandems started side by side, and two of the contestants started ahead of the midnight hour. The roads were covered with soft snow and ice, causing riding to be anything but enjoyable. Still, as the old year gasped its last breath the twenty riders, who cared naught for chills or pneumonia, began the flounder with thoughts only for the wine. The start was made from One Hundred and Tenth street and Seventh avenue, but before half the distance was made, many of the riders became disgusted with the task and turned back.

Tomlinson and Bedell, a Riverside tandem team, started seven minutes ahead of the pack, refusing to come back when called upon to do so, and reached the Getty House in Yonkers ten minutes in advance of the party. They had "split" the prize between them before the others arrived, and denied the charge of the riders who had conformed to the rules that they had started ahead of time. However, the proprietor refused to give another prize.

F. F. Goodman and W. A. Brown on a tandem were the first to reach the Franklin House, Tarrytown. They arrived at 1.35, followed five minutes later by Schneider and Jungkind, also of the Riverside Wheelmen. The former got second prize by a few lengths. Frost, of the Harlem Wheelmen, reached the Mott House, Tarrytown, at 1.54, while the first man to reach Yonkers on a single was Chas. Fisher.

FIRST CENTURIES OF THE YEAR.

Two Buffalo riders rode century runs on New Year's Day, despite the snow-covered roads. Wm. Faulkner made the run over the Le Roy course in 13 hours and 17 minutes. Fred'k Crestlick rode from Erie to Buffalo in 19 hours and 35 minutes.

Both Faulkner and Crestlick had to walk long stretches and each had direful stories to tell of punctured tires, awful sloughs and terrible falls. Both looked like images made in mud when they finished.

Fred Spencer and Harry Brainard also started over the Le Roy course, but were compelled to quit.

COMPLICATIONS COMING.

News from Paris states that at the next meeting of the French Chamber an effort will be made to cause the adoption of a decimal subdivision of time, the day to be divided into ten hours, the hour into 100 minutes and the minutes into 100 seconds, making 1,000 minutes or 100,000 seconds per day.

When this comes to pass, and French distances continue to be measured by the metric system, records bearing the hall-mark of France will most certainly be in a class very much unto themselves.

PASSING BY.

"Dear, me, there goes our pastor on the new wheel we presented him with; how devoted he is to his charge! He can't get to church quick enough!"

"Oh, that isn't it; he has a race on with old Deacon Aimen!"

BALD WANTS GLORY, NOT GOLD.

At Washington last week Bald announced that he had decided to ride in Europe next year, although he knew he could make more money in this country. Having captured almost every American honor, he now longs for new fields and men to conquer, and thirsts for foreign glory.

"I have won nearly everything it is possible for me to take in this country," said Bald, "and though it is barely possible that I will not be able to win nearly as much money in Europe as in this country, still I wish to race there for the glory rather than the cash prizes. I will not race there, however, until I have been put in perfect condition and have become acclimated. There is no use in an American rider going over to France or England and expecting to at once start in and win races when he is in a different climate than he has been accustomed to."

"I propose to remain in France for at least six months before attempting any racing if that time is necessary to put me in perfect condition. If I remain in America this season I am confident that I can win from \$10,000 to \$20,000, but I could do nothing more than repeat my former record of last season, when I won the American championship."

WANTS TO HELP THE LEAGUE.

Bert Harding of St. Louis, and Letter-Carrier Smith are among the recent entries to the Chicago six-day race. The track will be built 7 laps to the mile. Manager Hall has suddenly taken an intense interest in the League and proposed to give a paid-up membership ticket for one year to the purchaser of every tenth, twentieth, thirtieth, fortieth or fiftieth ticket, the exact number yet to be decided on.

The championship belt, which the management will offer as a special prize, will be of silver, embossed with gold. It will be engraved with racing scenes.

GREAT EXPECTATIONS.

In anticipation of the Michael-Linton race, Jacksonville (Fla.) Wheelmen have secured a sanction and arranged a programme for a three days' meet, on January 19, 21, and 23. The club has assured the public that the crack racing men of the north, as well as a contingent of English riders, will be present and that the match race between Linton and Michael for \$5,000, will, of course, be the grand card. Six races, professional and amateur, are booked for each day.

FAVORS STATE RIGHTS.

Chairman Gideon is reported to be in favor of the proposed amendment to the racing rules allowing each State to adopt its own regulations in regard to Sunday racing. While personally opposed to sports of any kind on Sunday, he thinks that the officials of each Division should be allowed to decide the question for themselves, without their action affecting others.

ON THE MERRY-GO-ROUND CIRCUIT.

Plummer's string of English riders are booked to ride at the two days meet of the 65th Regiment, A. A., at the arsenal, Buffalo, January 15-16. The purses in each of the professional events amount to \$200.

MONTANA'S REMARKABLE AMENDMENT.

The fact that the Montana Division has but 80 members, and that a generous proportion of them have been suspended for competing in Sunday races, has stirred up Chief Consul Brock of that Division to a point of ludicrous asininity. He has sent a long circular letter to the Chief Consuls throughout the country, in which he takes up the cudgels against the Racing Board's action. In the letter the remarkable statement is made that "the question of the guilt or innocence of the offender is not a matter of consideration, the interest of the League being the only thing that should be considered." Mr. Brock wrote in the same strain to the members of the Board at the time the suspensions were announced, but that committee could not be induced to regard the matter from any such sentimental standpoint. Mr. Brock announces that to insure the interests of the League being looked after in the future he proposes introducing for action of the National Assembly an amendment allowing the Racing Board to make suspensions thereafter only when the Chief Consul in the State where the offender lives shall approve of such action as not affecting the "general interests of the organization."

CONEY ISLAND PATH RULES.

A new set of rules for the government of the Coney Island Cycle Path will shortly be drafted. Park Commissioner Dittman has asked the Good Roads Association to frame the rules, after a consultation with the cycle clubs. The force of bicycle policemen will be retained, their work during the past season having been highly commended by Capt. McNamara, of the Park force. The committee will probably recommend a set of rules substantially the same as those now in force, including the limitation of speed to twelve miles an hour.

WANT TO ABOLISH LOAFING.

Among the revised rules to be brought before the Executive Committee of the Intercollegiate A. A. is the following addition to the by-laws in regard to inter-collegiate cycle racing:

A time limit is to be fixed by the referee, and if not reached, then the heat or race to be ridden a second time, and all those not making the time limit to be barred from final heat. This rule to be put in effect even if it necessitates the omission of the race.

WILL PUSH TRADE IN FRANCE.

All of fair France will be the exclusive stamping ground—as far as Falcons are concerned—of the Franco-American Bicycle Co., 41 Rue de St. Sebastian, Paris. They are not novices, as this is their third Falcon year. They will drum La Belle France thoroughly, and have given the Yost Co. a substantial order for January-February shipment.

FIRST OVER THE CYCLE PATH.

W. H. Owen, W. K. Foley and J. Monsheimer of the South Brooklyn Wheelmen claim to be the first riders to reach Coney Island over the cycle path this year. They left the head of the cycle path at midnight and reached the Island at 12.15. C. T. Earl and Fred'k Aldridge also made the trip as the new year was a-booming.

BICYCLES TALK WHEN ALLOWED TO COAST. VICTORS TALK LOUDEST BECAUSE THEY ARE BETTER MADE.

The VICTOR Won the Great Coasting Contests in 1896.

At the New York Athletic Club Contest, May 23rd,

VICTORS won First and Second places.

At the Contest of the Associated Metropolitan Cycling Clubs, Aug. 15th,

A VICTOR made Longest Distance.

(A Victor rider was prevented from winning the final heat of this contest by interference of spectators.)

At Birmingham, Ala., Sept. 3rd,

The VICTOR won First place.

At Baltimore, Sept. 22nd,

The VICTOR won First place.

At Syracuse, Oct. 10th,

VICTORS won First, Second, and Third places.

At Springfield, Oct. 26th,

The VICTOR won First place.

At Baltimore, Nov. 3rd,

The VICTOR won First place.

IN COASTING, THE MECHANICAL PERFECTION OF BEARINGS, PERFECT ALIGNMENT, RIGIDITY, AND RESILIENCE OF TIRES, TELL THE STORY.

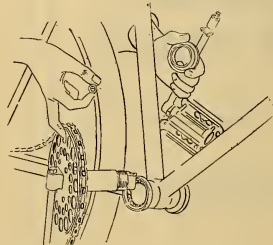
OVERMAN WHEEL CO.,

NEW YORK, BOSTON, DETROIT, DENVER,
SAN FRANCISCO, PORTLAND, ORE.

VICTOR VIEWS.

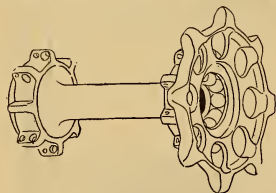
In the advance catalogue of the Victor bicycles the Overman Wheel Co. takes issue with the trade in general in three striking particulars: They adhere to the twelve months' guarantee; they say "nay" to one and two piece crank shafts and use barrel hubs only on their road racer. They state their case interestingly. Of the crank shaft and bearing they say:

"This feature of the machine is one of the examples of "Victor Grade." It is an extremely simple device and can be very easily dismantled and cleaned. Its present form is the result of years of development of the original idea, each year adding something of value to the device.



The 1897 improvements add greatly to the outward appearance of this machine at this point and include a dust-proof bearing in which felt washers are not required. The theory of construction involved is, that a large crank-shaft having crank sockets at right angles to its axis and detachable cranks of crucible steel best meets the requirements of a pedal driving-gear for bicycles.

"The hollow construction of shaft with large diameter gives it a greater resistance to torsional strain with a less quantity of metal. The larger bearing also makes the frame stronger and stiffer at this vital point. Detachable cranks are a feature which should not be omitted from high-grade bicycles. They are not only a convenience in dismantling and assembling the parts and in exchange of cranks to



obtain a more suitable length, but also provide a better grading of the steel to meet the requirements involved. As the crank has one duty and the axle another, the material of each should be different, and as the crank is more exposed to accident it should be detachable for easy replacement."

The subject of hubs and bearings is treated in this wise:

"This masterpiece of genius and workmanship, the Victor rear hub and sprocket, is a good illustration of the meaning of the words "Victor Grade." Here the ideal thing is made real, and the matter of expense is not allowed to prevent the conception from taking its true and best form.

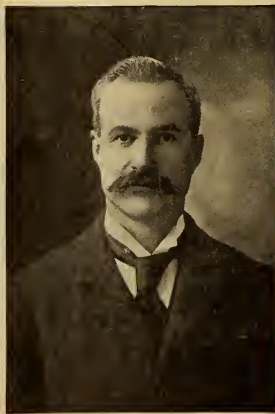
"Fifty distinct operations are required in bringing the bar of crucible steel into the finished form. The result is a driving hub made

in one piece, a perfect mechanism without joint or seam. The dynamometer gives us the record whereby we are enabled to fix upon a constant size of sprocket wheel (namely, one having eight teeth) which will best convey the driving power.

"We make a forging weighing 3 pounds 5 ounces so as to be able to construct the hub and sprocket all in one piece. The waste metal machined away weighs nearly 3 pounds, the completed part weighing less than 7 ounces. This piece is hardened in oil through and through for toughness to bearing surfaces and to the sprocket teeth and spoke sockets. We grind our hardened bearings together to a perfect surface, and are enabled to do this because the material is the same all the way through."

R. N. MARTIN.

Mr. Martin is one of the Eclipse Bicycle Co.'s acquisitions. He will represent them in the South, where for fifteen years he has accumulated experience and a reputation as a



salesman of high degree. Frank Weston, the head salesman of the concern, is in the West, where several large contracts are pending.

TEXAS TRADE.

Dallas, Jan. 2.—The trade outlook throughout Texas is very bright, and a phenomenal business is expected the coming season.

Representatives of a great many concerns have been through and are now traversing the State, sowing and reaping.

Dallas has a good trade the past year and expects more for '97. The Young Cycle Co. are making very extensive preparations.

Ft. Worth had an unsuccessful year, the three most prominent cycle concerns in that city being forced to the wall, viz., Sam C. Baker, deed of trust; Miller, Cherry & Co., general assignment, and E. L. Day, deed of trust.

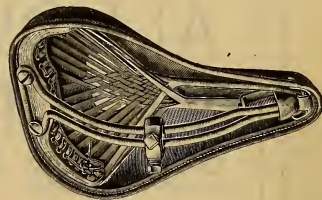
Jas. Braggassa is the only dealer of any note remaining, and he is preparing for a large '97 trade.

Austin dealers enjoyed quite a profitable business the past year, in spite of the hard times, Fred Petmecky doing the largest business. He will enlarge his scope for the coming season.

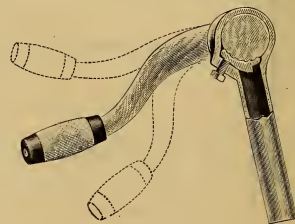
Bergener & Bro. and Webb & Bro. will also continue in the business.

HARD AND SOFT SHOES.

It is now five years since W. W. Shoe, 428 Walnut street, Philadelphia, Pa., embarked in the manufacture of bicycle saddles, and by quiet and conservative business methods gradually enlarged his capacity and perfected the quality of the goods, so that now the name Shoe is synonymous with all that is good and practical in this line.

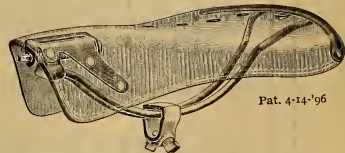


For 1897 Mr. Shoe shows much that is new and of interest. The "Cushion Top" is one of the late productions. As its name implies, it is a saddle for comfort and not for scorching. The heavy, leather-covered felt top is suspended over a steel frame and backed by eight spiral springs that yield to every movement of the body, at the same time allowing a firm seat. An additional spring at the back takes up any jolts or jars from rough riding, and its shape is such as is most conducive to ease.



The model "S" is of the hygienic type, with felt top suspended on rawhide thongs. The arrangement of these thongs differ from the conventional, as they are tightly laced or woven at that point where the most strain exists. The nose or pommel is very narrow and the finish of the saddle is superb.

The model "O" is of the hard leather top pattern, but formed to obtain the best results. Made of the best oak-tanned leather, it makes a saddle of unquestionable wearing qualities.



Pat. 4-14-'96

In all Shoe saddles the various metal fittings are of the best; the two-bolt clamp that is used allows of a very low adjustment to the frame of the machine, and is fully covered by letters patent, dated April 14th, 1896.

In addition to the regular line, the Shoe Handle Bar Clamp commands attention from those who will use this style bar for the coming year; it is neat in appearance, the entire clamping device being invisible, but so effective that the bar can be held perfectly rigid in whatever position it may be placed.



ADAPTED FROM MESSONIER'S CELEBRATED PICTURE, "THE SIGN PAINTER."

The bicycle is the advance agent of good health. It is changing the habits of the people—getting them away from the crowded centers—giving them a glimpse of beautiful nature—and promoting happiness and contentment. The bicycle is a great blessing, and its usefulness and popularity is due



almost entirely to the pneumatic tire. An Irish physician made the first pneumatics, but JOHN PALMER, an American, improved and perfected them. His inventions cover several points, but the chief and vital one is in the fabric. In nearly all tires except Palmer Tires the fabric is identical with that used in making garden hose. The fabric in Palmer Tires is totally dissimilar. It exactly suits

the requirements of the rider, and that is why Palmer Tires are noted for being so fast, resilient (easy riding), and are so easily repaired. Our interesting and instructive catalogue gives complete information. It will be sent to any address upon request. Address Advertising Department

The Palmer Pneumatic Tire Co...Chicago.

**NEW YORK OFFICE,
66-68 Reade Street.**

COASTING CONTEST CAUSES CONFLICT.

A rather interesting and peculiar fight between two cycle manufacturers is the result of the Buffalo Courier's series of coasting contests, which have taken place in that city during the past few months. It all came about through the starter omitting to send off C. F. Thomas, of the Bison team, in what was to have been the deciding contest, held several weeks ago. De Temple, of the Waltham Mfg. Co.'s team, won the affair, but owing to the starter's error it was ruled by the officials that De Temple and Thomas should come together at some further day set by the promoters.

Seyfang & Prentiss, the Bison people, agreed to the decision, but the representatives of the Waltham Company refused to entertain the proposition, and went so far as to secure an injunction on the promoters of the con-

IN GREENERY, YALLERY LAND.

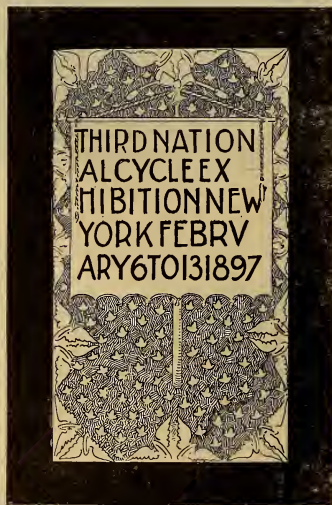
If a gentleman who had turned over a new leaf, and in the turning thereof barred liquid refreshers of a stimulating and alcoholic nature from his food, had been blindfolded, led into the rooms of the Architectural League,



Third National
Cycle Exhibition
Chicago January 23-30 1897

First Prize, Chicago—E. W. Girard.

and the bandage suddenly removed from his eyes, he would have gasped, "I've got 'em again!" and then promptly thrown a fit.



Second Prize, New York - Samuel L. B. sha.

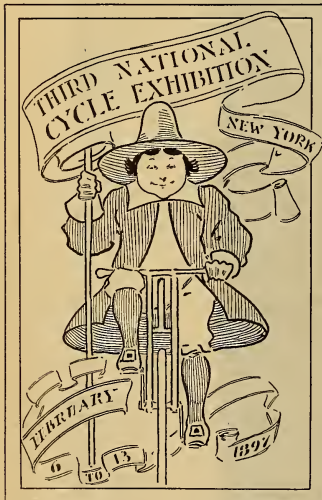
And really the gentleman would not have been so very much to blame, either, because his eyes would have been blinded by the most garish collection of red, yellow, blue and green, that smote his eyes, turn them where he would. One hundred and twenty-nine exhibits of the poster-maker's attempts to win a prize for a couple of catalogues were there.

Two prizes were offered for the New York show and the same for the Chicago one. The winner of the first prize for this city is a sketch representing an old Dutch settler riding a bicycle known a quarter of a century ago as a "boneshaker." The colors, green, maroon and yellow, seem nicely blended to one who does not pose as an art critic. The second prize for this city has a tapestry background partly surrounded by a semi-frame of wheels with wings. The wheel is partly covered by a sign hanging from the handle-bars bearing the words: "Third National Cycle Exhibition, New York, February 6 to 13, 1897."

The first prize for Chicago represents a woman in long skirts leaning wearily against a bicycle. Her head is hooded and she has yellow hair. The prominent colors are red, blue and yellow. Chicago's second prize represents a Robin Hoodish sort of a chap fondling a pneumatic tire. The coloring is green and yellow.

NYACK'S JOY.

Nyack is joyful. It has offered inducements sufficient to secure the removal of a cycle establishment from the greatest city in the new world to Nyack, which everyone may not know is a nice little town 20 miles from New York, but on the opposite shore of the Hudson. The business of John Nuttall, well known to the trade of the city, will be Nyack's



First Prize, New York—E. Stetson Crawford.

test. The injunction, however, was quickly vacated by Judge Childs when brought to trial, and Saturday last was then fixed as the date for the final trial, being the first suitable day. Both firms were notified to prepare for the event, but the Waltham Company sent a letter from their attorney refusing to recognize the race on various grounds, and in which they maintained that the trophy was their rightful property.

Thomas, of the Bison firm, was on hand, and in accordance with all the rules and the proper officials, started alone and passed De Temple's mark by 118 feet. He was officially declared the winner of the trophy. An order for the trophy served upon the local branch of the Waltham Company brought to light the information that the firm had shipped the prize cup to the home office in Waltham, Mass., fearing replevin proceedings, and that the trophy would be exhibited at the Cycle Show at Chicago, but not at New York, as the property and coasting laurels of the Orient bicycle. The promoters of the contest state that no effort will be spared to put the rightful winners in possession of the trophy.



Second Prize, Chicago—E. Stetson Crawford.

gain. With Mr. Dodd, Mr. Nuttall composed the Nuttall-Dodd Co., doing business at No. 420 West 27th street. Under the Nyack arrangement, Mr. Dodd retires and the concern becomes a \$50,000 stock company, the Nuttall Mfg. Co. Mr. Nuttall will be president; vice-president, John D. Blauvelt; secretary, George T. Morrow, Jr., and John Nuttall, George R. Bidwell, J. D. Blauvelt, J. W. Dalley, George T. Morrow, Jr., directors.

Juvenile wheels and cycle fittings and sundries will be made and nickleplating for the trade be done, the latter having formed a large part of Mr. Nuttall's business when in New York.

“Built Like a Watch”

... Is the Watchword of the ...

STERLING

A Synonym
For Fine
Material and
Workmanship.
Elegant in
Design.
Note the
Fork:



Its Reputation
Will be
Maintained
In '97.
Send
For
Catalogue.

STERLING CYCLE WORKS,
CHICAGO, ILL.

AGENCIES:

NEW YORK: Schoverling, Daly & Gales, 302 Broadway.
FREEHOLD, N. J.: Burtis & Zimmerman.
BOSTON: Dame, Stoddard & Kendall, 374 Washington Street.
PHILADELPHIA: Jacob Rech & Sons, Eighth Street and Girard Avenue.
PITTSBURG: Logan-Gregg Hdw. Co., Seventh St., below Pennsylvania Ave.
DENVER: Gerwing-Hilton-Kennedy Cycle Co., 1727-9 Stout Street.
SAN FRANCISCO: A. C. Nichols & Co. (Coast Branch), 400-4 Battery Street.

Kindly mention The Wheel.

IN THE HOME OF LIBERTY.

In the Liberty Cycle Co. all is now bustle and activity. In the factory at Bridgeport the machinery is making merry music, and in the headquarters in New York, Manager Wilson and his staff are occupied with business affairs which are now in ship shape and proceeding without a hitch or jar.

Although busy, Mr. Wilson had time to remark that the '97 Liberty "will present many new features, which will at once commend them to every careful investigator."

He supplies this additional information. The frames are of the same general outline as those of the '96 product, except in the Bogie Man, which has an eight inch head and a three inch drop to crank hanger. An improvement in the head bearings renders them dust proof. The left hand crank is new, as is the arrangement of the crank hanger bearings. The old crank key is done away with and the left-hand crank, which is slotted at the end and is so constructed that its action is most positive, is secured to the axle by means of a small bolt. The right hand crank and axle are forged in one piece. The crank axle bearings, which are simple in design, may be taken out and replaced without altering the adjustment in the least. The adjusting cup, which is on the left side, is screwed into the crank hanger and fastened by means of a lock nut which screws over the cup and against the hanger, making any accidental disturbance of the adjustment impossible. The movable cup also screws into the crank hanger on the right side, and is made with a shoulder which rests against the hanger. The cones are screwed on the axle and the balls held in place by retaining cups, secured by a sleeve. By unscrewing the movable cup, the axle, cones and balls are removed entire, leaving the adjusting cup in its original position.

The Liberty Hub, introduced in 1892, and which Mr. Wilson says has been widely copied, will remain a feature of the '97 wheel. It is made of one piece, giving numerous advantages over hubs made up of a number of parts, and the flanges are so constructed as to allow the use of a spoke perfectly straight from head to nipple. The oil cups are in the centre of the hubs, as usual, but are so arranged that the oil cannot possibly leak out of them, or the dust get in. The bearings of the hubs are the same in construction as those in the crank hanger, permitting the wheels to be taken out and returned to frame without the loosening of cones, so common in wheel bearings of ordinary construction.

The pedals have larger balls; are slightly heavier, and of improved design. The sprockets, which are nickled and polished, will be furnished with 7, 8, 9 and 10 teeth rear, and from 16 to 25 teeth front. As these are readily detachable a great variety of gears is possible.

The Kelly adjustable handle-bar, and the Sager saddles, form a portion of the regular equipment.

The men's wheels will have 22, 24, 26, and 28-inch frames and the women's 20, 22, and 24-inch frames.

The Liberty tandem which makes its debut this year will be furnished in four styles, 22-inch and 24-inch double diamond and a combination with 20-inch front and 22-inch rear frame. Also 20-inch front and 24-inch rear frame. These will be fitted with a double steering device of rod and chain, so arranged as to allow all wear to be readily taken up. An

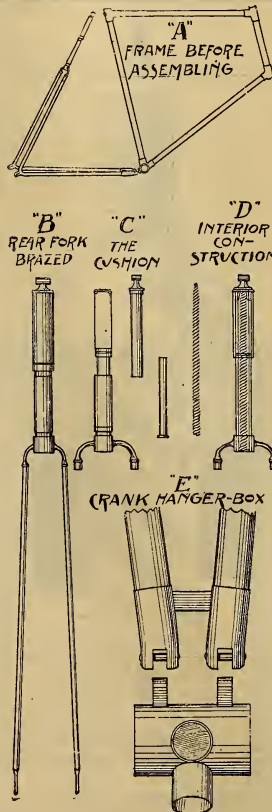
eccentric adjustment will be in front bracket, and detachable sprockets used. The frame is so constructed that each rider has the same position he would occupy on a single wheel, and the side swing, so usual in tandems, is entirely eliminated.

All Liberty bicycles will be fitted with either Vim, Morgan & Wright or Liberty detachable tires; the last named being made with an embossed tread.

Single wheels will list at \$100. and tandems at \$150.

FOR COMFORT'S CAUSE.

In the early days of the pneumatic tire, when spring-framed bicycles were much more numerous than at present, those who had not entirely lost their heads over the then marvelous tire continued to preach the gospel of spring frames. It was as plain then as it is now that a combination of both air tire and springs would afford the most luxurious or



the Warwick Cycle Manufacturing Company, A. G. Spalding & Bros., the Richmond Bicycle Company, and others obtained licenses the preachers before referred to felt their oats once more. The firms named are making a feature of the cushion frame, and it is likely to cut no inconsiderable feature in the trade of the current year and thereafter.

The illustrations show the general principle of the frame, although they portray changes as made by the brothers Spalding, and confined to the Spalding bicycle.

Figure "A" is an ordinary bicycle frame. The front part is brazed together and the rear forks separated therefrom, showing the completed parts before they are assembled.

Figure "B" shows the rear forks brazed to the cushion and lower fittings, ready to be assembled into a complete frame.

Figure "E" shows a crank-hanger box with the rear lugs milled off to receive the forks, which are brazed into a fitting, and forms the hinged connection at the rear of crank-hanger.

Figure "C" shows a cushion separated, which can be easily removed.

Figure "D" is an illustration of a cushion, cut in section, showing the graduated sustaining spring and the three air pockets which work in conjunction therewith. The spring is intended to sustain the weight of the rider only, the downward thrust being arrested by the air pockets. In practice the cushion acts precisely the same as the pneumatic tire, only in a much greater degree. The air in the pockets that form the cushion is always normal and the device never requires recharging or pumping up. There is more than four times the amount of resiliency in a cushion frame than there is in the pneumatic tires.

The springs are furnished in four different sizes, being graduated to suit the weight of the rider.

This frame appeals strongly to conservative riders of heavy weight or those who experience any unpleasantness from continual riding over cobblestones or rough roads.

The construction of this frame will not permit the use of tires larger than 1½ inches in diameter, and experience has shown that larger sized tires, even with heavy-weight riders, are unnecessary, as the elasticity of the frame more than compensates for any decrease in the size of the tire.

HYGIENIC SADDLES FOR THE CHILDREN.

Within the past year or two, the too prevalent idea "anything is good enough for the children," has been gradually dissolving and wheels and fittings made with due regard for the youngsters' comfort and requirements have made their appearance. Even the saddle, a long-neglected but necessary and highly important accessory, is now receiving its share of attention. One firm, H. M. Rosenblatt & Co., of Philadelphia, is now marketing a hygienic saddle designed and made solely for juveniles' use—the "Stella B," they term it. Although sold at a low price, it is made of the finest quality of oak-tanned hand-stuffed leather; has padded top, with apertures beneath, which permits it to conform to the shape of the pelvis, and has fine nickled wire springs, and is, in every way, deserving the inquiry and consideration of the trade and of parental purchasers.

idealistic cycling. A bicycle is subjected to jolts and jars which no tire can substantially relieve, and the old gospel is as good to-day as it ever was. Signs that its force has not been entirely lost have not been wanting. Inventive genius has been at work, and from time to time spring or cushion frames of more or less value have cropped out. Of these, the "hygienic frame," of the Hygienic Wheel Company, of Philadelphia, made the best and most lasting impression, and when such firms as



A Happy New Year Greeting

TO ALL

BICYCLE DEALERS.

ALSO A REQUEST THAT YOU EXAMINE

WORLD CYCLES.

NEW PATTERN SWELL.

We Are Shipping Samples.

WRITE US.



ARNOLD, SCHWINN & CO.,

Peoria and Lake Streets, Chicago, U. S. A.

OR—

H. B. SHATTUCK & SON, Boston—New England.

E. K. TRYON, JR., & CO., Philadelphia—Pennsylvania, So. New Jersey, Maryland and Delaware.

HOOKER & CO., San Francisco—Pacific Coast.

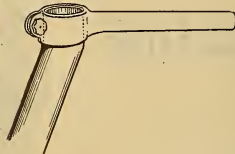
SUTTON BROS., Melbourne, Australia.

JAMES MARTIN & CO., Sydney, Australia.

Kindly mention The Wheel.

MADE LIKE A WALLET.

With the close of the old year came the new catalogue of the Gormully & Jeffery Mfg. Co., that is, the '97 publication. It is new, however, in more than one sense. In the shape, size and in arrangement of text and illustrations does the newness enter. It is slightly longer and considerably narrower than usual, resembling nothing so much as the



leather wallet carried by so many men; it can be as comfortably stowed in either the hip or the inside pocket of the coat. The wallet effect is heightened by the cover, which is of a drab color and leathern appearance, relieved by bronze ornamentation. The reading matter runs the long or "wrong way" of the pages, and the special mechanical features of the Rambler are grouped artistically in page illustrations. Everything has been judiciously "boiled down." There is no effort at word-painting.

It is not to the firm's discredit but rather in its favor to say that the Rambler betrays fewer changes, probably, than any other wheel.

Nearly all of the alterations have been already exploited. The fact that Ramblers will be listed at \$80, and for the first time they will be gold-striped and options given on several colors, is well known. A notable change not previously remarked is in the frame construction. Instead of carrying the tubes from the rear axle in a straight line direct to the barrel hanger, these tubes are curved in towards the centre of the barrel, just in front of the rear wheel, thus enabling a larger sprocket to be used. The machines are all built with a sufficiency of clearance, which will permit the use of 2 1/4-inch tires on the tandems, 2-inch on the men's singles and 1 3/4-inch on the ladies' wheels. An innovation is the abandonment of seat posts. Instead of the usual post fitting into the seat mast, G. & J. employ a forged clamp with an arm. The clamp is secured to the seat mast, and is turned completely around, as forward or backward position of the saddle is desired. The illustration conveys the idea very accurately. Brakes are made a part of the regular equipment of all wheels, both singles and tandems.

MONEY-SAVING MACHINERY.

While the Fox bicycle has become well known, many are not aware that its makers, the Fox Machine Co., Grand Rapids, Mich., are such extensive and ingenious manufacturers of bicycle tools and labor-saving machinery, that they cannot afford to be overlooked by anyone in search of that sort of thing. Their devices are original—originality is one of their strongest claims—and are excellently portrayed in their small but effective catalogue. Rim and hub drills, filing vises, ball cup and washer presses, tube cutters and wheel assembling stands are included in their manufactures and are photographically reproduced in the catalogue.

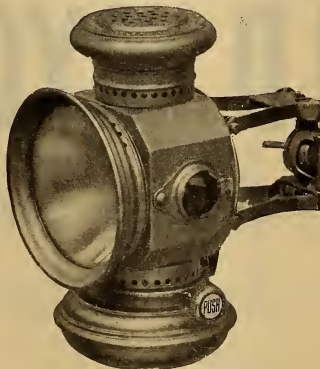
ANOTHER M. & W. IN THE TRADE.

"M. & W." have become an honored term in the cycling world; none will confess himself unconscious of the fact nor of the firm which has made it honored. It is now to be employed by another firm, a firm of lamp makers, the Matthews & Willard Mfg. Co., of Waterbury, Conn., whose reputation is such that there is no danger that "M. & W." will ever be sullied.

The Waterbury firm will market the M. & W. bicycle lamp, a handsome article, which comes from no inexperienced hands, Matthews & Willard having been long engaged in the manufacture of reading or house lamps, and having experimented and analyzed critically before placing their latest production before the public. It embodies a number of original ideas. These are thus summarized by the makers, who, by the way, have a New York office at No. 20 Murray street.

It is impossible for the wick to drop down, due to the construction of a locking device on wick adjuster, which is a simple push button that is a positive lock; not like many other attempts in this line, which are cumbersome and have to be adjusted with screwdrivers, set nuts, etc.

The lamp is complete in itself; it requires no extra attachments. It can be fastened to



any part of the wheel, being provided with jaws to clamp to fork or steering head. The jaws are also constructed with cover, that prevents them from marring the enamel on the wheel; they are made with deep corrugations in all joints. The thumb nuts can be easily tightened with the fingers and will not jar loose when in use, thereby dispensing with wrenches or screwdrivers so commonly used for that purpose. It burns kerosene oil, and throws a white, bright and steady light one hundred feet.

Owing to the perfect combustion the lamp does not smoke, as is common in kerosene oil lamps.

It is of a desirable size, being a medium and of light weight.

It has a powerful lens and scientifically-made reflectors.

It has a large and yet symmetrical oil pot. It is easy to light, being provided with an opening on the side; also a place to strike matches.

The lens is removable for cleaning. It is provided with a lens holder that is of simple construction and readily put together without experiencing the difficulties of springs and catches so commonly used; is air-tight, etc.

HAVE A GOOD THING.

Geo. W. Cole & Co., makers of the well-known "Three-in-One," appear to have hit upon a good thing, which, now that it has been devised, it seems strange was not thought of before, a useful improvement on the ordinary collapsible tube. It consists of a patented cap to which a brush is affixed, affording a clean and ever handy means of applying lubri-



cant to the chain. Cole & Co's. new lubricant, "P-M," will be enclosed in these patented tubes. "P-M," an abbreviation of "Pace-maker," is a compound of pure graphite and Three-in-One oil, which melts after being applied to the chain and then flows into the joints; after the oil works out, a deposit of graphite remains, a virtue possessed by no other lubricant, it is asserted.

WILL TRY TO PREVENT PRICE-PARING.

Springfield, Mass., Jan. 4.—The retail bicycle dealers have organized a Board of Trade. Among its prime objects is the fixing of a maximum price for high-grade wheels taken in trade and to prevent cutting of prices. W. P. Hadley is President, Albert Stanley Vice-President and J. O. Ball Secretary and Treasurer.

The Spalding agency at 482 Main street has changed hands, M. D. Stebbins disposing of his interest to Charles C. Morgan, who has associated J. O. Ball with him under the firm name of Morgan & Ball. Mr. Morgan was engaged in New York last season with A. G. Spalding & Co.

DIRECT DEALING WITH THE FACTORY.

A. G. Spalding & Bros., who are the selling agents for the Lamb Manufacturing Company, of Chicopee Falls, Mass., the makers of the Spalding bicycle, have decided that all agency business in that line shall be conducted direct from the factory at Chicopee Falls, experience having shown that the bicycle business can be better conducted and every agent better satisfied by being in direct touch with the factory, where A. B. Barkman will be in control as manager of the bicycle sales department.

"THE MOST REMARKABLE BICYCLE."

To quote its makers, the Central Cycle Manufacturing Company, "the most remarkable bicycle on the market"—a Ben-Hur, of course—will cost \$125, a price which, while above the usual, is justified by the remarkability of the wheel. There will, however, be Ben-Hurs at \$60 and \$75 for those who cannot afford the larger sum.

BIG DEMAND FOR WOOD HANDLE-BARS.

J. T. Hildreth, a carriagemaker of Brattleboro, Vermont, has added the manufacture of wood handle bars to his business. A local authority states that Mr. Hildreth has sufficient orders in hand to require night work.

For Purposes of Comparison.

THIS 

represents the area of business done by
The Barnes Cycle Company's factory
last year, and

THIS 

the business done by our repair shop.

When placing your '97 orders, re-
flect on the relative sizes of these two
squares and act accordingly.



The Barnes Cycle Co.,

SYRACUSE, N. Y.

Kindly mention The Wheel.

HE ASTONISHED THEM.

Some truckmen, in the usual leisurely manner of their kind, were unloading paper stock in front of a Park Place printery. The stuff was done up in 705-pound packages, each one of which seemed to tax the muscle and energy of three brawny truckmen.

A quiet and somewhat theological-looking man stood awaiting a chance to pass, which he was kept from doing by the slow transfer of the trucking trio. "Why don't you get a move on with that?" he observed to one of the paper carriers.

"See here, young feller, if you don't like the way we are doing this job, suppose you take a shy at it." The invitation was no sooner given than it was accepted. Securing a good grip on the 700 pounds of paper, the mild-looking man carried it from the wagon across the sidewalk and deposited it upon the elevator which was to carry it up to the printers.

"Hully gee!" exclaimed the leader of the truck trio, "if dat ain't one of dem Samson fellers I'll eat my shirt. Say, mister, what's your name?" But the quiet man had vanished in the crowd, and the astounded truckman received no reply to his inquiry.

It would interest the truckman, perhaps, if he knew that this unknown juggler of 700-pound paper weights had lifted 861 pounds dead lift and 1,740 pounds in harness. In odd moments he has put up a 50-pound dumb-bell 59 times in 20 seconds; broken a 3-8-inch board with his naked fist, and contested in 53 wrestling matches, winning 48 of them and getting a draw for the remaining five.

But the strong man's name, you say? Why, certainly! You all know it. It is G. Minturn Worden.

BECAUSE PENN NEVER RODE ONE.

The obiter dictum of a Philadelphia Judge to the effect that one-third of the crime in his court was due to the bicycle has not unnaturally given rise to a series of humorous—more or less—inquiries as to the effect of the bicycle on Philadelphia morals, and also as to the uses of Philadelphia criminal courts in the pre-bicycle era.

The well-known passion and fervor of Philadelphians may have caused them to lose their balance momentarily in a genuine cycle craze. But it is certainly peculiar that in all the other incorporated cities, towns, boroughs and villages of the United States, the effect of the introduction of cycling should have been in the interest of law and order, health and morality, the very opposites of the results deplorable in respect of Philadelphia by Judge Yerkes.

COME HIGH, BUT THEY ARE WANTED.

M. Leherisse a famous French military authority, has introduced a bill in the French Senate calling for the creation of twenty-five companies of military cyclists, ten of which he proposes to attach to the cavalry, and the remainder to be split up among the various army corps. Each company is to be 300 strong, and the estimated cost of creating this new arm of the service is put down at \$280,000.

AND STILL THEY COME!

Of 28,000 applications for patents in England so far this year, more than one-third are for cycle improvements.

IN THE BEGINNING



CHAPTER I.

Fondly the Knight of the Silver Shield loved the fair and noble Lady Gwendoline, and she as fondly returned his love.

She returned it because it was so nice to have him give it back to her, as he always did.

"My own," he murmured, clasping her to his bosom.

"Here, too," she whispered, as she coyly nestled her flaxen head upon the stoveld cuirass he wore over his manly chest, partly for protection and partly for revenue only.



CHAPTER II.

But the old Duke, the Lady Gwendoline's father, was opposed to the match.

He had asked the Knight to take off his silver shield and substitute a gold one, and the Knight had refused with scorn and contumely.

The Knight still owed for the silver shield, and he did not care to mortgage his Western soul for a change.

"Do as I command," sternly ordered the old Duke, "or never be son-in-law of mine."

"Well, I don't think," hissed the Knight between his set of teeth, and the strike was on.



CHAPTER III.

The Knight of the Silver Shield had told the Lady Gwendoline all.

He could not tell her more, or he would have done so gladly, so much he loved her.

"I will flee," she bravely said.

"Two flees," he replied heartily, and they packed a small luggage-carrier full of wedding things.

In half an hour they were flying from the gray and grim old castle.



CHAPTER IV.

And fast before the old Duke then
Three hours they'd fled together,
And if he'd caught them in the glen,
He would have mopped the heather
up with the Knight.

The old Duke hard behind them hid,
Should he their steps discover,
Then what could cheer the bonny bride
When he had slugged her lover?

But still, as wildly blew the wind,
And as the night grew drearer,
The Duke was coming on behind,
His puffing sounded nearer.



CHAPTER V.

A great thought came to the Knight of the Silver Shield.

"Sweet one," he said softly, slacking his speed, "wait but a little; I will be back again."

"Waiting for you," she whispered, "were such sweet sorrow that I would wait until to-morrow."

It was then 11:55 p. m., and the Knight, kissing the fair lady's hand, hurried back over the way which they had come.



CHAPTER VI.

"Saved!" he exclaimed, returning to her side and once more moving swiftly forward.

"But Papa?" she asked with anxious eagerness.

"Knocked out in the first round," laughed the Knight of the Silver Shield in loud, triumphant tones. "I filled the road with tacks, and the old man's tire is punctured so that he has to lay up for repairs."

"My hero!" murmured the fair lady Gwendoline, gazing fondly on him as they flew along the glistening turnpike.



CHAPTER VII.

Two wheels with but a single thought,
Two lovers safely carried,
Into the haven which they sought,
And so they married.



Windsor BICYCLES

\$100

The
Chas. F. Sieg
Mfg. Co., Kenosha, Wis.

Branch House, 285 Wabash Avenue, Chicago.

Address all mail to general
offices and factories,
KENOSHA, WIS.
January 1.

...and

Pacific

\$60

"HISTORY REPEATS ITSELF."

How the Trade and the Public Swing Round in a Cycle When Improvements Are Made.

Never was a saying truer than that "History repeats itself."

The early bicycles had solid frames and the metal was forged into such section as seemed to combine beauty and durability.

With the use of tubing came straight frames, because plain, straight tubing was most easily had.

Later, improved processes of working tubes produced taper frames, and no bicycle was considered complete unless it had taper backbone and taper fluted hollow forks, or some similar fittings.

With the advent of the safety some manufacturers attempted to introduce into the safety the lessons of experience which they had learned from the "ordinary," and built safety bicycles with flattened taper fork sides, taper handle bars and similar finery.

The rapid increase of the use of the safety brought into the ranks of the riders a vast number of people who didn't know the difference between a straight tube and a taper one, and to supply this multitude the cheaper, simpler, straight round tube frame was designed and became popular. Popular with the maker because it saved him money; popular with the rider because the other fellow rode it.

After several years, however, it became apparent that this form of frame could be improved by changing the shape of the tubing, and several varieties of section have been introduced with good results, until to-day we find makers carefully considering how they may better their next year's product so that it will meet the criticism of a more particular class of riders.

In their attempts to secure better results from these various shapes of tubing we find that they are traversing the ground which was traversed by the older makers in the days of the good old "ordinary," and at the last English cycle show such chestnuts as fluted fork sides were shown and accepted by the public as novelties.

D-shaped tubing is attracting much attention, and while retaining the appearance of round tubing, gains something in room around the tire and so had a large advantage. Corrugated tubing has been exploited by several, while half-round, pear-shaped, triangular and other odd forms have received some attention. Not only do we find that tubes vary in section according to the whims of the maker, but that they are tapered in both size and gauge.

More copies of the work of ten years ago could be pointed out, but these are sufficient to serve the purpose intended, viz., to emphasize the fact that "History repeats itself," as aforesaid, and that "Merit, like truth, is eternal, and although crushed to earth, will rise again."

There is no question but that certain shapes are best suited for certain purposes, and when once the best shape for a given purpose is determined, no further question should arise concerning that portion, until such time as surrounding circumstances change the conditions in which that particular case exists.

The forks of a bicycle, for example, have always been bicycle forks, and have always done a service differing only in degree.

Therefore the form of tubing found most valuable in a fork of the old "ordinary" of ten or twenty years ago would in all probability have proved superior as a fork for the safety.

We are as a nation too progressive—in some respects. It is right that we should "Prove all things and hold fast that which is good," but it is wrong that we should be so anxious to test new things as to be willing to drop old ones that have served us well; before testing the new, to be sure that they will serve us better.

Not many years ago we were using smaller and smaller and yet smaller sizes of balls; not because they were better necessarily, but rather because they were small, and evidently we went to the extreme. At any rate we are now calling for larger and yet larger balls, which is certainly leading to an extreme in a reversed direction.

Only a few years ago some bicycles were built with five teeth in the rear sprocket, and six teeth could be found quite often.

This was in the days when an ounce of iron

being widely experienced, they follow false prophets, regardless of results; not that they do not desire the best results, but that with their limited experience they could not select those things necessary to secure the best results. Each year, however, the proportion of new riders to those who are already experienced grows less, and each year merit will be more appreciated than heretofore. This means that those things which have proven good will be retained by an increasing number of riders, and that there will be less of faddism than heretofore.

In the more common details there will be less fluctuating, and it would seem that such mechanical certainties as the proper section of tubing, size of tube, kind of joint or quantity of material for any given purpose would become more fixed and be generally accepted.

On the other hand, since all riders differ, there will be among the increased number of riders enough who think alike to demand certain details which for some reason are better for their particular needs or at least suit their

LO, THE POOR LAUNDRYMAN!



"Law sakes, Hezekiah! What on airth do you imagine that is?"
 "Shouldn't 'zactly like to say, Matildy, but I kinder calkerlate it might be one of them bloomer bysickle girls York newspapers hez been sayin' so all-fired much about."

in a bicycle was heavier than a pound in one's pocket.

To-day we are getting very sensibly toward larger sprockets, and if we will but stop before we get to the extreme in this matter something will have been gained.

We started with 2 1/4 inch pneumatic tires, and steadily decreased in size until 1 1/2 was not uncommon. Now we find a reaction, and two-inch tires are being called for.

Whether the rage for large tires will increase until 4 inches is common cannot be foretold, but the writer would not be surprised to see such a movement as soon as the narrow-tired craze has had its day and been forgotten.

These oscillations of public opinion are like waves on the surface of water, following each other with less and less vehemence, until finally a level is reached.

The reason for this is that a multitude of new riders have come into the ranks of cycling advocates in the last few years, and not

fancies. This will give and has already given rise to quite a variety in such things as saddles or small accessories, where personal taste rather than mechanical adaptability is concerned. It seems likely that the safety has reached that point in its history where it cannot be further improved except in minor details, and it would seem that very soon the public will be ready for another revolution in cycles such as was experienced when the safety displaced the "ordinary."

This may seem preposterous, but previous to the advent of the safety the good old "ordinary" seemed positively certain of its position, and by many was regarded as the final form of cycle.

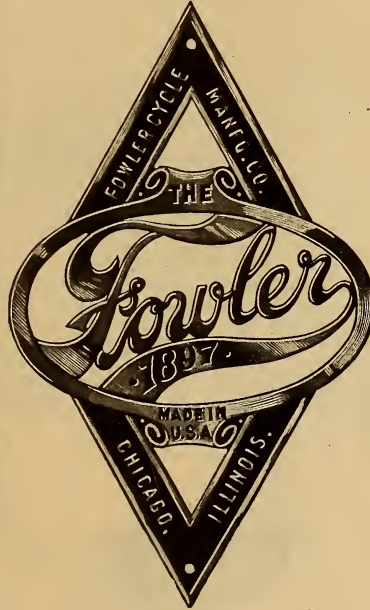
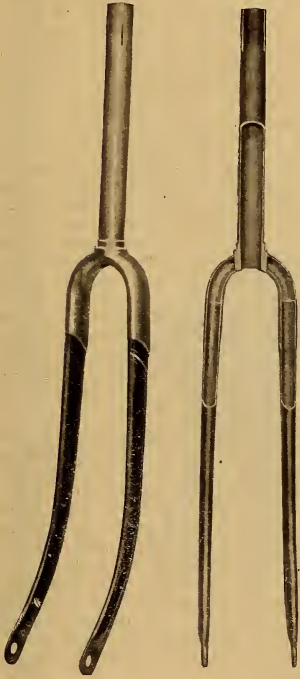
With the increase of both riders and novelties, more mechanical education is needed by the masses to enable them to select correctly and the writer is pleased to see such valuable letters by men of long observation and experience as have been appearing lately in the columns of THE WHEEL.

CHAS. E. DURYEY.

NEW YORK.

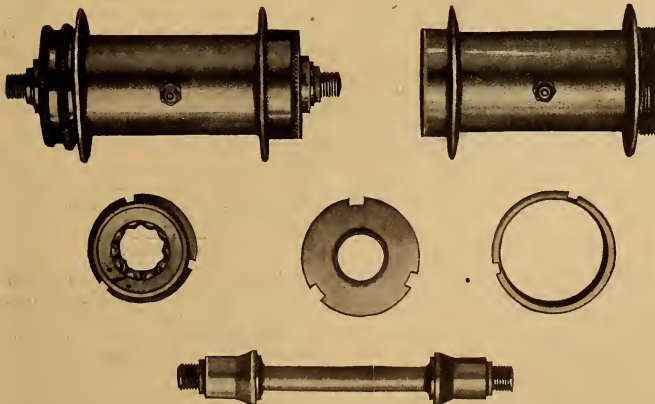
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Perfection in Every Feature.



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- C. C. STOLTZ, - - - Marion, O.
Marion, Crawford, Wyandotte, Hardin,
Logan, Union, Delaware, Morrow and
Seneca Counties, Ohio.



Kindly mention The Wheel

PROVIDENCE.

LONDON.

PROGRESS IN PROVIDENCE.

Providence, R. I., Jan. 3.—The past season has marked a decided advance in cycling matters in this State. From a business standpoint the trade has been good. The trade in the State is better organized than ever before. The racing interest has had a flood-tide of prosperity, and the clubs have greatly increased their membership.

With the opening of 1897 there are in the city of Providence six branch stores. This one fact shows that the trade here is on a solid basis, for the average branch store is located only in paying districts. That these branch houses are doing well may be seen from the fact that they are in locations where the rent ranges from \$1,200 to \$5,000 per year. Without exception they claim to have made money during the past season. There are two cycle manufacturers in this city. Their output is probably just short of 1,000 wheels, and they are sold in the local market. The largest sales in the city are made by the branch stores, but there are some eight other dealers who sell on an average more than 400 wheels each per season.

Outside of Providence the sale of wheels is limited. In the other cities, Westerly and Woonsocket, the agencies do not flourish. Newport and Narragansett Pier, the summer resorts, have been favored with agencies in the past, but at the closing of the short season the managers have set down their expenses to advertising.

The business will receive a decided boom from the cycle show, which will be held in the largest hall in Providence during the week of March 5th. Some 70 spaces are provided, and at this day half of them are taken. The show is under the management of the local Cycle Board of Trade, which has fourteen members, the largest dealers of the forty odd located in the city.

At the present time trade is absolutely at a standstill. There are a great many bicycle repairers looking for work.

The racing prospects are good. There are two tracks in the State, one at Crescent Park, some six miles from Providence; the other at Westerly. During the past season there were some six men on the track who could compete successfully with the pure amateurs who competed with them from within the one hundred mile limit. In all probability there will be a boom in professional racing here, for there are five good men, and the track managers are satisfied that the public will pay to see this class of racing.

WEST INDIAN FAVORITES.

In sending their subscription to THE WHEEL the Commercial Agency, of Barbadoes, West Indies, writes: "American wheels, particularly the Rambler, Columbia and Pierce, are the favorites in Barbadoes at present, but there is room for more, and we have been approached by several first-class makers who desire representation here. Cheap wheels are fought shy of, particularly as one or two firms here have had very unsatisfactory dealings with the sellers of cheap wheels."

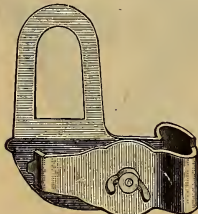
Next in merit to the cheerful helper is the man who grows but helps you out of the accident that has befallen you.

FOURTEEN YEAR-OLD OILERS.

When Cushman & Denison established themselves in this city as makers of cycle oil cans the call for their productions did not require working overtime. This was not because the oiler lacked merit, but because at that time, fourteen years ago, cycle makers and riders were few and far between. As they became more numerous they recognized the value of the C. & D. oiler, and the persistence of the firm did the rest. As a result the Perfect oiler is to-day easily the best-known article of the sort before the public. Its makers assert more—that the '97 Perfect is "not only without an equal but is without even a competitor as a high-grade oiler." They have two medals of award to support the assertion, and certainly it must be considered whenever and wherever the subject may arise. Small as it is, Cushman & Denison have let no point escape them. "Not one year of the fourteen has passed without several improvements having been made," they say, "and the fact that, although costing more than double the ordinary oiler, it is used with the leading high-grade bicycles, is perhaps the strongest proof of its excellence." Their Star oiler sells for less, but in their own words: "It is well made and second only to the Perfect; in fact, were it not for the Perfect, almost any rider would be satisfied with the Star."

NOCK'S NOVELTIES.

Now that lamp ordinances are becoming almost universal, brackets of various kinds for attaching lamps to the wheel have become important factors in the sundry trade. In this respect, it is opportune to say that George W. Nock, 146 North Fourth street, Philadelphia,



will continue to market the Keystone Fork Bracket that has enjoyed a large sale in the past year, made of steel, highly polished and nickel plated, and easily attached or detached in a few seconds; it embraces points of merit that make a good-seller.

The Nock output embraces the Gem Combination bicycle lock, that while weighing but 3-4 of an ounce, fully secures the wheel; the Keystone Toe Clip, an axle lamp bracket of neat design, cotter pins of four sizes and a full assortment of steel handle bars and the well-known line of Nock bicycle bells. On all these goods money-making discounts can be quoted.

SKOWHEGAN'S PRODUCTION.

Skowhegan, Me., has brought forth a cycle stand, one that will stand and not topple over when the wheel is being put into place, a too common fault of such articles. J. N. & I. J. Smith are its producers. The stand is durable, light in weight and easily taken apart and packed for shipment. It will hold any type of wheel and is intended for either the shop, store or home. Solidity of base is one of its features. The price is such as should attract the jobber and dealer.

TOLD IN TOLEDO.

Toledo, O., Jan. 4.—The down-town sales-room of the Yost Manufacturing Company will be reopened about Feb. 1, with Alf. Gallagher as manager. This gentleman spent last season on the road for the Yost company, and was also connected for a time with the Cleveland retail rooms of the Falcon. He has therefore had plenty of experience as a salesman, both on and off the road, and will doubtless be a competent worker for the Falcon, now that he is back on his native heath.

There have been two changes at the Viking factory during the past week. E. C. Eager has assumed the management of the factory, in the place of Mr. Cornell Walbridge, and C. S. McHenry, formerly a Chicago traveling man, will have charge of the Viking sales-rooms, succeeding Captain Jack Swindeman. Walbridge left the Viking employ to accept a position as one of the firm of Berdan & Co., an old, well-established grocery house of Toledo. There are few better-known bicycle men about this city of wheels than Ed. Eager, and the Viking interests are sure to thrive in his hands. Mr. Eager has traveled for this popular wheel from Maine to Mexico, and from Florida to Vancouver. His acquaintance with the trade of the company is a personal affair, which will stand him in good stead now that he has been called to the management of the concern.

A meeting of local managers of salesrooms will be held at the Chamber of Commerce this week, for the purpose of making the project of a Toledo Cycle Board of Trade a "go." There have been several efforts in this line, but so far all have come to naught. With the matter in its present projector's hands, however, there is every reason to expect success.

The American Weldless Tube Company is now running ten benches, and three more will soon be put in place. An unexpected rush of orders has necessitated the putting on of a night force, and the running of the mill to its full capacity.

TIME TO SOW CYCLE SEED.

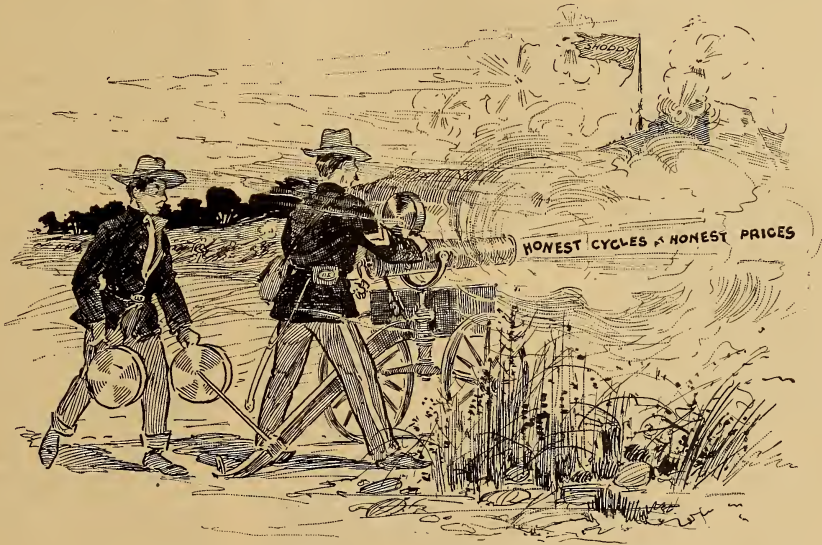
The hardware dealer, says Stoves and Hardware, who sees his way clear to make his contract for bicycles for next season now, and gets samples in at once, has undoubtedly a strong advantage over the dealer who does not display his 1897 models until later.

A couple of new models shown in the window now may not secure orders at once, but they will excite interest. Riders, even in the country, are thinking about their next season's mount, and they cannot help receiving a vivid impression of the first new model they see.

Get the people interested in the new wheels, get them into your store, explain the points of difference between this season's wheel and last, and sow the seed for the coming trade in every way possible.

TRITELY TITLED.

"Saddle Sense" is the title of a little handbook issued by the Garford Manufacturing Company, Elyria, Ohio. Despite the fact that it is published in the interests of Garford saddles it is an uncommonly instructive work, and may be perused with profit by anyone. It contains explanatory diagrams and chapters on such subjects as "Choice," "Hints on Adjusting," "Experience vs. Theory," and the like.



Having routed the camp, we attack the fortifications of cheap
cycles, January 1, 1897.

IVER JOHNSON'S ARMS AND CYCLE WORKS,
Fitchburg, Mass.

C. J. GODFREY, No. 11 Warren St., New York,
Agent New York, New Jersey and Pennsylvania.

Kindly mention The Wheel.

SOME FRICTIONAL FACTS.

How Various Forms of Bearings Have Been Introduced in Cycling to Avoid Friction.

(Concluded from Jan. 1.)

The angle of the cones is of course a matter of consequence. It is evident that the narrower and thinner the V-shaped space in which the ball is held (as in Fig. 13) the more readily will the ball slide down the slope and the greater the "wedging" tendency to force it into the smallest part of this space. Probably the angle made by the two opposed slopes should not be less than ninety degrees, and in some cases a more obtuse angle may be well; for instance, at the steering, since a heavy weight falls on the lower row of balls and there is very little motion, the cone may well be made quite "flat," as suggested by turning Fig. 13 part way around and supposing that the weight is on surface B. A slope of the bearing surfaces sufficient to yield a slight adjustment for wear is really all that is required in any case, and at the steering this provision for adjustment could be least of all. We might add that for convenience the cones in the cuts have been generally drawn with straight-line sections, without meaning to suggest that this is preferable to the curve; nor are these drawings, which of course are not suggested as for working purposes, quite perfect at every point—if they convey the idea of the text they suffice. In Fig. 15, some accident in making the block (by no fault of the draughtsman) has bent the lines of the hub and axle; the Humber is not "built that way."

Most persons, if asked to choose off-hand between two-point and three-point bearings without time for reflection, would probably name the latter, from a notion that three points of contact give more steadiness and perhaps thinking of the triangle—see at the left in Fig. 13. But there is not much in this; for the load presses cone and cup together, and although it is divided on the cup between two points it all rests on the apex of the triangle at the cone. The full diameter of the ball may be used at the axle, and this is good; yet whatever advantage there is in respect to steadiness and division of weight evidently belongs most to the four-point class.

Our own preference between the three forms can be briefly stated. The two-point, properly made, is well enough. So is the three-point, if reformed as shown in Figs. 12 and 13; but as made at present it is another heathen Chinese in mechanics that ought to "go." Between the form of it in Fig. 12 and that in Fig. 13 we have little choice, although in the latter the balls may perhaps roll more uniformly. On the whole, we incline quite strongly to the four-point as in Fig. 17, and consider that to possess the most favorable average of qualities.

But whatever the number of contact points chosen for the balls, what is known here as cup adjustment (it is called disk adjustment in England) should be substituted for the present "cone" adjustment, and this we urge most strenuously. The construction of the "cup" form is indicated in Figs. 13 and 17, but to make the distinction plainer we draw an axle with cone adjustment at the left and cup adjustment at the right, thus, each being two-point:

A year ago, Mr. Schwalbach advocated this

change in THE WHEEL and predicted that it would soon begin; Mr. Wilcox, on his part, is on record as urging it upon a certain maker, some months earlier—so it is not a new topic with us, nor is it new in any sense, for the cup was used in 1830 on the Eolus, as appears in Fig. 7. [It is hardly possible to propose anything really new in cycle construction, unless it may be from the realm of crazy freaks.] The prediction of Mr. Schwalbach is already justified, for accounts from England show that the cup form is becoming general there; it was also used in 1896 by many American makers, in the crank bracket only, and several are reported as having adopted it all around for next season. We have already seen two or three '97 samples which have it throughout and several makers will now have the cup or disk D screwed in flush with the end of hub and "back out" the axle cone C to close up on the balls; cone C has its central portion project-

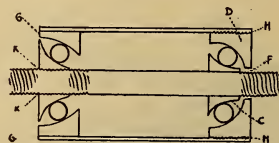


Fig. 20

ing through D (not so drawn in Fig. 20) and the adjustment is locked by the fork end, which is pressed up against the projecting cone by the outside nut as usual. But this is not the cup adjustment, although a step towards that.

In the "cone" form, the cup is pressed into the hub end and stays there, as a seat for the balls, with its coned surface facing outwards; the adjusting cone faces inward and screws on the axle. The "cup" form reverses this, facing the axle cone outward and leaving it fast on axle; the cup faces inward, and adjusts by screwing into the hub end. The advantages of this method are these:

1. Dirt never enters through the thread, but only through the open joint, and this way excludes it much better, for the open joint at F is plainly a smaller circle and a shorter line than at G. If any felt or other soft washer is used, the friction of it is less at joint F than at joint G.

2. When the cup is pressed into the hub end there are chances of error in position, and it may not be quite true across the axle line—all the more if it is disturbed and replaced, as in changing the rear sprocket. Any nut, coned or otherwise, has some side-to-side movement on its thread, however nicely fitted. Hence there is always some difficulty in having the two opposed cone faces which grip the balls true and "parallel," and in keeping them so when screwed up fast. An adjustment cone may have some "work," also, on the axle from the running of the bearing, and it cannot be very firmly held by a little "dog" and screw; the grip of the fork ends, moreover, is liable to tip it to one side, to the extent of its looseness on the thread—only a trifle, yet enough to interfere with accuracy in the movement. In the cup form, on the contrary, it is plain that a thread of large diameter, as at HH, is steadier in all respects than a small one as at KK; the possible "shake" is also less at the coned face than at the thread, while on cone KK it is greater at the coned face than at the thread; moreover, the cup

form allows the adjustment to be locked more evenly and firmly. There is another reason why this is so: in the "cone" form the cone must run on the axle on the same thread with the outer nut, and that nut must have a rather coarse thread, because a fine one would not be strong enough to bear the strain of locking down the fork ends; so the adjustment has to be on the coarse thread. But the cup, when threaded into the hub as proposed, can have a fine thread, which is always less shaky than a coarse one; so it gets a steadiness from its finer thread as well as from its large diameter.

3. All who handle bicycles know that it is difficult to adjust bearings accurately with the wheel in the fork. The weight at the rim pushes past any little pinch, and allowance must be made for the slight forward movement—not always a "true" one, as already pointed out—which the cone gets on its thread from the grip of the fork when the outside nut is turned home. Whenever the outside nut is loosened for any purpose—and it must be, so long as cyclometers and lamps are attached to the axle instead of to the fork or head, where they should be—the adjustment cone is liable to get moved unintentionally. The cup plan has the obvious and great advantage that adjustment is wholly independent of the fork, being all upon the hub itself. The bearing can be adjusted with deliberation and nicety; then it will stay so indefinitely, while the wheel is handled freely and put into or removed from the frame at pleasure.

To show how readily the cup adjustment adapts itself to either, we draw a hub with a three-point bearing at one end and a four-point at the other, the two-point also presenting no difficulty:

The cup adjustment on crank axle is commonly locked by a pinch-bolt which grips the end of the bracket on the cup thread. This method would not fit readily on the wheels, but there are several others. One runs a threaded ring on the outside of the hub and backs it off against the flange of the cup; another screws a locking-ring on the hub towards the centre; another runs it into the hub

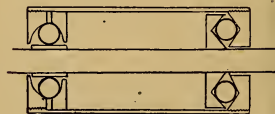


Fig. 21

on a left-hand thread. There is no difficulty in this detail.

In wheel bearings the weight rests always on the lower side of the cup; these pressure points roll constantly, and therefore the wear is distributed and uniform. The back wheel gets a heavy pressure from the chain pull on the back side of each cup and each cone, this being worse by being irregular and twisting; still, this pressure always keeps shifting, and so the wear is pretty uniform. But the axles are stationary, and the pressure on them stays continuously at the same places; hence the axle cones wear flat and out of "true." This trouble can easily be treated on the front axle by loosening the outer nuts occasionally, and carefully turning the axle part way around, so as to bring a new part of the cones—which must not be allowed to move on the axle while doing so—to the under side, where the weight comes. The rear axle can be treated similarly, unless it has an eccentric chain ad-

justment. The pedal cone and cup have to stand a rack indeed. The crank-bearing gets irregular wear on both axle and cup, and, unfortunately, does not easily admit of shifting; we recall only a single exception—the very peculiar device of the Tribune by which the cranks can be set at any position in the circle.

Perhaps—later on, when "fixity of pattern" arrives and people generally procure their mounts with the expectation of keeping them until worn out—it will be thought worth while, for the sake of retarding wear, to make all bearing parts, including even the crank bracket, so that they can be shifted in position as just explained. And possibly there may come such a re-arrangement that axles shall be fast to wheels and revolve within stationary bearing-cases, those being held by the frame, in reversal of the method thus far. We do not predict—we say "possibly;" at least, this would suit the desire for changes.

But this is in the future. Meantime, it is a practical question—much more than a mere academic and whimsical one, if real perfection is to be continually kept and pursued as the ideal—whether bearings are on the right design and are made with the right care. We fear that quite largely they are not. It is not the whole to have the lines correct, in plan and making, for a finishing remains to be done; it is not practicable to shape, drill, thread, and temper, without some departures from true accuracy, and the very nature of a ball bearing requires a hairbreadth precision, or the ostensible object is materially impaired. Grinding must come in for the final touches. Is it worth the while? Some may think that any bearing which runs and will "go" in the market sense is good enough—but consider. The poorest, if set up loose, will spin fairly when under no pressure; but when the load is on and the strong thrust comes the test comes too. It is then that the defective bearing and the too-light frame which springs out of line and therefore "binds" the bearings, get in their work; moreover, the worst is that this work is concealed, for one can't tell how much of the labor is from road and grade and how much is from bad construction—all is lumped in together. Unless we are incorrect in our statements of facts and weak in our deductions from mechanical principles, we have suggested some things at least worth considering in the construction of bearings; and if anybody thinks of us, perhaps a bit impatiently, as "fnicky" and as making a disturbance about trifles, we would remind him that cycle building and using have come through evolution down to a matter of trifles (if small matters of detail are such) and that progress always has its roots in that discontent which will not be satisfied with things as they are, because it sees there must be a better way and is bent on finding it.

JULIUS WILCOX.
ALEX. SCHWALBACH.

KNOW WHAT SHE WANTED.

The Boston youth was teaching the Chicago maiden how to ride a wheel. The lady of the lake was pretending she was timid and in danger of falling.

"Hold me fast," she said.

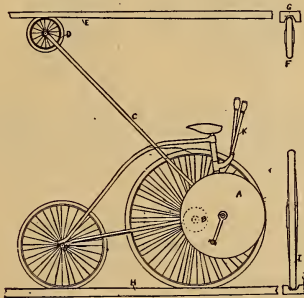
"Pardon me, you should say 'Hold me quickly,'" expostulated the youth from the Backbay district.

"But I meant both," Chicago-like she said. And he obeyed.

FOR A CYCLE ELEVATED ROAD.

In sketch herewith is shown a system for running a wheel in elevated tracks. Preparations are under way by me to put the system to a practical test, and other cycle repairers and builders may try it if they choose. It is proposed to build the machine with one large front wheel, a smaller rear wheel and a still smaller overhead wheel, as illustrated in the plan. These wheels will run in grooved tracks made of wood and perfectly smooth at the points where the wheels contact. J marks a section of the lower track and I the large wheel. G is a section of the top track and G the overhead wheel. The tires are of the cushion type. It is supposed that if the wooden tracks are perfectly beveled and very smooth that there will be no wear upon the tires. The lower track, H, will be fastened to posts, and the upper track, E, to brackets extended from these posts.

As an extremely high rate of speed is the aim sought in the plan, the wheel-driving mechanism is arranged for that end. This is attained by using a small gear, B, on the axle of the front wheel, and propelling it with a proportionately much larger cam-gear, A. One turn of the large gear will revolve the smaller three times, and a mile a minute can



be made easily. Running in grooves, the machine is self-steering, so that only the handlebars, K, are needed. In building a machine of this sort the gear-cogs must be absolutely perfect, to prevent grinding, jarring, etc. The extension rod, C, can be made from bicycle tubing.

GEORGE D. RICE.

SNELL DID WELL.

Samuel Snell, of the Snell Cycle Fittings Co., is never more uncommunicative than when you talk of American cycles on English soil to him. It's a subject on which he'd rather take than give. To evade inquiries he's apt to say: "No, I don't believe I know much about it. I suppose I ought to, since I was born an Englishman, was in the cycle trade there for years, and then as well as since made numerous trips between the two shores, but I guess I don't know. I've come to the conclusion that the average man who goes over there for the first time and absorbs the whole continental situation in a week, and then returns, is the man best fitted to analyze the needs of the foreign market."

But although Mr. Snell won't talk, it has leaked out that he did well on his last trip abroad; created agencies in various parts of the continent and brought home a quantity of orders that the factory is now working on.

THE OFFICE SOUGHT THE MAN.

S. C. Walbridge, who has been connected with the Union M'fg Co., Toledo, for years, in a high executive capacity, has left that concern to take a managerial position with the Berdan Co.—spices and coffees—in Toledo, in which he has acquired an interest. His position—that of manager under the supervision of Mr. Peter—has been filled by the advancement of E. G. Eager to the post. Although it's rather a bad pun there's no proof that Mr. Eager wasn't eager for the advancement. Mr. Eager should be a success in his new executive capacity. He is a tried hand at the cycle business, having been special traveler for the Viking people, prior to which he was in the employ of Lozier & Co. The advancement has fallen on deserving shoulders. His strong forte is common sense, and the desire to get pretty well acquainted with anything he undertakes. The management of the Viking retail store in Toledo for '97 will be vested in C. S. McHenry, a new man in the Viking force.

AT HOME AND ABROAD.

British Generals have privileges in the English police courts. Sir Reginald Gipps, who was recently summoned for riding a bicycle on a footpath, sent his servant to pay his fine of five shillings and to tender an apology, which the magistrate accepted.

If a New York magistrate had been trying this case, he would have invited the servant to share a seat on the bench with his magistrature, while he proceeded to fine the policeman for interfering with the pleasures of a man possessed of a pull.

SOME UNCLE EPHISMS.

Opportunities rides on one wheel; yo' mus' grab dem by de handle-bar or dah fron' wheel ah dey's done gone forebber.

Wimmen in de racin' game is like a diamond pin on a dirty sweater.

Sum riders impa't bicycle info'mashun very much like dah hedgehog sheds his quills.

De skeeter might hab been highly prized as a singin' burd if it had on'y stuck to dat business; de racin' man ort to remember dis when in de winter he covers hisself wid diamians and thinks he's a howlin' swell.

LIABLE TO BE MISUNDERSTOOD.

"Our wheels are perfection," declared the enthusiastic salesman, anxious to make a sale. "We take no chances in guaranteeing them," he added. After the customer had left without purchasing, the salesman sat himself down and pondered just which way the customer had taken that "no chance" statement of his.

BY RAIL INSTEAD OF WHEEL.

Tom Winder, who gained fame by making a tour on an Eclipse wheel entirely around the border of the United States in 1895, is to start on another tour of a similar nature in February, but this time by train. The trip is to be made in the interest of an Elmira, N. Y., paper.

MAKE WAY FOR HIM.

He comes! He comes! And cheeks are pale,
And brains with terror reel;
The Juggernaut of cycledom—
The Wobbler on a wheel!

AN OUTSIDER'S OPINION.

Mr. Editor, did you ever think of how cycling is viewed by an outsider? By an outsider I mean one who has neither a bicycle to sell nor one to buy. I don't suppose such an opinion would be considered by you of any value or worthy of print, yet there are still a few men left in the world who, like myself, neither make, sell nor yet ride a bicycle, and have no desire to deal in bicycles nor to have bicycles dealt out to them. To men of this very limited class cycling is looked upon as a disease of the brain that displays its first symptoms in an abnormal use of the feet. A diagnosis of the malady reveals in the victim an insatiable desire to travel the greatest possible distance in the shortest possible time, without care or thought of the why or wherefore of the journey.

One enthusiastic wheelman (genusscorcher) is more dangerous on the highways than a dozen rabid dogs. Stone walls cannot balk him, and steep hills are as wine to his exalted soul. On his "swift, silent steed of steel" your enthralled wheelman is unmindful of home and mother. Rent day has no terrors for him, and the fact that he may spill himself in small chunks at any moment is of as little consequence as a fly to a fly-wheel.

The enthusiastic cyclist is a living picture of monomania. He or she is a human monument to the logic of Dr. Max Nordau, whose much-questioned partitioning off of the human race into imbeciles of varying temper finds complete verification in the wheeling tribe. Perhaps, Mr. Editor, it is because I am a stickler for dignity of personal appearance that I have never yet discovered man or woman a-wheeled who looked in the slightest degree dignified.

I once owned a marvelous toy which consisted of a red wooden monkey astride a yellow wooden velocipede. I never see a bicycle rider in these later days of mine that I do not recall the painted bauble of my childhood, and I think, on the whole, the thing of wood was the cheerier sight of the two.

While I do not think that the bicycle is a device evolved by the devil, I do think the latter gentleman has the largest number of followers in the ranks of cyclists. It is too much lacking in respect for his Satanic Majesty to credit him directly with the creation of a grown-up toy that is neither a noble utensil of sport nor a manly means of locomotion. In his eagerness to murder time and bridge long distances, the average bicyclist finds the ordinary garbings of civilization irksome to his flesh, and forthwith discards as much of his clothing as the weather and the police will permit. In his striving after simplicity in dress, the cyclist takes the first step among human kind along the path of retrogression, which leads back to prehistoric days and the aboriginal ape.

A Hibernian friend of mine, in describing a bicycle, said it was "only two shmall barrel-hoops, wid rubber hose on the outside, an' bits of woire on the inside, the entire article held together wid gas-poipe, an' a place on top for to sit down on." The definition came nearer the truth than the son of Erin suspected.

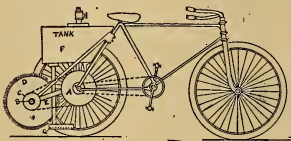
I have no doubt that all I have written (if you publish it) against the sport, pastime, recreation (excuse it under any name you please) will bring upon me such anathemas as only cyclists have learned out of school. Be that

as it may, feeling as I do about the riding of a wheel, I am daily taking lessons so that I may get out on the roads next spring, when I hope to learn some new facts about this foremost of fads.

JAMES S. FERMOY.

HERE'S THE CYCLE SWEEPER.

In figure 1 of accompanying diagram is a plan for attaching a revolving brush to a tricycle for the purpose of sweeping depot platforms, large halls, macadamized streets, etc. Most any form of bicycle can be used and changed to fill all requirements by making a new rear shaft, about 36 inches long, and fitting one end to the original rear wheel of the bicycle and the other to the hub of another wheel. The additional wheel will be adjusted next to the cam, A, and outside of it. This wheel is not shown in the drawing. The regular rear sprocket of the bicycle need not be changed, except to conform to the size of the new shaft. The larger sprocket-cam, A, should be keyed to the shaft next the small sprocket,



and a chain run from the former to the sprocket, C, which is secured on the shaft, B, of the revolving brush. D. An arm, E, can be made from cast-iron and set to hold the brush in proper position. There should be a short arm on the other end, as the brush will need to be set at an angle in order to sweep the dirt to one side. The arms being pivoted, the brush can be raised and lowered at will.

An additional support for the brush and arms is obtained with a brace extending from the brush bearings to the cycle frame, as shown. A water tank may be attached as shown at F, and water distributed in the usual way by means of the pipe and connections at G.

GEORGE D. RICE.

SCORCHERS OVER SLEEPERS.

Among the schemes that are now engaging the attention of the British public is one for the conversion of the numerous canals running out of London into cycle paths. The canals are relatively but little used, pay altogether inadequate returns and are in a shocking state of unrepair.

It is proposed to let the water out and to make a track of old railroad sleepers along the bottom. It is estimated that a fifty-mile cycle path thus constructed would cost about \$50,000, and that a charge of 10 or 15 cents a day per bicycle would yield a handsome profit.

FORTUNE'S WHEEL.

Turn, Fortune, turn thy wheel with smile or frown,
With that wild wheel we go not up or down;
Our hoard is little, but our hearts are great.
Smile and we smile, the lords of many lands.
Frown and we smile, the lords of our own hands:

For man is man, and master of his fate.
Turn, turn thy wheel above the staring crowd,
Thy wheel and thou are shadows in the cloud.

HE WAS SORRY HE SPOKE.

"You are concealing something from me!" His words were bitter, his accents sharp. So sharp that the maiden whom he addressed started, as though frightened, and blushed deeply.

"It is no use denying it," he repeated, with more sadness than bitterness now; "you are concealing something from me."

The girl hung her head in silence, and made no attempt at denial.

Shortly after he left her, without the usual good-night.

Stung to the quick with his reproaches and realizing the truth of his accusation, when he called to take her riding the next evening he found her clad in a wheel costume, the component parts of which were a sweater, knickerbockers, golf-stockings and a Tam-o-Shanter.

Then he remembered his accusation of the previous evening with regret, for however true it might have been then it was no longer so.

IN VERY CLOSE QUARTERS.

"Geel"

A howl of anguish arose from the man with the pale pink whiskers.

"I've an awful stitch in my side!" The rider nearest him pulled his wheel yet further from the path.

"That comes from—"

(He helped the stitch sufferer through the throng of curious onlookers as he spoke.)

"—getting hemmed in a crowd."

The other said nothing, but silently took an oath not to ride on the Coney Island cycle path in future on either a Sunday or a holiday.

JOKED, BUT GAVE UP.

"Twenty-five cents for inflating my tires, eh?" gasped the rider as he was met by the demand of the roadhouse hostler for a quarter in payment for some alleged tire-pumping. "My, but that seems like a lot of money to blow in!"

And it was, but he paid it rather than enter into an argument with the hostler regarding the matter, because the hostler weighed about two hundred pounds, and looked as though he might have once earned honors in a twenty-four foot ring.

DOWN ON HIS LUCK.

"You ride a great deal," said the agent to a scorchor. "Why not take out an accident policy in our company?"

"No use," replied the scorchor despondently; "if I was on a club run and the whole shooting match run over a cliff or fell through a bridge, and every blessed one was killed or injured, I'd still be uninjured with that blamed policy in my pocket. There's no hope at all for me!"

MIGHTY FEW OF THIS KIND.

"I thought I saw you coming out of a dime museum yesterday!"

"Maybe you did. I'm doing a turn in one now."

"What! Why you are no freak, are you?"

"The greatest in the business! I'm the only pedestrian in the world who does not claim to have barely escaped with his life from a scorchor."

Sure 'nough Syracuse.



THAT IS THE CHOICE OF 1896 SYCAMORE RIDERS. THEY WANT CRIMSON RIMS TO CARRY THEM THROUGH THE SEASON OF 1897 AS WELL. IT WILL ALWAYS BE A CASE OF "SURE 'NOUGH SYRACUSE" WITH YOU WHEN YOU FIND OUT ABOUT

Crimson Rim Quality



IT IS THE INSEPARABLE BICYCLE SOUL OF THE SYRACUSE. WITHOUT IT, IT WOULD BE NIL, LIKE A MAN WITHOUT A SOUL. WITH IT IT IS MIGHTY IN BICYCLE QUALITY, PRE-EMINENT IN STYLE, POPULAR IN SELLING CAPACITY.

Chicago Cycle Show, Spaces 275, 276, 305, 306.

SYRACUSE CYCLE CO.,

SYRACUSE, N. Y.

Kindly mention The Wheel.

THE SHOE PINCHES.

British foreign trade must indeed be suffering severely from American competition when the Cyclist, that ardent lover of all things American, feels called upon to remark editorially, after a visit to the French cycle show:

"A prominent French journalist, who has been much concerned of late years with one of the Parisian cycling dailies, was on this side last week, and gave it as his opinion, after careful study of the general features, that our cycle export trade with France was on the wane, before the persistent competition of the American houses established and to be established in France. Of the persistency, any one who has visited the Salon du Cycle must be aware. In past years the British has been the dominating foreign element in these shows, but to-day that has to be written of the makers from the other side of the Atlantic. As M. Bruel (the French representative of the Premier Cycle Co.) assured us, the general French taste for cycles runs on American lines, and accordingly there are no prejudices to fight, as there are here. Their way is made smoother for them by this fact, and they are not slow to take advantage of it."

ISN'T THIS FUNNY?

A German cycle paper, *Der Radwelt*, is fairly frantic over the way American-made bicycles are supplanting the German ice wagons which, prior to the introduction of American machines, were formerly accepted by German riders as examples of up-to-date cycle designing and construction.

Der Rad welt damned American machines in a three-column hysterical welt recently, climaxing the welting with the assertion that the Rad's editor had taken a first-class American wheel apart, and could therefore assure his readers that neither in material, solidity, nor durability was the American wheel the equal of the German, and that "since the industry had been established in Germany since 1885, and in the United States only since 1891," it must naturally follow that the American did not possess the same experience in the art of building machines.

The list of exports do not show that Americans are shipping any fewer machines to Germany since the foregoing attack was printed.

LIKE THEM AND WANT MORE.

During 1896 a total of \$3,000,000 worth of bicycles were exported by American makers. Of this amount \$1,200,000 went to the United Kingdom, \$220,000 to Germany, \$120,000 to France, more than \$400,000 to the rest of Europe, more than \$515,000 to British North America, and \$350,000 to British Australasia. Wheels worth \$35,000 were sent to Africa. Cuba was not so immersed in war as to escape the business, and she took \$5,000 of American machines.

AMERICA WAS THIRD.

The duty paid on cycles which entered Belgium during the first six months of 1896 amounted to more than \$70,000, the total value of the imports on cycles for the period being declared \$580,000, of which \$340,000 came from England. France was next with \$107,000, and the United States showed \$60,000.

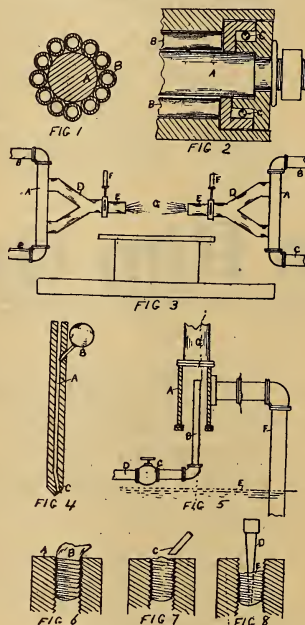
There is hope for the man who knows he is prejudiced for or against a wheel.

BREAKS AND REPAIRS.

Those whose business it is to repair and fix bicycles have many varied styles of wheels and parts of wheels to deal with. Occasionally a rider comes into the shop with a roller-bearing wheel. To get good results from these bearings, the rolls must be true and free from gummed oil and other foreign matter. Fig. 1 shows a cut-off view of the bearings, A being the axle and B the rolls. Fig. 2 is another view in which A marks the axle and B the rolls, and C the balls.

To remedy grinding, stiffness or like troubles with these bearings, take the parts off, test the rolls, and true any sprung or indented ones; see if the axle is perfectly straight, and if not draw the temper and straighten. Gauge the balls to see if all correspond; cleanse the parts in the usual way and replace.

An odd style of hot-blast brazing device which we lately built from odds and ends about the shop is given in Fig. 3. The air and



gas-feed pipes are centred at A, the gas feeding from B and the air from C, from either side, passing through the double pipes D to the nozzle E as shown. The flow is regulated by the cocks F. The blast is thus concentrated at G, at which point any part of a cycle frame or other article to be treated may be easily held or supported.

The device is handy for brazing cycle frame joints or for brazing unions which have been made in repaired tubes, while tempering, forging and other work can also be accomplished with it.

Cycle repairing calls for more or less drilling of small parts. As the modern bicycle is composed mainly of hardened parts of the firmest fibred metals, drilling is rendered difficult and the instrument used heats quickly unless the temper be drawn from the article. Even then heating occurs. To overcome this trouble I have had a set of drills made with a channel cut through the centre of each, as in-

dicated by A in Fig. 4. This channel starts at the centre at the top, coming out at the side of the cutting tool at C. A hole is also cut from one side of the drill to connect with the channel, into which is put the tubé of a rubber ball of oil, as shown at B. Thus, in drilling, it is only necessary to press the ball once in a while and the oil flows to the cutting tool, lubricating it.

A jet pump is handy in any shop. A homemade one can be erected as shown in Fig. 5, consisting of the upright pipe G, the water-pipe F, which extends to the water E, the union A, the steam-pipe D, valve C, and delivery B. Steam enters through pipe B, sucking the water along from the tank, forcing it upward through the pipe G to whatever point desired.

It is considerable of a trick to remove stubs of broken spokes from flanges or hubs. After several years of tinkering at such work, I have found that when a spoke is broken off as indicated by B in Fig. 6, the same can be readily removed from the flange A by filing the stub square and turning the part out. But when the stub is broken short off, as in Fig. 7, the problem is harder. With a cutting tool C, shape a slot, then back out the stub with a screw driver. If broken off in the hole, as in Fig. 8, drill a hole at E, and drive into it the tool D, which will take hold, being beveled, and can be turned back, carrying the piece of spoke with it.

GEO. D. RICE.

WENT LIKE HOT-CAKES.

Every one of the 173 spaces at the Philadelphia Show, which will be held at the Second Regiment Armory, February 20-27, have been taken, and the Cycle Board of Trade have already figured a net profit over all legitimate expenses, although the doors will not be opened for over a month. In the allotment of spaces no favoritism was shown. The spaces were bid for in true auction style, and the premiums reached a figure more than equal to that of the rent of spaces. There was no disposition to force a competition for the first choice of space, but by an almost unanimous, though unexpressed, consent, that choice was allowed to go to the firm that was willing to lead the bidding. The value of the other spaces was looked on as equal to that first selected, and by the same process of bidding several other spaces were selected at the same price.

FIXED THE ARMORY ROW.

Brooklyn's Cycle Board of Trade has succeeded in securing the old Thirteenth Regiment Armory and its cycle show will be held the second week in March. The trouble between the trade organization and Cycle Club of Brooklyn over the building was smoothed over by one of the city aldermen. The armory was secured for the week for the sum of \$500.

NOT RESPONSIBLE FOR THE SURGEON.

An employer who calls a surgeon to aid an injured employe is not liable for the negligence or malpractice of the surgeon, provided the latter had knowledge and skill ordinarily possessed by other surgeons, and the employer had no reason to suspect that the surgeon would fail in his duty.

A lightning calculator—the man who figured out the percentage of a wheelman's chances to be struck by a thunderbolt while riding a bicycle.

Rubber Tire Association.

President, THEODORE A. DODGE.
 First Vice-President, L. K. McCLYMONDS.
 Second Vice-President, GEORGE T. PERKINS.
 Treasurer, GEORGE F. HODGMAN.
 Secretary, KIRK BROWN,
 504-506 West Fourteenth Street, New York.

National Board of Trade of Cycle Manufacturers,
 271 BROADWAY, NEW YORK.

President, R. L. COLEMAN.
 First Vice-President, R. P. GORMULLY.
 Second Vice-President, GEORGE H. DAY.
 Treasurer, W. A. REDDING.
 Secretary, ERNEST R. FRANKS.
 Mercantile Agency, Collection Department and Information Bureau.

National Bicycle Wood Rim Manufacturers' Association.

President, E. S. MEAD.
 Treasurer, N. D. DOUGHMAN.
 Secretary, W. W. STALL, Bedford, Mass.

DOMESTIC CYCLE SHOWS.

January 23-30—Chicago, Coliseum; A. E. Pattison, Auditorium Hotel, Chicago.
 February 6-13—New York, Grand Central Palace; Ernest R. Franks, 271 Broadway, New York.
 February 20-27—Boston, Mechanics' Building; C. W. Fourdrinier, 34 Stanhope Street, Boston.
 February 20-27—Philadelphia, Local Cycle Board of Trade.
 February 20-27—Pittsburg, Local Cycle Board of Trade.
 February 20-27—Baltimore, Local Cycle Board of Trade.
 February 22-27—Syracuse, N. Y., Local Cycle Board of Trade.
 March 2-5—Providence, R. I., Local Cycle Board of Trade.

FOREIGN CYCLE SHOWS.

January 12-16—Liverpool, England.
 January 16-23—Dublin, Ireland, Royal Dublin Society Building, Balls Bridge; R. Wilson, Secretary, 14 D'Olier Street.
 January 23-30—Glasgow, Scotland; A. G. Rennie, Secretary, 49 Lilybank Gardens.
 January 22-30—Birmingham, England, Bingley Hall; Chas. Wheelwright, Secretary, Lucifer House.
 January 23—Vienna, Austria; Steiner Hoenicks, Manager.
 February 1-7—Edinburgh, Scotland, Waverly Market; A. K. Dempsey, Secretary, 82 Leith Street.
 February 1-15—Vienna, Austria; Winter Veleddrome, 14 Kaentner Street.
 February 3-6—Nottingham, England, Albert Hall; B. Richards, Secretary, Nottingham Athletic Social Club.
 February 6-20—Manchester, St. James' Hall; Northern Counties Exhibition Co.
 February 27-March 6—Leeds, England, Town Hall; Northern Counties Exhibition Co.
 March 14-19—Glasgow, St. Andrew's Hall, Northern Counties Exhibition Co.
 March 15-21—Brussels, Belgium.

TRADE CHANGES.

ARIZONA.
 Phoenix.—W. G. Getz, real estate mortgage for \$700.
CALIFORNIA.
 Woodland.—F. Germeshausen, closing out.
DISTRICT OF COLUMBIA.
 Washington.—The Pope M'fg Co., will erect new store and office building on 14th street, between H and I streets, N. W.
GEORGIA.
 Atlanta.—Sheriff Barnes, appointed temporary receiver of the Atlanta Bicycle Co.

ILLINOIS.
 Chicago.—Dodson M'fg Co., to sell and manufacture bicycles and accessories, incorporated. Capital \$10,000. Incorps. J. Dodson, M. Kendig and Albert E. Dacy.
 Chicago.—Amos M'fg Co., incorporated by Geo. W. Amos, Thos. J. Sprague and E. T. Gilbert, to manufacture bicycles, etc. Capital stock \$20,000.
 Freeport.—Chas. Kalbe & W. H. Jacobs, new store.
 Roadhouse.—Wilson & Smith, chattel mortgage for \$1,828.

KANSAS.
 Salona.—R. D. Law, paid off chattel mortgage for \$75.
 Wichita.—The W. M. Burt Cycle Co. New store.
MARYLAND.
 Baltimore.—The Alfred Ely Co. Receiver applied for.

MASSACHUSETTS.
 Hudson.—Crawford E. Prescott, real estate mortgage \$500.
 Northampton.—Hampshire Nickel Plating Co. filed voluntary petition in insolvency. Liabilities about \$3,000, assets consist of the plant.
 Springfield.—Morgan & Ball (Chas. C. Morgan and J. O. Ball) succeed M. D. Stebbins & Co.
 Worcester.—Assignee sells personal property to mortgagee, Matthew J. Whittell, for \$6,800.

MINNESOTA.
 Minneapolis.—The Moore Carving Machine Co., new store 627 First avenue, South, will handle Kenark and Yarnell bicycles.

NEW JERSEY.
 Camden.—The Cole Machine Co., 112 and 114 Eric street, will engage in the manufacture of a high grade bicycle, the Wheel.
 Jersey City.—Geo. B. Spearin, who recently assigned, has resumed.

NEW YORK.
 Buffalo.—The Wa-Fa-No Cycle Co., damaged by fire.
 Fishkill.—S. G. Benjamin, bicycles, removed to Thomasville, Ga.
 New York.—S. F. Myers & Co. offer 20 per cent. in settlement.
 Nyack.—Nuttall M'fg Co. Incorporated to manufacture bicycles. Capital, \$50,000. Directors: John

Nuttall and Geo. R. Bidwell, New York; Geo. T. Morrow, Jr., John D. Blanvelt, John W. Dalley, Wm. Dewey and Arthur S. Tompkins, of Nyack.
 New York.—Humber & Co. To manufacture and sell cycles and athletic goods; capital, \$5,000. Directors—Elliott Burris, Charles H. Luscomb of New York, and Isaac S. Bowdish of Westboro, Mass.
 New York.—Nuttall-Dodd Co., 418-420 W. 27th street. Judgment for \$1,043. Favor Jas. B. Smith for rent.
 New York.—Humber & Co. Incorporated to manufacture and sell cycles and athletic goods; capital \$5,000.

Cincinnati.—Tourist Cycle Co., a corporation under the laws of New York, against the Ohio Spiral Spring Buggy Co., a corporation under the laws of Ohio. Action for \$561.29, with interest from Oct. 22, 1896, on a note.
 Cleveland.—Chapman M'fg Co. Incorporators, E. M. P. Chapman, Lindly Collins and J. A. Chapman; to manufacture and sell bicycles and supplies. Capital, \$50,000.

PENNSYLVANIA.
 Hamburg.—Keystone Wood Rim Co. Sheriff sells machinery to J. Ed. Miller, representing execution creditors, for \$920.

Reading.—National Cycle Co. Harry E. Treat and Wm. H. Rieger form copartnership under above style.
 Williamsport.—Harris Cycle Co. Changed style to the Cygnet Cycle Co.

SOUTH CAROLINA.
 Charleston.—Charleston Cycle Co. Offering 50 per cent. in settlement.

TEXAS.
 Dallas.—W. S. Lake & Co., discontinued.

VERMONT.
 Montpelier.—Geo. H. Whitney. Attached \$200.

WISCONSIN.
 Milwaukee.—The Bamboo Cycle Co., incorporated by E. S. Finch, W. N. Durant and W. H. Prichard. Capital \$10,000.

GONE FAR, FAR AWAY.

Exports of bicycles from the port of New York during the week ending Dec. 29:

Antwerp.....	\$351
Africa.....	3,211
Amsterdam.....	60
British Australia.....	294
Berlin.....	106
Bremen.....	3,244
British Africa.....	2,332
British West Indies.....	3,388
Brill.....	300
Dutch West Indies.....	238
Gibraltar.....	80
Glasgow.....	215
Holsingburg.....	143
Hamburg.....	3,941
Hayti.....	69
Havre.....	1,428
Liverpool.....	3,315
London.....	1,220
Manchester.....	100
Rotterdam.....	1,222
Southampton.....	1,846
Venezuela.....	821
Demerara.....	100
Surinam.....	176

FOR RENT.

.. IN ..

THE WHEEL BUILDING,
 88 WEST BROADWAY & 72 WARREN ST.,
 MODEL, WELL LIGHTED

LOFTS AND OFFICES

Steam Heat,
 Electric Light,
 Power,
 Passenger and
 Freight Elevators.

In the heart of the cycling district.

The West Broadway end faces the Reade, Chambers and Warren Street cycling district.

72 Warren Street, a loft 100 feet deep, specially designed for a cycle warehouse.

ADDRESS:

THE WHEEL,

88 West Broadway.

Directors.—Elliot Burris, Charles H. Luscomb of New York, and Isaac S. Bowdish of Westboro, Mass.
 Oneonta.—Explorer Bicycle Works. H. R. Jennings sells interest to W. H. Ives, now sole proprietor.

OHIO.
 Cincinnati.—Wm. Hulvershorn, bicycles. Judgment \$25 and costs.
 Cincinnati.—H. F. Schlueter, doing business as the Schlueter Cycle M'fg Co., and Joel C. Clore, receiver.

Action for \$541.67.

ECLIPSE
\$100

ECLIPSE
\$75

THE 1897
ECLIPSE

Is the best we have ever built, and
we have the reputation of having
never built anything but the best.



THEY STAND THE TEST



The Eclipse Bicycle Co.,
ELMIRA, N. Y.

S. T. MOEN, 33 Barclay St.,
Metropolitan Agent.

89-90 Chicago Show.

Kindly mention The Wheel.

ECLIPSE
\$60

ECLIPSE
\$50

WELDING WITHOUT FIRE.

May Save \$1 Per Frame, Too—Another Novel Process of Making Brazed Fittings.

London, Dec. 26.—Now that we seem to have settled down in general lines of design, it is perhaps only natural that inventors' ideas should be directed towards more economical or more improved factory work in bicycles.

Some time ago I mentioned an idea for the jointing of tubes to lugs by hydraulic pressure, which the inventor sold to a syndicate, in which was, of course, the inevitable Hookey-Rucker combination, for the sum of £2,000. Since then I have heard nothing about the deal, but I have come across another system of frame building in which brazing is quite dispensed with, and as I know that one of the most practical and astute men in the whole of the cycle trade is at the back of the small syndicate who are working on and testing it, I give it here in a spirit of conviction that it will be brought to a successful and a public trial very soon.

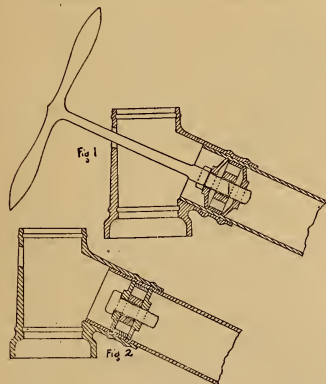
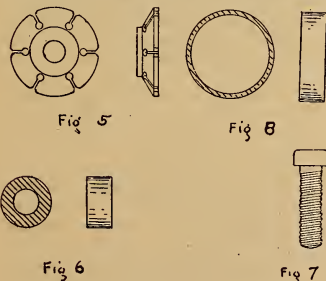
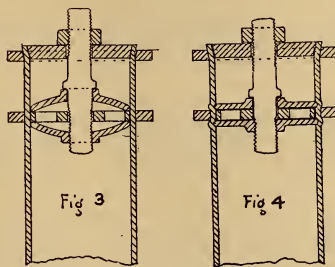


Figure 1 explains the process as applied to the lower ball-head lug. The lug, where it receives the tube, is corrugated internally, as shown. Inside the tube, before it is inverted, is placed a set of expanding circular wedges formed of the discs, collars and screw stud,



shown in Figs. 5, 6, 7 and 8. The large collar, Fig. 8, fits the tube exactly, and is of such width as enables the expansion discs, Fig. 5, which are like two saucers, to be placed against it with their concave surfaces in juxtaposition. The small collar, Fig. 6, is of the same width as the large one, and through it the screw stud, Fig. 7, engages with the expansion discs only. This stud is operated upon through a small hole in the front of the

lug by a key (shown in Fig. 1). Figure 2 shows the aspect of matters after the stud has been screwed home, the expansion of the discs having forced the tube into the circular



corrugations in the lug just as does the water in the hydraulic system. Figures 3 and 4 show the method adopted with the front fork crown.

It is claimed by the inventor—J. S. Inshaw, of the Aston Engineering Works, Birmingham—that this system will reduce the cost of frame building by a matter of about one dollar a frame, while giving joints untouched by fire, and, of course, saving time by obviating the necessity of cleaning joints and truing frame after brazing. I have been shown a machine constructed on these lines, and was told that it had been in use for some months. It looked all right.

Another process which has the same end in view as Mr. Inshaw has, but attempts to arrive at it by brazing well, is the patent of Mr. Tayler, of the Shark Manufacturing Company, Birmingham. It is a system of producing tube connections out of sheet steel, in which the act of brazing to the tube also brazes the component parts together. Figure



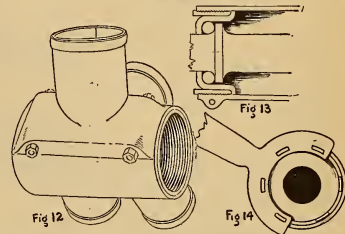
9 shows the bottom ball-head connection as it is stamped out of the sheet and pressed to shape. The three rings are also cut out of sheet steel, and their duty is shown in Fig. 10, but those who desire to have the ordinary pattern of lug can have these rings made of metal, which disappears in brazing, the rings, of course, holding all taut for the blowpipe to get to work.

It is claimed that a perfectly brazed joint is the natural outcome of this system, as the capillary attraction of the open seams in the ring causes a proper flow of the spelter and a more general distribution of the brazing than is usual in ordinary work.

Mr. Tayler also claims a reduction of cost of building and a more perfect frame, because of the absolute accuracy of the pressed work and the extreme lightness of the connections made out of wrought sheet steel.

The most interesting fitting, however, of the group is the bottom bracket, or, as you call it, the crank-hanger, Fig. 12. It is built up in three sections around a central tube, which is screwed internally to receive the adjusting discs. As, however, these latter are unique in their way, I also give a sectional

drawing illustrating the method of fitting the adjusting cups in Figs. 13 and 14. Figure 13 shows how the bearing cups are operated upon by a collar engaging with the internal



threads in the crank-hanger, and Fig. 14 shows how this collar is operated by a special spanner fitting projections on its face. Truly, Mr. Tayler is a man with ideas, whether practical or not time will show.

Amongst the new flotations are the Non-Collapsible Tire Co., capital of £130,000, which has gone to allotment. I believe that George Singer came to the rescue of this at the last moment. The Raglan Cycle Co. asks for £170,000 in ordinary and debenture issues, while W. & A. Lloyd, a fittings firm, wants £40,000. Next week the New Star Cycle Company will ask for £150,000, while a new cycle and parts company, bearing the name of J. B. Dunlop, will also appeal for support. Not a bad crop for a Christmas week, is it, and everything frost-bound?

KINGS OF COMMERCE.

In a recently published article entitled "Paramount Control of the Commerce of the World," Mr. Edward Atkinson presents some considerations of the very highest importance, especially so to the cycle makers of this country, who have only of late made a determined and successful effort to invade foreign markets.

Mr. Atkinson's proposition may be summarized as follows: The resources of this country are such, in a natural way, that the power of production of food, fuel, shelter and clothing are unlimited, while the power of domestic consumption is limited. There exists, on the other hand, an immense potential demand for these things on the part of the other countries of the world, whose natural resources do not approach those of this country, except under conditions where the full exploitation of those resources is practically impossible. His inference is that, as the title of his article suggests, paramount control of the commerce of the world is within the reach of this country, and will actually be attained, provided that national common sense asserts itself in financial and commercial legislation.

Besides the great natural resources of this country, which alone would seem to assure the result described by Mr. Atkinson, there is to be reckoned the blessed fact that we have no standing army to support and all our people are available for industrial purposes. The tax for national purposes is not more than one-half that of the most lightly taxed nation in Europe. There is then above all the fact that the intellectual standard in this country is the highest in the world, with constant improvement in this respect. Mr. Atkinson naturally asks why, under such conditions and with proper financial laws, is it not certain that the United States will assert its commercial control over the whole world?

UP THE HUDSON.

New York's Capitol Viewed From the Standpoint of Its Cycle Trade Possibilities.

Albany, Jan. 1, 1897.—There is, perhaps, no city in the State where so large, substantial and profitable a trade in wheels has been established in so short a time as has been done in this city.

Previously to the season of 1895 the trade was in the hands of a few concerns, notably Richard Robe, who handled the Columbia since the days of the high wheel; the Albany Hardware & Iron Co. with the Rambler; Ed. Paddock and E. W. Vine. With the close of the season of 1894 these firms, with a few other progressive business men began to realize that the bicycle was fast being transformed from a plaything, or simply a means of recreation, into an article of utility almost as necessary as the street cars or the telegraph, so plans were made to carry larger lines and pay greater attention to the business. In the winter of 1894-95 the local Board of Trade decided to give a large cycle show in Harmanus Bleeker Hall, March 2, a report of which was printed in THE WHEEL of March 5, and in the meantime several new bicycle firms were started. The show, which was given under the auspices of the Albany County Wheelmen, had the double effect of stimulating trade and bringing into existence numerous other sellers of cycles, and from this show the present substantial trade may be said to have grown.

The new firms and agencies increased rapidly until there were over thirty selling bicycles, and, though it may seem somewhat odd, they all did a thriving business.

In 1894 there were from one thousand five hundred to one thousand eight hundred cyclists in Albany; there are now a few more than four thousand eight hundred, and the greater part of this gratifying increase was made during the season just past.

Although all of the concerns did a good business, as has been said, the end of the season saw many of them dropping out of business. This was due chiefly to two reasons—insufficient capital and the pernicious system of selling on time and the installment plan. The result was that when the manufacturers wanted to collect the retailers could not pay, and the natural consequences ensued; but your correspondent has not heard of one single instance where the manufacturer lost anything by these concerns who were obliged to give up. This has had a most beneficial effect on the trade, for there is no denying that there were too many in it. It is rumored that many, if not all, of the drygoods houses, jewelers and other houses which sold wheels will give up the business this year, so that the trade for 1897 will be in the hands of thoroughly competent and experienced men. As nearly as can be ascertained the dealers will make no changes in the lines of wheels they carried last season. They know them and their good points, and as long as their customers are satisfied a change would be unwise.

It will, perhaps, not be out of place to say here that Albany and vicinity has been greatly the gainer by the increase in the number of cyclists, for during the season of 1895 there were more street and road improvements here

than during the previous five years, and this was entirely due to the efforts of the cyclists' agitation for good roads. Albanians are said to be slow, and perhaps they are, but they are at the same time sure, and there are none so ready to help along a really good movement as these same slow and sure Albanians. When a thing or movement is once taken up by us it is pushed with persistence, hence the improvement of the city streets and the chief roads leading out of the city has the support of the non-cycling as well as the cycling inhabitants.

The Albany Hardware and Iron Company has done the largest business in the city for the past season. Beside its large retail trade the company has done a large jobbing business all through this State and through the New England States, its sundries trade having extended as far east as Boston. As has been stated, this firm in 1892 handled the Rambler and some of the Buffalo Company's output, but up to 1894 the sale of wheels was but a detail of the firm's immense retail and wholesale hardware business. In 1894 a regular bicycle department was established, and the Falcon and Crawford were carried, the other wheels being dropped, and W. E. Foskett put in charge of the department. In 1895 it was

ingly popular and both are enthusiastic wheelmen. Mr. Higgins having done some excellent work on the track as an amateur. They carry the Keating, Dayton, Stearns, Fearless, Imperial, Silver King, Stormer and Waverley. Their showrooms are among the largest and most attractive in the city, and in connection they have a repair shop and a rink, where customers may try their wheels and novices be taught to ride.

Another of the new firms which began business last winter is W. R. Fredericks & Company. It handles the Liberty, Ben-Hur, Bison, Lyndhurst, Envoy, Fleetwing and Majestic. Mr. Fredericks learned the business under the able instruction of Ed. Paddock, and as he is a hard worker the firm has done well.

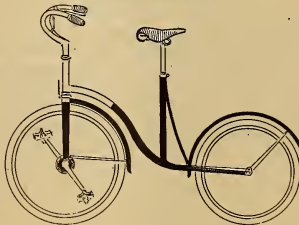
Eugene Sanders was in the typewriter and stationery business in 1894, carrying a few wheels as an experiment. Before the season of 1895 opened the "experiment" proved such a success that he gave up everything else and devoted all his time to the sale of bicycles and sundries. In the sundries he has found the Hulbert Bros.' pneumatic brake and the Brown-Lipe interchangeable gear excellent sellers. He carries the Union, Humber, Elmore and Ridgefield, which is especially made for him, and has proven one of the best of the low-priced wheels. In addition to the retail trade he has done a large business in his rental store on Willett street, facing Washington Park.

E. W. Vine is agent for the Spalding goods, which, of course, includes their wheels, and the Credenda. Mr. Vine began to sell wheels seven years ago, the Swift being his first wheel, but three years ago he gave it up for the other two mentioned. His store is the largest and finest sporting goods store in this vicinity, and the stock of guns and rifles he carries range from the cheapest to the very best, and represent many thousands of dollars. His store is a veritable sportsman's club; nearly all the important shooting matches are arranged there. His trade, entirely retail, has been large.

Another sporting goods dealer is Ed. Paddock, who sells the Victor, Henley, Boyd, Birdie Special, March and Crescent. His trade has been retail and most satisfactory.

The Erwin Manufacturing Company, of Greenbush, on the opposite side of the Hudson from Albany, was incorporated in 1895 for the manufacture of bicycles, and is the only manufacturer of importance in this vicinity. The officers of the company are W. W. Grey, President; Frank Erwin, Secretary, and Robert J. Pratt, Treasurer. Mr. Grey is a well-known business man of this city, and manager of a large corporation. Mr. Erwin is a well-known wheelman, who rides a 92-gear and has done some good work on the track, and knows how a good wheel should be built. Mr. Pratt, the financial man, is a graduate of the Rensselaer Polytechnic Institute in the class of '83, and is a skilled engineer who has had ten years' experience in manufacturing. The company's plant is admirably located, water and rail transportation being right at hand, and is completely fitted with the most modern appliances for the manufacture of wheels. The firm believes in the best pay for the best men to be had, and the result is a superior wheel. They make the Irwin, Vindex and Rensselaer.

THE BANTAMETTE.



An English adaptation of a front driver for woman's use.

found to be necessary to increase the store-room, for every floor of the firm's large retail store was filled to its utmost capacity, so the store No. 73 State street, in the next block, was rented for the bicycle salesrooms and repair shops, and the Fenton, Eagle, World, Adirondack and Saratoga were added. There is every prospect that the business done by this firm during the coming season will be even larger than it was last season. The Hardware Company is fortunate in having so competent a manager for this department as Mr. Foskett. He is genial and energetic and knows his little book thoroughly.

Richard Robe, or "Dick," as he is better known, although a young man, has been selling Columbia wheels for years, and has never handled any other make. He began with that concern's ordinary, and was the first to adopt the pneumatic tire. His trade, which has been entirely retail, has been large and will be larger, as Mr. Robe has made a reputation for himself as a reliable and trustworthy business man. Mr. Robe is a man who has little to say about himself, but he can talk Columbia in a way that would cure the blues.

The firm of Myron J. Higgins & Company is one of the most substantial of the later comers. They started in the winter of 1895. The silent partner is William M. Honig. Both these young men are exceed-

**MONEY CANNOT MAKE
HIGHER GRADE TIRES
THAN SAMSON SINGLE-TUBE TIRES.**



NEW YORK TIRE CO.

BRANCH HOUSES:

Boston
Toronto
Philadelphia

Buffalo
Louisville
Cleveland

Chicago
Denver
St. Louis

MAIN OFFICE:

59 & 61 Reade Street, New York.

Kindly mention The Wheel.

Artemis Plating Works and Brass Foundry

FOR THE TRADE:

Gold, Silver and Nickel Plating.

Copper, Bronze and Brass Oxydizing.

Brass, Copper, Aluminum and all Kinds of Alloy Castings.

Grinding, Polishing and all Grades of Finishing.

OUR CUSTOMERS ARE AMONG THE BEST MANUFACTURERS.

We satisfy them both as to price and workmanship.

WE CAN DO THE SAME FOR YOU.

CORRESPONDENCE SOLICITED.

ARTEMIS PLATING WORKS AND BRASS FOUNDRY,

I. SILVERMAN & BRO., Proprietors.

74-82 JACKSON BOULEVARD, cor. Clinton St.

Kindly mention The Wheel.

CHICAGO, ILL.

PARIS DISPLEASED THEM.

Cold Comfort for the Englishmen at the French Show—A Formidable Black List.

London, Dec. 26.—In consequence of the season which is popularly connected with peace and good will by mankind towards mankind there is very little to record regarding the English cycle trade.

Those who have been over at the Salon du Cycle in Paris have very little in the way of praise to say of it. This may be due to the fact that the English grip on the French market is fast waning, or it may not, but in any case it seems tolerably clear that neither in point of trade interest nor as an exhibition does the Salon du Cycle compare with either of our great shows. The venue is extremely bad, inasmuch as the ground floor is of gravel, and as this is heavily wet each morning to keep down the dust, the surface lifts to an abominably disagreeable degree, rendering walking about irksome and keeping the stands in a filthy condition. Then there has been very little attempt to reproduce the sumptuousness observable at Islington or the Crystal Palace. This, possibly, was caused by the matter I have just mentioned, but all the same the absence of any real attempt to produce artistic exhibits or even ordinarily complete stands strongly impressed every English visitor, who, to a man, call down the affair as "mean-looking."

Most of those with whom I have been discussing the trade aspect of the affair agree that its most strident note is the vigor of the native trade. It is not denied by anybody that year by year the English makers are being squeezed out of the French market. Until the advent of the American-built bicycle the English article always commanded the market in which price was a secondary object. Now, however, even that is being gradually closed against them, for the French, like the Irish, have a kindly feeling as a nation for your continent, and as cyclists have no prejudices in the way we Britishers have, this is good for America and apparently not bad for France, as the French-built machines are as a rule very inferior in finish to the imported articles.

The situation as it stands has made the French trade adopt a very "cocky" tone, and French makers now confidently talk of carrying the English market. I would, however, advise them to keep their eye on Germany, where the cycle trade has made great strides of late years, and which I fancy will in a few more practically command the cheap bicycle market—and the French cycle is at best only in this grade.

The Dunlop Tire Company has just issued a blacklist to the cycle trade. This list contains the names of the firms against whom the great tire firm has obtained legal decisions and against whom actions at law are pending. It is quite a formidable list, I can assure you, and is divided into heads. The first sub-list consists of all those against whom perpetual injunctions have been gained. Number 2 embraces those who have been ordered by the court to keep an account of their sales, with the idea, of course, of assessing damages when the verdict against them is pronounced; but No. 3 is the most interesting roll of fame, as it consists of those against whom the aid

of the law has been invoked. First on it is the name of the Tubeless Pneumatic Tyre Co., Ltd., and looking it down it is almost correct to say that only about half a dozen of the most prominent firms in the tire trade have escaped so far. I am told that the directors of the Dunlop Tire Co. are meditating the repurchase of all the licenses which they have granted with a view to floating a huge concern, monopolizing the pneumatic tire trade of the country, with a capital of \$50,000,000. I may say at once that I don't accept this canard, simply because the licensees would place such a high purchase figure on their licenses that the Dunlop Co. would find it more economical to beat them out of the market by spending money in trade competition. Besides, I don't think it possible to effect a tire monopoly in Great Britain. The trading principles of this country are totally opposed to it, and the day that the Dunlop combine became a fact that same day would see a reaction in favor of such tires as the single tube Palmer, the Chase and the Morgan & Wright. It is all a question of money, and so many moneyed men are now becoming interested in the cycle trade that a tire monopoly would not be countenanced unless it was a benefit.

JOS. M. HILL.

Mr. Hill is one of John C. Bowe's right-hand men and the name Bowe, as everyone knows, is synonymous with the crimson rimmed Syracuse bicycles. Mr. Hill is just now



the centre of no little interest, because Mr. Bowe has chosen him to make a trip around the world in the interests of the Syracuse bicycle. Likening the voyage to one of Jules Verne's expeditions, a Syracuse man writes of Mr. Hill:

"Joe is just the fellow to make the Hottentots roar, just the fellow to tickle the fun-loving monarch of the Sandwich Islands, just the fellow to impress the sharp Boers, just the fellow to be received by the greatest man in China, just the fellow to teach the Japs a thing or two about cycling, and goodness only knows what he will do in Europe."

NOTICE.

Mr. D. L. Cockley having resigned the General management of this company, to take effect January 1st, 1897, he will not, in future, be actively engaged with us. All correspondence relative to the business of the company should be addressed The Shelby Steel Tube Co.

W. E. L. MILLER, President.

NO PRENTICE HAND

Was Responsible for the Inventing and Construction of this Screw Machine.

Every cycle manufacturer is interested in screw machines and will, therefore, be concerned in the invention of Geo. S. Prentice, of Worcester, Mass., the former superintendent of the Windle Cycle Co. Patents have been obtained, and it is stated that a syndicate of Hartford and Worcester capitalists is organizing to operate them.

The Prentice invention is of the automatic multiple principle and it is claimed will produce twice as many finished screws as the machines now in use. It is thus described:

The first machine, or the one intended for the manufacture of large screws, consists of a bed supported by legs like those of a lathe or machines of this type. At either end of the bed is a headstock containing three or more spindles which may be revolved at a high rate of speed.

These spindles have two motions, one on their own axis and another around a common centre. The spindles are hollow and have at the end a spring chuck for holding the wire or rods of metal. Between the two head stocks is a turret head which revolves intermittently by means of a ratchet and pawl actuated by a cam.

The tools for turning the stock to size and cutting the thread, etc., are located on either side of turret head. This turret head has a lateral reciprocating motion also and is so arranged that as soon as the tools have completed the work on the screw on the left-hand side it begins to perform the same operation on the stock held in right-hand spindle. Thus no time is lost after each lateral motion, the turret head revolves one notch, bringing another tool into place and in the next lateral motion a new operation is completed. There are as many tools in the turret head as there are spindles in the head stocks and there are as many spindles as there are operations. So at each lateral motion of the turret head after the machine is started, two complete screws are made.

Beneath the bed is a cam shaft containing a series of cams, two of which operate the cutting off devices. Two others which feed the stock automatically into the chucks, as the completed screws are cut off another operates the turret, etc.

The other machine or the one intended for small screws differs materially from the first. The wire is fed from the coil. In the first machine the stock revolves while the tools do not. In the second machine the stock is stationary while the tools in the turret head revolve. Otherwise to all practical purposes the machines are alike. Each tool in the turret head is held in a spindle to which is attached a gear, thus forming a pinion. Outside the turret an internal gear is revolved, whose teeth mesh with those of the pinions. This turret head has no lateral motion, but the stock heads have. The wire is held between three rolls which straighten it as it passes through them. The machines, it is estimated, will produce some of the smaller variety of machine screws at the rate of 100 per minute. Of course the larger ones cannot be made so rapidly.

ON LAKE ERIE'S SHORES.

Cleveland, O., Jan. 4.—The second annual cycle show given by the Association Wheels occurred New Year's Day in the Y. M. C. A. building. Owing to the non-arrival of '97 models to be handled by some of the leading retailers, the exhibit was not as full and complete as it should have been, but for all that it was a success. The bicycle exhibits were in the gymnasium, while the specialty and parts dealers showed their wares upon the third floor. Upon this floor were represented the Kundtz Bending Works, the Kelly Handlebar Company, Bordons & Oliver, makers of hubs, sprockets, cones, etc.; the Kells Saddle Company, the Tireine Manufacturing Company, H. J. Boggis & Company, makers of the Boggis grip; Morgan & Wright, and the New York Tire Company. One side of the entire centre of the gymnasium was occupied by H. A. Lozier & Company, who showed the full Cleveland family, the Westfield and the Williams juvenile line made by the Fay Company of Elyria. On the opposite side Likly & McNair showed the Hoffman, Clipper, Rambler and Ideal; also the Furlong puncture-proof tire. J. Callahan & Sons displayed the Dayton, and were assisted by Pat Hussey, the only outside factory representative on the ground. A racer labeled "1900, gear 105," was the feature of this exhibit. This wheel was fitted with a new toe clip, the invention of Hussey. The White Sewing Machine Company were in line with models of all sizes, and also showed a line of juveniles made expressly for their trade, and called the Cazador. Davis, Hunt & Collister, the Columbia agents, entertained with '97 models of both Columbias and Hartfords. The Winton Bicycle Company was also represented. Occupying one entire side of the room was the McIntosh-Huntington Company. They showed the Sunol, American King and Queen of Scorchers, Hercules and Stella. Wolverton & Drake exhibited a sample of their Perfect Bicycle Rest, an ingenious little affair to support a bicycle. Last but not least was the George Worthington Company with their numerous family well represented, viz., the Ariel, L. and B., Harvard, Worthington, Adelbert, Duke, Duchess, Prince and Princess, and also the Fay line of juveniles. All during the afternoon and evening a steady stream of humanity filled the building and put the stamp of approval upon the efforts of the Association Wheels to furnish a free and instructive entertainment.

The George Worthington Company are about to occupy their new building, which immediately adjoins their present quarters. Arches are being cut, and it is expected everything will be in running order by January 15th. The additional building, which will be used exclusively for their bicycle trade, is 33 x 100, four stories in height, and with a forty-foot square warehouse in the rear. The first floor will be used for samples; the second for a repair shop, and the remainder for storage purposes. This company has just added the L. and B., a local high-grade production, to its line, having contracted for the entire output of the factory—between 600 and 800 wheels.

Cleveland is to have a cycle show, that is, a regular up-to-date sanctioned affair. The date set is March 1st to 6th, and the intended location will be in the ground floor of the

new New England building. This block is located in the business part of Euclid avenue, and contains room in plenty for the purpose.

The six-day female bicycle race opens at the Central Armory this evening, and to the discredit of the citizens of Cleveland and the daily press, who are booming it, the affair bids fair to be a success, as there were twenty-five hundred people at the armory Saturday afternoon to watch the contestants training.

G. & J. RAISE THE LIMIT.

G. & J. souvenirs will not be so easy to acquire. More than 700 were awarded during 1896, signifying that that number of users of Rambler bicycles and G. & J. tires had ridden 3,000 miles and over, but for the current year, Gormully & Jeffery have raised the limit.

To secure one of the gold souvenir watch charms it will hereafter be necessary for male riders of G. & J.-tired Ramlers to cover 6,000 miles; 4,000 miles is the notch which women riders must reach. Awards of silver

CONCERNING SPEED.

Morgan & Wright tires now hold

All world's records, $\frac{1}{4}$ to 10 miles, inclusive.

All unpaced world's records, $\frac{1}{4}$ to 60 miles, inclusive.

All American records, $\frac{1}{4}$ to 100 miles, inclusive.

All American hour records, one to twenty-four, inclusive.

All world's records (6) made on the National circuit; and 521 prizes —all other tires combined won only 174 more.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

souvenirs will be made to users of G. & J. tires, regardless of the make of wheel, who accomplish similar performances. There will also be a "grand souvenir" for the Ramblerite who attains the greatest aggregate mileage during the year.

Some few changes in rules have been made. One souvenir only will be awarded to each winner of a souvenir. Mileage must be measured by some standard make of cyclometer, and must be checked once each week by the local Rambler agent. Mileage only which was made upon actual roads and drives will be counted. Mileage on circular speedways and race tracks will be thrown out. These offers apply to riders in the United States only. All communications regarding the souvenirs must be had with the local Rambler agent only. Claims for souvenirs must be sworn to before a Notary Public, and also indorsed by the local Rambler agent. Souvenir applications must be accompanied also by the weekly mileage report, certified by the agent.

A thing of beauty in the line of a cycle suit is a joy until one's wife wants one exactly like it.

AS IN A BUGGY.

Companion bicycles, that is, bicycles on which two riders are seated side by side, "giving two friends the opportunity to ride as in a buggy and affording both an unobstructed view," are gaining favor. At first they were received as institutions for trick riders, but as they have become better known and better understood their field has gradually enlarged, and the current year will almost certainly mark a considerably increased sale. When the reckoning is made, it will be found that Delp & Bell, Nos. 11-15 Federal street, Allegheny, Pa., will have played a prominent part in advancing the interests of the "tandem's rival." They have assumed the sole United States agency for the Punnett Companion bicycle, already fairly well known, and do not mean to hide their light under a bushel or anything else. They will establish headquarters in both New York and Chicago, and having previously handled bicycles in conjunction with their furniture business, are not to be rated as novices. Delp & Bell have issued a pamphlet plentifully illustrated with photographic reproductions, which tell the story of the wheel better than mere words.

BACKED BY AN EX-GOVERNOR AND MILLIONS.

Not many concerns have the distinction of having at their head one who has been Governor of one of the greatest States in the Union, and who came within an ace or two of being President of the United States. In the field of cycle industry, but one concern, the newly-formed Cygnet Cycle Company, of Williamsport, Pa., can lay claim to the honor. Ex-Governor Robert E. Pattison is its president. A. P. Perley is treasurer and G. A. Wilbur, Thos. Martindale and W. J. Moore comprise the Executive Committee. The Cygnet bicycle will be manufactured, and "the guarantee is backed by \$3,000,000 of capital," says the concern's printed matter. A temporary factory is being equipped in Williamsport, although it is not yet certain that that city will be the location of the permanent plant. W. D. Carter, formerly with the Tribune and the Henley Cycle companies, has been engaged as superintendent.

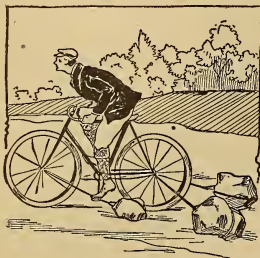
RUBBER-COVERED HANDLE-BARS.

Hard rubber handle-bars, and possibly bicycles, will be the vogue if the invention and ideas of William L. Parmelee and J. A. Howe, of Derby, Conn., obtain. Their origination consists of a steel tube covered with a thick coating of vulcanized rubber which can be made up in black, mottled, or almost any color, and which takes a very high polish. The patent calls for covering all parts of a cycle, and the intentions of the inventors are to entirely cover the whole frame of a cycle with the vulcanized material. The qualities claimed for bar are that it is soft to the touch and will never rust, chip or flake, and it is very easy to keep bright and in repair. The inventors have arranged with the Housatonic Skiff & Canoe Co., of Derby, to manufacture and market the bars.

WHEN SHE DECLARES INDEPENDENCE.

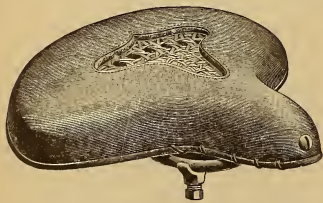
The next one will probably read, "When in the course of human events it becomes necessary for women to don bloomers and ride a bicycle," etc.—

TRADE MARK
WHAT
 would you think



of a wheelman who tied stones to his bicycle so he would have to work hard? Wouldn't you say he was a little "off"? Of course, no man would do that, but there are manufacturers who are trying up their sales, trying to save a few cents on the saddle of their wheel, and there are dealers who are tying stones to their sales by not having now the moral strength to insist that the manufacturer of their wheel put on the

Mesinger Saddle.



Success is due to the **RATTAN** and the peculiar way we weave the **RATTAN** is the whole secret.

Mesinger Bicycle Saddle Co.

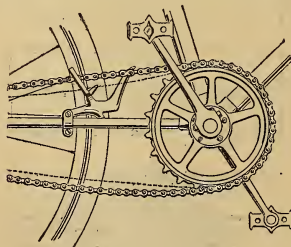
MANUFACTURERS OF
SADDLES AND AIR BRAKES,
NEW YORK
CITY.

Kindly mention The Wheel.

INVENTED BY A WEST POINTER.

Coasting has two elements of fascination in it—the mere pleasure of exhilaration and the spice of danger. The naked wheel mixes these with too large a proportion of spice to suit the ordinary man, and the Phillips' coaster is designed to add to the exhilaration and at the same time place the spice within control of the rider. It is distinctly novel. The larger illustration shows it as attached to the wheel, complete with brake, although the brake is merely an adjunct which can be removed when there is no occasion for back-pedaling. For city riding the brake is convenient, as it has been demonstrated that it can stop a wheel coasting down a good grade within twelve feet, thus enabling the rider to exercise a control that conduces directly to speed where vehicles and pedestrians have to be guarded against, and all sorts of inequalities of surface and grades are met.

The Phillips' coaster is the invention of Lieutenant Phillips, of the United States Regular Army, and consists of an auxiliary sprocket, which entirely replaces the ordinary sprocket. The interior of the sprocket has a series of grooves carrying balls; this seg-



ment with the balls rotates freely without moving the chain when the wheel is coasting, and when the chain is drawn forward one of the balls drops against a square shoulder (which prevents wedging), and causes the two segments of the sprocket to work together as firmly as if they were one piece of solid steel. By making the interior spaces



for balls greater or smaller than the number of shoulders in the outer rim, a differential effect is obtained, and in the form ordinarily in use, with nine balls and eight shoulders, the chain can only carry the sprocket forward one-seventy-second part of a revolution after the pedal is touched before a ball has dropped into place and the power applied to the wheel. With a 28-inch wheel this means that after power is applied to the pedal, no matter what the position of the balls at that instant, the bicycle cannot advance more than 1 1/6 inches before the application of power is effective. In other words, no wedging or other similar effect on the wheel is possible that would prevent practically instantaneous application of power. The brake acts by back-pedaling in almost as simultaneous a manner, and by the sagging of the chain,

caused by the back pressure, the point of the brake lever is caught and the full leverage brought into play in so strong a manner as to completely control the wheel even when coasting long hills, at the same time so gently that after nine months' use two sets of tires show but little effect of the brake, not being damaged sufficiently to draw attention to that cause of wear.

Under date of December 14, 1896, A. E. Williams, second lieutenant in the Third Cavalry, U. S. A., writes from Fort Ethan Allen, Vermont, that he had used this device the larger part of the year and found it exceedingly useful, as it enabled him to coast down hills at night, even, which he had formerly not dared to attempt in daytime; that the coasting with the feet on the pedals brought the centre of gravity so low as to avoid any danger on that score, and make possible much coasting that would otherwise be hazardous.

For ordinary street use it enables the rider to coast along where the grade of the pavement is practically a dead level, or just sufficient to insure drainage. On one such piece of pavement a tandem rider says he coasted three blocks with only four or five revolutions of the pedals at the start.

It is particularly desirable for ladies' use, as it largely obviates danger from skirts catching. The foot can be stopped and the wheel go ahead, or the brake may be set, just at the rider's option, as soon as the skirt catches, thus making it a sort of insurance policy on skirts.

The inventor has formed a partnership with W. H. Ballance, and the sprockets are now manufactured by W. H. Ballance & Co., Peoria, Ill., and are offered at a very low figure.

IS AN AGENT HIMSELF.

In New England the McIntosh, Huntington Company's Sunol and other wheels are being shown the trade by J. J. Williams, who, though representing an Ohio firm on the road, owns and successfully operates one of the largest cycle establishments in Vermont, in Montpelier. He had the Sunol agency last year, and sold so many of the wheels that his present "evangelistic trip" is the outcome.

CHANGED ITS QUARTERS.

No. 17 Murray street, New York, is now the address of the Worcester Cycle Mfg. Co.'s general offices and salesrooms. The concern removed from its quarters in Wall street on January 1st, and is now in the heart of the downtown cycle district, where, under its new policy and new officers, it will make itself felt.

GUARANTEED FOR EIGHT HOURS.

"The light that never fails," is the manner in which the Charles S. Caffrey Company, of Philadelphia, are heralding the Acme, the electric bicycle lamp they are marketing. The lamp is operated by a dry battery, and can be controlled without dismounting. It is guaranteed to burn eight hours without recharging.

GONE WITH COLUMBUS.

The force of the Columbus (Ohio) Bicycle Company has been augmented by W. H. Chubb, of Cleveland, an earnest and conscientious worker. He will represent them on the road.

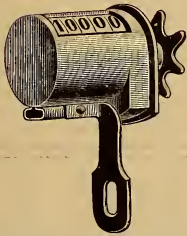
For 2 Cents You Can Obtain



INDIA TIRE.

prices on tires (Straus and India), on chains (Cilley) and on cyclometers (Haney) that should interest every man in the trade.

Why not spend the two cents ?



HANEY CYCLOMETER.



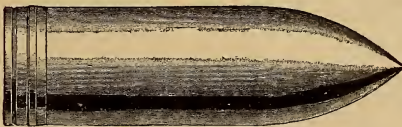
OLIVER, STRAUS & CO.,
23 PARK ROW, NEW YORK.

Kindly mention The Wheel.

You Run No Risk

WHEN USING

"PROJECTILE BRAND"



**COLD-DRAWN SEAMLESS STEEL TUBING,
FORKSIDES,
HANDLE-BARS,
TAPERED TUBES.**

Manufactured from the BEST SWEDISH STEEL
by

The United States Projectile Co.,
BROOKLYN, N. Y.

Used by the Highest-Grade Manufacturers.
We Solicit Correspondence.



Speed - Comfort - Safety

All these combined are
found in our

TIRES.

Our line of SINGLE-TUBE TIRES
is complete.

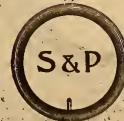
WE CAN ALSO SUPPLY THE

G. & J. AND THE L. C. SMITH
DETACHABLE TIRES.

Spaulding & Pepper Co.,

CHICOPEE FALLS, MASS.

19 Park Place, NEW YORK CITY.



Kindly mention The Wheel.

NEW PATENTS.

573,870. Name Plate for Bicycles, etc. Arthur R. Geoffrey, New York, N. Y. Filed May 9, 1896. Serial No. 590,816. (No model).

573,907. Bicycle Tire. Lemuel C. Neal, Lewiston, Idaho. Filed June 27, 1896. Serial No. 597,268. (No model).

573,932. Ball-Bearing. Edward J. Kelly, Monongahela City, Pa. Filed Mar. 13, 1896. Serial No. 585,945. (No model).

573,997. Pneumatic Tire. Richard Patterson, New York, N. Y., assignor to himself, Patrick Bromley, and Charles A. Druechlik, same place. Filed Jan. 17, 1896. Serial No. 575,887. (No model).

574,015. Tire for Bicycles. Frank L. Woodhouse, Waupun, Wis. Filed Dec. 7, 1895. Serial No. 571,334. (No model).

572,022. Indicating Device for Bicycles, etc. Roland Conrow, Cinnaminson, N. J. Filed Apr. 9, 1895. Serial No. 545,052. (No model).

574,022. Mud-Guard for Bicycles. Charles M. Hitchcock, Utica, N. Y. Filed Oct. 14, 1893. Serial No. 488,117. (No model).

574,035. Bicycle Wheel. Edwin Neild, Laredo, Tex., assignor of one-half to A. Winslow and Henry Hein, same place. Filed Dec. 14, 1895. Serial No. 575,187. (No model).

574,100. Bicycle Support. Albert G. Olson, West Superior, Wis. Filed Nov. 8, 1895. Serial No. 568,312. (No model).

584,157. Bicycle Trainer. Francis B. Ray, New York, N. Y. Filed Jan. 25, 1896. Serial No. 576,810. (No model).

574,285. Bicycle Canopy. Alice A. Bennett, Elgin, Ill. Filed Mar. 6, 1896. Serial No. 582,134. (No model).

574,283. Bicycle Holder. Lewis K. Miller, Clarksville, Mo. Filed Apr. 16, 1896. Serial No. 587,852. (No model).

574,282. Motor Vehicle. Edward J. Pennington, Cleveland, Ohio, assignor to the Motor Cycle Company, Chicago, Ill. Filed Oct. 3, 1894. Serial No. 524,833. (No model). Patented in England Dec. 11, 1895, No. 23771.

574,286. Toe-Clip for Bicycles. Edward A. Thiem, St. Paul, Minn. Filed Mar. 5, 1895. Serial No. 540,629. (No model).

574,292. Bicycle Support. De Witt C. Wallace, Paducah, Ky., assignor of one-half to Joseph J. Bornscheuer, same place. Filed Mar. 13, 1896. Serial No. 591,950. (No model).

574,342. Bicycle Seat. Francis B. Ray, New York, N. Y., Assignor of one-half to Frank S. Ray, same place. Filed Apr. 3, 1896. Serial No. 586,042. (No model).

26,465. Toe-Clip for Bicycles. Frank K. Hesse, Boston, Mass., assignor to Codman & Shurtleff, same place. Filed May 8, 1895. Serial No. 548,603. Term of patent 14 years.

26,466. Handle Bar Head. James Edgar Lee, Chicago, Ill. Filed Oct. 6, 1896. Serial No. 608,063. Term of patent 7 years.

FOR TRADE STUDENTS.

A publication of more interest to the trade than to the rider, which arrived during the week, is the catalogue of the Cincinnati (Ohio) Milling Machine Company. It has an attractive embossed slate-colored cover, and displays the machines to splendid advantage. The contents are largely technical, of course. The milling machines, pictured and exhaustively described, are entirely new, the firm states, and possess important improvements incident to modern milling practice not heretofore introduced—a statement which should impel something of a rush for the catalogue.

WILL HANDLE KIMBALLS.

E. A. Beckwith, 800 Broadway, New York city, for whom H. Webster is manager, has relinquished the Union agency for the metropolis, and has made contracts with the Phillips Mfg. Co. to handle Kimballs during 1897. He did a large business with the Union in 1896, and as he has one of the best locations on Broadway in the heart of the downtown district, and other facilities, he is confident of a fine trade during the coming season.

DESIGNS.

26,465. Toe-Clip for Bicycles. Frank K. Hesse, Boston, Mass., assignor to Codman & Shurtleff, same place. Filed May 8, 1895. Serial No. 548,603. Term of patent 14 years.

26,466. Handle Bar Head. James Edgar Lee, Chicago, Ill. Filed Oct. 6, 1896. Serial No. 608,063. Term of patent 7 years.

TRADE-MARKS.

29,397. Bicycles and Like Vehicles. Pope Manufacturing Company, Hartford, Conn. Filed Nov. 23, 1896.

RECENT PATENTS.

573,940. WRENCH. STEW W. WARDWELL, JR., Boston, Mass. Filed May 19, 1896. Serial No. 593,671. (No model).



Claim.—In a wrench, the combination with a handle member provided at one edge with a jaw and having longitudinal channels upon opposite sides, of a movable member having two separated flutes, parallel throughout and adapted to be introduced longitudinally into said side channel.

573,932. SPRING-TIRE FOR VEHICLES. JOSEPH BROSCH, Chicago, Ill. Filed Oct. 11, 1895. Serial No. 510,773. (No model).



Claim.—As a new article of manufacture, in a spring-tire, the combination of a base-band that will encircle the rim of a wheel, and a tread of outer sheeted flexible plates, the ends of outer sheeted flexible plates.

574,154. COMPOUND TIRE. EDWARD T. WARDWELL, NEWARK, N. J. Filed Mar. 25, 1896. Serial No. 583,028. (No model).



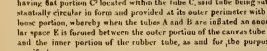
Claim.—A compound or double wall tube made from a single strip of sheet metal, the same being bent longitudinally between two edges to produce a longitudinal channel, the metal on one side thereof being bent around into tubular form and having its edge disposed adjacent the wall of the channel, while the metal on the other side of the channel is bent around the so formed tube and has its edge position interlocked into and engaged within the said channel, substantially as described.

574,010. TIRE FOR BICYCLES. FRANK L. WOODHOUSE, WAUPUN, WIS. Filed Dec. 7, 1895. Serial No. 571,334. (No model).



Claim.—The herein described bicycle tire, composed of a heavy flexible rubber tube A, within which is placed an elastic rubber tube B, and a tube C of canvas which the tube B and a spiral spring D having flat portions C' located within the tube C, said tube being substantially circular in form and provided at its outer periphery with a narrow groove, whereby when the tube A and B are inflated an annular space E is formed between the outer portion of the cover tube C and the inner portion of the rubber tube, and as for the purpose specified.

574,154-52. BICYCLE SEAT. FRANCIS B. RAY, NEW YORK, N. Y. Assignor of one-half to Frank S. Ray, same place. Filed Apr. 3, 1896. Serial No. 586,042. (No model).



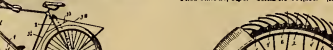
Claim.—The combination in a seat for bicycles, tricycles, &c., of a frame A extending around the periphery of the seat and having inclined springs B one upon each side of the median line

574,100. BICYCLE WHEEL. EDWIN NEILD, LAREDO, TEX. Assignor of one-half to A. Winslow and Henry Hein, same place. Filed Dec. 14, 1895. Serial No. 575,187. (No model).



Claim.—A rim for bicycles composed of inner and outer sections with an intervening space, elastic bands overlapping the sections at regular intervals, an elastic casing surrounding said sections and secured to the outer section and laced on the under side of the inner section as and for the purpose described.

574,032. MUD-GUARD FOR BICYCLES. CHARLES M. HITCHCOCK, UTICA, N. Y. Filed Oct. 14, 1893. Serial No. 482,117. (No model).



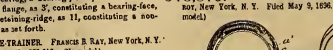
Claim.—The combination with a bicycle of a flexible mud-guard, a reel on which the guard is adapted to be wound, provided eccentrically and the leading device for the reel, substantially as set forth.

573,982. BALL-BEARING. EDWARD J. KELLY, MONONGAHELA CITY, PA. Filed Mar. 13, 1896. Serial No. 585,945. (No model).



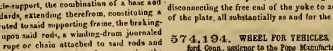
Claim.—In a ball-bearing, the combination of a bearing flange provided with an external annular bearing flange, as 3', constituting a bearing-face, and an internal annular retaining-ridge, as 11, constituting a non-bearing face, substantially as set forth.

574,157. BICYCLE-TRAINER. FRANCIS B. RAY, NEW YORK, N. Y. Filed Jan. 25, 1896. Serial No. 576,810. (No model).



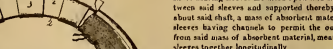
Claim.—In a ball-bearing, the combination of a bearing flange provided with an external annular bearing flange, as 3', constituting a bearing-face, and an internal annular retaining-ridge, as 11, constituting a non-bearing face, substantially as set forth.

573,870. NAME-PLATE FOR BICYCLES. ALICE A. BENNETT, ELGIN, ILL. Filed Mar. 6, 1896. Serial No. 582,134. (No model).



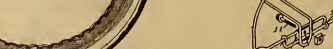
Claim.—The combination with a curved plate adapted to receive a name or inscription, and having a slot, of a metal with the continuous-moving bands, a distance-indicator, means for imparting motion to the distance-indicator from one of the said slots, a spiral spring placed within the cavity of the plate with one end attached thereto and with its opposite end connected with the distance-indicator and the second end of bands of the inner end of the yoke, and a latching device for connecting said into and out of action.

574,154. WHEEL FOR VEHICLES. JAMES S. COVINGS, HARTFORD, CONN. Assignor to the Pope Manufacturing Company, same place and Portland, Me. Filed Jan. 13, 1896. Serial No. 576,650. (No model).



Claim.—In a wheel for vehicles, the combination of a fixed shaft, short bearing-shelves mounted upon said shaft, a hub, interspersed between said shaft and supported thereby and forming a chamber about said shaft, a mass of absorbent material to said chamber, said mass having channels to permit the outward passage of the oil from said mass of absorbent material, means to clamp said tube and stems together longitudinally.

574,286. TOE-CLIP FOR BICYCLES. EDWARD A. THIEM, ST. PAUL, MINN. Filed Mar. 5, 1895. Serial No. 540,629. (No model).



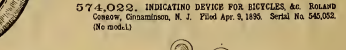
Claim.—A toe-clip for bicycles formed of a single piece of wire comprising a 200 holding section and a toe-embracing section through the distal thereof, and provided with a lead, a locking-lever with the ends of the wire underlapping beneath the ball of the foot, means to slide on the foot and having a recess to receive the lead, a spring to hold the locking-lever normally engaged with the section, and means for coupling said clip to pedal to permit the lateral adjustment of the adjacent underlapping sections to vary the angle of the clip, substantially as and for the purpose set forth.

574,133. DEVICE FOR SECURING SPOKES TO WHEEL-RIMS. CHARLES J. CUNY, KEY WEST, FLA. Filed Apr. 15, 1896. Serial No. 584,900. (No model).



Claim.—A spoke-socket comprising a shere inserted in the rim of a wheel, a flange at its outer end constituting in the outer peripheral of the rim, sets at its inner end adapted to turn back over a washer on the inner periphery of said rim as set forth, and a sectional collar carrying a spike, said collar secured in said flange for the purpose specified.

574,032. INDICATING DEVICE FOR BICYCLES. ALICE A. BENNETT, ELGIN, ILL. Filed Mar. 6, 1896. Serial No. 582,134. (No model).



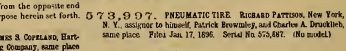
Claim.—The combination of a bicycle or vehicle, an instrument comprising a time indicator having a set of continuously-moving hands or pointers, and a second set of hands or pointers adapted to be moved with the continuously-moving hands, a distance-indicator, means for imparting motion to the distance-indicator from one of the said slots, a spiral spring placed within the cavity of the plate with one end attached thereto and with its opposite end connected with the distance-indicator and the second end of bands of the inner end of the yoke, and a latching device for connecting said into and out of action.

573,932. PNEUMATIC TIRE. RICHARD PATTERSON, NEW YORK, N. Y. Assignor to himself, Patrick Bromley, and Charles A. Druechlik, same place. Filed Jan. 17, 1896. Serial No. 575,887. (No model).



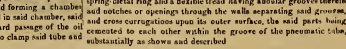
Claim.—The combination of a pneumatic tube having a thickened outer surface with an annular groove therein, with a fabric covered spring outer ring and a flexible tread having annular grooves therein said grooves or openings through the walls separating and groove, and cross corrugations on its outer surface, the said parts being mounted in each other within the groove of the pneumatic tube, substantially as shown and described.

574,154-52. BICYCLE SEAT. FRANCIS B. RAY, NEW YORK, N. Y. Assignor of one-half to Frank S. Ray, same place. Filed Apr. 3, 1896. Serial No. 586,042. (No model).



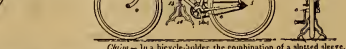
Claim.—The combination in a seat for bicycles, tricycles, &c., of a frame A extending around the periphery of the seat and having inclined springs B one upon each side of the median line

574,100. BICYCLE WHEEL. EDWIN NEILD, LAREDO, TEX. Assignor of one-half to A. Winslow and Henry Hein, same place. Filed Dec. 14, 1895. Serial No. 575,187. (No model).



Claim.—A rim for bicycles composed of inner and outer sections with an intervening space, elastic bands overlapping the sections at regular intervals, an elastic casing surrounding said sections and secured to the outer section and laced on the under side of the inner section as and for the purpose described.

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Claim.—A toe-clip for bicycles formed of a single piece of wire comprising a 200 holding section and a toe-embracing section through the distal thereof, and provided with a lead, a locking-lever with the ends of the wire underlapping beneath the ball of the foot, means to slide on the foot and having a recess to receive the lead, a spring to hold the locking-lever normally engaged with the section, and means for coupling said clip to pedal to permit the lateral adjustment of the adjacent underlapping sections to vary the angle of the clip, substantially as and for the purpose set forth.

A Sweeping Statement The ELMORE

It has given and will give better satisfaction than any other Wheel on the market.

For confirmation of above we can refer you to agents who have handled all the way from 5 to 5,000 of them.

We have anything you want.

\$75.00, \$50.00, \$45.00, \$40.00
28 inch, 26 inch, 24 inch.

ELMORE MFG. CO.
CLYDE, OHIO.

PARK ROW BICYCLE CO.
23 Park Row, N. Y.

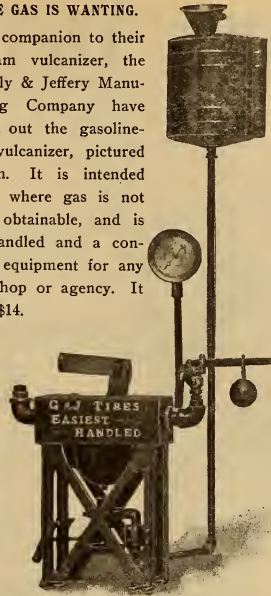
GENERAL AGENTS

NEW YORK AND NEW ENGLAND STATES.

Kindly mention The Wheel.

WHERE GAS IS WANTING.

As a companion to their gas-steam vulcanizer, the Gormully & Jeffery Manufacturing Company have brought out the gasoline-steam vulcanizer, pictured herewith. It is intended for use where gas is not readily obtainable, and is easily handled and a convenient equipment for any repair shop or agency. It lists at \$14.



MORE APPLICANTS THAN SPACE.

The managers of the Boston Cycle Show are endeavoring to figure how they can take care of the 365 applicants for spaces when the building affords room for just 313 exhibits.

The work of allotting the space has been commenced, but will not be completed for a day or so, and then the allotments will be announced. Should some of the firms allotted space decide to withdraw their exhibits, the overflow will be taken care of in the order of their application for spaces. If it is possible to make a good exhibition in the balconies, spaces will be arranged there.

THE MORSE ROLLER JOINT CHAIN



Every Joint is a
Frictionless Rocker Bearing.

Results: { NO FRICTION—NO WEAR.
NO WEAR—NO STRETCH.
NO STRETCH—NO WEAR.
ING OFF OF SPROCKETS.
99 1-3 per cent efficiency.

Guaranteed not to stretch more than
1/4 inch during a season.

Send for Catalogue.

MORSE MFG. CO.,
TRUMANSBURG, N. Y.

Kindly mention The Wheel.

WIDE SCOPE FOR ARTISTIC FANCY.

L. C. Chase & Co., Boston, say that the colored hanger which they recently issued in the interests of their Chase Tough Tread Tire, has attracted a deal of attention, requests for copies being received daily. Among other scenes it illustrates Chase & Co's. copyrighted scene of a fox hunt on a wheel, which they say is not as far-fetched and ahead of time as many at first assumed, inasmuch as not only was a wheelman the winner in a fox hunt in England, but they know of a bona fide repetition of the case in this country, in which the successful hunter, mounted on a bicycle, distanced all of the horsemen. The hanger also illustrates in several ways the peculiar merits claimed for the Chase Tough Tread Tire. The word "Chase" affords wide scope for the artist's fancy.

SUGGESTED BY MISS SARA.

Figuratively speaking, Miss Sara Hinner-shitz, of Blandon, Pa., cracked the christening bottle across the bow of the Reading (Pa.) Standard Mfg. Co.'s high grade bicycle. In response to the firm's offer of one of their \$100 bicycles to the person who suggested the most desirable name, Miss Hinner-shitz suggested "Fascinater," which struck the fancy of the Reading people, and which has been adopted. The second prize, also a bicycle, was won by a wheelman of Rochester, N. Y., Geo. P. Rives. "Old Glory" was the name he submitted, and this is the name which will grace the company's medium grade.

The contest attracted 1,661 suggestions from 383 individuals; of the names submitted 295 were duplicates.

THEY KNOW HOW.

At No. 271 Broadway, in the centre of New York's downtown cycle colony, very convenient offices have just been opened by E. Howe & Co., dealers in bicycles, bicycle equipment and manufactures of special bicycle fittings. The firm controls quite a considerable factory on the west side of the city and their present move will bring them prominently to the front as manufacturers dealing directly with the jobbing and export trades. E. Howe, who is at the head of this new enterprise, is an old bicycle manufacturer with a very intimate knowledge of the markets, not only of the United States, but of the principal countries of Europe, and possesses experience and ability that command success.

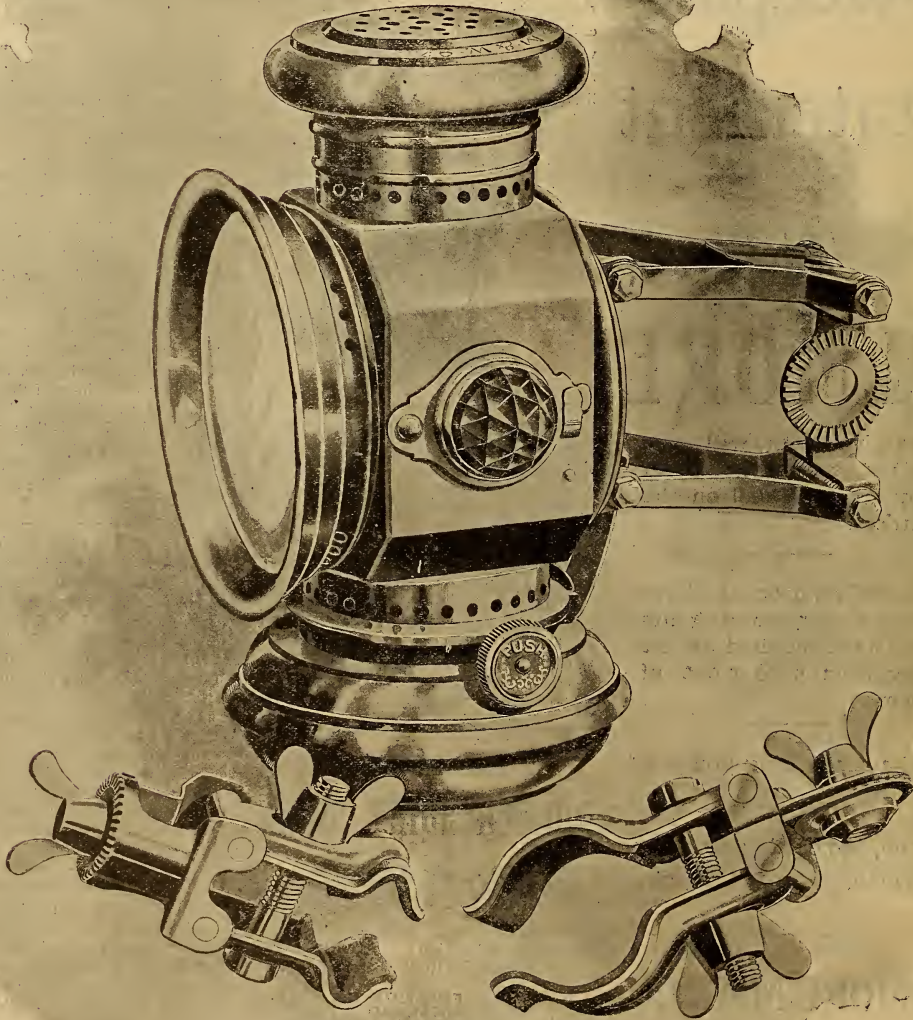
AN ENGAGING WEBBE.

E. T. Webbe has been added to the staff of Oliver, Straus & Co., and while he will talk India and Straus tires and Ciley chains, he is particularly well qualified to advance the interests of that most attractive and salable sundry, the Haney cyclometer. Webbe had much to do in the marketing of the Standard Watch Co.'s mileage recorders, and should have the business at his fingers' ends.

TOOK WELL IN PARIS.

At the Paris show R. H. Wolf & Co. made their Duplex a drawing card. Their space was so large that they were able to have several of their two-seaters constantly circling around it. They say the Duplex has met with considerable favor, a single export order for twenty machines being in hand, giving weight to the statement.

M. & W. '97 LAMP. The Lamp of the Year.



CATALOGUE ELECTROTYPES READY FOR JOBBERS' USE.
Manufactured by the old Lamp House of

MATTHEWS & WILLARD MFG. CO.,
WATERBURY, CONN.

The Wheel

and
CYCLING TRADE REVIEW

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VOL. XVIII., No. 22.

NEW YORK AND CHICAGO, JANUARY 15, 1897.

WHOLE No. 464.

BIG DEAL IN DUNLOPS.

President Coleman Contracts to Use the Detachable Tire on His Crescent Bicycles.

Crescent bicycles will be fitted with Dunlop tires during the good year 1897.

The documents were signed on Tuesday of this week, the high contracting parties being R. L. Coleman, for the Crescent interests, and Kirk Brown for the Dunlop people. A WHEEL man saw the contract—the outside. It is a bulky-looking and ominous-looking document, and it has a right to its dignity, for hundreds of thousands of dollars are involved.

Both parties to the contract are highly elated. The Western Wheel Works is a very big concern. Some folks say that, counting all and all, they turn out a greater number of wheels than any other American concern, and when such a firm states that it will fit, recommend and push the Dunlop tire, it means something.

The W. W. W. people feel that this new move materially strengthens their line; in fact, makes it invincible. The Dunlop is a high-class, price-maintained tire, and it cannot fail to be a fine talking point with all Crescent agents.

The Dunlop factory is in New York, with a Chicago office and a factory in Toronto. In Canada, by the by, Dunlops have a very strong foothold. The firm has worked quietly, making unapproachable goods, and endeavoring to sell the rider direct rather than try for "big deals." They have been progressively successful, and their business, season by season, has shown a satisfactory and certain growth. With this season, however, they are launching out on bigger and broader lines than in the past. They have a large number of travelers out, and are negotiating with many manufacturers. They state that nearly every leading maker will prominently catalogue Dunlop tires in their this year's catalogues. The Western Wheel Works will exclusively fit Dunlops, unless specially ordered otherwise, and they will fill orders for Dunlops through all their agents.

MIXING MILITARY AND CYCLING

At the military carnival at Madison Square Garden this week, heats of short distance cycle races are run nightly in connection with athletic events. The finals will be run on Saturday night. J. W. Judge and W. H. Owen give promise of dividing honors.

A TEN-THOUSAND-DOLLAR TANDEM.

Tiffany is to be out-Tiffanyized. The Elgin (Ill.) Cycle Co. has undertaken the task.

Last year when Tiffanyized cycles were being much heralded, the Elgin concern exhibited a gold-encrusted and bejeweled Elgin King bicycle that attracted great attention at the show and apparently found the exhibit worthy of the effort as they now propose to outdo all previous records by decorating an Elgin King tandem as no tandem or other wheel has ever before been decorated or is hereafter likely to be decorated.

Every connection of the wheel will be covered with gold bands, carved in a very artistic manner and inlaid with diamonds and other precious stones. On the front drop bar the name "Elgin King" will be raised in large solid gold Old English letters. These will serve as settings for rows of the most brilliant gems. On the top bar will be represented in raised gold, a bicycle track with several racing men finishing a race in front of a grand stand. The centre upright bar will show a full nine of base ball players, playing the National game. Other conspicuous places will be devoted to the following: A hunting scene including hunters, dogs, forest and landscape, carved in solid gold, a representation of the Washington Park Race Track in Chicago on Derby Day, with horses, jockeys and all details of a horse race, a river scene showing fishing and boating; the emblem of speed, the emblem of the League of American Wheelmen, and the Elgin King Crown will all be included and be emblazoned with gems. The fork side designs are marvelous creations of the goldsmith's art, consisting of heavy wreaths, each leaf carved and colored true to nature, finished with massive gold bands, holding large diamonds, rubies and emeralds on each side. When completed the tandem will represent a value of \$10,000.

WILL RECEIVE FOR WHITMAN.

On the application of three of the directors of the Whitman Saddle Co., this city, Wm. C. Mehlbach, treasurer of the company, has been appointed receiver. The liabilities are \$66,684 and nominal assets \$41,121, subject to a chattel mortgage of \$40,989, leaving an equity of \$132. The company recently got into trouble through an attachment made by the Combination Cycle Co., of Jamestown, N. Y., for \$24,612.

HE IS WORTH IT, TOO.

A Boston paper announces that P. J. Berlo has received an offer of \$6,000 a year as chief of the mechanical department of E. C. Stearns & Co.'s works.

ANOTHER SYNDICATE.

Composed of Englishmen with a Scheme for Popularizing American Bicycles Abroad.

Thos. Warwick, once an English racing man of note who foreswore the path and settled down after marrying into the well-known Pettit family of Philadelphia, a year or two since, is again in America, this time on business intent. He has several irons in the fire, the principal one being an American Syndicate that is to be if Warwick's mission proves successful.

The avowed object of the Syndicate, according to the typewritten prospectus, is the popularizing of American bicycles in England. The plan embraces a house-to-house cleaning and repairing bureau, the establishment of rental and storage depots and of riding schools wherein only American wheels will be employed and sold and several other schemes of advancement.

Mr. Warwick states that the support of but twelve or fifteen American makers will be sufficient to ensure the formation of the syndicate. He is here to enlist this support, which does not require an outlay of money but rather an endorsement of the plans. The Englishmen who are behind the project have ample capital, Mr. Warwick states, but until success is assured they desire to remain in cog. Their position is such that they do not wish their names coupled with a failure or abortive attempt.

Mr. Warwick is quartered at the Imperial in this city.

FOR THE PRESIDENCY.

Toledo, O., Jan. 10.—Toledo has a candidate for the presidency of the National Cycle Board of Trade, in the person of George H. Fisher, of the Gendron Wheel Company. Mr. Fisher said to THE WHEEL that, inasmuch as the honor of being named for the position has been virtually " thrust upon him," he will make as good a fight for the place as he is capable of doing, believing that it would materially advance Toledo's leading position in the bicycle industry. He proffered figures to show that the board represents an investment of \$60,000,000, and a goodly slice of it is invested in this city.

GONE TO CALIFORNIA.

Loughead, the Canadian crack, has departed for the Pacific coast with Trainer Slaughter. He will ride in the California circuit now being formed.

LOZIER'S LEGAL VICTORY.

Court Decides in His Favor and Nullifies Three Claims of the Palmer Tire Patent
—Palmer to Appeal.

After disputing every inch of the ground, first in the Patent Office and later in the courts, H. A. Lozier has scored a victory over John F. Palmer that is of great import and of wide interest. Lozier, as is well-known, stood for the patent of Rudolph W. Huss, No. 539,224, filed Oct. 9 1893, and granted May 14, 1895, despite the interference of Palmer who claimed that it infringed his patent, No. 493,220, issued March 7, 1893.

Each of these patents is for a fabric consisting of parallel threads imbedded in rubber, a principle intended for use in construction of pneumatic tires. This fabric is generally known in the trade as "Palmer fabric." As both patents were for the same invention, the suit was brought by the Palmer Pneumatic Tire Co. against Henry A. Lozier for the purpose of having the court decide which of the two patents is valid, or, in other words, which party is entitled to the patent for this fabric.

The case was argued before Judge Lurton in the U. S. Circuit Court at Nashville, Tenn., December 30 and 31, 1896, by Judge L. L. Bond and Douglas Dyrenforth of Chicago on behalf of complainant, and by Wm. A. Redding and John R. Bennett of New York on behalf of defendant. Judge Lurton's opinion which has just been made public covers 25 pages of type-written matter strongly in favor of Lozier and deciding that the first three claims of the Palmer patent are void and that the Huss patent of the defendant for the fabric is valid. The decision is a sweeping one in favor of Lozier, and by it Lozier is declared to be the owner of the patent for what is known as the Palmer fabric.

The Palmer Pneumatic Tire Co. has already announced that the case will be appealed to U. S. Circuit Court of Appeal at Cincinnati, Ohio, which is the court of last resort for cases of this kind. Attorney Dyrenforth freely confesses that he was greatly surprised by the Court's decision. He claims that it will not in the remotest manner affect the manufacture of Palmer tires, as it was the fabric and not the tire that was passed upon, and that Lozier licenses would grant only the right to the fabric, excepting, possibly, in the case of the Cleveland tire.

"Coming to the particular question," says Mr. Dyrenforth, "I will say that the Palmer tire is covered by several patents besides the one in this suit, the principal one being the patent of January 10, 1893. This patent was not before Judge Lurton and it was not passed upon by him. On the other hand, we have used the Consolidated Rubber Works under this patent, also the Newton Rubber Works, and will press these two suits to a conclusion as fast as possible. The Hartford Rubber Works Company has recognized the validity of this patent, and has taken a license under it."

"If Lozier should be finally successful and can hold his own patent to be valid, he might demand tribute from the Palmer Tire Company. This is a question with which the public has no concern, except of course that it may possibly add to the cost of the Palmer tire."

According to Judge Lurton, the Huss patent is practically a copy of Palmer's, the main difference being in the described method of producing the fabric covered by the claims. This was done purposely by Huss's lawyers to ensure an interference.

Discussing the subject of patents generally, the Court remarked: "That an invention shall be novel is not enough. It must have some utility, must be capable of being put to some practical and useful purpose."

It was proven to the Court's satisfaction that in March, 1892, Huss made an experimental fabric in the Chicago Rubber Works, while Palmer did not produce his until July or August of the same year. He, however, submitted a witnessed drawing, dated March 21, 1891, but the Court said that it did not show the distinctive idea of the fabric, but was really an illustration of braided or woven threads, regardless of what "dim intellectual notion" Palmer may have had in mind.

Great stress was laid by the Palmer people on the degree of embedment. They argued that "complete and entire embedment of the threads in the rubber was essential to the fabric." Judge Lurton held that the claims were not for a process or design, but for a fabric. The way of producing it is immaterial. He characterized the stress before remarked as a very narrow contention, and resorted to Webster's Dictionary for a definition of the word "Imbed."

The ruling was against Palmer on almost every point, but that there is ample room for further legislation the Court's conclusion and decision make very plain, as follows:

"I need not discuss the effect of describing this fabric in earlier applications made by Huss for patents upon improved pneumatic tires in which this fabric was used. Whatever effect that disclosure and subsequent division of his application would have upon the patent now in question is a question to be made under some other form of litigation. The same question, too, would have a like effect upon the Palmer patent by reason of a like disclosure in an earlier application.

"Holding, as I do, that the only question properly open upon this bill is that of priority, no other question is decided.

"The first three claims of the Palmer patent must be declared void. A decree will be so drawn and taxing all costs to complainant."

These are the three claims of the Palmer patent that are nullified by the decree.

1. A fabric made of elastic and impervious material, such as rubber, having embedded within the surface threads substantially out of contact.

2. A fabric made of elastic and impervious material, having embedded and vulcanized therein, substantially parallel, fibrous threads.

3. A fabric made of elastic and impervious material, having embedded and vulcanized therein, substantially parallel, fibrous and non-extensible threads.

FOR SPEED-PRODUCING PURPOSES.

The French firm of cycle makers, Gladiador, which have become famous the world over for the perfection and expensiveness of their pace-making equipment, are building for racing purposes twenty or thirty triplets with motor attached. Unaided by human effort, the motor is capable of driving the machine at 42 miles per hour.

CROOKEDNESS CREEPS IN.

Cycle racing in Australia has supplanted all other forms of sport, with the result that racers from all over the world are flocking to the Antipodes, and those shady gentlemen who formerly leeches an existence off of other forms of sport have now affixed themselves and their attentions to cycling. The natural result has followed, an Australian paper thus picturing it:

"Here is the matter in a nutshell. Betting is becoming rampant; bookmakers giving as much attention to cycling as to horse-racing; racing men and their friends wage heavily on all events, and dishonest practices are becoming manifest. How long will the sport remain pure under this influence."

A similar, or worse, condition will prevail here when Mr. Potter, his backers and followers have succeeded in passing the control of racing from the League to the six-dayites, "lady" race managers, prize-fighting "gents," and other true cycle lovers of the same ilk.

ON THE HOG.

Huret, who is engaged by contract to ride in the forthcoming three days' race at the Velodrome d'Hiver, cannot come to terms with the French pacemakers. He publicly states that four teams demand \$200 for the job if he loses; twice that amount if he wins. As the first prize is only \$700, Huret very properly says "the game is not worth the candle, for if I lose I must pay the \$200; consequently if I win I only get \$300. Such being the case, unless they lower the price, I will start without pacemakers." This is very just, but it will mean death to paced races in France in the near future.

WHAT! A "SPENDTHRIFT"?

Where is Potter's Campaign Committee and its fund? Here's a Grand Rapids, Mich., paper actually declaring Mr. Potter to be "the greatest spendthrift that ever lived—when he is using other people's money." The committee shouldn't stand that sort of thing. The same paper further asserts that Potter's conduct of the "Good Roads" magazine emptied the League treasury in 1894, and predicts a similar state of things in the event of his elevation to the presidency. What base ingratitude to a man who passed the "Armstrong Baggage bill" at an unitemized expense of \$2,267.67!

DOING THE L. A. W'S. WORK.

Connecticut's Federation of Cyclists is after good roads. Efforts will be made to secure the construction of five lines of macadam highways, extending in various directions from one end of the State to the other. The Federation also propose to have the Legislature pass a bill taxing bicycles, the money thus raised to be used in building good roads. A tax of 50 cents a wheel would net each year \$30,000, while a tax of \$1 a wheel would yield \$60,000, or more than one-third of the last appropriation by the General Assembly. This sum, added to the amount raised by the State, would enable 135 towns to yield one mile of good road each year.

RED-HOT REASONING.

"Practice makes perfect," says the pedalerous philosopher: "but you don't need practice to drop with neatness and dispatch any lighted lamp you may have tried to remove from your wheel by grasping it by the top."



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Notice to Advertisers.

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NO STAR-CHAMBERSHIP.

THE annual meeting of the stockholders of the National Board of Trade of Cycle Manufacturers will be held at the offices of the corporation, in New York, on January 20th. But that meeting will be adjourned until Wednesday, February 10th, to the Grand Central Palace of Industry, where there is reason to hope that the big-wigs and the little-wigs and all the fixed and twinkling stars of the trade of cycling will gather and make a glittering firmament.

At the February 10th meeting the stockholders of the corporation will meet and elect thirteen directors, and later, the "thirteen" will, in secret and ponderous conclave, elect officers for the ensuing year. You see, the members-at-large of the organization will have nothing to do with these important goings-on. True it is they may glide up to the door of the room of assembly and gaze with the bated breath and the blinking eye on the trade—"little" fellows and "new" fellows really more vitally interested than "big" fellows and "old" fellows—membership-at-large, bone-and-sinew of the organization will have really nothing to do with the business at hand.

And again, the stockholders of the organization, numbering some hundred and one, will have little or nothing to do with the business of the day. It is true they will have the privilege of solemnly voting for a directorate of thirteen, already prepared by a

nominating committee, and after it is all over they will probably lunch at the expense of the organization—but that is all. They can hardly get in a new good man; they can get no new light shed on old subjects, or any light at all on new phases—and conditions—automaton-like they receive nothing, nor do they give anything, at least they didn't last year or year before last.

What is wanted this year is a wide-open meeting, with plenty of inquiry, with no tenuity. Each member of the organization should have a living interest in the meeting, and should make himself heard, if he has anything worth offering. There should be no classification or differentiation whatever in membership. Any man in the trade who is eligible to membership under the scope and spirit and intention of the organization should be a full-fledged member with all privileges. Let that stockholdership be abolished. Let the shares be handed back or brought in and redistributed, or let each member hold a share of stock and let there be a thousand shares if necessary. Let the "thirteen" be abolished. The Board of Directors and the officers should be constructed after a different fashion than at present. Let there be no chance for tea-partying and intrigue. The directors and the officers should be elected from the body of members-at-large. No star-chambership, no favoritism, no partisanship, but an open opportunity to select bright men, men who understand trade and trade organizations.

Of course the "thirteen" style cannot be changed this year, and such being the case let there be some new blood shaken into it. Some of the members who consider a "thirteen" membership theirs by birthright have become shop-worn. Some strut about and posture in an atmosphere of royalty, wearing their halos always—even at breakfast. At bottom, some of them have neither raw intellect nor ready talent; in the crux, they have neither horse sense nor cleverness. So let new blood, some at least, come to the surface. Drop those who will not work, who will not attend meetings. Above all, do not elect men who are not of the trade. For instance, the present treasurer is a lawyer—a bright lawyer probably, and a gentleman surely, but none the less he is not, at a fair construction, a cycle trade man.

Make certain, before you vote their adoption, that reports are right, reasonable, honest, correct. Swallow nothing because of an official O. K. Ask and find out. Make certain that the organization headquarters will be fixed—fixed at New York and at Chicago—so that location will not be a matter of fancy with each successive president.

Such are a few brief suggestions THE WHEEL makes to the Board of Trade membership, and may the February 10th meeting be full of eloquence and good.

THE ROCK AHEAD.

TO anyone unacquainted with the dark days of its early history it looks as though the good ship L. A. W. was going to be wrecked on the rock of Racing. True, for the very first time the vessel has an officer who seeks to guide the good old craft on to the rock instead of away from it. Chief-Mate-Captain-that-wants-to-be Isaac B. Potter has pledged himself to wreck the good old ship on the rock of racing if he can possibly do so.

Back of Wrecker Potter are the six-day race promoters; the trotting horse owners and jockies; the gentlemen who promote "ladies" racing, and others of a like ilk, who are in cycling for "what there is in it," whose love for sport and for cycling is measured entirely by what they are pleased to call the "dough," derivative from their connection therewith.

A motley crew, truly! A crew which, prior to the Tammanizing of League politics, would have insured the certain defeat of any League official brazen enough to act as its leader, but which now succeeds only in getting its leader's picture boiler-plated throughout the country, and his praises everywhere sung by the Vanderbilt Building press bureau.

Despite all of this we have faith in the good old ship's ability to escape from the plans of the wreckers. All of her crew are not "dough" hunters; there are still some officers who are not wreckers, and who have neither affiliation with, nor affection for, the six-dayite, the trotting-horse jockey, or the "lady" racer gentleman. To these faithful ones, and to their friends who are neither leeches, nor panderers to a perverted public taste, must the League look for safety.

The issue is perfectly plain, and no man can say he joins either party without knowing what are its elements, its objects and its supporters.

Under the Potter flag are found all of those who, for selfish and personal ends, are bent on wresting racing control from the League of American Wheelmen. There can be no possible doubt of this in view of Mr. Potter's former effort and declaration in this same direction, and of that of his supporters who were loudest in urging his candidacy and shouting for his election. These constitute the "new" element who have lately come into cycling and into the League, whose L. A. W. membership numbers begin somewhere up in the fifty thousands.

Under Elliott are enlisted those whose devotion to the best interests of cycling and the League of American Wheelmen is best proven by their long connection with both. These are the men who have saved the League from being wrecked in the past, these the people who possess experience, and whose fealty to the best interests of the sport has

been proven. Among them there exists not a single trotting track owner, nor a six-day-race-meet promoter, nor yet anyone who has conducted a "lady" race meet. There is not a single wire-puller, press-bureaucrat, pint-pot politician, or cycling pap-sucker. Let no honest delegate, no man who loves sport for sport's—not "dough's"—sake attempt to deny the truth of this, and skulk behind the Potter banners, upon which are blazoned:

"DOUGH" OR DEATH!

SALARIES FOR EVERYONE!

POTTER, PATRONAGE AND PLUNDER!

RACING FOR, WITH AND BY THE RING!

COLEMAN WILL ACCEPT.

IT is the bald truth to apply to R. L. Coleman, present President of the Board of Trade, the "Ma Honey" song. The trade wants him, wants him very badly. Certain it is that Mr. Coleman has permitted it to be announced that under no circumstances would he accept re-election. THE WHEEL authoritatively announces that Mr. Coleman would accept a unanimous nomination and would serve the Board another year. The announcement of Mr. Coleman's refusal of a re-election has incited the presidential bee to buzz with busy insistence in the ears of certain gentlemen high in position. But all who have been stung, it is fair to believe, would not oppose the candidacy of Mr. Coleman should his friends place him in nomination.

Mr. Coleman has made a most enviable reputation. He has enlarged the scope of the Board, has harmonized its factions and has brought under the wing of the organization men who had hitherto held aloof. He now has a perfectly equipped office and a valuable credit bureau in profitable operation. His show victories are too recent to need mention. He is a man of strength. He has conferred both honor and power on the office he at present fills. He has not used the organization for personal ends. His record is too well-known and too universally admired to need recapitulation. He has been strong, so right a man in the right place that argument of his fitness is useless.

The thing is that he is not bent upon retirement; that he will occupy the office if it seeks him.

That he will succeed himself seems certain.

DODGING THE ISSUE.

INSTEAD of combatting our arguments and contentions, one of the newspapers under the hypnotic Potter influence, and at least two of whose attaches are drawing pap from the handicapping fount, contents itself by giving voice a "disappointed office-seeker's" snarl. The snarl renders it oppor-

tune to say that the newspaper in question is untruthful, and that no one connected with THE WHEEL asks or seeks or wants any office within the gift of Mr. Potter, Mr. Elliott, or anyone in power or likely to be in power in the League of American Wheelmen. We despise sham, hypocrisy, duplicity and insincerity, and refuse to join in the worship of theatrical heroes who win their way by such means. Our opposition to Mr. Potter is continued in the face of a quasi-threat that such opposition would mean an annual loss of \$20,000, a threat made when the gentleman was just becoming enlarged with his importance.

The Amateur Athletic Union and the Inter-Collegiate Athletic Association are both premature. While it cannot be denied that the election of Mr. Potter to the League presidency seems extremely likely, nor can it be gainsaid that his election means a determined effort on the part of himself and his supporters to divorce the League of American Wheelmen from all control of racing, yet all this does not warrant either the A. A. U. or the I. C. A. A. in jumping at conclusions, and at this time declaring they are each going to assume control over their particular part of cycle racing. Mr. Potter might not get elected, Mr. Potter might not be able to divorce the League and racing, even if he were elected; but granting that both of these unpleasant things, did come to pass, do the two associations named think they will be allowed a finger in the pie? Well, rather not! This control of racing is already pledged to "the gang," of which both the A. A. U. and the I. C. A. A. should congratulate themselves on not being members.

Mr. Potter earned no little of the credit which came to him after the passage of the "Armstrong Baggage bill," but it is being grossly magnified during the campaign. The wheelmen of the State were apathetic and lukewarm, and it is well known that Mr. Potter was in despair until E. J. Tinsdale appeared on the scene and opposed the measure. It was not until Tinsdale was exposed that the State was aroused and the press interested. Tinsdale, more than any other one man or cause, contributed to the enactment of the law, the gabble of the Potterites notwithstanding.

Illinois means to "voice the West" at the National Assembly, and apparently intends to vie with New York in the number of its candidates and "wants." Illinois, however, should go slow. The "demands of the West" are more or less unreasonable, and remind one of a pigmy's challenge to a champion, which is usually and rightly given a go-do-something-first reply. The West, Chicago and Illinois in particular, should do

something first. We hear much of their enormous cycling population, but see comparatively nothing of it on the L. A. W. membership roll. It suggests that there is much to do and a fruitful field in which to do it.

Philadelphia has asked and received few favors of the L. A. W., has ever been loyal and consistent, and if political jobbery does not decide the place for the annual meet Philadelphia should secure the award. Pennsylvania's growth during the year, and its location, attractions and facilities are in such striking contrast to those of the other applicants, that if the League legislators consider the greatest good to the greatest number, the matter is already settled.

Delegates to the National Assembly who are not mere puppets, but who do their own thinking with the brain God gave them for the purpose, should ask themselves: What manner of man is Potter that on six successive occasions he should work for and help elect the presidents of the L. A. W., and as regularly and as religiously turn his coat and assist in hounding them out of office?

In crying down the official organ, the "campaign committee" should proceed cautiously, else they place Candidate Potter in a "peculiar position," that is, unless they are convinced that he is used to that sort of thing. It is not so very long since that he wrote Mr. Elliott commending his excellent paper, and assuring him that "all the boys" liked it.

When the utterances of Mr. Potter during the six or more years of his League political prominence are closely compared with events which subsequently came to pass, it is but charitable to conclude that Isaac B. Potter is afflicted with acute heterophasia.

There are high-grade papers, just as there are high-grade wheels. There are bicycles made up of pretty much "any old thing" in the way of material topped off with a glossy coat. There are papers—bicycle papers, made up on the same principle.

In the cause of good roads, Mr. Potter's Highway Improvement Committee expended, during 1896, the enormous sum of 1,000 cents!

We have more politicians than statesmen in the League; but, of course, we offer greater inducements in the former line.

The trouble with the theoretical League reformer is, that, as generally constituted, he expects a cobbler to shoe a horse.

By this time most of the new year's resolutions have been amended by striking out the enacting clause.

POTTER'S PAROXYSM.

His Declaration Against the League's Kaleidoscopic and Gymnastic Department.

That THE WHEEL may not stand accused of attacking Mr. Potter unfairly in regard to his dislike of the League in any way controlling, profiting by or dealing with racing in any form or manner, here are Mr. Potter's own words regarding what he knows about the question, and what he thinks the League should do with racing. While the utterances are a year old, Mr. Potter has never retracted them; in fact, in view of the positive assertions here given it would seem almost impossible for any one, Mr. Potter not excepted, to go back of these utterances without complete stultification of himself. Said Mr. Potter, speaking of racing:

"My objection to the League's control of this branch of athletic sport is the outcome of experience, and does not reflect my own belief more fully than it reflects the belief of hundreds of loyal members of our Division, whose efforts have been exerted in the work of securing members during the last year. We began with the knowledge that the League of American Wheelmen comprised a comparatively small percentage of the cyclists of the United States, and that in seeking to be a representative body it had great need to invite within its ranks many thousands who for some reason had failed to apply for League membership. It was not difficult under these conditions, when an aggressive movement was begun, to ascertain the fact that a sentiment existed among thousands of prominent and influential cyclists outside the League that was not altogether in accord with the methods of our organization. In other words, in inviting cyclists to join the League it is not so important for us to inquire regarding our own opinion as it is to ascertain the opinion and impression of the cyclists whose membership we solicit.

"The extraordinary and fast-increased attention given by the public press to athletic sports, and the enormous field for the making up of sensational articles supplied by the kaleidoscopic and gymnastic department of the League at Philadelphia, impressed the great majority of the cycling public with the belief that the League of American Wheelmen is an organization maintained for the promotion of bicycle racing, and so general is this belief that from my own experience it is not an uncommon thing for an article on road improvement to be committed to a place on the sporting page of a newspaper by the editor, who acts upon the well-founded belief that whatever comes from the League of American Wheelmen must necessarily pertain to some sort of cycling sport.

"These facts and the fact that cycle racing has been productive of contentions, disputes, unsavory charges and counter-charges in which League officials have been in some degree concerned, and that all this has been widely published, with threats and counter-threats, and that lawyers have finally been employed to drag the League into court to answer certain iniquitous complaints, have supplied a sort of advertising which has been distinctly hurtful to the League and embarrassing to its growth.

"According to the concurrent testimony of all the workers for increased membership

whose record of success is worthy of note in our Division, the great stumbling block which has most interfered with recruiting work has been the belief generally expressed by cyclists that the League is largely a sporting organization, and that its experience is neither so attractive nor its benefits so apparent as to render an invitation to join its ranks irresistible."

That Mr. Potter was upheld in this belief by his Division Chief was clearly proven when Caucus Enunciator Jenkins introduced the following resolutions:

First.—That the L. A. W. should be so constructed and its affairs so conducted as to make it in the fullest sense a body representative of the sentiments, opinions and objects which belong in common to the great mass of cyclists within the United States; that its efforts should be devoted to the protection of their rights, the advancement of their interests and the supplying of those material needs and conveniences which make the use of the bicycle more enjoyable and more beneficial.

Second.—That the control of bicycle racing is not an object in which the majority of American cyclists have common interests, and that the experience of our League in this department of its work has not been such as to commend it to cyclists generally, but has, on the contrary, subjected the League to much adverse criticism and aroused much unpleasant and harmful contention within our own ranks.

Third.—That the experience of the League in the control of cycle racing, while being distinctly hostile to its growth in many directions, has been in no sense a substantial factor in aiding its increase of membership, even among racing cyclists themselves.

Fourth.—That we believe that the true and certain success of the L. A. W. will be found in an united effort for an enlarged membership and for the making prominent to all cyclists the announcement of all those real benefits and advantages which the League professes to supply.

These resolutions Mr. Potter moved, after their adoption, should receive the unit vote of New York's delegates to the Assembly, which vote was ultimately cast, according to caucus, ring and Potter rule.

As to Mr. Elliott's belief concerning the League's continued control of racing, it is equally as positive as Mr. Potter's. In his platform, announced Jan. 3, 1896, Mr. Elliott said:

"I am earnestly opposed to the abandonment of racing by the L. A. W. I fully appreciate the arguments made in favor of doing so, but the question can be squarely met by simplifying the racing rules so as to make them conform to existing conditions, and thus avoid much of the present adverse criticism."

Thus is Mr. Potter and his supporters, abettors, backers and campaign committee fairly and squarely on record to rob the League of all control of racing. No squirming, eleventh hour denials, verbal flip-flaps, legal turncoating, hedging, hemming and hawing, or palavering can alter this fact. Those who want to rob the League of racing must be with Potter, those who desire the League to remain pre-eminent in all things connected with cycling must support Elliott, or at least defeat Potter. Mr. Elliott has no gang behind him looking for the control of racing. Can Mr. Potter truthfully say that this is equally so in his case? THE WHEEL believes he can not.

The reports that Samuel A. Boyle, of Pennsylvania, is angling for the L. A. W. presidency is untrue. It was evidently floated for a purpose—a Potter purpose.

WITH RED-FIRE.

That and Wild Enthusiasm Said to Be The Component Parts of Potter's Warning.

One could see he was a politician of the deepest dye by the furtive and suspicious manner he glanced around, when he came into the office and inquired for the Political Editor. The office boy was going to lay claim to that honor, when he was haughtily pushed aside, and the invader sized up the occupants of the editorial room, finally settling upon the Catalogue Editor as the man he was in search of.

"Young man," he said, "you have hit this Potter idea pretty near right, but there is just one thing you are not on to and that's why I am here.

"Do you know how the final act—the crowning of the unwilling Caesar—is to be brought about? Of course you don't, and it is to tell you that very thing that I am here. You remember how ex-president Kirkpatrick, at Philadelphia four years ago, metaphorically wrapped himself in the American flag, and in rolling sentences and well rounded periods defied the universe, don't you? You haven't forgot what followed, have you? How he stampered the convention; how the delegates stood upon their chairs shouting, screaming and applauding? Remember it all, do you? Well, that's exactly what's going to be done at Albany next month.

"With Kirkpatrick as stamper in chief? No! Better than that; Armstrong, my boy!

He's to do the trick. At the proper time this introducer of the famous bicycle-as-baggage bill is to take the floor, by gradual stages lead up to the red-fire stage of oratory and laudation, in the midst of which cries for Potter will be heard, gradually growing more vociferous until the gentleman himself is upon the platform bowing his acknowledgments. Then Armstrong will apparently be swept with the tide into nominating the hero of the hour—Mr. Isaac B. Potter—for the presidency of the League. The enthusiasm and carefully manipulated hurrahing being expected to stamper the convention in his favor.

"Do I know that this is the game? Well, say, young man, do you think I am dreaming it? And, before I forget it, of course you know, whether he is elected to the League presidency or not, that Mr. Potter is going to be a member of the Assembly from George R. Bidwell's district? Never heard of that, eh? Why that's all fixed long ago. He's to be the next Republican Assemblyman from Bidwell's district, and this League presidency popularity and prominence is counted on to accomplish much for him in his running for Assembly, though it isn't needed with Bidwell's endorsement back of him."

And before he could be interviewed about himself he had gone, leaving behind him only the foregoing statements, and a mingled odor of barber-shop bay rum and cigarette smoke.

TURN THE LIGHT ON THEM.

Chester, Pa., riders are indignant over the action of a local electric light company which has strewn some of the streets with broken glass insulators, causing a boom in the tire-mending trade. The local Consul has threatened the company with prosecution unless the nuisance is abated.

KELLOW FROM THE MARK.

He Manages to Get Home in the Famous Austral, Ahead of the Long Starts.

For the first time since 1890 the great Austral wheel race, a two-mile handicap run at Melbourne on December 5, was won by a back mark man. After barely squeezing into third place in his heat from fifteen yards, Chas. B. Kellow won the famous event and the largest purse ever offered anywhere in the world for a short distance race. He owes his good fortune to the fact that the long mark riders loafed at the start, waiting for each other to set pace, during which time the back markers caught the bunch. Two hundred men started in the race, twenty-seven of whom succeeded in winning a part of the purse of \$2,815. Of this sum the winner received \$1,700, the second man \$215, and the third \$200. The heats, six in number, were run on the previous Saturday, Nov. 28, in the presence of 20,000 spectators. Prior to the Austral heats ten other events were run. In the first heat Ken. Lewis, the scratch man, was unable to overtake the long mark men and finished eighth. Boidi started from scratch in the second heat, but failed to score. The third heat had Parsons as scratch. He finished seventh. In the fourth heat Kellow was the back mark man at 15 yards. He caught third place after a hard chase, springing from the very start. In the following two heats no one started below 120 yards.

Eighteen men took their marks in the final, with Kellow at 15 yards, Walne at 20, Matersen 100 and the rest strung out to Turner at 250 yards. At the pistol the long mark men started so slowly that eight riders were bunched after going a hundred yards. Kellow and Walne went off at a great pace and exchanged pace at each lap. At the end of the third lap they caught the field and the entire eighteen riders were bunched. The men played for position until the sixth lap when Walne rushed to the front, setting a lively pace until the bell sounded. Then Clinton, a 170-yards man, worked up on the outside and made an unexpected jump, gaining a lead of ten yards. The finish is described by an Australian scribe in these words: "Clinton rode for dear life with Kellow and Jackson after him and the rest in full cry. Down the backstraight the cry went up, 'Kellow wins!' as the great rider gradually overhauled Clinton. At the corner for home he got level. The excitement was tremendous. Every person on the stand rose from their seats in wild enthusiasm. They roared and yelled, and men raved like lunatics. Those in the arena forgot themselves as they saw Kellow leading thirty yards from home, and a sure winner. The others were close handy, but the result was without doubt. Kellow crossed the line five yards ahead. Clinton still kept second position; but Walne came with a terrific rush at the last turn, and was gradually overhauling Clinton. Elliott followed on the inside. Just as the line was reached Walne shoved his machine over it at a rapid pace, and beat Clinton only by inches. Elliott was a few yards away fourth, Jackson being fifth, Turner sixth, and Shawbrooke seventh. The others followed in a bunch. When the numbers went up it showed

the judges placed Elliott third and Clinton fourth. Thus ended the Austral of 1896. Never was there a more popular win. Kellow rode a magnificent race. He and Walne paced each other up to the field, and once there Kellow's coolness won him the race. He was never in a bad position. Using his head, as few can, he always had a clear run, and he won the Austral of 1896 magnificently.

Kellow is a cycle dealer in Melbourne, and handles the Red Bird cycles, the wheel he rode, manufactured in Brantford, Canada. It was fitted with Dunlop tires.

Previous to the Austral, Kellow won the Melbourne B. C. Plate, a mile and a half handicap, with a first prize of \$200, in which over fifty riders started. He had 10 yards. This is the first time in six years that one rider has won both of these big events. In 1890 Tom Busst secured the honor. 25,000 spectators were present when the final of the Austral was run, although a hot north wind made the atmosphere almost unbearable. The meet netted the Melbourne club about \$5,000.

Summary of the principal events both days:
FIRST DAY.
Victoria Mile Handicap—Final—1 W. A. Adams, 20 yds.; 2 R. H. Walne, 10 yds.; 3 J. Hogan, 130 yds. Time 2.20 2-5.

Half Mile Flying Stakes—Final—1 W. McCombe; 2 J. B. Gargurevich; 3 M. J. McLeon. Time 1.07.

One Mile International.—1 Ken Lewis; 2 J. T. Kuhl; 3 H. J. Pither. Time, 8:41 3-5.

SECOND DAY.
M. B. C. Plate, 1½ miles.—1 C. B. Kellow; 2 D. J. Walker; 3 J. E. Clinton. Time 2.25 2-5.

Mile Handicap.—1 J. B. Gargurevich, 5 yds.; 2 D. J. Gasdiner, 75 yds.; 3 G. Carpenter 10 yds. Time 2.17.

Five Mile International.—1 K. Lewis; 2 J. T. Kuhl; 3 M. Porta. Time 12.25 4-5.

Austral Wheel Race (Two Miles Handicap)—1 C. B. Kellow, 15 yards.; 2 R. H. Walne, 20 yds.; 3 W. J. Elliott, 150 yds. Time 4.29.

DID SEVENTEEN DAILY.

Charles Sulzner, of the Century Wheelmen, Philadelphia, who started out on January 1, 1896, with the determination to ride at least five miles each day in the year, succeeded in carrying out that determination, though he often found it difficult to do so on stormy days. His daily average was about seventeen miles, riding as low as five miles on three days. His total mileage for the year was 6,200 miles.

THE PROFITS THEREOF.

Springfield, Mass., Jan. 11.—The report of the treasurer of the Springfield Bicycle Club emphasizes the fact that the big tournaments on Hampden Park are a source of large profits, as well as world-wide fame. During the past five years the club has realized \$13,000 from tournaments. Last year's receipts of \$9,158 were \$950 larger than those of 1895. The profits of the 1896 tournament were about \$2,500.

PLENTY OF RECRUITING TIMBER.

A canvass of the State has just been made by the Connecticut Federation of Cyclists. At a committee meeting on Tuesday the result was given. There are in the State 80,000 riders of bicycles, of whom more than 48,000 are legal voters, and less than 1,500 members of the L. A. W.

LIKELY TO BE DISAPPOINTED.

The Mayor and Board of Aldermen of Thomasville, Ga., have extended an invitation to the League to hold the national meet in that city in March or April.

"MIKE" SUFFERED, TOO.

Tied Up To, With And By Tom Eck, the Little Welshman Quits and Goes Home.

Michael sailed on the steamer Paris on Wednesday for his home in Wales. As an explanation for his action he states that the National Cyclists' Union has demanded his appearance in England at once to answer charges preferred by the promoters of a race meet at which he did not appear. This together with the fact that he still clings to Eck as his manager has put an end to all talk of a Michael-Linton match and the proposed meet at Jacksonville, Fla., has been indefinitely postponed. Michael affirms that after he has arranged matters on the other side he will return to this country and ride on the circuit as a member of one of the prominent teams. He claims that his return to England is compulsory and refutes the statement that he is crawling, and taking this method of dodging Linton.

He says that Tom Eck, who made the contract for his appearance at Jacksonville, knew nothing of the impending summons to England. He also says that owing to his agreement with Eck he could not have ridden in this country under any other management, and that it was out of the question to think of his renouncing Eck to take up the match at Jacksonville, as has been suggested.

B. F. Blake, who had completed all arrangements for the Jacksonville meet, will endeavor to arrange for the appearance of a number of prominent riders in that city before the end of the winter. He claims that he was unaware of Eck's trouble with the Racing Board until all arrangements for the meet were completed. He says that he entered into an agreement, signed in triplicate by himself, Ed. Plummer as manager for Tom Linton, and Tom Eck, representing Michael, by which the two riders were to meet at the Panama track, on January 19, 21 and 23, in three contests.

The contract was made by Eck without giving Blake any notice of his being under the ban of the Racing Board and that he could not participate in events on tracks recognized by the League.

The first intimation that he received of a possible failure to bring the two men together was in a telegram received by him from Eck December 29, from Minneapolis. It read as follows:

"Michael cannot race Linton. League Racing Board informs him that I cannot train him; therefore, race is off. This as information."

To this, under the same date, Blake replied as follows:

"I did not understand you were to have anything to do with training of Michael. If he does not care to meet Linton without your training, advise me here quick."

Blake received further information January 2, in the following telegram from Eck:

"Michael will not go alone. I care for my interests and will live up to my suspension and will take no chances with the L. A. W."

Blake then wrote Eck that he (Eck) knew of the position he was in when he signed the agreement to have Michael at Jacksonville, and served notice on Eck that he should hold him responsible if Michael failed to appear as had been advertised.

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We are the Only Makers

Who build a wheel having flush joints and all frame connections of FORGINGS.

Who build the entire wheel.

Who use sixteen pounds of crucible steel in the construction of each wheel.

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WILL KNOW WHY THEY COST \$100.

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ROOTING UP ROTH'S RECORD.

An attendant at a recent meeting of the Record Committee of the Century Road Club, states that it is doubtful if E. N. Roth's numerous records, reported last week, will be accepted. Although Roth has sent great volumes of evidence, some of it is faulty. He claims to have ridden centuries in and about Chicago on days when the mud and rain would render riding almost impossible. There are other doubtful claims made, which will be thoroughly investigated before any definite action will be taken. The charge of professionalism has also been made against Roth, and if this can be proved the road club could not award the record on the best evidence that could be submitted.

The carefulness with which records are scrutinized by the road club committee can be gained from the fact, in going over the claims submitted by Roth, the committee wrote to weather officials at the various places where the riding was done and secured reports of the state of weather, whether or not the centuries claimed were possible. They also secured evidence as to the condition of the roads from competent authorities. As a good part of Roth's riding was done in Texas and other Southern states it was no small job to accomplish all this. The evidence submitted by the rider himself was enough to fill a couple of pretty large volumes, but was contradictory in some of its main points, and this, together with the fact that the record claimed was such a remarkable one led the committee to go into details much more closely than is usual. It will be some time before it is known whether or not Roth is the champion rider of the country.

SHOULD HAVE BEEN SUSPENDED SOONER.

Referring to a Chicago despatch in which it was stated that the Michael-Linton match fell through on account of the Racing Board's high-handed manner of treating Eck, Chairman Gideon retorts that the only mistake made was that Johnson and Eck should have been suspended sixty days sooner.

"I wrote to both Eck and Johnson," he states in an interview, "that I should expect them to adjust the matter, but this and subsequent letters from Portland and from myself were either ignored or the matters written about evaded. I disliked to suspend Johnson at the height of the season, and believed that he would adjust the matter as soon as possible, but after it had gone on for several months I changed my opinion."

A SMALL FORTUNE IN ONE RACE.

Martin, the disqualified American now in Australia, has a great race in prospect, according to Australian papers. A Coolgardie millionaire is so confident that a local man is a world beater at heavy cross-country long-distance work that he wishes to back his choice against Martin for \$5,000 for a race from Adelaide to Melbourne. Martin is said to be quite willing, and the amount does not frighten him. The distance is about 580 miles, and in parts the road is entirely unmade. Should the race take place, it will be the greatest event of the kind ever run in the world, Antipodean papers state.

TWO GOOD ONES.

Henry E. Ducker will manage the Charles River track next season, it is announced, with Ex-Manager Corcoran as assistant.

RIVAL RACING REGULATORS.

Finding the so-called alliance between the Amateur Athletic Union and the League to be practically a dead letter, the former organization has passed a series of resolutions instructing its secretary to serve thirty days' notice that the articles of alliance are terminated. There will be no merry war over the matter as stated in some of the daily papers, or trouble whatever. The Racing Board during the past season has sanctioned cycle events at athletic games held by organizations in Buffalo and New York that were black-listed by the A. A. U. This was in violation of the alliance drawn up several years ago and accepted by Messrs. Potter and Bull in behalf of the League, but which Chairman Gideon declined to recognize, for reasons stated in a communication read at a recent meeting of the A. A. U. Athletic clubs will have to secure sanctions for cycle events as formerly and associations at odds with the A. A. U. will receive the same treatment as any other organization. The A. A. U. is in favor of a new alliance of a nature that would be acceptable to both organizations and lived up to.

THINKS A FULL SCORE.

Will C. Pelot, manager of the Morgan & Wright team, thinks that there will be no less than a score of teams on the national circuit next season. He predicts that '97 will be a record-breaking year for cycle racing, and that it will go down in cycling history as the greatest year ever known in the sport.

WILL BE A RACE, FOR SURE.

Parsons and Martin were booked to ride another series of three match races at Melbourne on Dec. 19. The distances were one, five and ten miles. In the two latter events the men were to supply their own pacemakers. In a similar series run last March, Martin won two out of three.

FOR THE PRINCE CIRCUIT.

Work on the construction of an indoor track in the Manufacturers' Building, Piedmont Park, Atlanta, Ga., has commenced under the direction of John S. Prince. It will be modeled after the Memphis track and be completed within two weeks.

WHEN SNOWBALL SEASON COMES.

"Some er dese hyere ter'ble well-dressed yung jackercrack racin' men," said Uncle Eph, after he had experienced the forty-fifth touch for a loan, "seems ter think dah winter close ain' gwinter fit 'em right unless de pockets air perfectly empty."

DOING WELL IS PORTA.

Between September 17 and November 9 Porta, the Italian rider, now in Australia, won over \$2,000 in prizes and established over a dozen records. He is described as riding much in the same style as Zimmerman.

YET HE IS ADVERTISING FOR A JOB.

Tom Cooper is to be installed as manager of a branch house of the Monarch Cycle Co., to be established at Detroit, it is reported. Notwithstanding this, he will continue his career on the race path.

COLLEGIANS LIKELY TO BE FAVORED.

President Kirby, of the Inter-collegiate Athletic Association, has been delegated by the Executive Committee of that organization to attend the meeting of the National Assembly and ask for a modification of the League racing rules in favor of college events. In speaking of the matter President Kirby is quoted as saying:

"A college athlete is allowed expenses to and from games and afforded such privileges of training that he is put in no worse condition financially than he would be otherwise. Under the present rules of the L. A. W. all such expenses are strictly forbidden. While by our present constitution we would allow our college riders to compete in college games, we think that it is only just that we should demand from an organization founded upon the same principles, and to attain the same ends, the right which will give these men the privilege of competition in games held by other than the colleges."

As Chairman Gideon has proposed an amendment to the League by-laws proposing that the Inter-Collegiate Association be permitted to frame rules for its own government, the collegians will probably secure the desired concessions.

PARSONS IN FORM AGAIN.

Parsons has redeemed himself in the eyes of the Australians. At the St. Kilda meet in November he won the mile international scratch from Pither and Boidi, the Italian, in 2:55 3-5. He pleased the spectators by winning his heat, when defeat seemed certain, by sprinting the last two hundred yards at a pace that was an eye-opener to the crowd, and won him the race by several lengths. The five-mile international race went to R. H. Walne in 12:14 1-5. A bad spill brought down six of the contestants, including Parsons, early in the race. Parsons is still riding a World wheel.

RACING BOARD BULLETIN.

PROFESSIONALS.

- W. Fred Sims, Washington, D. C., clause (b).
 Geo. S. Ball, Washington, D. C., clause (b).
 Mike Ballich, Galveston, Tex., clause (i).
 S. Sgitovich, Galveston, Tex., clause (i).

RECORDS ACCEPTED.

One hundred miles professional, paced, flying start, against time, 3:52.14, by Frank Walker, Memphis, Tenn., November 19, 1896.

SOME FOREIGN RACING PLUMS.

Money affects men and mares the same—it makes them go. If this be true, and it is, there should be some great going at Brussels this year if large prizes can produce it. For the international cycle meeting in May and the national races in July a sum of 32,000 francs is to be spent in prizes, and the grand prizes of the International Exhibition will amount to 15,000 francs.

EVERYTHING SWELLED.

Evidently the purses announced by the press boomers of the Washington six-day race were considerably inflated. Walter, who arrived in New York last week, stated that he received exactly \$294 for his week's work, while Maddox, the second man, was awarded the sum of \$184. The men were paid a percentage on the receipts, instead of the stipulated purses.



ADAPTED FROM MESSONIER'S CELEBRATED PICTURE, "THE SIGN PAINTER."

The bicycle is the advance agent of good health. It is changing the habits of the people—getting them away from the crowded centers—giving them a glimpse of beautiful nature—and promoting happiness and contentment. The bicycle is a great blessing, and its usefulness and popularity is due almost entirely to the pneumatic tire. An Irish



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FROM FAR AND NEAR

Come Amendments to the League Constitution Few Are Needed, Most Are Unwise.

Besides the strife over the Presidency of the League, the coming meeting of the National Assembly will be notable for the numerous changes to the constitution and by-laws—good, bad, and ridiculous—that will be brought up for consideration. Officials and delegates from all parts of the country have taken advantage of the occasion to "speak their little pieces," resulting in a wondrous display of words and ideas, all intended, presumably, to be advantageous to the good government of the League. Outside of the insane idea of a Western Chief Consul prohibiting the Racing Board from suspending riders without the permission of the Chief Consul of the Division, the amendment proposed by Secretary-Treasurer Bull of the New York Division is the most impracticable and absurd of the entire lot. Mr. Bull, it is understood, with his usual weakness has lent himself to the use of others and has put forth the amendment for another who is too timorous to stand forth and shoulder the ridicule that will probably follow the reading of the amendment—one that no man in his right senses will offer. It is, in fact, too ridiculous for consideration at all. Mr. Bull suggests, in effect, that about all the duties now performed by the National Racing Board be placed in the hands of the various Division Racing Boards, the latter bodies to impose suspensions, transfer to the professional ranks, grant sanctions, enforce punishment, etc., and practically control racing in their respective States.

It is, however, stipulated that any decision made by a State Board may be reversed by the National Committee and that "the duties of these State Racing Boards may also be performed by the National Racing Board when, in the opinion of the latter, it is necessary."

When Chairman Gideon was shown the amendment, he stated it would be strongly opposed by the Racing Board and said:

"Even under the present arrangement it has been found impossible to avoid some friction between the Board and some division officials. In enforcing the racing rules we have acted entirely regardless of any outside consideration, as was, of course, our duty. The enforcement of the rules has, however, sometimes affected men prominent in the workings of divisions in which suspensions, transfers, etc., were made, causing hard feelings on the part of division officials primarily interested in building up the membership in their States regardless of the effect on racing interests. To place these matters in the hands of a large number of Boards would result in still greater friction, for many State Board decisions would doubtless have to be reversed, and this would result in no end of complaints from division officials called upon to support their committees. Moreover, what would seem to be a perfectly fair punishment for the infringement of the rules by a State Committee might to the National Board seem unnecessarily harsh or ridiculous light.

"We have to an unprecedented extent been guided by the wishes of the State Boards during the past year, and are always

glad to avail ourselves of their help, but the imposing of the sentence of punishment should be in the hands of one committee. A better plan than the one proposed would be the appointment of such deputies as might be desirable by the Board itself. These officials would then be subject to the instructions of the Board, and greater harmony of action be secured."

W. J. Jenkins, of Buffalo, thinks that too large a proportion of the dues of members now goes to the National body and proposes that 50 cents be returned to the Divisions instead of 35 cents as at present. A Pennsylvania official has an amendment providing that all matters connected with contested election cases be referred to the correspond-

THE FOUNDER OF A GREAT RACE.

Mr. Barkman was once almost as prominent in New York State as are most of those cycling notables who nowadays figure in the public prints. That was before he married and removed to Chicopee Falls, Mass., as one of the heads of A. G. Spalding & Bros.' cycling interests. He was captain of the Brooklyn Bicycle Club, a cycling legislator and correspondent, a member of the New York Racing Board, Chairman of the Road Book Com-



mittee and a veritable human guide book; he was an ardent tourist, a "mileage fiend," a race meet official, and above all he founded the classic Irvington-Milburn road race. Since his removal to Chicopee he has not been much heard of, but the fact that the Messrs. Spalding have decided to transfer the conducting of their bicycle business to that point, with Mr. Barkman as the directing head of the department, may draw him out a little oftener.

ing division committees, and that the National committee shall have jurisdiction only in the event of an appeal from the decision of a State committee. The amendment also provides that in the event of the State committee's action being confirmed the persons appealing must defray all expenses connected with the appeal.

That well-known old-timer, Albert Mott, of Baltimore, has framed an amendment allowing the President such a sum of money for clerical expenses as shall be approved by the National Assembly, instead of a definite sum as now, which Mr. Potter for one is not likely to approve. G. D. Locke, of Chicago, thinks the bond of Secretary and Treasurer should be increased from \$10,000 to \$25,000,

and three admirers of professionalism will endeavor to have the word "Amateur" stricken out of the clause relating to the admission of members. Secretary-Treasurer P. I. Collins, of Pennsylvania, proposes that each State be allowed to select its own basis of representation on the State boards of officers, instead of one representative to each 200 members.

From Montana's Chief Consul, M. R. R. Brock, comes the nonsensical suggestion that the Racing Board be prohibited from making decisions, suspensions, etc., without the consent of the Chief Consul of the State in which the man lives. E. Kostomlatsky, Oskaloosa, Ia., has an idea that the Racing Board should consist of a chairman and the chairmen of the various State boards. Mr. Kostomlatsky may find some delegates who think differently. California as heretofore announced is out for Sunday racing and moves that it be allowed in any State where the Division officers shall sanction the innovation. D. W. Robert, the St. Louis member of the National Racing Board, seconds the motion. If it's not carried, there'll be trouble, it is hinted in the Far West.

Chairman Gideon anticipates the collegians by offering an amendment allowing college and school events to be run under the rules of the Intercollegiate Association, and at the request of Secretary Basset proposes an associate membership, the entrance fees from which shall be devoted to the uses of the Racing Board, though just what connection there could be between such a class of membership and racing interests is not explained.

Chief Consul Pattee, of Illinois, apparently prefers the old political deals and squabbles incident to the selection of a place for holding the annual meet to the present plan of a secret ballot previous to the meeting of the National Assembly, and, therefore, proposes that the old method of deciding the question by a vote of that body be re-adopted.

The question of admitting negroes to the organization, which it was thought would cause much discussion, will not come up at all, no amendment to that clause containing the word "white" having been suggested.

A few other amendments of minor importance are also on file.

WILL RIVAL OLYMPUS.

Boston, Mass., Jan. 13.—Another mammoth amusement edifice is proposed for Boston: the name, Olympian Garden, has already been selected. It will be located in the Back Bay, the portion of Boston where the elite reside. The bicycle track, the chief feature of the building, will be six laps to the mile. The intention is to make it the fastest track in the country. It will be of oval form, with the ends steeply banked, allowing the highest speed with safety; the construction will be similar to the Paris tracks. On the bicycle track it is proposed to hold races Saturday evening and holidays, while at other times the track will be used for riding and training.

There will be 1,000 lockers provided for the use of cyclists. The land has been purchased and every arrangement made for carrying out the project, which will furnish other athletic privileges.

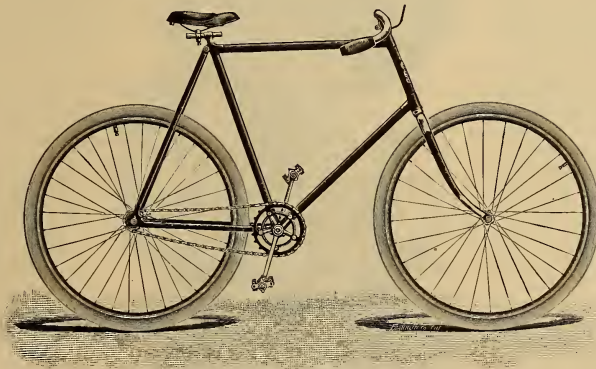
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PHILADELPHIA: Jacob Rech & Sons, Eighth Street and Girard Avenue.
PITTSBURG: Logan-Gregg Hdw. Co., Seventh St., below Pennsylvania Ave.
DENVER: Gerwing-Hilton-Kennedy Cycle Co., 1727-9 Stout Street.
SAN FRANCISCO: A. C. Nichols & Co. (Coast Branch), 400-4 Battery Street.

Kindly mention The Wheel.

WORTHY THEIR NAME.

Centurions Who Have Proven that They Were So Actually As Well As Nominally.

They called it The Century Wheelmen ten years ago a handful of cycling enthusiasts in Philadelphia met and organized what was destined to become one of the largest and most powerful clubs in the country, and how singular was the spirit that prompted the name, for since its inception, and even now, with all the alluring comforts of a palatial club house, with its many comforting social features, it stands to-day at the very head of the rising clubs in the land. Year after year the total mileage amassed by its members showed an activity that was most convincing; club runs were made features, and instead of the usual heart-breaking grinds that pass as such, they were conducted on a plan that made it pleasant to all. Going to the destination, each followed his own sweet will. The scorcher could work off his surplus energy with others of his ilk, while the plodders would potter along with a few choice companions and enjoy the country to its fullest. On the way home, however, a regular pace was set and no scorching allowed, and all would come home better for their day's outing. The success of the scheme can be gathered from the fact that the average attendance on these Sunday runs during 1896 was sixty-seven.

Last year it was determined to try for the century run banner offered by the Century Road Club, and when the year '96 was rung out the riders from the city of Penn had 1,213 century runs to their credit, in cold figures as many miles as would reach five times around the earth, while the entire mileage would amount to as much more. Of the number who participated in the runs, 65 men made five or more 100-mile runs, 27 are credited with 10 or more, and three have more than 50, while two others can lay claim to 156 and 137 bars respectively.

A. A. Gracey, who will undoubtedly get the individual Century Run medal and also the M. & W. medal, is an old-time road racer, who made his debut in the '91 Irvington-Milburn road race. He led for 18 miles and then fell by the wayside. On June 20, '92, at the Pennsylvania Division met at Scranton, he won both first and time prizes, beating such good men as McDuffie, Crooks and Coffin, and winning two bicycles for his work. In many other road and track events Gracey has performed with credit. The record he made this year is most marvelous, when it is considered that Gracey is employed during the day, and, excepting Sundays and during a vacation in the summer, never neglected his business. His programme was to ride ten or twenty miles before breakfast, then to his place of business, then home for lunch and back to business, topping off the hundred in the evening. Inclusive of his centuries, his total mileage was 22,848 miles. Gracey also rode on each of the 366 days in the year.

His record by months was as follows:

January, 374 miles; February, 778 miles, 3 century runs; March, 1,316 miles, 7 century runs; April, 1,947 miles, 10 century runs; May, 2,553 miles, 11 century runs; June, 2,284 miles, 13 century runs; July, 2,293 miles, 14 century runs; August, 1,875 miles, 13 century

October, 2,655 miles, 23 century runs; November, 2,178 miles, 20 century runs; December, 1,743 miles, 16 century runs; total miles, 22,848; total century runs, 156.

John H. George is a very creditable second. In January he rode one century, and when the competition closed it saw 137 to his credit and a total of 17,300 miles for the year. During October he rode 39 centuries. Within 60 days he made 70 runs, for which he will receive a C. R. C. medal.

Compared with the other two the 50 centuries ridden by John M. Nobre seems small, yet to the average rider it is a herculean task. Two very fast long-distance trials are placed to his credit. Nov. 24 he broke the former record of 8 h. 15 m. from New York, supplanting it with new figures, 7 h. 6 m., and that under the most adverse conditions. On what is known as the South Jersey course, on Oct. 21, he rode 100 miles in 5 h. 47 m., an achievement that stamps him a man of no mean ability.



Another unique record to the credit of a club member is the riding of at least ten miles on every day of the year. Charles Sulzner, rain or shine, warm or cold, rolled up his mite on each of the 366 days, for the mere satisfaction of showing that it could be done.

HE IS IN THE GAME, TOO.

Among the other rumors regarding dark-horse candidates for League office, comes one with oriole wings and terrapin tails direct from Baltimore, which feathered and tailed story says that Albert Mott has a carefully baited line out for a Vice-Presidential bite. It is whispered that if Albert gets satisfactory nibbles he will attach a Potter cork to his line, and go bobbing for the honor with true Motterian method, but if the nibbles are faint, Albert will promptly reel up his line and pack it carefully away until '98. Cautious man is Mr. Mott!

BRIGHTENING SKIES.

They Hover Now Over the Future Outlook of Toledo's Cycling Industries.

Toledo, O., Jan. 12.—Within the last two weeks there has been a perceptible brightening of the skies about Toledo, so far as the bicycle industry is concerned. Where, up to a very few weeks ago, the factories were running office forces only, there are now full complements of men making and assembling Toledo's best-known product, and a small army of men are scattered over the world introducing the lines that will be leaders during the coming season. The Yost Manufacturing Company is now running over five hundred men, and Mr. Yost says that, as far as he can judge from the present conditions, the coming season will be much better than that of 1896. The Lozier factory now has nearly eight hundred men actively employed, and as occasion demands this large force is being added to. The Toledo Metal Wheel Company, the Kirk-Young Manufacturing Company, the Maumee Cycle Company, the Union Manufacturing Company, the Gendron Wheel Company, the Snell Cycle Fittings Company, and other well-known concerns are adding to their forces, and soon the high-water mark of other past seasons will be reached and passed.

Perhaps the busiest of all Toledo's bicycle and allied industries are the tube makers. Each plant is running to its full capacity, and part of the time night forces are employed, such is the increasing demand for Toledo-made tubing, which has already been given a high rating in the leading markets, both of this country and Europe.

During the past week the partnership heretofore existing between George Harden and August Wolfert, as owners and managers of the Harden Saddle Company, has been dissolved, and hereafter the business will be conducted by a stock company, of which Mr. Harden will be the head and manager. The new company will be known as the Harden Specialty Company; it is capitalized at \$25,000. Within the next ten days Mr. Harden will have on the market not only his '97 line of saddles, but a new line of sundries, including the pneumatic seat-post and a direct saddle-post.

One of the most important pieces of news that has developed this past week, is the fact that the old Truman plant will be put in active operation at once, with Captain T. B. Terry as its manager. The captain has organized a strong company, fully able to put the Truman and Dauntless wheels on the market in a manner that will command instant attention to these well-known makes of wheels, which a disastrous fire in the old Dauntless plant, and unfortunate investments on the part of Mr. Truman, retired from the bicycle horizon last season. It is announced that the works will be opened very soon, and that the first consignment of wheels will be on the market within the next thirty days.

SURE OF PLENTY OF CALLERS.

By having a place for everything connected with your machine and everything in its place, you can be a source of great comfort to careless riders who never remember where they leave things.

ECHOES FROM EUROPE.

Morgan & Wright's "Deal" Refuses to Down.
Dunlop Proceedings Against Inactive
Licensees.

London, Jan. 2.—We are, in a sense, "betwixt the daylight and the dawn." 1896 is just sped and the strangeness of writing '97 is still upon us. Most of the cycle factories and all of the cycle depots are once more in full swing but there is nothing in the way of startling news to retail, if I except a very positive statement made to me by one whom I have very seldom found wrong, regarding Morgan & Wright. This man assures me that the M. & W. business in Europe, passed yesterday into the hands of a privately capitalized syndicate who are about to start proceedings on a huge scale, and with the idea of possibly losing money for a year or two, but eventually controlling the market as Morgan & Wright does on your side.

In face of the denial from Mr. Morgan, which recently appeared in THE WHEEL on this point, I don't know what to think of this save that it is possible between the date of Mr. Morgan's statement and now, that the syndicate which has been treating to obtain possession of the European rights of the "Good Tires" have been able to overcome the difficulties hinted at by him. My informant tells me that M. & W. have earned a dividend of over 20 per cent on their capital this year on your side without counting on the European business as an asset.

The sensation of the week is a rumor that the Dunlop Tire Company intends disputing the validity of the licenses under which the Seddon, Turner, Preston Davies, and Bajot tire companies have been successful in resuscitating these firms. The ground on which invalidity is claimed is bankruptcy on the part of the original licensees; but even were this correct law which I very much doubt, it is not a fact that any one of the four concerns ever was wound up by the Law's officers. The resuscitations took place prior to the official Receiver in Bankruptcy compiling a report, and as a matter of fact the reconstructors by arranging with the creditors of the expiring firms were in a position to take the matters out of the liquidator's hands. As a proof of this, I may say that no report was ever published by that official, and until such a document is issued no bankruptcy is an accomplished fact. The rumor may have no foundation, but the presence of the names of the firms mentioned in the lists of which I wrote in my last letter seems ominous. If true, and as the law looks clear on the matter, I suppose the Dunlop people conceive that it is better to keep their opponents engaged in the law courts than allow them peace to work up what might be a dangerous trade opposition.

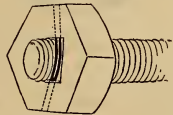
When the International Cycle Association held its last championships at Copenhagen, the club—they have no Danish union or governing body—under which the meeting was held was lauded to the skies for its lavish interpretation of the well-known and generous Danish law of hospitality. The meetings were a huge success financially, and everybody concerned, even Ireland, was looking forward to a good fat dividend for its share in the

fete. The Dansk B. C. however cut the bottom out of all those expectations by simply charging up the cost of everything—including the hospitality—to the participating bodies, so that instead of £50 or £100 each the Unions have to be content with £20. As it cost considerably more than this to send England's and Scotland's and Ireland's representatives the venture will of course result in a loss instead of the rosy profit anticipated. On these lines, I have no doubt that future I. C. A. meetings will be models of economic hospitality.

It is understood that the Great Horseless Carriage Company—the body which has been acquiring all the motor patents available during the past year is in for a long line of litigation, as the validity and claims of many of its patents are scouted by men who ought to know about what they are talking. I believe that the recent appeal for 250,000 new £1 shares issued at a premium of £2 each, was a fizzle, as the present shareholders insisted on overloading the market at £2 or less if they could get it.

CANNOT WORK LOOSE.

Something new in nuts has been evolved and patented by J. A. Fleming, a cycle mechanic of Brooklyn, N. Y. He has interested Alex Schwalbach, No. 471 Flatbush avenue, who is ready to talk shop rights to all who may desire to do so. The illustration shows



the essential feature of the nut. A bit of spring wire is inserted as shown; when the nut is secured on the bolt it engages in the thread and, while easily removed with a wrench, it cannot possibly work loose and be lost from any cause whatsoever.

SAILING OF THE VIKINGS.

Manager E. G. Eager, of the Viking, announces that preparations are being made for an extremely busy season, and a strong corps of advance representatives is now being scattered over the country. Earl B. Douglass will have Eastern Pennsylvania and New Jersey; W. F. Goudy will take Western Pennsylvania and North Carolina; A. B. Coffin, of Savannah, will have charge of a large block of Southern territory, comprising Georgia, Alabama, Florida and South Carolina. Doria Tracy, formerly of the Cleveland forces, will have Illinois and Kentucky. Mr. Eager will also keep in touch with the trade, and will personally visit the outside agents from time to time. A sample order of fifty-four Vikings has just been shipped to northern Russia. A novelty in their construction is a peculiar make of steel rims, made to special designs by the consignee, and consequently requiring a special make of tires. Dunlops will be used. The factory is also preparing to send consignments to Cape Town, Sydney, Melbourne, Australia; Birmingham, England, and Stockholm, Sweden, this week. A large consignment for Wellington, New Zealand, will go forward by the first February steamer.

SURPRISED THE SURGEON.

As the ambulance was driven up to the curb in response to a hurry call, the crowd fell back and the surgeon leaned over the prostrate body on the sidewalk. The victim had fallen from the fifth story window of the building in front of which he was lying and was apparently unconscious. But when about to be placed on the stretcher, he opened his eyes and said: "Hey there! I'm goin' to call a foul on you, you bloomin', pot-hunting wobler."

The surgeon looked at him in amazement as he muttered: "Temporarily deranged and no wonder. Strange he has a whole bone in his body."

"Say, what's all this mean?" continued the victim getting on his feet and looking around; "think I'm a subject for a funeral?"

"Why, man, you fell from the fifth story of that building and you ought to be," replied the surprised surgeon, overwhelmed with amazement at the man's vitality.

"Oh, that's it, eh! Thought I was in another spill on the track. You see, I'm a racing man and have been riding on indoor tracks. A little fall like this is nothing—just keeps me in condition. Sorry I troubled you. Good day." As he walked away, the crowd dispersed and the surgeon returned to the hospital completely non-plussed.

MEMS FROM TOLEDO.

John H. Hunter, Toledo's foremost century rider, confidently expects to be awarded the laurels in Ohio for the season that has just closed. Mr. Hunter rode 13,272 miles in 1896, making 10,400 miles in centuries alone. His confining employment only allows him to indulge his penchant for centuries on Sundays, so that it will be seen that he has achieved a wonderful season.

On exhibition at the Lozier salesroom is a new '97 triplet, which has been built to a special order from Paris. The wheel is geared to 112. It will shortly go forward to M. Bertrand, the Paris representative of the firm.

Charles E. Weaver, he of the Vim tire, was in the city last week to open a Toledo branch for his people. Weaver is well known here, and the trade would appreciate it if he were permanently stationed at this point.

The new Meilink Manufacturing Company is opening the season with a large run of work in hub making, a line in which Charles Meilink excels.

MIGHT RACE FOR HOURS.

Monte Scott's favorite manner of running match races, in which the contestants start from opposite sides of the track, was given a trial at the winter track, Paris, recently, and greatly pleased the Parisian spectators.

Another innovation that is likely to become popular, a race that will simply paralyze loafing, is the so-called pursuing match. The distance is unlimited. The two opponents start from opposite sides of the track and ride until one overtakes the other. The man first catching his opponent is declared the victor. This is the manner in which the recent Borden-Fischer match was run.

Knowledge is power, but the unnecessary display of it is weakness—common among novices in cycling.

CONCERNING CHAIN MAKING.

Chain making is an art or science or both, as one chooses. It is not every man or every concern that can follow the business with the credit to himself that the manufacture of such an all-important part of the driving gear of a bicycle demands; indeed, it was but recently that the purchasing representative of a prominent cycle concern told THE WHEEL that there were few fields in which there was room for greater improvement.

"Take a Browne & Sharpe sprocket," said this gentleman, "place in turn a hundred chains around it, draw them taut, and you will be amazed to see how few of them fit perfectly; or as another experiment, take the blade of your pocket knife and pass it between the successive links of a chain and again you will be amazed; the blade will fit snugly in some places, in others it won't fit at all, and in others there is room for considerable play."

It is difficult to attain perfection, of course, but in striving to attain it none have been more diligent than the Indianapolis Chain & Stamping Company, whose substantial stone and brick factory, operated by 20 electric dynamos, aggregating 226 horsepower, is one of the prominent industries of the Hoosier capital. The company early appreciated that the great accuracy required in each of the 250 parts of a chain, made its manufacture a most complex problem, and spared no expense to properly cope with the conditions. The machines and tools for the most important of the numerous operations were designed and built in their own shop, and many of them are marvels of ingenuity and mechanical skill, ably exemplifying that "Necessity is the mother of invention."

From year to year marked improvements have been made in their product, but this season the advance has been far greater than ever before. Advantage was taken of the quiet times of the summer and fall to thoroughly overhaul the entire equipment, and also to make some valuable additions. Probably the most worthy of mention among the new tools is a line of gauges for measuring the walls of the chain blocks, thereby insuring greater accuracy in pitch than has heretofore been attained. New cutters for making rivets have also been devised, which makes it possible to reduce the side play of the chain to a minimum. In fact, the methods of manufacture throughout have been very materially refined. The importance of the hardening department is fully recognized, and uniformity in results is greatly enhanced by the use of natural gas. Great care is exercised in the selection of material, only that being used which long experienced and exhaustive tests have demonstrated is most suitable. Each department is in charge of a mechanic of exceptional ability, and the work is given the most careful attention in every detail. An important feature of Diamond chains is the patented rivets, which are hard between shoulders to resist wear, and soft on the ends to facilitate riveting.

Their '97 line embraces a great variety of styles in both figure 8 and letter B shapes of blocks and sides. The B chains show a greater tensile strength than the figure 8 type by 400 pounds, and their leader in this shape, which is known as No. 7, is attracting widespread attention from the manufacturers of high-grade wheels. In design and finish, it

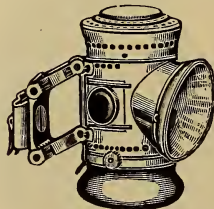
is certainly a beautiful example of the chain-maker's art.

"Diamond" chains were formerly known as "Indianapolis." The change was made a year ago to prevent confusion with the product of a newer concern, which adopted a somewhat similar name. The genuine Diamonds are all stamped with the "Diamond" trade mark and "I. C. & S. Co."

This progressive corporation ranks well up in the list of successes of the cycle industry. The officers are C. E. Test, president; E. C. Fletcher, secretary; A. C. Newby, treasurer; Humphrey Harrington, mechanical expert and J. H. Holland, superintendent.

WON'T TROUBLE THE POLICE.

Here's a scorcher which will never trouble the police or courts and which never will be written down by an indignant press—not if the Place & Terry Manufacturing Company, No. 247 Centre street, New York, can help it, and so believing can and have helped it. The Scorcher is a companion to their Pathlight



lamp, selling for considerably less money, "for the same price as the ordinary tin lamps," as P. & T. express it. They state that the Scorcher is made of brass, handsomely nickle plated, and claim it to be "jolt and cyclone proof."

The top and the oil-fount can be taken off, and the reflector as easily removed. It has a double convex glass lens, a sliding green



signal light on one side and a red light on the other side. It is a handsome and attractive article.

Another of Place & Terry's recent productions is this head-bracket, an ingenious little contrivance which will fit any wheel or any lamp, and which is novel in that it can be taken apart into three pieces and carried in the vest pocket, if necessary.

KEEPS HIM BUSY, TOO.

The stealing of bicycles has become such an industry in Washington, D. C., that one detective from the police bureau has nothing else to do but look up stolen bicycles or find owners for bicycles which have been found in the possession of thieves. Over 155 machines have been reported stolen in the past year, of which 144 were recovered.

TO SUIT ALL TASTES.

Thirteen models will comprise the Adams & Westlake line for the current year, viz.: Four roadsters, two road racers, one track racer, two ladies' wheels, three tandems and one triplet.

The specifications for all of these frames will be: Lower main tubes, 1 1/4 inches; upper main tubes, 1 1/2 inches; head, 1 1/2 inches; diagonal tubes, 1 1/2 inches; tapered to 1 1/8 inches at top; rear bottom tubes, 3/4 inch, and rear top tubes, 3/4 inch. Every joint is heavily reinforced on the inside. Forks will all have 1 1/4-inch wide fork sides, heavily reinforced 1 1/2-inch fork stem.

All single machines have the Adlake triple arch crown, which Adams & Westlake first introduced, and all tandems will be fitted with the quadruple arch crowns, and the triplets with 5-plate arch crowns.

28-inch wheels will be used on all models, except 21-inch frame, which will be fitted with 26-inch.

Adjustable steel bars will be furnished in either 17 or 19-inch widths. A large variety of ram's horn bars will also be furnished when ordered. Wood handle-bars will be furnished if wanted. Cranks will be of the best spring steel tempered in oil. All bearings will be of the well-known Adlake pattern, made from solid bar tool steel of the highest quality, tempered and drawn in the most careful manner. Every bearing is ground after nickeling.

Adlake detachable sprockets will be used both in front and rear, and the trade will have the option of either 7 or 8-tooth rear sprockets. Any gear will be furnished. The new 1897 Adlake pedal will be furnished on all machines, either rubber or rat trap, as ordered. An option will be allowed on saddles of any of the well-known makes. Any of the standard tires will be furnished, as ordered. Six standard colors will be carried in stock—black, ivory, Brewster green, olive green, royal blue and maroon—all finely ornamented and striped in gold leaf.

A new plan will be adopted for nickeling spokes which will effectually prevent rusting, a complaint so common. The Adlake rear fork end and direct chain draft over the bottom tubes will be retained, it having given the best results during the season of 1896.

The compound chain transmission introduced on the Adlake tandems will be retained, it having proved one of its strongest features.

THERE IS MONEY IN BICYCLES.

Indianapolis licenses bicycles at the rate of seventy-five cents per annum. During 1896 licenses for 11,525 machines were granted with a resulting revenue to the city of \$9,540. In 1895 only 5,019 licenses were disposed of and \$3,735.05 of revenue derived. The total revenue the city derived in 1896 from all forms of vehicle license was \$34,587.05, of which amount, it will be seen, bicycles contributed nearly one-third.

THE KING OF CLUBS.

The Century Wheelmen of Philadelphia has a membership of 455, which is said to be the largest of any exclusively cycling club in this country.

Success is a ladder that most racing men prefer to climb onto out of a balloon.



There is but one word in bicycle phraseology which is synonymous with Merit, High Grade and General Excellence—SYLPH!

BOLTLESS SYLPH CYCLES \$100.00.

TANDEM, DIAMOND AND DROP, \$150.00.

Sylphs contain more **thoroughly reliable and important improvements** than any other 1897 wheels. Nothing in '97 can be higher grade, handsomer or easier running than our Sylphs. All **patterns, all heights of frame.**

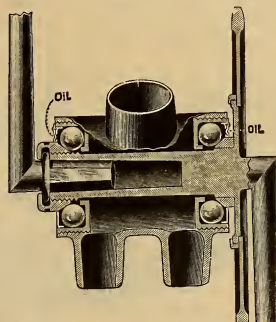
Note our sectional cuts; some will be interesting, although showing but slightly some of our improvements. Our new rear fork end and chain adjuster permits the removal of rear wheel without affecting adjustment of bearings.

OVERLAND CYCLES
ALWAYS RELIABLE.

\$75.00, \$50.00, \$40.00.

28, 26, and 24-inch patterns, diamond and drop. Our \$75.00 models are but only bicycles that may be had at the price, that are strictly **high grade** and embody **80 many 1897 reliable improvements.**

\$50.00 Overlands and Juveniles are strictly high grade, same grade material being used as in best \$100.00 patterns. We make a special point of our finish—**NONE BETTER.**



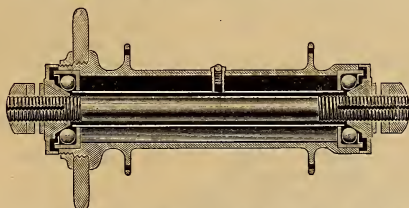
Showing '97 crank-hanger, Benson type piece crank and axle, boltless detachable sprocket, adjusting cone acting as locknut and washer.

EXCLUSIVE TERRITORY

given to the right parties in unoccupied localities. Write for catalogue and particulars.

Watch for the **∴**
∴ Orange Crown!

We are pioneers in the bicycle business. Agents should handle only goods which have an established name and reputation, made by a concern whose experience enables them to conduct their business so as to benefit their agents to the fullest extent.



'97 Rear Hub, showing dust-proofing, ball retainers, direct oiling device, method of attaching rear sprocket, 3-point bearings, etc.

OUR JOBBERS THUS FAR:

- BALDWIN, ROBBINS & CO., Boston; New England Agency.
- JOHN W. BUCKLEY, 156 South St., New York; Eastern New York and Northern New Jersey.
- DAVIS & STEVENS MFG. CO., Seneca Falls, N. Y.; Western New York.
- F. M. DAMPMAN CYCLE CO., Philadelphia; Eastern Pennsylvania and Southern New Jersey.
- JAS. E. PLEW, 2208 Michigan Ave.; Chicago Representative.
- NEW ENGLAND FURNITURE CO., Minneapolis; Minnesota and two Dakotas (excepting Minneapolis and St. Paul).
- EDW. L. ROSE & CO., Binghamton, N. Y.; Southern New York and Northeast Pennsylvania.

See us at the Chicago and New York Cycle Shows.

ROUSE, HAZARD & CO.,
MAKERS,
PEORIA, ILL., U. S. A.

Kindly mention The Wheel.

Factory, Peoria Heights.



CURING A CRANK.

How Barbara and His Sister Brought About Jack's Repentance and Reformation.

Mr. Editor, I see you were honest enough to print an outsider's opinion of cycling, even when that opinion was not altogether favorable to cycling. I like that spirit; it is along such broad lines that success must come to a paper. If you will pardon me for still further trespassing upon your generosity, I would like you to learn of some later cycling experiences of mine.

My wife, Barbara, and myself had finally succeeded in securing a competent cook-lady, a flat with a civil-spoken janitor, and a butcher, baker and groceryman to our liking, when my sister Matilda appeared on the scene.

Now, I love my sister as well as the average brother loves his sister. I consider her a very capable person indeed; in fact, there are times when I wish she wasn't quite so capable; but now and then, however, I confess that Matilda makes me very weary. These are the times when she wants to run not only her own very ambitious establishment (which, goodness knows, ought to keep her busy), but my modest household as well.

Matilda on this occasion announced that she was only in town for a few hours; that she would lunch with us, and that she proposed taking Barbara home with her for a week's visit. I refrained from protesting, seeing that Barbara wanted to go, and during the afternoon they departed. With the time of my widowhood this recital has naught to do. It concerns itself with Barbara's return and subsequent events. At the end of the week my wife telegraphed me that she would be down on the evening train. I ordered a nice little dinner and awaited her with impatience. She came in looking radiant. I said, "Barbara, dear, how awfully well you look."

"Yes, Jack," she replied, "and it's all that blessed bicycle Matilda taught me to ride. She has given me the loveliest wheel you ever saw, and," with some little hesitation, "a perfectly stunning costume."

Now I must right here repeat my former statement to you, Mr. Editor, that if I have a prejudice in the world it is against bicycles. I have always regarded athletics with enthusiasm, shooting and fishing with favor, and have enjoyed to the full horseracing and yachting, but I have never been able to see anything graceful, elevating or sporty in mounting a wheel and cavorting about the country or over the asphalt like a panicky straddlebug. After this exposition of my views of the subject in the abstract, it will be easy to see what my feelings must have been when the wife of my bosom reduced it to the exceedingly concrete by her announcement.

"Barbara," I gasped, "am I to understand that you propose riding a bicycle?"

"Why, of course, Jack," she responded, sweetly. "Every one rides. Matilda says that Dr. Wilkinson—"

I interrupted her here with some remarks about Dr. Wilkinson which I refrain from transcribing. In fact, the things I said about Matilda were hardly suitable for general pub-

lication. Barbara's feelings were hurt, and she retired to her room and refused to speak to me again that night. The next morning the janitor came up and said there was a bicycle downstairs which had just been left for Mrs. Fermoy. Shortly afterward Barbara came softly into my study and kissed the bald spot on top of my head.

Now this is a demonstration she knows I detest, and it is one she never makes use of unless as a declaration of war on any subject in question. I looked around and beheld my wife clad in the costume which Matilda, my sister Matilda, had given her, and in which she was to appear in public. I have never seen such an exhibition off a bathing beach or outside an opera box. The costume consisted of tan-leather leggings to the knee, knickerbockers, rather snug at that, not a vestige of a skirt unless you count the skirts of a tight-fitting coat, a white shirt front, standing collar and man's tie. A deer-stalker hat, with a single straight feather, completed this extraordinary get-up.

"Isn't it pretty?" asked my wife. "Yes," I replied, with much dignity, "pretty and suitable on a roof garden stage or in the sawdust ring, but for a lady in private life I consider it disgraceful." "Nonsense, Jack," said Barbara. "You are old-fashioned. Bloomers are hideous and skirts are a nuisance, and Matilda says—" I interrupted her again to say some unnecessary things about Matilda, and Barbara went hurriedly out of the room. She was an hour late for luncheon, but came in with a beautiful glow and a fine appetite. She came to the table in her costume, and truth compels me to confess that she looked uncommonly pretty in her boyish rig. We preserved a studious politeness, but were not voluble.

The second day Barbara went out without saying goodby to me. I heard her go, however, and went to the window to see her ride away. She rode well. I could at least congratulate myself that probably no other fellow's wife rode half as well. The third day, as I was watching from the window, my wife looked up and saw me. She beckoned me to come down, and I went. "Jack, come and look at the wheel," said she. I looked the bicycle over, and it certainly looked a very good thing of its kind.

"Jack, old boy," said Barbara, "I wish you'd learn to ride. It would do you a lot of good, and we could have such fun together."

"Never," said I, and stalked upstairs. I thought a good deal about it during the day, however, and the next day, as soon as my wife was safely out of the way, I started for the nearest riding school.

"How soon can you teach me to ride one of these abominations?" I asked an instructor. "Oh, about ten lessons, I guess," he said looking me over. "All right," I responded. "You teach me to ride in five lessons and I'll pay you double rates." I took my first lesson then and there. I broke my eyeglasses, tore my trousers and scraped the skin off an elbow. I went home disheveled, but determined. Thereafter I took a daily lesson. Barbara ceased to urge me to join her, but made diplomatic remarks about the loneliness of a solitary ride and the unsafeness of young women riding alone.

I said nothing, and at the fifth lesson I could ride with perfect safety in a straight course. The curves still caused me a feeling

bordering on heart failure. I ordered a wheel sent to my house the next morning. I bought a costume very similar to that worn by Mrs. Fermoy, and when Barbara came down to mount her wheel was waiting for her. She was delighted and came near embracing me in public. "I knew you'd come to it," she remarked, "you dear, old silly. Why, Matilda says—" "Oh, Heaven bless Matilda!" I shouted, as we whirled away together.

Need I say in conclusion, Mr. Editor, that I now look forward to the weekly appearance of THE WHEEL, and am no longer writing, expressing, or experiencing anti-cycling sentiments.

J. S. FERMOY.

HIS SHERLOCK HOLMES FAILURE.

"I feel impressed to warn you, my dear young lady, against the danger you are courting," began the good man, severely. "It is bound to prove the dethronement of respectability—"

"Sir! What do you mean?"

"Oh, it is no use to add impudence to your offending. I expect you to be ashamed of it. It is a curse. It unwomans woman. It creates a race of feminine tomboys—"

"But, sir, I—"

"Never mind! N-e-v-e-r mind! You can't explain it away. I must speak of it. You ought to be ashamed of it—indeed you ought—"

"Do you mean to insult me, sir?"

"Insult you, my dear young girl? Nay, verily! My heart bleeds for you. It is my duty to teach you ways of rectitude and social and spiritual worth and uprightness. And to think, the example of our noble mothers must be thus parodied, burlesqued, shamed—"

"But hear me—"

"Hear you! Would you dare profane reason and common decency by attempting a defense?"

"But will you listen—"

"Listen? No! Duty listens not to attempted palliation. You are flying deathward at a terrible pace, and in what a garb, too! Try to break off from them before it is too late—"

"From what?" (Screaming.)

"From those miserable, horrid, sinful, unsightly, disgusting, baggy bloomers—"

"Why, I never had them on! Never saw a pair—"

"Humph! Ahem! Yes—well, it would be just as bad if you had!"

(And the lecturer gathered his frown together and started for the next house, in front of which he had detected another woman's wheel.)

HAD MADE UP HER MIND.

"I shan't wear a skirt any longer when I go riding," said Mrs. Pushpedal, decidedly.

"For goodness sake, Marion! You don't mean you are going to ride in knickerbockers, do you?" replied her husband.

"No, I don't; but the next skirt I get will be three inches shorter, you may be sure of that."

A thing of beauty is not always a joy forever—a fine complexion on an August century run, for example.

You Receive

FULL VALUE

when you pay \$100 for one of our

Windsor
BICYCLES

The same may be said of the

Pacific

at

\$60

Chas. H. Sieg Mfg. Co.
KENOSHA WIS.

Branch House, 285 Wabash Ave., Chicago.

Address all mail to general offices and factories, KENOSHA, WIS.

Kindly mention The Wheel.

PREPARED FOR EMERGENCIES.

The exigencies of fashion and tone have for some time since demanded that grooms, maids and nurses should be taught how to properly ride a bicycle. In consequence, during the unfashionable early hours of the day, riding schools have been filled with sober-faced men in livery and white-capped maids essaying to master the gentle art. In this way the rising 400 could go a scorching properly protected and chaperoned. Many of the grooms and nurses haven't taken kindly to the wheel, however, possibly upon the principle that whatever one has to do he dislikes, while that which is forbidden him he promptly yearns for.

There is a certain French nurse in New York who has an especial hatred for the wheel. When the subject of her learning to ride was first broached, she offered every objection, and only consented to take lessons when much pressure was brought to bear. She became quite proficient after a time, but her dislike and timidity were never overcome. She particularly hated riding in town, where one is obliged to thread her way among the throngs of carriages and carts, not to speak of cantering over cable tracks and eluding other cyclists.

"I am always afraid," the nurse would say, "that eef I am not killed myself, zat I will kill somethings or somebody." When she and her charges "took to the road" they were always accompanied by a groom, for the nurse refused to accept the responsibility alone.

The family in whose service this nurse is, remained at their country house later than usual this year. Just before the holidays the mistress asked the nurse to wheel into town and back upon an errand that couldn't wait for such tardy locomotion as railway travel. At such short notice, too, it was impossible for anyone to accompany her, as it was also impossible for anyone else to accomplish the errand. The nurse accordingly submitted to fate, donned her suit of simple serge, and set forth for town. She returned some hours later in safety, her errand accomplished.

"Well, Francoise," inquired her mistress, upon her return, "and how did you get along? Were you much frightened?"

"Oh, I was mooch frightened," replied Francoise. "But I killed nothing and nothing killed me. If anything had happened, though—voilà!"—throwing back her jacket with a melodramatic air, and there pinned to her bodice was a big card bearing the words: "My name is Francoise Daguerre. If anything happens to me, please notify Mrs. Blankie Blankie, Sunset-on Hudson, or No. — Umpty-steenth street."

SOME UNCLE EPHISMS.

De song of vict'ry in a haard-won race is allus wong an encore.

Racers who blow dah own horns seldom furnish good music fo' uddah folks.

Whad a differ'nce hit wud make ef people allus wore dah company mannaahs when dey waz ridin' a bysickle.

Hits dah rider wid de narrer min' who is generally dah mos' anxious toe gib away a piece ob hit to udder folks.

Elopmenets per cycle are still fashionable. This may be called the weak side of the wheel.

AN AVERTED TRAGEDY.

He entered the house softly and mounted the dimly-lighted stairway three steps at a bound.

Enforced absence had caused their first separation, and he imagined the surprised delight with which she would greet his unexpected return. But having reached her boudoir he paused, distracted and irresolute.

The room wore a familiar aspect. The fire flickered from the grate with a subdued gleam, while a shaded lamp near the piano lent an air of elegance and grace to every article of furniture within its radius.

The room was unoccupied, but across the back of a chair in an alcove lay a man's coat and hat. Then suddenly there flashed upon him the recollection of having stumbled over

RE FAKED IN VERSE THIS TIME.

Into the tailor's presence she came like a shot from a gun, and looked such daggers at him he felt inclined to run.

Her black eyes flashed with anger and her language was profuse, and when she raised a threatening hand he trembled in his shoes.

"You ninth part of a man!" she yelled, "I'll crush you as a fly! This earthly planet never had a greater fright than I.

"Gaze on the bloomers which I wear. You made them, sir, for me. Don't look with such a stupid stare, but scan them carefully!

"You guaranteed a perfect fit to measure, which I brought. Now, do you think it strange a bit that I am fighting hot?"

"Gaze on them well, you senseless goose. Say, am I not well? Where they are

BEATS WALKING ALL HOLLOW.



"Among recent converts to cycling, none is more enthusiastic in his admiration of the benefits of the bicycle than Chief Push-in-His-Face, the grand old man of the Dingo tribe."—*Winnemucca Journal*.—Here is the way the Chief indulges in cycling.

a bicycle in the lower hallway as he entered.

As he stood staring in dismay a portiere was drawn back at the opposite end of the room and revealed the figure of his wife. "Madam," said he, in his most injured husband tone of voice, pointing to the alcove, "what is this?"

It was not altogether grammatical, because he meant "these," but at sight of him she turned pale and trembled. "Don't look so dreadful, Will," she gasped. "I didn't think you'd mind. I won't wear them if you don't want me to, though, really, all the stylish cycle suits are made that way now."

AN IMPOSSIBLE INVENTION.

The person who will construct some phrases with which a man who has run a brand-new wheel over a broken bottle can adequately express himself without shocking the passers-by and laying himself liable to arrest, will do much to advance the cause of both cycling and civilization.

tight they should be loose; where loose they should be tight."

She slowly turned that he might scan the fitness of the clothes, and as he gazed that tailor man blushed like a red, red rose.

With laugh suppressed and bows profuse he said she'd spoken right; where they were tight they should be loose; where loose they should be tight.

"These, no doubt, are the first," said he, "the madam ever wore. You've made a slight mistake, I see. They're on hind side afore!"

A redder blush, the tailor said, he never, never saw, and as she in confusion fled, he laughed haw! haw! haw! haw!

RELATIVE TO FEMALE BLUFFING.

If you see a spic-and-span-dressed wheel-woman seek, repose on the muddy street surface through her wheel slipping out from under her, it is a proper thing not to laugh unless she laughs first. If she tries to regard it as a joke help her with the bluff.

NEW YORK.

BOSTON.

*Money cannot buy the . . .
Good advertising you can get
by having samples early. . .*

There is a limit to perfection in mechanical art, and if we haven't reached it, we are crowding it mighty close in the '97 Models.

They are paragons of peerless merit and graceful beauty.



Agents who handle "the wheel with the truss" will be at the head of the procession of trade this season.

Our '97 Models will pleasantly startle riders of experience who inspect them.

YOU WOULD SMILE

with satisfaction, as we do, were you to read the letters pouring in upon us from our old agents, telling us of the supreme satisfaction in which **THE FOWLER** is held by their patrons.

WE WANT MORE NEW AGENTS,

who know a good thing when they see it, to write us.

PROVIDENCE.

Kindly mention The Wheel.

LONDON.

WHY THE EDITOR WAS CONTENT.

An editor of a wheel paper, who had paid the debt which all mortals must pay at some time, was being taken to heaven under chap-erone of an angel specially detailed for that purpose.

"Any objection to my having a look at the other place before we ascend to eternal bliss?" he asked

"None in the least," answered the angel.

So together they wandered around the broad avenues all paved with good intentions, seeing things of interest in the lower regions.

In the course of their stroll the angel missed the editor for a short time, but eventually found him sitting in front of a huge furnace, perspiring freely, but gazing with rapturous delight at a lot of people squirming in the midst of the fire.

"Come," said the angel, sadly, "it is time we were going."

"Pardon me, you'll have to go without me," said the editor, without once removing his eyes from the furnace occupants; "watching this exhibition is heaven enough for me."

Turning to an impish attendant for explanation, the angel learned that the occupants of the fiery receptacle were on earth non-advertisers whose persistent attempts to secure free advertising, in the shape of trade puffs, had been the primary cause of the editor's early demise.

Without a word the angel winged his way upward alone.

SOME QUEER QUAKER STATISTICS.

During the year 1896 there passed through the various gates of entrance in Fairmount Park, Philadelphia, 902,267 bicycles, or more than twice as many bicycles as there were of all other vehicles combined with equestrians, the total numbers of both of which for the year being only 413,392. An average of less than one wheelman in each 400 was injured, the exact figures being 218, while the accidents to the bicycles themselves were thus accounted for:

71 broken by collision with carriages; 92 broken by collision; 13 broken by collision with bridges; 38 broken by collision with fences; 7 broken by collision with walls; 1 broken by collision with a tree; 19 broken by upsetting; 4 broken by turning short; 17 broken by unskillful riders; 1 broken by falling into a trench; 1 broken by runaway horse; 165 tires were punctured.

These figures are from the annual report of the Fairmount Park police, and afford an excellent field for the figure fiend and the statistical theorist. For example, take the proportion of punctures; there were 1,804,534 tires used here with an average puncture, so far at least as the park police knew, of only one in each eleven thousand. Surely, that speaks well for either the riders, or the tires, or both, just as you please to figure it.

EVERYTHING IN KEEPING.

"Dere vos von characteristic thing about dose amachoor racin' men at dot banquet of der Pawnbrokers' Association last nide."

"So! Vat vos dot?"

"Dey refused ter drink anyt'ing but hock."

"Tripe suppers" are a popular form of winter entertainment in English clubdom.

TO ACCOMODATE THE NOVICE CROP.

"I say, Mr. Medders, the advent of the bicycle and the consequent decline of the horse must have hurt you farmers considerably by cutting off the demand for one of your chief products."

"What product is that?"

"Why, it must be of little use to raise oats now!"

"Yes; that's so! The bicycle has done us on that; but when one door shuts another always opens. We raise the arnica plant now."

IN THE BEGINNING.

"What a terrible instrument of torture those nine-inch brake-levers on the old ordinaries must have been."

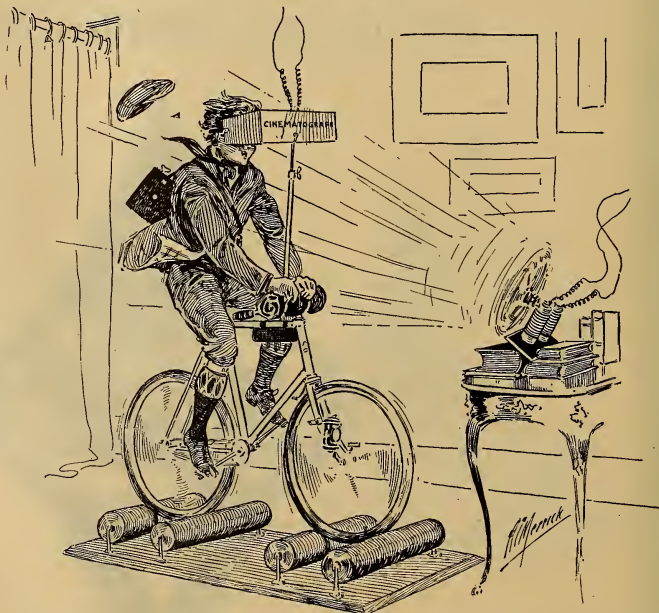
"If you ever undertook coasting with one you would think they were a torture."

"What a relief it must have been to the old-timer when he reached the bottom of a hill and could let go his brake."

"Well, I should say it was; but what of it?"

"Oh, nothing; I was just thinking that maybe that was the origin of the expression, 'the glad hand,' that's all."

IMPROVED INDOOR CYCLING.



With a home trainer, electric fan and cinematograph all the pleasures of a tour can be had in a hall bedroom.

COLD AS A SPEED-KILLER.

Every winter-riding wheelman notices that no matter how good the roads may be, or however fit for the work he himself is, he cannot ride anything like the same distance he covered with ease during the summer. The cold air uses up so much of his vitality that he has not the strength to ride as far as in the summer with its warmth.

In Dixon's interesting book, "The Migration of Birds," it is noted that nothing so interferes with the flights of birds of passage, or causes them so frequently to seek rest, as a strong cold wind behind them. That a favoring wind, even though it be a cold one, should prove exhausting sounds rather extraordinary, but the reason is plain. The wind blows up their feathers and so chills the flesh that the bird is forced to descend and recoup.

Cycling has often been compared to flying, so the foregoing regarding the effects of cold upon real flyers may not be out of place.

Whether you do or do not matters so very little to cycling at large.

AND THE GAME GOES ON.

Amid all the newspaper gabble concerning what newspaper editors do not know regarding cycling, the following editorial from the New York Evening Sun is really refreshing:

"A number of foolish persons have predicted the falling off of public interest in the bicycle in the coming season. There is no sign of the truth of this in actual facts. The weeding out of a number of manufacturers who ought never to have gone into the business is a good rather than a bad sign. The legitimate makers are showing every evidence of activity during the spring. For the general public, it is as much interested in the model of '97 as it was in that of '96.

MIXED AT VASSAR.

"Miss Milemake, what kind of a noun is a bicycle?"

"Common, professor; very common, indeed."

"Decline it."

"I? Never, if one is offered me!"



A Guarantee of Excellence.

Iver · Johnson

AND

Fitchburg · Cycles

WILL BE ON EXHIBITION

At Chicago Show . . . Spaces No. 179, 180, 327, 328.

At New York Show . Spaces No. 121, 122, 135, 136.

Also forgings, tubing and other material
entering into their construction.

*Come and see the Honest Cycles
and how they are made.*

==

IVER JOHNSON'S ARMS AND CYCLE WORKS
Fitchburg, Mass.

C. J. GODFREY, No. 11 Warren St., New York,
Agent New York, New Jersey and Pennsylvania.

Kindly mention The Wheel.

SECRET BALLOT WILL DECIDE IT.

There will be no squabble over the selection of the place for the next League meet at the National Assembly meeting this year. The adoption of the Australian ballot system by the Executive Committee puts an end to what has heretofore been an annual opening for oratory, wire-pulling and political dickering at the Assembly meetings. The plan of deciding the issue between the cities desiring the meet has been decided on as follows:

To each member of the National Assembly will be sent a card, ruled on the plan of the Australian ballot, and containing the names of those cities which have made formal application for the meet. The voter will be asked to place an X opposite the name of the city he wishes to vote for, but the ballot will contain nothing which would identify it or show by whom it was voted. When the ballot is marked it will be placed by the voter in a plain envelope and sealed. The plain envelope will then be enclosed in another, upon which is printed a blank, the filling out of which will show the name and address of the voter. This is to be mailed to the Secretary in a third envelope, stamped and printed for the purpose. These envelopes will be opened by the Secretary on February 6, at 12 o'clock, in the presence of whoever may be interested in the count. After the outer envelopes are removed the votes will be checked up by the list of Assembly members. When this is done the blank envelopes will be taken out and mixed together, to be afterward opened and the votes counted. By this method even those making the count will not know for which city any member's vote is cast. The ballots are to be mailed to members of the Assembly in about a week.

SIX-DAY RACE LOGIC.

"A man has no business to start twice in a six-day race within a month," said Teddy Hale, during the race at Washington last week. "If a man is riding for a prize he has to punish himself. Several persons have asked me how much flesh I lost in the week of the race in New York. I don't know myself, for I did not weigh before starting, but not over five or six pounds, as I have nothing to lose after I train down to 160 pounds. If Rice had good training and good judgment he would have forced me to ride a great deal further than I did. I could have gone a good bit more. I kept myself twenty miles ahead, and when I got any further along I knocked off for a bit of sleep. A man wants to be close on to 30 before he goes into a six-days' race. He ought to be fully matured, so that he can stand the strain. It is almost one form of suicide for a much younger man to take on that sort of punishment."

Asked when he would ride again, he said: "Probably at Chicago in February. I don't believe I will go unless I am paid a lump sum as an attraction. I don't want to go in and depend entirely upon getting only a piece of prize money. If I get into a race where I would be pushed hard enough to worry me I might get off my wheel and tell them to fight it out among themselves."

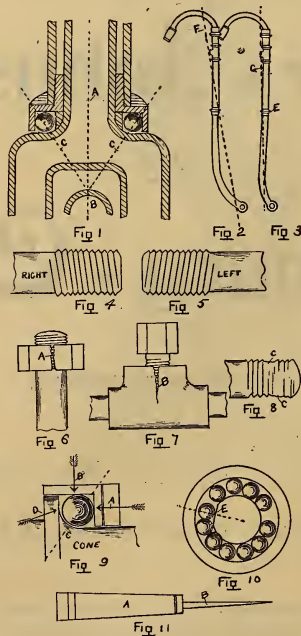
YES, HANG HIM!

Confusion to the rider who says, "Why don't you do as I do?"

BENDS, BREAKS AND BALLS.

Carelessness and bungling work have done more to injure bicycles than most anything else. Builders of bicycles have so perfected the work of construction in recent years that the average bicycle is a pretty fine piece of machinery, and if handled right will do all that can be reasonably asked of it. But oftentimes much of the delicate adjustment and correctness of fit is rendered valueless through ignorance or carelessness on the part of the owner of the bicycle.

I have seen standard wheels put out of service in an hour by the rider tinkering with some part of them he did not understand. Again, beginners have strained certain parts of their machines in such a way that considerable skill is required to get the wheel into running order again. Such experiences are frequent in the life of the bicycle repairer, and since his business depends upon wheels being broken by



accident or otherwise, perhaps he ought not to complain.

However, if a few words of advice will aid the rider in averting breakages, they should be freely given, even by repairers. I find many riders have a habit of bumping up against obstacles when there is no need for doing so. For instance, a young man stores his bicycle in a stable, and when riding in always keeps going along until the front wheel strikes against the stable wall, when he alights. Of course the contact is light, but in the end the fork will be bent, the mechanical arrangement of the fork and crown-piece bearing not being of a nature to permit such abuse, as will be observed by glancing at Fig. 1, in which a sectional view of the fork post and bearings is given.

When sent from the factory of the makers, a line, A, drawn through the centre of the post will be in line with the centre of the wheel tire at B and the balls will bear correctly in the

casings and in line with C-C. The fork is then in order, and adjusted correspondingly with a line F, Fig. 2. As soon as the fork is bent into the shape shown by the line G, Fig. 3, the relation of the cones, casings and related parts is thrown out of harmony, and the balls grind, rattle, run on pivots of their own, and become generally deficient. Usually the bending occurs at the crown at E, and although the bicycle can be used, it will steer hard and be unsatisfactory. Avoid coming violently in contact with anything that will tend to bend the fork, and when bent, have it straightened.

Numerous wheels are put out of repair by the owners trying to screw a right thread nut on to a left thread stud or bolt. Rights and lefts can be distinguished by holding them up together as shown in Figs. 4 and 5, in which it can be seen that the threads incline differently.

Cracked nuts, as shown at A, Fig. 6, are caused usually by some one attempting to force the nut down over the shoulder of the bolt, or on to that part uncut with threads. If the bolt is too long put on a couple of washers inside the nut.

Shoulders of clamps, seat-post sockets, etc., are frequently cracked at B, as shown in Fig. 7, by forcing the set screw too deep or by burring the threads on the screw and using it. When the threads are burred, as shown at C, Fig. 8, or broken, as at C1, buy a new set-screw or have the thread recut. Do not force the screw into the clamp.

Another item which I find has been the cause of cyclists condemning really good wheels at times, is when a green hand screws the cone-flanges so tight that the balls are wedged. The balls should, of course, have free play and contact at A, B and C, as illustrated in the cross sketch of the bearing in Fig. 9. When the adjustment is too tight, the balls are pressed up on the cone toward D, throwing everything out of line, producing friction and wear.

Permitting parts to run dry has also been productive of disaster. A recent case to come to my notice was in a very superior wheel, in which the rear wheel ball bearings were next to destroyed through having run dry. A grating sound was produced at every turn of the wheel, and when I took the bearing apart I found one of the cones worn flat as at E, Fig. 10. Everything was perfectly dry and the hub was covered with grindings. A few tests showed that the nature of the worn place on the cone was such that the balls would be momentarily checked there at each turn, and each form an axis of its own for a brief second before passing on. This caused crowding as shown. New cones had to be put in. The owner of the wheel claimed he oiled the bearing regularly. I found the oil channels plugged with dust and gummed oil. I would suggest that an instrument like the one in Fig. 11 be kept at hand to clean out plugged oil holes. It can be made with a steel barb, B, and the latter fixed in the wooden handle, A.

GEORGE D. RICE.

IN LANGUAGE FLOWERY.

They strayed into a garden where Chrysanthemums were rich and fair. He said: "This garden is like you." "He means 'tis sweet," she thought, but he continued, low and mournfully, "Because it, dear, wears bloomers, too."



We have made arrangements with the
Well-known House of

FARWELL, OZMUN, KIRK & COMPANY,
OF ST. PAUL, MINN.,

And hereafter their Leaders will be the Swell

WORLD CYCLES

in the following territory:

MINNESOTA, NORTH AND SOUTH DAKOTA AND MONTANA.

A LIVE CONCERN AND A LIVE LINE.

Agents, a Strong Combination; write them, or

E. K. TRYON, JR., & CO., Philadelphia, Pa.;
Pennsylvania, So. New Jersey and Maryland.

STAUFFER, ESHELMAN & CO., New Orleans;
Mississippi and Louisiana.

PARLIN, ORENDORF & MARTIN, Omaha;
Nebraska and Western Iowa.

SIDNEY STEVENS, Ogden, Utah.

WILBUR KNAPP, Mgr. Pacific Coast Branch,
San Francisco, Cal.

SUTTON BROS., Melbourne, Australia.

JAMES MARTIN & CO., Sydney, Australia.

HILL & SON, Adelaide, Australia.

**ARNOLD,
SCHWINN & CO.,**
MANUFACTURERS,
CHICAGO, ILL.

Kindly mention The Wheel.

PATENT PECULIARITIES.

How They Show Up in a Study of
What Goes On in Uncle Sam's
Office.

As time passes the mechanical arts become more and more refined and improved, and one is very prone to believe that invention has nearly reached the point beyond which nothing new can be found, and to assume that the number of patents annually issued is now decreasing. Whoever reasons on such assumptions will reach a conclusion that is far from the fact, however. Instead of the number of patents declining from year to year, it has steadily increased and is likely to continue doing so.

During the year 1896 the United States granted 21,877 patents—a larger number than were ever before issued in any single year. The whole number of applications filed during the year was, in round numbers, 44,000. A comparison of the number of applications filed with the number of patents granted shows that, in 1896, the patents were about 50 per cent of the applications. Although comparatively few of the applications filed last year have yet resulted in patents, nevertheless it will be found that, from year to year, about one-half of the applications sooner or later blossom into patents. Of the other half, a small percentage are allowed, but become forfeited by reason of failure to pay the final fee, and the remainder are finally rejected by the Patent Office and become abandoned.

The percentage of patents to applications as above stated is a fair yearly average of all classes of invention. Some show a higher average of patents, as the class of harvesters, for example, while others show a lower average, among the latter being cycles.

Of all the 204 classes of invention into which the Patent Office divides the mechanical arts and among which the 44,000 applications filed in 1896 were distributed, no other obtained such a large portion as the class of "velocipedes." If the division were made equally among the 204 classes it will be seen that each one would receive about 215 applications. Yet, in the class of "velocipedes," no less than 2,680 applications were filed; and if wheels and tires be included, the number is swelled to something like 3,500. And it is to be noted that this large total includes no motor cycles, no lamps, bells, or similar accessories; nor the tubing, special cycle tools, and processes of manufacture, the invention of which is inspired by the cycle and which are themselves directly connected with the cycle trade. No other class of invention has ever shown such prolific activity. And this activity was started at a bound, as it were. During 1892, about 600 velocipede applications were filed; in 1893, about 700; in 1894, 825; in 1895, in round numbers, 1,500; and in 1896, 3,500.

These 3,500 applications relate to various parts of the cycle, the art being now so far advanced that such a thing as an application for a complete machine is unknown. The favorite subjects of invention as disclosed in the applications filed during the year were, in substantially the following numerical order: driving gear, tires, supports, saddles, handles and handle bars, brakes, frame construction, pedals, cranks and crank shafts, and spring frames. Besides these there have been many

applications for alleged improvements on the numerous and varied possibilities of the cycle.

The patents granted in any single year are not necessarily, by any means, distributed in the same proportions as the applications. Invention goes by epidemics, and for months there may be a large number of applications for adjustable handle-bars, for example, succeeded by a large increase in the number of applications for some other portion of the bicycle, such as the saddle, or the crank shaft. Since only a few of the applications become patents in the same year in which they were filed, it is more likely that the following year will find the patents distributed more nearly in the same proportions as were the applications of the preceding year.

The number of cycle patents issued in 1892 were, in round numbers, 325; in 1893, 380; in

LOOKS LIKE A HAYSTACK.

Here is something entirely new in the line of cycle construction and designing. Mr. N. Pederson, of Denmark, is responsible for it, and Mr. Terah Hooley may become owner of it, as he has of almost every other thing un-



der the sun. The frame is constructed on the cantilever principle, and consists of twenty-one perfect triangles. The total weight of the frame, seat and handle-bars is only 4 pounds, and the whole machine only weighs about 11 pounds.

1894, 380; in 1895, 370. The number of cycle patents issued in 1896, including wheels and tires, was 586. This number, it is seen, is only a small portion (less than 20 per cent) of the whole number of applications filed in 1896. This small apparent percentage of patents is due to the fact that applications in previous years have not reached to any thing like the number filed last year; and since it is the application of a previous year that becomes the patent of the present year, this fact is not surprising. Out of the whole number of 3,500 applications filed in 1896, only 70 had resulted in patents at the end of the year. The year 1897 is likely to see a considerable increase in the number of cycle patents.

In order to get a substantially accurate estimate of the proportion of patents granted to the number of applications filed in the class of cycles, it is necessary to take the applications of a number of previous years—far enough back so that all of them have been finally disposed of—and find out how many of the whole number of those applications

went to patent. By such a generalization it is found that about 36 per cent of the cycle applications result in patents. Adding to this an allowance for those applications that have become forfeited for failure to pay the final government fee, it will be found that the total number of applications allowed by the Patent Office is hardly 50 per cent of those that are filed. The remarkable popularity of the bicycle accounts in some measure for this small proportion. Seeing that there is such a demand for improvements, and such a vast amount of capital invested in their manufacture, Tom, Dick and Harry have set about inventing in cycles without much idea of the practical needs of the cyclist, or knowledge of what has already been invented.

The cycle patents for 1896 are distributed about as follows: first in numerical importance come tires, with 115 patents; then driving gear of various sorts with 90 patents; and in decreasing order, supports, 55; pedals and cranks, 52; steering heads and handle bars, 47; saddles, 47; wheels, hubs and rims, 45; brakes, 28; frame structure, 26; luggage carriers, 15; mud guards and dress protectors, 12; bearings, 11; spring frames, 9; coupling bars, 7; locks that form an attachment of the frame, 7; tandems, 4; children's seats, 4; and 12 scattering through bicycles, unicycles, axle couplings, foot rests, children's figure velocipedes, and so on.

An approximately correct estimate of the number of cycle applications pending before the Patent Office on January 1, 1897, exclusive of accessories, places them at 4,700, a number that is greater than the aggregate of cycle patents issued by the United States.

At the close of the year the Patent Office had its work in such condition that no application on which action had been requested prior to the 1st of December, 1896, remained unacted on. One month, even, is too long for an applicant to wait for a judgment on the merits of his invention; but with the present inadequate force of examiners it is probably impossible to shorten that period. Even in that single month approximately 850 bicycle cases had accumulated and were awaiting action on the first day of the year; that is to say that the cycle division of the Patent Office was one month in arrears, or, 850 cases (new and old) behind on the first day of the year, 1897.

The number of mechanical fallacies, of ingenious and at the same time practically worthless devices that find a lodgment among this mass of pending applications would astonish a practical manufacturer. Too often the ingenious, commercially inutile contrivances become patented only to cumber up the patent records and to form altogether too large a proportion of the already large class of cycle patents. E. D. S.

DOES NOT SEEM POSSIBLE.

"Broadback is the most remarkable rider I ever knew."

"How so?"

"Why, it is actually possible for him to look dignified while riding with ear-muffs on."

TIDE-STEMMING POSSIBILITIES.

One fault with the bicycle is that it will never be able to plunge into the roaring stream, stem the tide and reach the other shore with its exhausted rider safe, as the horse always does in the novel.

Red Birds of Passage.

EVERY season they come and make you happy. In huge, dense masses they ascend at a given signal by the leader from their warm nest at the "Crimson Rim" factory, and color the pearl-blue sky with scarlet flashes of their rich plumage. They descend in large flocks, and make their abode with Sycamore dealers in the cities of the world. Rip them open and you will find that every quivering crimson breast of our red birds contains a fine, big heart of registered

Crimson Rim Quality.

*THERE IS BUT ONE SYRACUSE:
IT IS THE CRIMSON RIM.*

Makers:

Syracuse Cycle Company,

Syracuse, N. Y.

NOT A GOLD MINE.

Manufacturing Pneumatic Tires Is Said Not To Be the World's Most Profitable Business.

With all that has been said regarding the millions made from pneumatic tires and the possible millions yet remaining therein to be made, intending tire makers and their backers, financial and otherwise, would, perhaps, be no losers by reading what the "India-Rubber World" thinks of the wind-blown bonanza:

The season of 1896 has already merged into that of 1897, and the majority of the pneumatic tire manufacturers have balanced their books and know how much they have made—or lost. One thing has been clearly proven: the manufacture of pneumatic tires is not a gold mine. Or, to speak more exactly, it is very much like gold mining. One of the most noted statisticians of Europe once said that every ounce of gold extracted from Mother Earth had cost its full market value in labor alone. This proposition remains unchallenged; and there is a corollary to it, viz.: that if you count in the lambs who have been fleeced by gold mining sharks, every ounce so extracted has cost five times its market value. Now, in this statement there lies a moral for the tire trade. The manufacture of pneumatic tires is looked on as a gold mine, and everyone wants to have a hand in it. "Tires," say those who have not been in the business, "can be made for \$3 a pair, and sold readily for \$6. What a bonanza! Let's go in for it!" But the manufacturers who have summered and wintered the production of pneumatic tires have learned a lesson. It is true that you can make a pair of 28-inch tires for \$3—of old shoes; but if you once sell them for \$6 without a guarantee, you may be sure that your customer will never come back; if you sell them with a guarantee, you may be sure that he will—with a scowling demand for replacement. Now, no tire fit for an adult to ride on can be made for \$3. No manufacturer who works for the future can afford to make a tire that costs less than \$4 a pair. Let us see. Here are the items:

Between three and four pounds of fine Para rubber, from eighty to ninety cents a pound. Washing, drying and shrinkage of over one-quarter. Grinding and mixing. Calendar work. Preparing and weaving special cotton fabric. Labor in building up tire. Vulcanizing, testing and inspection. Loss on "seconds." Shop expenses; that is, interest, depreciation of plant, taxes, insurance, water-rates, gas, coal, oil, etc. Salaries of superintendent, clerks, engineers, watchmen and non-producers. Experimenting; a large item in these days where improvement is always sought. Selling expenses; that is, salesmen, traveling expenses, advertising, office rent, clerkage, insurance on stock, freight, teaming, etc. Interest on stock carried to fill orders promptly, and depreciation of stock. Replacing tires actually defective or alleged to be so. Bad debts; in 1896 a large item.

Add all this up and see how much your tires have cost you, not in estimates, but after you have made up your books and your bank account, and figure what divisible money is left.

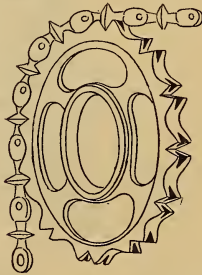
To sum up the above: under the most fa-

vorable conditions, a large manufacturer can make to-day not over 20 per cent profit on pneumatic tires, and unless a manufacturer makes from fifty thousand pairs upwards during the season, he cannot come out whole. Now, on a staple which does not change from season to season, like garden hose or cotton goods, a profit of 10 or 12 per cent, or even less, is by no means to be despised—on a large production; but for a patented article, which is subject to so heavy a guarantee, one liable to so many expenses, and one so treacherously provocative of misrepresentation as a

HERE COMES THE CIRCULAR CHAIN.

Following in the train of Simpson have come a number of new-fangled, "improved" chains. Here is the Harford, the invention of Haverlock Harford, 3 Albion Terrace, South Shields, England, of which chain the inventor says:

"I claim to dispense with the frictional contact which takes place between the tooth of the wheel and the block of the chain. I overcome this by making the extreme diameter of the tooth wheel the pitch line, thus causing the chain and chain-wheel metals to run to time with each other. I claim to dispense with 50 per cent of the wear and tear on the



cross pins by dispensing with the dummy link. I can run the two chain wheels at a high speed three inches out of line without the chain climbing. This is accomplished by the chain having a clear dip into the cavity, and the driving portion of the chain being free, and shows that I have abolished side friction. I claim to do away with the bursting or undue strain that takes place on the ordinary chain wheel. This is accomplished by the driving portion of the chain always adapting itself to the centre line of the wheel, no matter what diameter the wheel may be. I also claim to get a central pull, which gives the full benefit of the metals used."

pneumatic tire, a profit of 20 per cent is quite too small. Abroad they have found this out, and tires which sell here for \$6 wholesale sell there for \$15, though they can be more cheaply made.

The concerns new in the business have not yet found all this out, but it remains true that no one, under present conditions, can net more than one dollar on pneumatic tires; scarcely any one did so well in 1896; and unless the manufacturer can market tires at \$6 in enormous quantities, there is not that much profit. The small manufacturer cannot pay for his advertising out of his gain; and yet, strange to say, some new manufacturer stands constantly ready to embark in the business of selling tires for five dollars or less a pair.

Moral: live and learn.

WHAT WOULD THE WORLD BE WITHOUT IT?

India-rubber is in a fair way to become one of the prime necessities of civilization. Numberless human beings, in the class which could not afford wet nurses, owe their lives to the feeding bottle. Everybody knows that the use of pneumatic tires for cycles and solid rubber tires for horse vehicles has enormously increased our consumption of this article; but, quite apart from that more obvious fact, India-rubber is daily introduced more and more into all sorts of machinery. Highly competent judges say that if the output could be doubled within a year, so many new applications of the material would instantly arise, that the price would not fall appreciably.

As a matter of fact, the export of Para rubber has increased within the last twenty-five years from 5,600 tons to 20,000 tons; and the price fetched by the best quality has risen from 50 cents to 75 cents a pound. It is the one jungle product which society finds indispensable. Hundreds of men have racked their brains to produce a substitute, but none has in the least degree succeeded; and such attempts must be permanently discouraged by the knowledge that India-rubber exists in limitless profusion upon known spots of the world's surface which may at any time be made accessible.

In any of the swampy equatorial regions, where vegetation grows rank and sappy, so that a knife will slash through branches as if they were made of cheese, there is pretty certain to occur some one or two of the score of trees which produce rubber. Whole forests of them are known to exist in Central Africa, only waiting to be tapped. But the regions which produce them are precisely the regions most deadly to the white man; and when the rubber is made it has to come to the coast on the heads of negroes, and will not pay the cost of transport.

When an accessible forest is discovered it pays like a gold mine. For example, a tree was discovered near Lagos which was believed to produce rubber; specimens of bark and foliage were sent to Kew Gardens, in London, and the authorities there pronounced it the right thing. In 1895 the export from this one source began, and amounted in the year to 2,263 tons, with a value of \$1,350,000 in round figures.

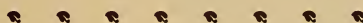
WHAT PRUDENCE TEACHES.

That the mission of the wheel may prosper, and be the means of bringing health and enjoyment to the doors of thousands of women it is well to lay the following maxims to heart: That the rational use of the cycle is one of the very best forms of exercise which can be obtained; that for many functional ailments it is a cure, for some organic a palliative; that if abused when the rider is in an unfit state, it can, do as much harm as over-walking, over-riding, over-climbing; that over fatigue is always bad, but much worse when the rider is out of condition; that girls and women unaccustomed to bodily exertion require a longer time to become habituated to it than a young man or boy of the same age. That condition will come by constant practice, and cannot be hurried or forced by over-work. That as condition improves so longer distances and a greater speed may be safely attempted.

In line with the policy of this Company, every
high-grade feature is added to

Crescent Bicycles

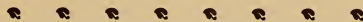
as soon as it is found worthy of adoption.



After years of experience with various forms of pneumatic tires, we are of the opinion that a superior detachable tire is the most practical, reliable and satisfactory. We, therefore, take pleasure in announcing that our '97 models will be regularly equipped with

Dunlop Detachable Tires,

which we can unreservedly recommend to CRESCENT dealers and CRESCENT riders, and which, we believe, notwithstanding its higher price, is, in the end, more economical. The extreme ease with which permanent repairs can be made by the rider, insures him against disabling accidents, and makes it unnecessary to frequently send the tire to the manufacturer for repair or replacement.



Agents' Catalogue Ready.

NEW YORK CYCLE SHOW: Spaces 248, 249, 250, 251, 252.

WESTERN WHEEL WORKS.

Factory:
CHICAGO.

Eastern Branch:
No. 36 Warren St., NEW YORK.

KING OF FOOLS.

There are so many kinds of fools in the world it is difficult to attempt to keep track of even a tithé thereof. Of this enormous multitude of individuals afflicted with high-g geared, untrue, craniological wheels, cycling has, from the very beginning, been afflicted with more than its fair share. It is a fact beyond contradiction that cycling has in its own case actually disproved the teachings of homeopathy, regarding like curing like, since, with cycling, wheels mechanical have but begotten wheels mental, the increase of one being followed by a corresponding increase of the other.

History has recorded many and varied cycle cranks, gentlemen in whose heads wheels whirred, whizzed and went round regardless of either rhyme or reason, but the King of all these gentlemen is unquestionably M. Paul Lemay, Paris, France. That there may be no question of M. Lemay's right to the title, the plans he has submitted to the Committee on Buildings, on the French Exposition, to be held in 1900, will at once silence all other claims for the cyclo-crankish crown.

M. Lemay proposes to have erected on the exposition grounds a Cycle Palace, which certainly will be a most unusual building. The interior will not be broken up into apartments to any extent. It will be used for the display of the wheel in all its forms, from the first crude two-wheeled draisine to the delicate mechanism which will mark the improved wheel at the close of the present century. Of course, no one knows just what the next three years will develop in the way of cycle construction and propulsion.

The exact dimensions of the palace have not yet been decided upon, but the plans outline a structure that will accommodate seven thousand persons on the ground floor. There is an aim at the Gothic in exterior appearance—that is, as far as the Gothic can be produced with the several parts of a bicycle. The ground surrounding the structure will be circular, with paths like spokes radiating from a common centre. All the windows are to be circular, with spoke frames, and with a small colored circular pane in the centre indicative of the hub.

The main entrance will be entirely of marble, cut in the form of an immense pair of front forks, while overhead will rest a huge handle bar of burnished steel. A number of smaller rooms lead off from the main floor, separated only by festooned curtains, which will be entirely of network, made from the material usually used in the mud-guard on a woman's wheel.

At either end of the main floor will be a monster wheel, with illuminated tires. These monster wheels will revolve from the time the exposition opens until its close. Apart from the light produced in this manner the only illumination will be large cycle lamps. Every seat in the building will be made of parts of a bicycle, though many of them will be so arranged as to be far more comfortable than the very latest in saddles. Curved and straight handle bars will be used for backs, and cushioned wheels in some cases for seats, while the chairs will be held up by different parts of cycle frames.

The rare exhibits will be guarded from the visitors' curious touch by a series of sprocket chains, and the lecturers, of whom there will

be a plentiful supply, will travel about the building on giraffe wheels. Refreshments will be served by a busy corps of attendants mounted on tricycles, and it is promised that the manner in which these gentlemen will conduct their evolutions will be truly remarkable.

Each pillar of the building will be decorated with sprockets and surrounded at short distances by tires. Even the floor will represent the wheel. Circular tiles are to be inlaid with spokes, and the triangles formed by the meeting of every three circles will be filled by tiles representing small cycle frames. There will, of course, be a lively ringing of cycle bells, this being the only form of signaling that will be allowed in the building. Every kind of bell, from the silver toned tingle to the ambulance-like gong, will be used.

All the doors are to be locked at night with bicycle locks, and a number of special gendarmes will patrol the grounds on wheels.

Every seat in the building will be pneumatic, and be supplied with a bell. The main floor is, of course, to be kept clear for the public performances and contests. There will be only one exhibit in the centre of the room. This will consist of a number of the very latest inventions of the bicycle world. The whole will be surrounded by a monster electric unicycle, the invention of a Parisian electrician. This feature is subject to change in case a more advanced invention is received.

The roof of the building will be festooned, the girders being made of steel, with every conceivable part of a bicycle woven into the designs. Orders have already been placed in England for the manufacture of all the pottery to be used in the building. Every piece will be made cycle fashion; cups, saucers, plates—in fact, even the forks will represent the wheel, being only two pronged and made in imitation of front forks.

Whether M. Lemay's plans are carried out matters not, the conception of them is sufficient. Of all the wheel cranks of the world M. Lemay is King.

WHISKER WEARERS VERSUS BLOOMER ONES.

The Populist Legislature of Kansas will reform the morals of the people if legislation can do it. Representative Lambert will introduce a bill prohibiting the wearing of bloomers by women and making it a misdemeanor for a woman to appear on a public thoroughfare astride a bicycle.

He says eminent physicians agree these women are ruining their health by riding the bicycle, and that the habit unfits them for the sacred duties of motherhood, and if continued will soon extinguish the race.

MONEY MAKING.

The history of money-making in rubber is more like romance than fact. No other branch of manufacture, in any country, has yielded large fortunes so rapidly as the rubber industry, a record which tire making and cycle construction has had much to do with.

THE BEST OF IT.

"Ye should have seen dther 'race betcheune Cassidy and Reagan!"

"Who got the worst av it?"

"The both av thim!"

WHAT THEY LOST.

It can not be very pleasant reading for the carriage people, when the "Carriage Monthly" thus sings to them the pleasant old song of what might have been:

"As a result of the indifference shown to the bicycle in its early days, the carriage trade has lost what might have been a valuable adjunct, and its sale and control has slipped into the hands of hardware, sporting goods dealers, special agencies and dealers, and the managers of large bicycle repositories. It is undeniable that the average carriage man is very slow to take up anything out of the usual line, either in methods, construction, form or style. We are in a position where we can learn from the bicycle incident. We have seen the progress of the bicycle, from one high wheel, and a little wheel behind, up to the equalization of the big and little wheel, in the form of the safety.

"The greatest impulse given to the bicycle industry was when pneumatic tires were proven to be a practical thing. Their heavy appearance was no drawback, when it was found they possessed so many advantages, and to-day the man with solid rubber tires on the wheel he rides is an object of pity. When Mr. Carriage Man speaks of pneumatic-tired vehicles, the first thing that occurs to him is that they are not good because they do not "look right." Let us consider their advantages. The first feature is their riding qualities, which is the first and essential quality for any good vehicle. Next, we should place the draft. Various scientific tests have placed the saving in draft, under various conditions, at from 30 to 60 per cent. These two qualities would be enough, in any other line of trade; but to continue, the pneumatic tire renders a low wheel possible, with the result of obtaining a very short turning carriage without a cut-under; also, a carriage very easy of entrance, without having to climb over the wheel.

"A further feature is in avoiding almost entirely the throwing of mud in speeding, or any kind of mud. The pneumatic tire throws no mud forward. What little mud is caught up at all falls backward, and rarely comes as high as the side of the seat.

"It is maintained that one of the chief advantages of pneumatic tires is that it permits the use of a wire, or more correctly called, suspension wheel. All the features above named apply as well to a pneumatic-tired wooden wheel as to the suspension; but the latter is undeniably the strongest wheel it is possible to make. A bicycle wheel, weighing under three pounds, carries a load of one hundred and fifty pounds and upwards safely. Compare this with carriage wheel weights and loads.

"The only disadvantages of the pneumatic tires are these: Liability to puncture—which is now practically obviated—and the expense, which, for the tires alone, is no more than for solid rubber tires on high wheels.

"The effect of the general introduction of pneumatic-tired vehicles among carriage users would be stupendous. By far the larger number of carriage users, particularly of carriages of good grade, are more or less creatures of fashion; and should the carriage trade be able to introduce pneumatic tire work, it would, in our opinion, promote an immense expansion of the carriage market.

One good turn of a wheel leads us to expect another.

FINISHES TO SUIT ALL.

When Oliver, Straus & Co., of this city, secured the output of Cilley chains, they made a good stroke. The chain soon demonstrated its worth, and has steadily grown in favor. To still further advance it, a wide range of



pattern and finish is now being offered, a range which would seem to appeal to all fanciers. Mr. Oliver expresses this very nicely:

"We are probably making a larger variety of finishes than any concern in the business," he says. "The new B block is probably the greatest novelty. We are finishing these in the ordinary blue hardened centre; we are also finishing it in the straw centre. We are polishing the side links when requested and are also polishing the centre blocks when desired. We are gold-plating the centre block; we are bluing and polishing the side link, and we are also polishing and nickel-plating the side link of all chains when so specified. We are furnishing this new B block centre with the so-called Perry-Humber side link, and this latter side link we are offering in all of our finishes. We are furnishing also, and it comprises by far the largest part of our business, the regulation Figure 8 chain, which has prevailed almost entirely until this season, when the new B block centre started in toward popularity."

CYCLE SHOW SIGNS.

Every exhibitor at the New York Show will require a sign of some sort, therefore it behooves them all to make note of the name and address, "G. P. Bofinger, No. 140 East Forty-second street, New York." Bofinger is making an active bid for the sign business, and has several reasons for preference. He is an adept, has splendid facilities, has had experience at previous shows, is located but one block from Grand Central Palace, and has been endorsed by the Board of Trade, and as there is oftentimes a kindly leaning for a fellow cyclist, it may be added that Bofinger is a wheelman, a racing man in his day and a square, manly fellow. He is in position to figure on either painted signs or electric lettering.

SELLING BY SETS.

In addition to manufacturing the Anderson and Wayne bicycles the Anderson Cycle Mfg. Co., of Detroit, Mich., is engaged in marketing cycle material, and on a somewhat novel scale. They arrange the material in sets such as their experience has shown is oftentimes called for. One set, for instance, includes the various tubes used in the frame and forks; another set includes hubs, bearings, rims, spokes, etc., and so on down the list. Prices are quoted per set or per lots of 10 or 100 sets, and as much of the material is made by themselves the concern claims to be in position to quote discounts that mean business.

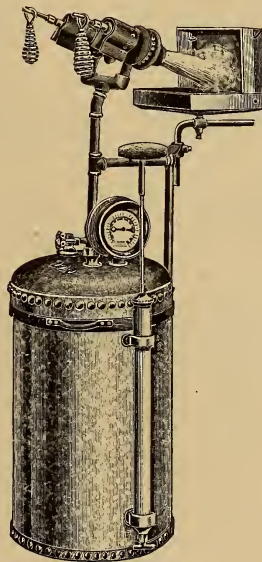
A "loan collection" of frames, chains, sprockets, pedals, saddles and other parts, showing the changes from year to year, will be featured at both the New York and Chicago shows. Another collection will show the transformation which cyclometers have undergone in the last 15 years.

RESULT OF EXPERT EXPERIMENTING.

After years of experimenting by experts in the line, the White Manufacturing Company, of Nos. 40 and 42 State street, Chicago, and No. 115 Baker avenue, Syracuse, N. Y., have succeeded in perfecting a burner which will generate gas from petroleum or coal oil.

They have applied this burner to their Mammoth Hot Blast Brazier, and found it of great advantage in brazing. The same size flame produces one-third more heat than gasoline. Coal oil can be purchased at any point for one-half the cost of gasoline. Insurance companies make no objection to its use, and can be operated for one-third the cost of gasoline.

The two-burner Hot Blast Brazier has a tank made of galvanized boiler iron holding 10 gallons and tested to 200 pounds pressure. It is equipped with an indicator and metal pump attached by solid brass connections; it can thus be charged in a few minutes without



trouble. It has an adjustable hood which can be raised or lowered or extended to accommodate all kinds of work: the hood is a malleable iron frame lined with fire-brick, which retains and reflects heat, thus heating both sides of the work equally. The burners can be operated independently and regulated to any size blast; they produce solid blue flames of 2,200 degrees Fahrenheit and entirely devoid of smoke. There is a cut-off valve at the top of the tank which enables one to clean the burners without losing the pressure. To braze readily a pressure of 50 pounds is required. There are no restrictions of insurance on the use of these Petroleum Braziers. This machine is fully warranted and guaranteed to do all brazing required in the manufacture and repair of bicycles. It stands 30 inches high and weighs 90 pounds.

WHEN SPRING COMES.

The Newark (Ohio) Weldless Tube & Steel Works has been incorporated under the laws of West Virginia with a capital stock of \$500,000. The company contemplates building a factory in the spring.

HAS INDEPENDENT PADS.

Leading up to their Royal Anatomical spring cushion saddle, the Schlesinger Mfg. Co., No. 137 Rees street, Chicago, remarks: "Soft or particularly shaped pads imbedded in a frame or otherwise, do not accomplish



their purpose, as the pelvis bones will soon make an impression in the pads, and strike a hard bottom, which, after a short time, makes the saddle appear dead and uncomfortable." It is this which the Schlesinger people have striven to correct, and assert they have corrected in their Royal saddle. Their pads, made of curled hair, are independent and interchangeable, and may be moved forward or backward, as desired, and rest directly on an elastic spring, and it is claimed that sagging and "packing" is impossible.

A NIVISON IN THE FIELD.

Buyers of cycle material will do well to note that W. O. Nivison, Cortland, N. Y., is now in the field with a most extensive line of cycle components, finished and unfinished, and is in position to do the handsome in the matter of price. He controls the entire output of the Cortland Carriage Goods Co., makers of the crown barrel hub, interlock fork sides and forgings generally; he also represents the Shelby Steel Tube Co., and has one and two piece crank axles, pedals, rims, brakes, saddles and everything else required in the make-up of a bicycle.

WHEN A MISTAKE WAS MADE.

An erroneous impression, the Schleuter Mfg. Co. states, is likely to be created by this report, published last week:

"H. F. Schlueter, doing business as the Schlueter Cycle Mfg. Co., Cincinnati, and Joel C. Clore, receiver. Action for \$541.67." The company is not in the hands of a receiver and says that never were they in better shape financially. They are in a position to discount all bills when desirable.

HAS THE RIGHT RING.

There is a ring to the Rochester Cycle Mfg. Co.'s advertisement this week which seems likely to impress the average man and win over the hesitating dealer. With their line of \$100, \$75 and \$50 wheels the company is certainly in position to cater to the public, and being no spasmodic creation, knows well how to do so.

The Indianapolis Cycle Trade Association, of Indianapolis, Ind., have elected these officers for 1897: President, H. T. Hearsey; Vice-President, F. H. Henning; Secretary, Frank Staley; Treasurer, Thomas Hay.

QUITE A CHANGE FOR THE BETTER.

Anyone with half an eye and three-quarters of an ear knows how actively aggressive the Worcester Cycle Mfg. Co. has become since Geo. S. Macdonald assumed the managerial reins. The big, bold advertising of the company has caught the public eye and fancy, and those who have visited the factory at Middletown, Conn., and the New York headquarters at No. 17 Murray street know that the activity and aggressiveness is not confined to printed utterances. They must be reckoned with from whatever standpoint the cycling situation is viewed. Their facilities demand it.

The Worcester people believe they have the third largest factory capacity and the second largest factory floor space devoted to cycle building in America, but say they have made very little noise about their plant, facilities or plans, preferring to attract the trade and public by the sterling worth of their product rather than by braggadocio, believing that such a policy would in the end bring the desired volume of business. The company owns the large plants exclusively devoted to the manufacture of bicycles—one at Worcester, Mass., covering 247,000 square feet of land, and a still larger plant at Middletown, Conn. It is in the latter plant that the high-grade "Worcester" line of bicycles is made. This plant is complete in every detail, and consists of seven large, modern buildings. Without going into a detailed description of the various departments operated at the Middletown factory, and still to convey an idea of how vast and complete this factory really is it may be mentioned that the company has its own drop forge plant, its own photograph gallery, and actually do more real manufacturing than any other cycle concern with one exception. This completeness of plant and equipment is of inestimable value in a business like the cycle trade, places the company in an extremely independent position, and makes it free from the annoyance of delays in receiving partly manufactured materials.

"Fair dealing and the finest goods" is a Worcester maxim. That the latter will be tip-toppers seems certain, as the company is fortunate in having for its designer and master mechanic L. D. Munger, who is not only a veteran and widely known, but who as a designer is in the front rank. He is no longer "Birdie," the good fellow, but a man of keen industry and nervous energy, thoroughly and constantly enwrapped in his work. The factory superintendent, James Cawwood, is likewise a man of long experience in the building of fine cycles, having passed a number of years in the employ of one of the largest cycle makers in England, and has supplemented the knowledge gained there by five years' experience in this country previous to taking his present position.

The company have established their general offices and salesrooms at No. 17 Murray street, New York, and are splendidly equipped to transact a vast volume of business from this point. In establishing their headquarters in New York instead of at the factory, the company has undoubtedly acted wisely, believing that "it is better to go to a customer than to force a customer to come to you." The sales department is in charge of the well-known Leon Johnson, a product of Kentucky, and a rarity in that he is not a

Colonel. An export department is also operated, and on no small scale; the foreign mail is heavy. This department is in charge of J. Adkins Jones, who is as well-known among exporters and to the foreign trade as are his co-workers to the domestic trade. The general manager, Geo. S. Macdonald, spends his time equally between the factories and the general offices, personally looking after the detail of the vast interests entrusted to his care.

THE TRADE IN "TIRE TOWN."

Akron, O., Jan. 9.—Owing to the very unsatisfactory business of the past season, when prices were badly cut and sales made upon almost any terms, there is a feeling of uncertainty among the dealers of this city, and some of the more prominent hesitate to contract for 1897. The assignment of the Ranney Cycle Company, who were the largest dealers and who did an extensive business, has but added to the prevailing sentiment—that the bicycle business must be conducted upon a more conservative plan.

To date the only '97 model to be shown is the Columbia, by the Standard Hardware Company. Bicycle salesmen are plentiful, however, no less than forty having been in town during this week. Of the forty the number who were able to send in a satisfactory order is decidedly limited. H. J. Banta, sales-manager for the Waltham Manufacturing Company, spent a couple of days here early in the week showing the '97 Orient.

In striking contrast to the city bicycle trade is the activity in the tire factories. The B. F. Goodrich Company is running full-handed and with a night force, and the Diamond and India Rubber people are in about the same shape. Most dealers here prefer to buy machines without tires, putting on tires made up on account of the convenience of having repairs made at the factories.

Foster Bros., stationers, at No. 167 South Howard street, have handled bicycles for a number of years and are doing a good business. They retain the Premier, Apollo and Westminster, but have dropped the Monarch and added the Rambler, Quaker and Ideal, and will also have a medium-grade machine made for them under the nameplate Foster Special.

Framfelter & Whitner have succeeded Chandler & Framfelter at No. 168 South Main street, and they will continue to handle the Tribune, Waverley and Stormer. During the past season they sold a large number of Waverleys and expect to make that their leader this season. Books and stationery is their regular business, and Mr. Saunders is in charge of the bicycle department.

Last season the Standard Hardware Company accepted the Columbia agency, and under the able management of Mr. Good this department proved so profitable that they have just closed a large contract for 1897, and will make this branch of their business a special feature. Their store at No. 146 South Main street is one of the best arranged and located in the city.

The Ohio Glass & Hardware Company, No. 107 East Market street, handled the Hoffman and Western Wheel Works line last year, but as yet they have not decided on their line for 1897. Mr. West, their bicycle man, has looked over a number of different makers' samples, but says he hasn't seen just what they want.

At No. 137 South Main street the Union Cycle Company, a new concern, has fitted up a commodious store. The firm is composed of Ira O. France and a Mr. Lilly and a Mr. Armstrong, all of whom are employed at the B. F. Goodrich Rubber Works. Mr. France has sold a few bicycles every year as a side issue; the other gentlemen are wheelmen, but have never been in the business. For their line they have now selected the Barnes, Stearns, Cleveland and Geneva, and may add others later. They will have a very completely equipped repair shop, including an enameling oven, in charge of an experienced repairer.

The Collins Buggy Company began selling bicycles last season with the Union, White and Erie, and while they did a fair amount of business, they are somewhat uncertain as to whether they will continue it or not.

Ferguson & Sheppard, who run a sort of general repair shop, also sell the Gendron and Vanguard. Their specialty, however, is repairing.

Stump Bros., whose hardware store is over in South Akron, handle the Lovell Diamond, Lakeside and Duke, and sell a limited number.

Pettit & Nolle, clerks in the hardware store of May & Feilger, sold a few Relays and Crawfords last year, but have not decided whether they will continue.

The Akron Cycle Company occupies part of a tailor's shop and has the Ariel agency. They also have a cheaper machine. The Victor agency is with G. J. Snook, the photographer, whose studio is at No. 138 South Howard street. Bellow & Burr sell the Winston. John Gross, the Sunol and Royal. Kohrbach & Allen have decided that they have had enough of the bicycle business, and will confine their attention to saddlery. They handled Akrons last season.

BOSTON OWES MUCH TO HIM.

Boston, Mass., Jan. 13.—Col. Albert A. Pope, President of the Pope Mfg. Co., again proves himself a benefactor. He has given the city of Boston a dispensary for women and children, which will be known as the Pope Dispensary. It is a five-story building located in the select section of Boston.

Col. Pope's sisters, Emily F. and C. Augusta Pope, have for 25 years done most arduous and valuable services for the New England Woman's Hospital of this city. The structure is spacious and the design colonial. Scientific discoveries are looked for from the dispensary, as provisions have been made in its construction for a scientific photographic studio and chemical laboratory.

NO ONE CAN UNDERSTAND THEM.

The ways of railroad authorities are past understanding and past finding out. While the Trunk Line Association has refused concessions in the interests of the New York Show, the Western lines have accorded a special rate to the Chicago management, and only last week the stiff-backed New England Passenger Association granted a rate of one and one-third fare to the management of the Boston show.

MONEY CANNOT MAKE HIGHER GRADE TIRES THAN SAMSON SINGLE-TUBE TIRES.



NEW YORK TIRE CO.

BRANCH HOUSES:

Boston

Toronto

Philadelphia

Buffalo

Louisville

Cleveland

Chicago

Denver

St. Louis

MAIN OFFICE:

59 & 61 Reade Street, New York.

Kindly mention The Wheel.

Take a piece of iron pipe, draw an air-tight rubber tube inside, bend the pipe into circular form and join it. You then have a tire. Inflate it. The pneumatic principle is there, but you would not know it, because iron pipe is not the right material to use. You want something elastic.

Take a piece of mosquito netting, make a tube of it and use it in place of the iron pipe. When inflated, the netting will burst. This is not right either. It is elastic, but not strong enough.

These are two extremes. Somewhere between them is to be found just what is right for the purpose. You will be sure to get it in the

Flexifort
(TRADE MARK) INNER TUBE TIRE.

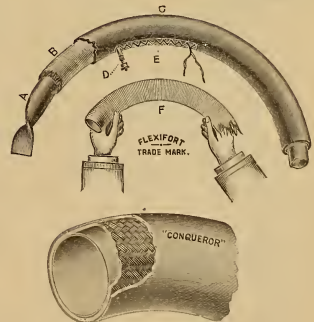
AND

CONQUEROR
HOSE PIPE TIRE.

These tires are the production of brains, skill and long experience.



Our Inner Tubes for all makes of tires are recognized as the very best in the market by all who use them.



MANUFACTURED BY

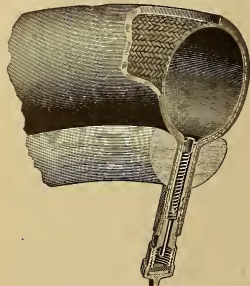
MECHANICAL FABRIC CO., Providence, R. I.
THE ORIGINAL MANUFACTURERS of PNEUMATIC TIRES in the UNITED STATES.

Write us for Catalogues, Samples and Prices.

Kindly mention The Wheel.

STRONG AS SAMSON, LIGHT AS ARIEL.

If it were possible to mould air as it is possible to mould clay or putty, the ideal tire would be a circular band of compressed air, fitted to the rim of the wheel. Air, however, is as elusive as it is elastic and for nearly all mechanical purposes it must be confined and restricted, and these elements enter importantly into the manufacture of tires; indeed, tires differ mainly in the material employed to effect this confinement and restriction; long since it was unanimously decided that a combination of rubber and fabric was the material best adapted to the purpose. The grade



of rubber and the wear of material are the rocks on which the tire trade split and, so to speak, go their several ways. The New York Tire Co. used pure Para rubber, of course, and a peculiar seamless thread fabric of a constrictive nature, rendering the pressure the same on every sectional part of an inch, making the tire perfectly cylindrical and uniform in diameter. The result is shown in the '97 Samson tire, illustrated herewith—a strong, light, and resilient non-creeping article, of which the New York people say they have reason to be proud; no expenditure of money can make a higher grade tire, they assert.

BELIEVES IN AMERICA.

Chicago, Jan. 6.—F. G. Burton, London, England, Managing Director of the Hawthorne & Sheble Co., Ltd., of that city, spent last week in our city arranging for 1897 business with the America Cycle Manufacturing Co. Mr. Burton speaks very enthusiastically concerning the prospects for the America truss frame in Europe. The concern has already disposed of a large number of them, and the excellent satisfaction given leads him to believe that their trade for the coming season will be gratifying. Mr. Burton came over on the steamer with "Baby" Bliss, the heavyweight. Bliss spent his time abroad going over the territory with the London firm's travelers, and, as Mr. Burton puts it, "He was a knock-down argument in every instance when anyone dared question the durability or carrying capacity of the machine. Mr. Burton is a firm believer in the fact that American bicycles, of standard and known values, will be able to maintain their position in the foreign market.

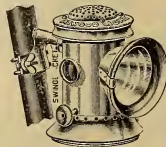
FOR MAKING WHEELS REVOLVE.

E. H. Frost has taken the mileage honors of the Harlem Wheelmen, New York, for 1896. During the year he rode 12,405 miles, 400 miles better than the best club record. Twenty-one members have received medals for riding over 3,000 miles.

MADE BY EXPERIENCED HANDS.

When any concern can lay claim to twenty-five years of experience in any one line of manufacture it bespeaks a record of success and solidity that commands the consideration of the thoughtful. This is exactly the position of the Atwood Mfg. Co., Amesbury, Mass., who for more than a quarter of a century have been engaged in the manufacture of vehicle lamps, so it is but natural that when last year they turned their attention to the manufacture of bicycle lamps their product soon gained a position in the front rank.

The Atwood Light is the fruit of nearly two years of experimenting, and naturally the '97 model is better even than its predecessors. Owing to the scientific principle upon which



it is constructed, perfect combustion is obtained, the air is admitted at the bottom and flows freely from the top, with a resultant clear white light, which is heightened by a finely ground lens of great power. A cotton-packed oil fount prevents the illuminant from "slopping." The lamp is riveted throughout, but every part is gettable, allowing thorough cleaning when necessity arises. It is made of brass, beautifully nickled, and presents a handsome appearance. In addition it has an exclusive feature in the swinging bracket that allows the lamp to be perfectly perpendicular, no matter what the position of the wheel may be, and the bracket being part of the lamp, a special bracket is not required. The Atwood burns kerosene or any other illuminating oil ten hours without refilling. The retail price is \$4.50, with solid discounts to dealers and jobbers.

AN EXTENSIVE "FEW."

Lovell Diamonds, the well-known product of the well-known John P. Lovell Arms Co., of Boston, have undergone a vigorous "refining," this enumeration of alterations and exclusive features being termed but "a few of our '97 improvements" by the makers:

Lovell Diamond frame, Lovell flush joints, Lovell two-piece crank-shaft, Lovell triple fork crown, Lovell barrel hubs, Lovell frame braces, Lovell oiling device, Lovell wheel axles, Lovell sprocket wheels, Lovell adjustable handle-bar, Lovell ball-retaining washers, Lovell seat-post clamp, Lovell three-point bearing, Lovell patent wool dust-proof bearings, Lovell interchangeable chain, Lovell barrel pedals, Lovell colored enamels, Lovell new axle nuts, Lovell frame re-enforcement, Lovell Diamond name plate.

WON ON THEIR MERITS.

E. N. Roth, the Chicagoan whose stupendous mileage of 34,380 miles during 1896 requires no comment, rode a Palmer-tired Sterling. A. J. Nicolet, who won the annual New Year's scorch of Chicago's Two-Fifty Club, was assisted by the same excellent combination.

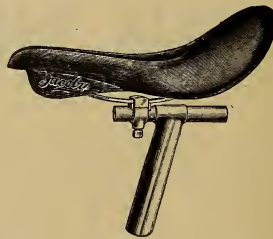
Misfortune is pretty sure to overtake the rider who goes too fast.

HERE'S THE PAPER SADDLE.

It seems odd that it did not make its appearance sooner, but it is here now and is bound to command the notice it deserves.

The Indurated Saddle Co., of Middletown, O., are the patentees, and the saddle is composed entirely of paper, and seems perfectly practical.

The body of the saddle is absolutely nothing but paper. By a series of processes, and a high pressure, the paper is formed into shape and into a solid body. It is then rendered waterproof and receives a highly enameled finish. A novel feature of it is that the surface of the saddle is so amenable to a glassy enamel that an unequalled glassiness of



finish is obtained, the color varying to suit the taste, thus rendering possible the matching in finish of the balance of one's wheel.

Another distinctive feature is that of weight—the saddle weighs just nine ounces. The spring of the saddle is, of course, of steel.

The substantiality of paper in saddle construction was tested by a WHEEL man, who subjected a finished saddle to all kinds of rough handling without the infliction of a blemish.

The Miami Cycle & Mfg. Co., makers of the Raecycle, have adopted this saddle for their '97 output.

DIVIDE THE WORLD BETWEEN THEM.

Arnold, Schwinn & Co. now have the World territory apportioned and in nearly every case to well known and desirable firms in the respective sections. Farwell, Ozium, Kirk & Co. of St. Paul, Minn., have Minnesota, North and South Dakota and Montana; Stauffer, Eshleman & Co., New Orleans, have Louisiana, Mississippi and South Eastern Texas; Parlin, Orendorf & Martin, Omaha, control Nebraska and Western Iowa; and E. K. Tyron, Jr. & Co., of Philadelphia, Pennsylvania, South New Jersey, and Maryland.

ONE MILLION ON PAPER, LESS IN FACT.

A West Virginia corporation, known as the Standard Tire Co., manufacturers of pneumatic tires, with offices at 150 Nassau street and 123 West Thirteenth street, this city, has made an assignment to Wm. D. Goodwin. H. M. Du Bois is President of the concern and W. H. Gray secretary. The firm was capitalized one year ago with \$1,000,000, of which it was reported \$15,000 was paid in. The Sheriff has received an attachment against it for \$220 in favor of John McCormick.

SHOULD HAVE GOT MORE.

A Richmond, Va. cyclist was recently thrown from his wheel and badly injured through the miserable condition of the street. He sued the city and was awarded \$300 damages.



... THE ...

America

IS IN THE LEAD, NOT ON ACCOUNT OF

MAGIC, BUT MERIT

OUR PATRONS SAY IT IS

As Good as Its Name

ASK OUR DISTRIBUTING AGENTS ABOUT IT

GENERAL DISTRIBUTING AGENTS.

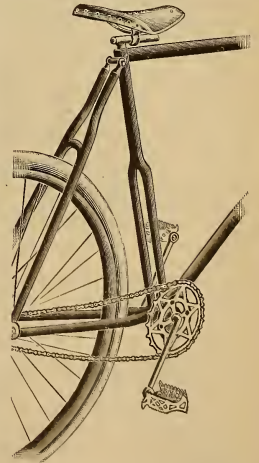
B. B. Emery & Co., Boston, Mass.
 Union Nut & Bolt Co., New York City.
 E. K. Tryon, Jr., & Co., Philadelphia, Pa.
 House & Herrmann, Wheeling, W. Va.
 H. L. & E. E. Hunt, Pittsburg, Pa.
 Penn Cycle Co., Erie, Pa.
 Francis J. Hewes, Rochester, N. Y.
 Geo. H. Terrv, Oswego, N. Y.
 A. C. Anderson & Co., Toronto, Ont.
 Adams & Hart, Grand Rapids, Mich.
 Ray M. Hewitt, Detroit, Mich.
 W. B. Holton Mfg. Co., Indianapolis, Ind.

J. H. Fall & Co., Nashville, Tenn.
 Rhea, Elton & Theleus, Peoria, Ill.
 R. J. Boswell, St. Louis, Mo.
 Au tman, Miller & Co., Dallas, Tex.
 Bradley, Wheeler & Co., Kansas City, Mo.
 David Bradley & Co., Council Bluffs, Ia.
 Bradley, Clark & Co., Minneapolis, Minn.
 Bray Bros., Cedar Rapids, Ia.
 Mathews Implement Co., Los Angeles, Cal.
 Serrano & Zozaya, City of Mexico, Mex.
 Keen & Delang, Chicago.



America Cycle Mfg. Co.,

FULTON AND JEFFERSON STS., CHICAGO.



UNCLE SAM IS THEIR CUSTOMER.

From man-destroying torpedoes to bicycles is a great reach, but at least one concern, the United States Projectile Co., of Brooklyn, N. Y., have successfully essayed it. The concern does not make bicycles complete, but does manufacture the most vital part thereof, the tubing, which also enters into the torpedoes made for the Federal Government. The works, situated on the shores of New York Bay, are almost one-fourth of a mile in length and are naturally impressive.

The Projectile Company is one of the pioneers in this country in the tubing industry. They began their first experiments in 1892, gradually enlarging their works as the demand for their product increased, until at the present time they have one of the largest and best equipped mills in this country.

Their method of manufacture is entirely different from other makers. Instead of using the hollow billet, they make their tubing from the solid bar, the steel used coming from Sweden in bars about four inches in diameter and from six to eight feet long. The "hot process," as it is called, or the preparation of the steel for cold drawing, is conducted exactly on the same principle as they produce their projectiles for the United States Government, of which they have made many thousands. The steel is first cut into pieces weighing about twenty pounds each, which are then put into the furnace and heated to

tapered tubes, and in fact are equipped to make anything in the tubing line. The company says they have been specially fortunate in obtaining, after a series of long and costly experiments, a special brand of very high grade, high carbon Swedish steel, containing an amount of carbon that will give the greatest stiffness consistent with toughness and elasticity, and from this steel their long experience has enabled them to get most excellent results. This company has been supplying for years many of the leading makers of wheels, both in this country and Canada, and until the recent additions were completed, their facilities were entirely inadequate to care for the rapidly increasing demand for their product. The actual capacity of the mill is from 8,000,000 to 10,000,000 feet per annum.

AN EXTRAORDINARY BEN-HUR.

President Wainwright of the Central Cycle Mfg. Co., Indianapolis, has at last released some of the particulars of "the most remarkable wheel on the market," the \$125 Ben-Hur. Mr. Wainwright has shown the wheel to many but has as religiously requested that none of the details be put in print, thereby whetting curiosity the more. He is not yet ready to make all of them public. His typewriter has reeled off this much of interest:

The lines are beautiful. Crank hanger dropped $2\frac{1}{2}$ inches. Front fork is arched and D shaped. Head $1\frac{1}{2}$ -inch tubing. Main frame $1\frac{1}{2}$ and rear braces and quadrant $\frac{1}{4}$ tapered to $\frac{1}{8}$ -round, admitting a very large tire. The Central Company does not advise the use of D tubing in the rear frame.

The rear frame is radically different from the ordinary. The flush joints are a special Ben-Hur feature, and the arched rear braces



SHIPPING ROOM



COLD DRAWING ROOM



OFFICE BUILDING



ANNEALING DEPARTMENT

the proper heat; put through a series of operations, technically described as blocking, cupping and drawing; then through several series of dies until the proper diameter and thickness of the walls is obtained, after which the tube is tagged and ready for cold drawing.

All the above processes are by hydraulic pressure, the hydraulic plant of this company being one of the largest in the country, and the works, when running full, require the services of four large pumping engines of an aggregate capacity of 1,200 horse-power. Their immense plant, of which a number of views are shown, is situated at the foot of Fifty-third street, on New York Bay, and is nearly a quarter of a mile in length. The factory is lighted entirely by electricity, generated by their own plant, and power is transmitted to the various departments by means of electric motors.

The cold-drawing room, of which a view is shown, is 300 feet long by 100 feet wide, and the drawing, as will be seen, is by hydraulic pressure. The shipping and stock room, of which only a partial view is shown, is 150 feet long by 100 wide. Both of these departments are finely lighted and laid out for comfort and convenience of work.

They are also manufacturers of seamless forksides, special round and "D" tubing and lower rear forks, internally and externally

DEATH OF J. J. DAVIDSON.

J. J. Davidson, president of the Union Drawn Steel Company, of Beaver Falls, Pa., the largest suppliers of steel to the bicycle trade in America, died January 2d, at Phoenix, Ariz., of consumption. His remains were brought to Beaver Falls for interment. Mr. Davidson was still a young man—just turned 35—and a prominent figure in Western Pennsylvania business circles.

NO MORE STRIPERS.

Convict labor is to be abandoned by the Derby Cycle Co., of Chicago. Two years ago the firm contracted for 75 prisoners at the Jackson, Mich., penitentiary. The contract will expire in six months, when free labor will be employed.

NOW WITH THE RICHMOND.

H. W. Craft, formerly with the Peoria Rubber & Mfg. Co. and Indiana Bicycle Co., has been engaged by the Richmond Bicycle Co., and will represent the Richmond's interests in the Central States.

and quadrant give the machine individuality and beauty. The reversible handle bar is fitted to the stem by a taper with splines to hold in position, making a very neat connection.

The crank hanger is 2 11-16 inches in diameter. The ball retaining cases contain 15 $\frac{3}{4}$ balls each side, large heavy cones and cases; 3-point bearings throughout and ball retainers in hub cases and head. The disc adjusting cases are controlled by a dog operated from the outside which engages a ratchet or slot on the inner face of the cases in hubs and crank bracket, and by moving the case one notch the same is adjusted in or out .0014 of an inch. This device is entirely new and has much merit.

The crank axle is very simple. The right crank and axle are one piece which engages the sprocket, the sprocket in turn engages the driving sleeve, and the left crank engages the driving sleeve, all on flat tapers and held in position by one nut.

The eccentric chain adjustment is very novel. The eccentric discs are mounted in the frame, and the chain is adjusted by loosening one nut, applying a spanner to the disc on one side. The wheel remains in perfect alignment and the adjustment of the chain can be perfectly accomplished in ten seconds. The direct chain draft is very nicely accomplished, and the many improvements in detail make what is claimed by the Central Cycle Manufacturing Company the most expensive and accurate bicycle ever manufactured in a mercantile way.

**Write
Right
Now**



If you use . . .



**TIRES, CHAINS
or CYCLOMETERS**

and learn much that will
accrue to your advantage.

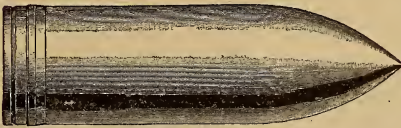
OLIVER, STRAUS & CO.,
23 PARK ROW, NEW YORK.

Kindly mention The Wheel.

You Run No Risk

WHEN USING

"PROJECTILE BRAND"



**COLD-DRAWN SEAMLESS STEEL TUBING,
FORKSIDES,
HANDLE-BARS,
TAPERED TUBES.**

Manufactured from the BEST SWEDISH STEEL
by

**The United States Projectile Co.,
BROOKLYN, N. Y.**

Used by the Highest-Grade Manufacturers.
We Solicit Correspondence.



Speed - Comfort - Safety

All these combined are
found in our

TIRES.

Our line of SINGLE-TUBE TIRES
is complete.

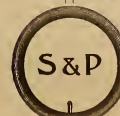
WE CAN ALSO SUPPLY THE

**G. & J. AND THE L. C. SMITH
DETACHABLE TIRES.**

Spaulding & Pepper Co.,

CHICOPEE FALLS, MASS.

19 Park Place, NEW YORK CITY.



Kindly mention The Wheel.

Rubber Tire Association.

President, THEODORE A. DODGE.
 First Vice-President, L. K. McCLYMONDS.
 Second Vice-President, GEORGE T. PERKINS.
 Treasurer, GEORGE F. HODGMAN.
 Secretary, KIRK BROWN,
 504-508 West Fourteenth Street, New York.

National Board of Trade of Cycle Manufacturers,

271 BROADWAY, NEW YORK.

President, R. L. COLEMAN.
 First Vice-President, R. P. GORMULLY.
 Second Vice-President, GEORGE H. DAY.
 Treasurer, W. A. REDDING.
 Secretary, ERNEST R. FRANKS.
 Mercantile Agency, Collection Department and Information Bureau.

National Bicycle Wood Rim Manufacturers' Association.

President, E. S. MEAD.
 Treasurer, N. D. DOUGHMAN.
 Secretary, W. W. STALL, Bedford, Mass.

DOMESTIC CYCLE SHOWS.

January 23-30—Chicago, Coliseum; A. E. Pattison, Room 42, Auditorium Bldg., Chicago.
 February 6-13—New York, Grand Central Palace; Ernest R. Franks, 271 Broadway, New York.
 February 20-27—Boston, Mechanics' Building; C. W. Foudrinier, 34 Stanhope Street, Boston.
 February 20-27—Philadelphia, Second Regiment Armory; Local Cycle Board of Trade.
 February 20-27—Pittsburg, Local Cycle Board of Trade.
 February 20-27—Denver, Colorado; Local Cycle Board of Trade.
 February 20-27—Cincinnati, Ohio; Local Cycle Board of Trade.
 March 1-6—Omaha, Nebraska; Local Cycle Board of Trade.
 March 1-6—Syracuse, N. Y.; Local Cycle Board of Trade.
 March 2-5—Providence, R. I.; Local Cycle Board of Trade.
 March 2-6—Detroit, Michigan; Local Cycle Board of Trade.
 March 6-13—Baltimore, Local Cycle Board of Trade.

FOREIGN CYCLE SHOWS.

January 18-23—Dublin, Ireland, Royal Dublin Society Building, Balls Bridge; R. Wilson, Secretary, 14 D'Olier Street.
 January 23-30—Glasgow, Scotland; A. G. Rennie, Secretary, 49 Lilybank Gardens.
 January 23-30—Birmingham, England, Bingley Hall; Chas. Wheelwright, Secretary, Lucifer House.
 January 23—Vienna, Austria; Steiner Hoenicks, Manager.
 February 1-7—Edinburgh, Scotland, Waverly Market; A. K. Dempsey, Secretary, 82 Leith Street.
 February 1-15—Vienna, Austria; Winter Velodrome, 14 Kaentner Street.
 February 2-6—Nottingham, England, Albert Hall; B. Richards, Secretary, Nottingham Athletic Social Club.
 February 6-20—Manchester, St. James' Hall; Northern Counties Exhibition Co.
 February 27-March 6—Leeds, England, Town Hall; Northern Counties Exhibition Co.
 March 14-19—Glasgow, St. Andrew's Hall, Northern Counties Exhibition Co.
 March 15-21—Brussels, Belgium.

TRADE CHANGES.

CALIFORNIA.
 San Francisco.—Chas Rothschild. Receives reconveyance \$1,000.
COLORADO.
 Denver.—Gerwing-Hilton Cycle Co., chattel mortgage for \$8,894.
CONNECTICUT.
 New Haven.—Smith & Stowe Co. (Not Inc.), dissolved. Geo. H. Stowe and William Bean continuing.
 South Norwalk.—Randall & Hoyt, succeeded by Beard & Hoyt.
 Waterbury.—Allen & Tuttle, dissolved.

DELAWARE.

Wilmington.—Fred J. Elliott, arrested—charge: issuing false securities; held in \$500 bail.

ILLINOIS.

Chicago.—The Co-operative Mining Co. certified to the change of its name to Harger Convertible Bicycle Co.
 Chicago.—Non-Puncture Tire Co., incorporated by R. Faas, W. Mechmart and J. Schubert; capital stock \$50,000.
 Chicago.—American Merchants' Mfg. Co. Sued \$1,000.
 Chicago.—The Frank & Smith Cycle Co. certified dissolution of organization and made surrender of charter.
 Chicago.—Parkhurst & Wilkinson. Court orders assignee to continue business until February 1st.
 Chicago.—Western Union Bicycle Mfg. Co. Assignee receives extension for filing inventory to January 9, 1897.
 Chicago.—C. H. Hanson, name-plates, etc., with E. C. Bond, files bill of sale \$100,000, to C. H. Hanson, Inc.
 Chicago.—The Ridge Spring Tire Co. Incorporated Jonathan W. Plummer, Jos. Ridge and Jas. W. Morrison; to manufacture vehicles (bicycles) and tires. Capital, \$100,000.
 La Harpe.—D. & L. Levine will engage in the bicycle business.

INDIANA.

Ft. Wayne.—Scholze & Sallier. Peter F. Poirson appointed Trustee for creditors. Chattel mortgage filed, covering preferences, \$1,100.

KANSAS.

Emporia.—B. W. Jay, gives chattel mortgage, \$125.
 Fort Scott.—Chas. Douglass. Judgment for \$82.
 Lawrence.—J. S. Seimears, chattel mortgage for \$63.

MAINE.

South Portland.—The Lovell Cycle & Ether Motor Co., corporate name changed to the John P. Lovell Co.

MARYLAND.

Baltimore.—F. J. Werneth. Released mortgage on R. E., \$1,200.

Baltimore.—B. H. Richards & Son, closing out stock.
 Baltimore.—Ives & McGlenn. Receiver applied for by McGlenn.
 Baltimore.—Jones & Hines, 616 W. Baltimore street. Closed.

MASSACHUSETTS.

Boston.—The Wales Mfg. Co., 69 Purchase street, succeeded by Brown & Wales, hardware specialists, etc.
 Palmer.—E. D. Tufts, new store in the Caryl Block.
 Worcester.—Frank T. Fowler Mfg. Co., will change style to Trinity Mfg. Co.

FOR RENT,

. . . IN . . .

THE WHEEL BUILDING,
 88 WEST BROADWAY & 72 WARREN ST.,
 MODEL, WELL LIGHTED
LOFTS AND OFFICES

Steam Heat,
 Electric Light,
 Power,
 Passenger and
 Freight Elevators.

In the heart of the cycling district.
 The West Broadway end faces the Reade, Chambers and Warren Street cycling district.
 72 Warren Street, a loft roof feet deep, specially designed for a cycle warehouse.

ADDRESS:

THE WHEEL,
 88 West Broadway.

MICHIGAN.

Detroit.—Strubel Bros. File chattel mortgage in favor C. D. Strubel, \$1,863. Made voluntary assignment to Henry C. Walters. Liabilities, \$8,100; assets, \$8,600.
 Jackson.—The Derby Cycle Co., which contracts for the labor of 75 convicts, has notified Warden Chamberlain that it will terminate the contract at the end of six months, and will employ only free labor.
NEBRASKA.
 Omaha.—The High Art Bicycle Co., incorporated by H. B. Mulford and J. W. Martin; to manufacture bicycle parts. Capital stock, \$25,000.

NEW JERSEY.
 Bridgeton.—T. L. Woodruff Co. Dissolved. Succeeded by Bridgeton Cycle Co.
 Jersey City.—Mary Seeley. Bill of sale, bicycle stock and fixtures to J. Gifford, \$400.
 Jersey City.—Jacob Gifford. Bicycles, stock and fixtures, bill of sale to Kate E. Pendergast, \$400.
 Newark.—Church Saddle Co., incorporated by Chas. F. Church, John Wolf, Benj. S. Morehouse; to manufacture bicycle saddles. Capital, \$100,000.
 Newark.—Aug. K. Field. Arrested under charge of converters ion.
 Stockton.—Stockton Cycle Mfg. Co., chattel mortgage for \$2,250.

NEW YORK.

Buffalo.—J. A. Muller & Co., Court orders firm dissolved. Jno. T. McLaughlin appointed permanent receiver.
 Buffalo.—Geo. N. Pierce Co. Geo. N. Pierce transfers real estate to corporation.
 Flushing.—Chas. S. West. Satisfies judgment (1896) \$297.95.
 New York.—Whitman Saddle Co. Two judgments, \$634.94.
 New York.—Nuttall-Dodd Co. Judgment \$1,043.82, paid Jas. B. Smith, satisfied.
 New York.—J. B. Gausepohl, 2,610 Eighth Ave. Bill of sale, bicycles, tools, etc., to A. E. Stratton, \$200.

OHIO.

Cincinnati.—Monarch Cycle Mfg. Co. against Royer Wheel Co. Answer and counterclaim filed.
 Toledo.—W. F. Brown, assignee of the Wilson Cycle Co. has sold the property to F. Wilson for \$930. Creditors will receive the money.
 Toledo.—Ojisto Cycle Co. Dissolved partnership.

OREGON.

Roseburg.—Carle & Richardson, dissolved. Richardson continues.

PENNSYLVANIA.

Pittsburg.—P. J. Donahoe & Co. sued for \$1,261 by Richmond Bicycle Co.
 Pittsburg.—Duquesne Mfg. Co., established branch store at the intersection of West Broadway, Fulton & Greenwich streets, New York, under the management of Maurice B. Atkinson.

QUEBEC.

Montreal.—Mountain City Cycle Co., reported assigned.

RHODE ISLAND.

Pawtucket.—Fred Kelley & Co. Fred H. Kelley, chattel mortgage, \$200.

SOUTH CAROLINA.

Charleston.—Charleston & Summerville Bicycle & Boulevard Association, incorporated; capital stock, \$10,000.

TENNESSEE.

Memphis.—Rice & Humes. Sued \$2,628.80.

TEXAS.

Clarksville.—Marable, Hickman & Co., succeeded by F. F. Marable.

UTAH.

Ogden.—Seth J. Griffin, chattel mortgage for \$450, paid off.

VERMONT.

Bellows Falls.—Geo. Andrews, sold repair shop to A. F. Winnewisser.

WASHINGTON.

Tekoa.—Kay & Bell, succeeded by Henry D. Kay.

WISCONSIN.

Mukwonago.—The Mystic Bicycle Works will resume operations under management of assignee.

WYOMING.

Cheyenne.—Erswell Cycle Co. Chas. S. Erswell reported selling out to Wyoming Cycle Mfg. Co. (new concern) of which he will be business manager.

ABO ENTERS THE LIST.

Exports of bicycles from the port of New York during the week ending Jan. 5th.

Argentine Republic	\$1,722
Antwerp	17,840
Abo	2,305
Brussels	10
British West Indies	2,108
British Australia	8,257
British Africa	481
British Guiana	100
Brazil	289
British Honduras	22
Bolivia	390
Copenhagen	6,149
Central America	465
Christiania	164
Chili	1,049
Dutch Guiana	176
Ecuador	94
Genoa	149
Hayti	34
Hull	40
Havre	585
Hamburg	48,537
Liverpool	8,030
London	5,211
Liege	312
Moscow	4,910
Milan	52
Mexico	36
New Zealand	786
Peru	68
Southampton	5,002
Santo Domingo	659
Tasmania	305
U. S. of Columbia	233
Venezuela	60
Bremen	163
Curacao	32
Glasgow	160
Laguayra	601

\$117,596

American firms who desire to cultivate foreign trade should not lose sight of the fact that catalogues in the language of the native are a most valuable means of sowing seed. The Wheel Press has already turned out catalogues in foreign languages, and is now able to quote prices on the translation of American catalogues into German, French and Spanish. Address The Wheel Press, 88 West Broadway.

IMPRESSED BY THE CHASE.

In discussing the tire exhibits at the English cycle shows, London "Engineering," one of the standard and much-quoted publications of Great Britain, devotes nearly a column to the Tough Tread Chase tire, the production of L. C. Chase & Co., Boston. It is referred to as "one of the best examples of gaining a desired end, simply by improvement in detail of manufacture," the end being its "punctureproofness." "Engineering" was astonished by the "impregnability of the textile shield, which 'called to mind' the quilted cotton armor of the ancient Mexicans, which proved a protection sometimes even against the keen Spanish blades of the army of Cortez."

Put a pin in this prediction, said Alex Schwabach: "When the successful chainless bicycle does arrive, the gear will be applied to the front wheel."

FOR HAND AND FOR DROP FRAMES.

People troubled with perspiring hands or who are afflicted by vibration of the handlebar, have another candidate for their favor, the Ventilated Cushion Grip, the product of the Ventilated Grip and Mfg. Co., Globe Building, Newark, N. J. The new-comer is made of flexible rubber, covered with soft leather or felt, and containing a number of perforations. It fits snugly to the bar only at one point, both ends being left open and permitting free circulation of air. It is a departure from the usual, and is worthy of consideration. The grips retail for \$1 and \$1.50 per pair, but generous discounts will be quoted to the trade.

The same concern is also marketing the Eggers truss brace for drop frame wheels, either single or double. It was born of necessity, the frame of the inventor's expensive tandem having weakened and buckled until a brace of some sort was found imperative. It is attached to the lower tube of the frame and drawn taut by means of a turn buckle. It weighs less than half a pound.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THEY HOLD

- All world's records.
- 1/4 to 10 miles.
- All unpaced world's records.
- 1/4 to 50 miles.
- All American records.
- 1/4 to 100 miles.
- All American hour records.
- 1 to 24 hours.
- All world's records (6) made on the National Circuit and 521 prizes - all other tires combined won only 174 more.

MORGAN & WRIGHT
CHICAGO

AN ELASTIC MARKET.

Rubber manufacturers are holding off in expectation of lower values, which are expected to prevail before long on account of recent heavy receipts of rubber at primary points. During the month of December arrivals at Para amounted, in round numbers, to 2,500 tons. The stocks now afloat and on their way to this country are in the neighborhood of 360,000 pounds.

ALL EXPECT TO BE DUNLOPS.

Tires continue to monopolize the attention of inventors in the India-rubber line in Great Britain even to a greater extent than in the United States. Thus during the past three months, out of a total of 366 British applications for patents relating to India-rubber, no less than 321 had reference to tires.

EDUCATING THE PUBLIC IS EXPENSIVE.

It cost the stockholders of the Simpson Lever Chain Company a net loss of \$30,570 on last year's business, in an endeavor to make the public believe that much-talked-of invention was one of those long-felt wants, so often read about.

WHERE WAVERLEY LESSONS ARE TAUGHT.

In his school of instruction, President Smith, of the Indiana Bicycle Co., hit upon one of the happiest and most practical ideas that has been exploited in some time. There will be those inclined to belittle it but the fact remains nevertheless.

Regardless of what may be said, it is undeniable that a large proportion of cycle travelers and salesmen do not really know the wheels they are selling. They have a broad, general idea of the wheel's make-up and "talking points;" they have strolled through the factory, picked up incomplete parts, witnessed the operations of the turret machines and other machinery and departed wise in mystery, depending on their quickness of wit and their "jolly" capacity to win out in dealing with their firm's patrons and possible patrons. When they bring up against a really clever man who knows what's what and who refuses to shift the conversation, or to be turned aside, the salesman is in a bad way and has either to confess or to flounder in his own ignorance. Instances of the sort have been so plentiful that it seems rather strange that the Waverley idea has not long ago been considered the proper caper.

Each year President Smith has called his travelers and branch managers to the Indianapolis headquarters. There a general interchange of ideas and defining of policy has occurred. This year, however, the Indiana Bicycle Company, which perhaps employs as large a staff of traveling men as any house in the cycle trade, has in addition, made the annual gathering a medium of familiarizing their travelers with every feature and detail of the Waverley's construction, in a novel and at the same time eminently practical method. The Waverley traveling force is now on the road after being domiciled at the factory for a fortnight, undergoing probably the most thorough preparatory drill ever given any similar body of men.

A large room in the office building was set apart for a school room and here the twenty-four men who sell Waverleys gathered at certain hours of each day for their studies, the 1897 models of the Waverley being the text books, and the mechanical experts and designers of the company the teachers. Lectures thoroughly explaining the workings of every part of the machine were given, each man instructed how to take apart and put together every portion of the wheel and made to practice at it until he was absolutely perfect, examinations made of the relative value of various kinds of material and of the mechanical principles involved in the making of each and every part of the machine, trips taken through the factory under the guidance of expert workmen ready to explain every process of construction, questions asked and answered by both teachers and pupils, talks given by the commercial men of the house, regarding selling methods, the best means of approaching possible customers, etc., etc. In short, the travelers were given instruction regarding every point which it is advantageous for the up to date bicycle salesmen to know, not superficially, but thoroughly.

Mesinger saddles have made their appearance in England. They have been taken up by S. Buckley & Co., King Alfred's Place, Birmingham.

SATISFYING THE SKEPTICAL.

Usually when one hears of or sees illustrated an automatic saddle his curiosity is awakened. The word "automatic" conveys a something of which he would know more. He would fain see the thing in use, in operation, but as it is new to him he is seldom disposed to pay for the seeing or using.

It is evident that the Automating Cycle Seat Co., of Grand Rapids, Mich., appreciated this trait in human nature. They make and market the Amburn Automatic Saddles, and such is their faith in the "taking qualities" of the seats that they offer to supply the saddles on 15 days' trial. If at the end of that time they prove unsatisfactory they may be returned and the purchase price will be refunded.

For the current year three patterns are being made; two of them are distinctly new



Fig. 1.

patterns. One is felt-padded and the other has pneumatic cushions instead of felt, making with the hard seat three lines which are complete in detail in every way. Each is made to fill a specific purpose.

The seat is different from all others, being divided in the centre, each half working independently of the other. Each part is mounted on a horizontal steel bar, and by being fitted with adjustable steel clamps, allows of adjustment being made until the fit is perfect for the rider.

It follows every movement of the body, backward or forward, and fits snugly, thus preventing chafing.

Fig. 1 shows the pneumatic seat from the top and the manner in which it is drawn down by the buttons, allowing the pelvis bones to rest in the hollow, giving more seating or resting space to the body, thereby relieving any unnecessary strain on that particular part.

Fig. 2 shows the spring and clamp construction from the under side, and illustrates the



Fig. 2.

manner in which the adjustment may be made.

The springs are of the best oil-tempered spring steel, and yield to every unevenness in the road.

In the pneumatic seat the bar is straight instead of being curved, as in the above model, but the rest of the construction is about the same.

The leather is of the best quality soft-pebbled, water-grained, and will not crack or soil the clothing.

The soft Mexican felt used in the padded seat is the finest obtainable.

The Grand Rapids people report that many good orders have been booked, and that the trade for 1897 looks exceedingly bright.

WILL USE FLUTED TUBING.

The price of the Morado Chief will be \$110, the product of the Morado Bicycle Company, Beaver Falls Pa. It will be their leader, of course, and will be made for both ladies and gentlemen, but there will also be a second grade listing at \$85, and making its way as plain "Morado."

The more expensive model is distinguished from its less novel mate by a continuous crank-shaft, and by several minor mechanical features, but the chief difference is that the \$85 model will have a frame of the ordinary style tubing, while the Morado Chief will be of fluted tubing, an altogether different feature than any ever incorporated in a bicycle. In appearance the fluted tube is somewhat similar to the well-known corrugated, but it is vitally different in that the fluting does not extend the entire length of tube, a sufficient length of plain tube remaining to make reinforcing possible; also flush joints, both of which features are incorporated in the wheel. The tube used is 1 1/4-inch weldless, and the fluting is a process performed by the Morado Company itself by a special machine which, for reasons easily guessed, they are not anxious to exploit.

The fluted tubing is not only an extreme novelty and is extremely pleasing to the eye, but extra strength is claimed for it.

WILLIE WINDLE AS A SADDLE SELLER.

Who would ever have predicted that Willie Windle some day would become a "drummer," a vocation into which nerve and plausibility of speech enters so largely, two attributes which were never credited to the at one time unbeaten champion. Yet such is a fact. New England is to be his stamping-ground, and Person's saddles the wares which he is representing. To meet Windle is to meet one who really is one of nature's noblemen. Honest, unassuming and filled with determination, he is the sort of man who merits the utmost prosperity.

WARREN'S GRIP.

The J. J. Warren Co., Worcester, Mass., well-known to the trade as manufacturers of leather goods, are marketing a leather-covered grip that has many points of merit. The body is of wood, with a solid end, and is covered with a fine grade of leather, which takes any color desired. As the leather is worked damp, the partly finished grip is pressed in a die so that the seams present a perfectly smooth surface to the touch. The Warren Co. are well pleased at the reception the trade has accorded their newest production.

NOW A WAVERLEY COMPOUNDER.

Louis D. Quackenbush has been added to the staff of the Indiana Bicycle Co., and will hereafter attend to the compounding of the Waverley advertisements. Quackenbush was formerly with E. C. Stearns & Co., and last season followed the national circuit as the Monarch Cycle's "advance agent" for Tom Cooper.

BUY A WHEEL, GET INSURED.

The makers of the English Dunlop cycles are now giving, to every purchaser of a Dunlop, insurance policies against death, disablement, or loss of machine by either theft or fire.

A Sweeping Statement The ELMORE

has given and will give better satisfaction than any other Wheel on the market.

For confirmation of above we can refer you to agents who have handled all the way from 5 to 5,000 of them.

We have anything you want.

\$75.00, \$50.00, \$45.00, \$40.00
28 inch, 26 inch, 24 inch.

ELMORE MFG. CO.
CLYDE, OHIO.

PARK ROW BICYCLE CO.
23 Park Row, N. Y.

GENERAL AGENTS

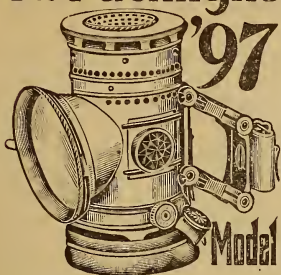
NEW YORK AND NEW ENGLAND STATES.

Kindly mention The Wheel.

WE ARE NOW READY FOR '97.

The Pathlight

'97



IMPROVEMENTS:

Double Wick Raiser,
Double Sliding Window,
New Reflector,
New Top, Cut Jewels.

Outside oil filler, burns kerosene, and will throw a halo of light 40 to 50 feet.

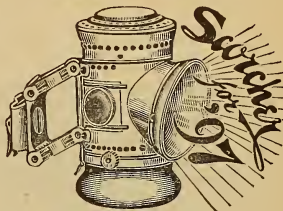
**BIG LIGHT. LITTLE LAMP.
ATTRACTIVE PRICE.**

All brass, nickel-plated, smokeless burner, ground photo-lens; extra reflector with each lamp.

Model

A new lamp for the New Year. Something good for little money.

All brass, nickel-plated, red and green signal sliding light. Removable lens, oil fount and top.



SIMPLE—EASY—DURABLE.

No jim-cracks; no tantrums.

The lamp is right and the price is right.

JOLT AND CYCLONE PROOF.

P. & T. Head Bracket.

CARRIES ANY LAMP.

Simplest, best and cheapest ever made.

Cold-rolled bright steel,
Nickel-plated.

SEND FOR DISCOUNT TO JOBBERS.



**THE PLACE & TERRY MFG. CO.,
247 Centre Street, New York.**

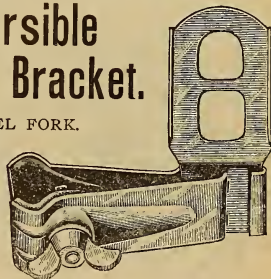
EXTRA LIBERAL DISCOUNTS TO JOBBERS THIS YEAR.
ELECTROTYPES FOR YOUR CATALOGUE NOW READY.

P. & T. Reversible - - Fork Bracket.

FITS ANY WHEEL FORK.

Bright steel, nickel-plate. Can be instantly reversed to either side. Only reversible bracket made, and at less cost than the ordinary kind.

Send for Jobbers' Prices.



Kindly mention The Wheel.

Hercules

Special Seamless Tubes

FACTS OF SPECIAL IMPORT.

It is impossible to make a "live" bicycle of low carbon "dead" steel. The life or constitution of a bicycle is in the frame, and safety, strength and longevity are assured by using

Hercules Special.

ADDRESS,

Hercules Seamless Drawn Tube Co.

OFFICE:
POSTAL BUILDING, Room 513,
NEW YORK.

WORKS:
GARWOOD,
NEW JERSEY.

Kindly mention The Wheel.

IN THE

German, Spanish, French.

(ANY LANGUAGE.)

American Catalogues Translated, Condensed and Printed in any Language.

THE WHEEL PRESS,

88 West Broadway, New York.

The Luthy Wheel

\$150.

WE GUARANTEE THE LUTHY WHEEL TO BE:

THE HANDSOMEST IN DESIGN AND FINISH.
THE BEST IN MATERIAL AND WORKMANSHIP.
THE MOST PERFECT IN ITS LINES AND BEARINGS.
THE EASIEST AND SMOOTHEST RUNNING WHEEL IN THE WORLD.
A FEW SELECT AGENCIES STATED:

LUTHY & CO.
MAKERS.
PEORIA, ILLINOIS.

NEW PATENTS.

574,390. Vehicle Tire. George N. Chase, Pasadena, Cal. Filed Nov. 25, 1895. Serial No. 570,108. (No model).

574,410. Bicycle-Lock. Charles A. Gay, Seattle, Wash., assignor of one-half to John D. Atkinson and Charles E. Remsburg, same place. Filed Jan. 27, 1896. Renewed Nov. 17, 1896. Serial No. 612,526. (No model).

574,412. Tire Tightener. Grant J. Grandpre, Chamberlin, S. D. Filed June 16, 1896. Serial No. 595,819. (No model).

574,438. Pneumatic Tire. Edward Lyon, New Rochelle, N. Y. Filed Nov. 25, 1895. Serial No. 569,991. (No model).

574,440. Pneumatic Tire. Lewis J. Miller, Bergen, N. Y., assignor to Orville J. Miller and George D. Wiederich, same place. Filed Oct. 18, 1895. Serial No. 566,065. (No model).

574,443. Wheel-Tire. James H. Northrop, Hopedale, Mass. Filed Dec. 15, 1893. Serial No. 593,720. (No model).

574,453. Patching Device for Pneumatic Tires. Joseph Savoie, Central Falls, R. I. Filed May 18, 1896. Serial No. 592,053. (No model).

574,499. Wheel for Bicycles or other Vehicles. Louis B. Smyser, Philadelphia, Pa., assignor of one-half to William H. McFadden, same place. Filed May 22, 1896. Serial No. 592,630. (No model).

574,505. Bicycle-Saddle. Seymour Doss Van Meter, Denver, Colo. Filed Apr. 7, 1896. Serial No. 598,603. (No model).

574,563. Bicycle or Vehicle Lamp Bracket. James P. Place, Glen Ridge, N. J. Filed July 27, 1896. Serial No. 606,611. (No model).

574,577. Machine for Manufacturing Tubing. Vernon Royle, Paterson, N. J. Filed Apr. 17, 1896. Serial No. 587,920. (No model).

574,608. Device for Mending Tires. Frank B. Jencks, Syracuse, N. Y. Filed May 5, 1896. Serial No. 590,232. (No model).

574,621. Chain-Brush for Bicycles. Charles A. McCulloch and Maximilian F. Corneay, Minneapolis, Minn. Filed Nov. 21, 1895. Serial No. 569,663. (No model).

574,628. Bicycle Stand or Holder. Harry C. Phillips, Rochester, N. Y., assignor by direct and mesne assignments, to the Rochester Bicycle Combination Holder Company, same place. Filed July 8, 1895. Serial No. 565,309. (No model).

574,629. Bicycle Stand or Holder. Harry C. Phillips, Rochester, N. Y., assignor to the Rochester Bicycle Combination Holder Company, same place. Filed Sept. 11, 1895. Serial No. 562,145. (No model).

574,631. Bicycle-Bell. Edward D. Rockwell, Bristol, Conn., assignor to the P. & F. Corbin Co., New Britain, Conn. Filed June 1, 1896. Serial No. 530,867. (No model).

574,674. Velocipede. William A. Dryden, Sr., Chicago, Ill., assignor of one-half to John L. Davenport, Jr., same place. Filed Dec. 2, 1895. Serial No. 570,746. (No model).

574,676. Bicycle-Support. John M. Gettchell, Haverhill, N. H., assignor of one-half to William W. Crook, same place. Filed Mar. 27, 1896. Serial No. 585,110. (No model).

574,682. Elastic Tire for Vehicle Wheels. William H. Holden, Chicago, Ill. Filed Mar. 21, 1896. Serial No. 584,237. (No model).

574,689. Bicycle-Rack. Peter N. Stover and Mark E. Stover, Saginaw, Mich. Filed Aug. 13, 1896. Serial No. 602,624. (No model).

574,700. Ball-Bearing. William Aubertin, Detroit, Mich., assignor of one-half to Frank W. Weyher and

574,710. WHEELS FOR VEHICLES. JAMES S. COLEMAN, Hartford, Conn., assignor to the Top Manufacturing Company, same place and Portland, Me. Filed June 15, 1896. Serial No. 592,381. (No model).

Claim.—A hub for a wheel having a barrel with longitudinal ribs and the strips between the ribs expanded outwardly to form eyes, the end of the barrel on each side of each strip being pushed inwardly to complete the eye, substantially as shown and described.



574,673. TRANSFER SEAT FOR FOOT-POWER VEHICLES. GEORGE D. BAKER, Bingham, Minn. Filed Mar. 12, 1896. Serial No. 562,820. (No model).



Claim.—In a saddle, a curved transverse frame, an upturned resilient support secured to and adjusted in front of said frame, and a flexible mat having a fore and lateral portions, the fore and rear ends being stretched between the ends of the frame and the resilient support, substantially as described.

574,674. FLEASHER. WILLIAM A. BATES, St. Chicago, Ill., assignor of one-half to John D. Davenport, Jr., same place. Filed Dec. 2, 1895. Serial No. 570,796. (No model).



Claim.—The combination with a safety-bicycle having the tilted rear fork ends for the reception of the driving wheel axle, of a rigid transverse frame having a sliding and adjustable connection with said axle, an open rim or ring surrounding the driving wheel, and in frictional engagement therewith, said guiding and steadying ring journaled in said fork and bearing against said rim, substantially as described.

574,643. BELL. CHARLES A. THORP, Bristol, Conn., assignor to the P. & F. Corbin New Britain, Conn. Filed Dec. 30, 1895. Serial No. 572,191. (No model).



Claim.—In a bell the combination with a frame and going of a pulsing vibratory rickshaw-carrier, pivally mounted on the frame, a striker, and a fixed obstructive element in the path of the striker, which imparts the pivotal movement of the striker and rickshaw-carrier, said rickshaw-carrier is brought to bear upon the latter to cause it, in yielding to slip by the obstructive element and strike the side of the gong, substantially as specified.

574,668. BICYCLE BELLS. DAVID ROSE, Park, Fresno, Calif. Sept. 11, 1895. Serial No. 601,118. (No model).



Claim.—In signal-bells for bicycles and the like a laterally-bent metallic support, adapted to be clamped or otherwise secured to the fork of a bicycle, so upright, raised at its lower end in one of the hands of said support, said support on the upper end of said upright and terminated by a cap or rigidly held in position, a wire spirally connected at its lower end to the support near the base of the upright, the said wire bent in its middle to form a loop and provided at its upper end with a clapper and combination with a wheel having a rubber tire, adapted to rotate at the farther end of the support to consist with the rubber-wheel, a pin near the center of said wheel, a flange secured at one end to said pin, and at the opposite end to the loop of the hammer, and adapted to produce a double

574,658. BICYCLE OR VEHICLE LAMP BRACKET. JAMES P. PLACE, Glen Ridge, N. J. Filed July 27, 1896. Serial No. 606,611. (No model).



Claim.—In a bicycle or carriage lamp bracket the combination of a short gripping side piece having one or more prongs on one end, said a clamping head on the opposite end, a long gripping side piece having one or more holes near one end (corresponding to said adapted to engage the said one or more prongs) and a clamped-on head on the opposite end, a retractible spring piece that holds the lamp, having also one or more holes corresponding to the said one or more prongs and means between the ends of the gripping side pieces for gripping the said spring piece on one end and the bicycle-fork or carriage-lamp-holder between the clamping-heads at the opposite end of said side pieces, both at one operation, and substantially as herein shown and described.

574,659. BICYCLE-RACK. PETER N. STOVER and MARK E. STOVER, Saginaw, Mich. Filed Aug. 13, 1896. Serial No. 602,624. (No model).



Claim.—In a bicycle-rack, the combination of the base-pieces A, rigidly connected to each other by intermediate cross-pieces B, cross-bar C journaled in the ends of said base-pieces, parallel rods D, secured to the cross-bar C to project therefrom, and independent cross-bars E secured to the ends of the rods, together with means for adjustably connecting the cross-bars E to each other, substantially as shown and for the purpose set forth.

574,632. BICYCLE STAND OR HOLDER. HARRY C. PHILLIPS, Rochester, N. Y., assignor by direct and mesne assignments to the Rochester Bicycle Combination Holder Company, same place. Filed July 8, 1895. Serial No. 565,309. (No model).



Claim.—In a bicycle-stand, the combination of the two members loosely joined together below their upper ends and having at said upper ends devices for positively engaging two separated portions of a bicycle and preventing the movement of the members on their pivot, said pivot being located between the engaging devices, whereby the weight of the bicycle will clamp it to the stand, substantially as described.

574,410. BICYCLE-LOCK. CHARLES A. GAY, Seattle, Wash., assignor of one-half to John D. Atkinson and Charles E. Remsburg, same place. Filed Jan. 27, 1896. Renewed Nov. 17, 1896. Serial No. 612,526. (No model).



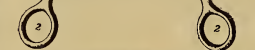
Claim.—In a bicycle-lock, the combination of a suitable clamp for attaching the lock to a frame secured to said frame, a lock secured to said frame and adapted to be turned thereon, a key or key-pin for said lock secured in the frame, and a case carried by the lock and adapted to bear upon the bicycle-wheel, substantially as shown and described.

573,609. TIRE. JOSEF EISENGARTEN, Solingen, Germany. Filed Mar. 21, 1896. Serial No. 594,848. (No model).



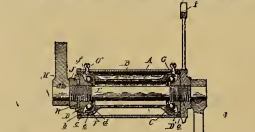
Claim.—A thin metallic belt provided with elastic material such as cork secured under pressure inside it and holding its walls constantly in tension, substantially as set forth.

574,705. HANDLE-BARS GRIP FOR BICYCLES. ISAAC A. FRYMAN, Ironville, Minn. Filed July 10, 1896. Serial No. 602,076. (No model).



Claim.—A handle-bar grip having a looped form and providing a continuous gripping surface extended from one side of the junction of the grip and handle bar around to the other side, substantially as and for the purpose described.

574,700. BALL-SEALING. WILLIAM AUBERTIN, Detroit, Mich., assignor of one-half to Frank W. Weyher and Frederick C. Weyher, same place. Filed July 8, 1895. Serial No. 568,392. (No model).



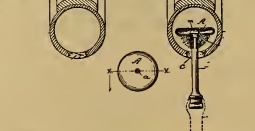
Claim.—The combination with a tube forming a first or integral part of the bicycle and having an air-chamber formed there-through, of a bearing tube removably secured in said first tube and provided with an exterior annular groove, with perforations at one or more points therein through the tube, said groove being adapted to register with the air-chamber in the first tube and forming an obtuse angle to the bearing and balls in the removable tube, substantially as described.

574,621. CHAIN-DRIVE FOR BICYCLES. CHARLES A. MCCULLOCH and MAXIMILIAN F. CORNEAY, Minneapolis, Minn. Filed Nov. 21, 1895. Serial No. 569,663. (No model).



Claim.—An attachment for sprocket-and-chain drives for cycles and other uses, consisting of the spring-holder, the side pieces of which are formed by spring-wire bent upon themselves to form the clamp sides or jaws with bolleys, and holders for the bolts or bushes, the bolts passing through the bolleys of said jaws, and one or more bushes loosely mounted in said holder-arms, substantially as described.

574,453. PATCHING DEVICE FOR PNEUMATIC TIRES. JOSEPH SAVOIE, Central Falls, R. I. Filed May 18, 1896. Serial No. 592,053. (No model).



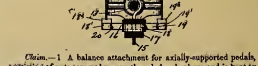
Claim.—A device for patching pneumatic tires consisting of a hollow needle, having an enlarged head upon its inner end, and a series of longitudinal slots or openings through its ends extending to within a short distance of the head, and through its sides and around its ends, and which needle is adapted to receive a patch upon its end and draw it into position against the inner side of the tire after the needle has been forced through the slit against the patch, substantially as shown.

574,701. AIR-VALVE. LUIGI BAKER, St. and CHARLES D. BAKER, Bingham, N. Y. Filed July 5, 1896. Serial No. 594,583. (No model).



Claim.—A valve comprising a screw-threaded case provided with an air-passage and a suitable attaching device, a diaphragm thereon and with a diaphragm forming an outer and an inner compartment and provided with an air-passage over or around said diaphragm contacting said compartments and communicating with the above air-passage, said diaphragm being movable longitudinally to open and close said communication, as set forth and shown.

574,675. BALANCE ATTACHMENT FOR VEHICLES. JOHN M. ALBERT, Detroit, Mich. Filed Mar. 15, 1896. Serial No. 584,640. (No model).



Claim.—A balance attachment for axially-supported pedals, consisting of nuts screw-wedged on a threaded rod, whose end is bent or partially twisted to the pedal-axis or to the tubular jacket, a slotted disk interposed said nuts, and laterally-extending plates in 90 degrees in said disk-ends, substantially as described.

574,700. VELOCIPED. JACOB BARKER, New York, N. Y. Filed Jan. 27, 1896. Serial No. 592,011. (No model).



Claim.—A steering tube and handle tube each provided with non-circular eyes or diaphragms, a non-circular or non-rotary stem slipped through of fitted into said eyes to secure the tubes non-rotatively to one another, and an adjusting screw for the handle-tube made to engage said non-rotary stem substantially as described.

574,676. BICYCLE-SUPPORT. JOHN M. GETTCELL, Haverhill, N. H., assignor of one-half to William W. Crook, same place. Filed Mar. 27, 1896. Serial No. 585,110. (No model).



Claim.—A bicycle-support consisting of a bar having means for attachment to the frame of a bicycle and curved near its lower end, and a rest mounted to slide through an opening in the curved portion, and having as its upper end a lateral portion receiving the rod, substantially as described.

574,608. DEVICE FOR MENDING TIRES. FRANK B. JENCKS, Syracuse, N. Y. Filed May 5, 1896. Serial No. 590,232. (No model).



Claim.—A device for patching pneumatic tires consisting of a hollow needle, having an enlarged head upon its inner end, and a series of longitudinal slots or openings through its ends extending to within a short distance of the head, and through its sides and around its ends, and which needle is adapted to receive a patch upon its end and draw it into position against the inner side of the tire after the needle has been forced through the slit against the patch, substantially as shown.

Claim.—A re-stitching device consisting of a slotted needle, provided with a hollow shaft, and a push-rod or plunger movable in the shaft and the end of the needle, said needle and push-rod being provided with suitable handles, substantially as and for the purpose described.

Frederick C. Weyher, same place. Filed Apr. 7, 1896. Serial No. 586,522. (No model).

574,705. Velocipede. Julius Bonner, New York, N. Y. Filed June 18, 1896. Serial No. 590,031. (No model).

574,709. Means for Repairing Pneumatic Tires. Jas. H. Calkins, Wakefield, Mass. Filed May 14, 1896. Serial No. 591,470. (No model).

574,712. Wheel for Vehicles. James S. Copeland, Hartford, Conn., assignor to the Pope Manufacturing Company, same place, and Portland, Me. Filed June 12, 1896. Serial No. 595,261. (No model).

574,713. Wheel for Vehicles. James S. Copeland, Hartford, Conn., assignor to the Pope Manufacturing Company, same place and Portland, Me. Filed June 15, 1896. Serial No. 595,764. (No model).

473,734. Bicycle Construction. Ferdinand F. Ide, Peoria, Ill., assignor by direct and mesne assignments, to the F. F. Ide Manufacturing Company, same place, and Frederick D. Owen, Washington, D. C. Filed Jan. 12, 1894. Serial No. 496,578. (No model).

574,751. Handle-Bar Grip for Bicycles. Isaac A. Newman, Greenville, Miss. Filed July 23, 1896. Serial No. 600,279. (No model).

574,752. Vehicle Wheel. Henry J. Ney, Pottsville, Pa. Filed March 25, 1896. Serial No. 584,738. (No model).

574,772. Vehicle Tire-Protector. Marion A. Andrews, Syracuse, N. Y. Filed Jan. 30, 1896. Serial No. 577,351. (No model).

574,818. Wheeled Vehicle. Edward J. Pennington, Chicago Heights, Ill., assignor to the Motor Cycle Company, Chicago, Ill. Filed March 21, 1893. Serial No. 467,043. (No model). Patented in England December 11, 1895. No. 23,771.

DESIGNS.

26,487. Bicycle Cover. Horatio Ogden Nelson, Long Island City, N. Y. Filed April 23, 1896. Serial No. 588,829. Term of patent 14 years.

26,488. Bicycle Toe-Clip. William N. Beardsley, Bridgeport, Conn. Filed March 28, 1896. Serial No. 585,287. Term of patent 3½ years.

ARE NOT KICKING.

At the annual meeting of the Gendron Wheel Company last week it was announced that the business for the year had been highly successful, despite the troublesome times. Officers were re-elected as follows: President, George H. Fisher; vice-president, John Showell; secretary, John F. Vogel; treasurer, George M. Vogel; directors, P. Gendron, C. F. Adams, James Secor, G. H. Fisher, S. C. Schenck, J. F. Vogel and John Showell.

STILL EXPANDING.

The Mesinger Bicycle Saddle Company have moved their offices from 26 to 33 West Twenty-third street (opposite former location), where they have about twice as much room as heretofore. They are also in complete possession of their new factory, and now that they have enlarged their offices, are in a position to attend properly to the constantly increasing requirements of their trade.

HUNTSMAN HAY.

President Thos. Hay, of the Hay & Willits Mfg. Co., has adorned his new office in a manner befitting the name of his wheel. Outing. The walls are adorned with deer heads, snowshoes, rifles, fishing rods and the like, while the floor is carpeted with bear-skin rugs. Hay is reputed an adept with both gun and rod, most of his office adornments being trophies of his expeditions.

PRINTED IN THREE COLORS.

During the Chicago and New York shows Hay & Willits will issue their "official organ," the Outing Bulletin, daily. It will be printed in three colors, and contain all the "show gossip."

UNITED FOR WRENCHES.

J. H. Wallace and P. B. Canfield have formed a copartnership and are fitting up a factory at Cortland, N. Y., for the manufacture of a newly patented cycle wrench.

COLLINS'S GOOD CATCH.

As a result of A. L. Collins's last visit to New York, the well-known firm of Hermann Boker & Co., No. 101 Duane street, will control the sale of the Chas. H. Sieg Mfg. Co.'s Windsor bicycles throughout the States of New York, New Jersey, and Pennsylvania. It should prove a profitable arrangement to both parties in interest.

GOT TWENTY FOR ONE.

Truly, the Dunlop tire was an Irish good thing. The Emerald Isle invested first and last a total of \$1,300,000 in the Dunlop stock, receiving back on this investment, up to date, \$27,728,015. There have been any number of investments which have paid slightly smaller profits than these.

EXPORTER

Bicycles, Parts and Sundries.

J. D. CHEEVER, 99 CHAMBERS ST.

GRIFFITH COIT, 7 Hatton Garden, London,

MANUFACTURER

"U.S.A." Bicycles, Tandems and Juveniles.

☞ All Sales are Cash, F. O. P., New York.

"Just hear dem bells,
Dey's ringing everywhere."

THEY HAVE A TONE 34
THAT'S ALL THEIR OWN. STYLES



FREE

SOUVENIR BOOKLET
Upon application.

History made LIBERTY BELL
honored and loved. Sweetness and
purity of tone have made THE NEW
DEPARTURE BICYCLE BELLS
widely known and universally app-
reciated. The acme of excellence—
The ideal of perfection.

No. 1 Main St. NEW DEPARTURE BELL CO. BRISTOL, CONN.

FOREIGN TRADE.

We desire to represent American houses in Italy. We are dealers in Cycles, Guns, Ammunition, Sporting and Athletic Goods of every description, and are open for more agencies.

BALDI & CO.,

FIRENZE, - - - ITALY.



Bicycle Saddles
and Tool Bags.



WRITE FOR CATALOGUE
OR SAMPLES

The Duguid Saddlery Co.

MANUFACTURERS
SYRACUSE, N. Y., U.S.A.

THE MORSE ROLLER JOINT CHAIN



Every Joint is a
Frictionless Rocker Bearing.

Results: {
NO FRICTION—NO WEAR.
NO WEAR—NO STRETCH.
NO STRETCH—NO WEAR.
ING OFF OF SPROCKETS.
99 1-3 per cent efficiency.

Guaranteed not to stretch more than
¼ inch during a season.

Send for Catalogue.

MORSE MFG. CO.,

TRUMANSBURG, N. Y.

Kindly mention The Wheel.

E. HOWE & CO.,

Manufacturers of

Bicycles, Bicycle Equipments and Special Bicycle Fittings.

A Full Line of Bicycles and Bicycle Fittings for the Jobbing
Trade and for Export.

Offices: 271 BROADWAY, - - - NEW YORK.

ROOMS 100-101.

Kindly mention The Wheel.

MAGNETIC ALUREMENTS.

With the new year came a change of policy in the Royal Cycle Works, of Marshall, Mich. Instead of conducting a system of agencies, the Royal people will hereafter market their product wholly through jobbers, which means a great lessening of accounts, and those few big, well-backed concerns as a rule. Mr. Palmer, representing the company, is in the East, and as his allurements are magnetic, his visit can scarcely fail of substantial results. The '97 Royal is one of the allurements, and is as ever a likely looking mount well abreast of the times. A new oval fork crown, improved crank hanger, D tubing and all other latter-day wrinkles are incorporated in the wheel, which is finished as desired in either black, maroon, olive green or aluminium.

Morrison's Bicycle Ice Creepers, for Winter use. Sample, 20 cents. Facts free. W. T. S. Morrison, M'fr, Cornish, Maine.

FOR SALE,

A Bicycle Plant Outfit, consisting of New Machinery in use but a short time, special bicycle tools, enough tubing to make 2,500 wheels, and about 100 new wheels, crated for the market.

The right party can buy this stock low for cash and get immediate possession.
Apply by letter to or in person at

66 LINCOLN ST.,
Worcester, Mass.



FOR SALE, EXCHANGE, WANTS.

TWENTY-FIVE WORDS, 35 CENTS.

Each additional word two cents. Cash invariably in advance.

WANTED—Travelling salesman, old, reliable house, to sell the greatest novelty of the age; salary and expenses, \$1000 per year for 12 months.

Randall Cycle Co., Fort Wayne, Ind.
WANTED—To trade for a good turning lathe, or will sell for \$60 cash, an "Eclipse" '96 racer, in excellent condition. S. H. Wagner, 637 W. Church Street, Elmira, N. Y. 1193 P.

WANTED—To exchange rim cement, either liquid or solid, for a few bicycles. Excelsior Cement Co., Westfield, Mass.

BICYCLE clubs, send list of newspapers and magazines wanted and get my prices; I can save you money; lowest rate for any periodical. Hoag's Subscription Agency, 63 Hooker Ave., Poughkeepsie, N. Y. Kindly mention The Wheel. 1193 P.

WANTED.

Position in a good bicycle house, sixteen years' practical experience both wholesale and retail, by a young man of original ideas and executive abilities. One with a wide reputation as a "hustler." Will correspond with bona-fide bicycle houses. Address
MIDWOOD, care of The Wheel office.

IN THE WHEEL BUILDING,

Corner Chambers Street and West Broadway, handsome store, suitable for wholesale or retail bicycle store.

Address

TYSEN & TOTTEN,

24 Dey Street, New York.

STAR BICYCLE ENAMEL.

It will take you but a few minutes to re-enamel your bicycle, giving it the appearance of a new wheel, from which the enamel will neither chip nor crack, by using the ready-mixed "Star Bicycle Enamel." Retail price, 25c. per can. Anyone can apply it. 28 different colors. Send for color card.

GERSTENDORFER BROS.,
17 Barclay St., New York. 67 Lake St., Chicago.

THE BEST OILER IN THE WORLD.

For High-Grade Wheels.



25c. each.

For Medium-Grade Wheels, 10c. each.



CUSHMAN & DENISON, 172 Ninth Avenue, - - - NEW YORK.
Kindly mention The Wheel.

EMPLOYMENT COLUMN.

Advertisements in this Column Free.

Patrons of this column will please notify us when they desire notice withdrawn.

SITUATIONS WANTED.

Wanted—Young man, 20, well informed as to different makes of bicycles and sundries, experienced in repairing tires, etc., desires position in bicycle saleroom, repair shop, or factory; references given. L. M. N., Box 29 Lebanon, Conn.

Salesman with progressive ideas desires a position as manager or salesman; A1 references and particulars at interview. I. T. Frost, Valley Stream, N. Y.
A Hollander, five years employed in several bicycle shops of this country, intending to make a trip to Europe, wants to represent a bicycle, tire and sundries manufacturing company. Address M. M., care of H. Fis, 238 Sherman Street, Buffalo, N. Y.

Wanted—Monitor lathe and screw machine man; A1 in any capacity; at present engaged; desires change; large experience and up to date on bicycle work. Monitor, care of The Wheel.

Man about 30, who has spent his life in the bicycle trade, who is competent to design, and is equally good at the mercantile end, is anxious to obtain a first-class position; present the highest references; is only on the market because his concern has gone out of business. Address C. B. M., care of The Wheel.

A thoroughly competent and experienced bicycle instructor is open to engagement in Greater New York or vicinity; highest credentials as to character and ability can be given; terms reasonable. Address N. O. W., Box 295, South Orange, N. J.

Young man with seven years' cycle experience is open for engagement; has had charge of both workshop and saleroom; thoroughly capable and up to date; best of references or bonds. C. F. W., care The Wheel.

Wanted—By a young man (30) with good connections, a position as inside salesman with a good reliable bicycle house in the East. Address A. Fleming, 204 West 38th Street, New York City.

General foreman wants a change; fourteen years' practical experience in the cycle trade. E. Smith, 108 North 20th Street, Philadelphia, Pa.

Wanted—A situation by a young man 21 years old; three years' experience; best references. Address Box 47, care The Wheel.

Position wanted as salesman for bicycles or sundries; four years' experience; good connection and best of references; have no objection to go to States. "Tourist," care The Wheel.

Bicycle mechanic, thoroughly posted in the manufacturing and repairing of wheels, is open for engagement as manager, superintendent or foreman; unexceptional references. Address Valpey, 917 Turner Avenue, Chicago.

A young man with several years' experience in charge of help in factory, good draughtsman and designer of bicycles, wishes an opportunity where his talent will be appreciated and a future secured. M. H., care of The Wheel.

Position wanted as assembler and wheel builder; no objection to leaving city. C. E. Haynes, 182 E. 78th St., New York City.

Experienced cycle mechanic, thorough in all branches, desires position with good firm; has occupied position as factory superintendent, also for many excellent references; fifteen years' experience. Address F. J. M., care of The Wheel.

Situation wanted by expert electro-plater; fifteen years' experience; have had six years' charge of high-grade bicycle polishing and plating; have an absolutely rust-proof nickel, 1-3 solution, 1-3 cost of old process. The Wheel, No. 26.

An exceptional opportunity is offered a first-class house to connect with a first-class man, acquainted with all departments from manufacture up; has had special experience as superintendent and advertising manager; is fully posted on details and on generalities; would like to locate in New York City or some large New England city. Address, with full particulars, R. Y. A. P. O. Box 444, N. Y. City.

Wanted—To open Chicago store for large factory; by the best known and one of the oldest managers in Chicago; large established trade. Address C. R., care The Wheel.

Young man, now in bicycle business for himself, desires a position as manager or salesman for first-class bicycle house. Address M., care of The Wheel.

Enameler—A practical enameler (in all colors), stripper and decorator, desires a position as foreman, or otherwise, in cycle factory; first-class reference. Address W. C. L., care of The Wheel.

Wanted—Position as foreman of general machine room in bicycle plant; six years' experience. Address C. Ashley, No. 1315 Oakwood Avenue, Toledo, Ohio.

HELP WANTED.

An active man who has had experience in the bicycle line as indoor salesman; one who can make, himself generally useful in our bicycle department. Apply at once to I. S. Ventres, 107 Chambers Street, New York.

Wanted—Young man with knowledge of bicycle and sporting goods business, who will take a small amount of stock in an incorporated company; steady position; splendid opportunity for a bright, energetic man. Address F. R. R., care of The Wheel.

Wanted—A first-class nickel-plater, familiar with bicycle work; competent to take charge of plating and polishing plant in bicycle factory near New York; give references and experience. Address R. M., care of The Wheel.

Wanted—Foreman who thoroughly understands the manufacture of seamless bicycle tubing, and who is systematic. Address, in confidence, stating experience and references, Warren, care of The Wheel.

Salesman wanted for January, February and March. The Phillips Mfg. Co., 307-309 West Broadway, New York City.

Wanted—A man who can take charge of rent bicycles; as the work is light, would take a man who is seeking a good climate for lung trouble. Address El Paso Cycle Co., P. O. Box 406, El Paso, Tex.

Wanted—Experienced salesman with good trade connections to represent, on commission basis, Eastern manufacturers of bicycles and bicycle fittings; state with what territory familiar; references required. Address T. C., care The Wheel.

The Wheel

and
CYCLING TRADE REVIEW



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VOL. XVIII., No. 23.

NEW YORK AND CHICAGO, JANUARY 22, 1897.

WHOLE No. 465.

RELIEF FOR THE RETAILER.

The Trade Buffer May in Future Have Less to Contend With—A Movement That Way.

While bicycle and tire makers nominally guarantee their wares, every man in the trade knows that a good deal of the brunt must be borne by the agent. He acts as a buffer between maker and consumer, and in the aggregate the acting usually costs a snug sum in the course of a year. To meet competition and to hold his patronage the agent must gratuitously make numerous repairs and do a deal of tinkering, much of which would properly come within the maker's guarantee, and would be done by the maker if the owner of the tire or wheel would but possess his soul in patience, which is seldom the case.

The Rubber Tire Association has apparently recognized this state of affairs, and, as far as in their province, are seeking to afford the retailer relief. The six months' guarantee now in force was a step in that direction, but the end is not yet. President Theodore A. Dodge already has the 1898 warranty in mind, and is seeking repairers' opinions, which will be submitted and considered by the Tire Association when the subject of guarantees is next considered.

The opinions which Colonel Dodge seeks are outlined in this series of questions:

1. Do you favor a guarantee on bicycles? If so, for how long a time and why?
2. Do you favor a guarantee on tires? If so, for how long a time and why?
3. Would you prefer to have no guarantee, and to have repairmen adopt a uniform price for repairing tires? If so, what price?
4. What additional amount ought to be charged for repairing tires when you have to take them from the rim and replace them after repairing?
5. What additional amount ought to be charged if the bicycle is brought in and you have to take off the rear wheel as well as the tire?

NOTE TO THE COURTS.

Vice-Chancellor Pitman has handed down his decision in the case of Warwick vs. Stockton. He refuses the application for the appointment of a receiver, has decided that no co-partnership exists, and that the plant and property belong exclusively to Dr. Chas. S. Stockton. The case will now go into the courts.

CANADA'S ANNEXATION.

Evidently this is the season for "tire deals." It is equally evident that the New York Tire Company does not propose to lag while the deals are going on. They themselves have been handling the cards, and, although the hand was dealt some time since, it has just been exposed to the public. It makes plain that New York and Sampson tires will hereafter figure prominently in Canada. The compact was consummated with the Canadian Rubber Company, of Montreal, the largest concern of the sort in the Dominion. They have not only been licensed to manufacture the tires, but have been equipped with a practical duplication of the New York Tire Company's plant, and will employ all their plans and processes.

VALUE OF A NAMEPLATE.

Springfield, Mass., Jan. 18.—The case of Steele & Johnson against the Hendee & Nelson Manufacturing Company, of this city, was tried in the Superior Court, last week. The Hendee & Nelson Company contracted with Steele & Johnson for a quantity of nameplates, which they claimed were so delayed that they had to contract elsewhere for nameplates in order to protect their business. The Waterbury firm claimed that at this juncture Hendee & Nelson notified them to await further orders, and that as no orders were forthcoming, they drew on Hendee & Nelson, who refused to honor the draft. Suit was then brought by Steele & Johnson. The jury returned a verdict for the defendant.

CHANGED ITS NAME.

Although it was known some time since that the change would be made, the Bolte Cycle Mfg. Co., of Milwaukee, this week gives formal notice of a change of title to League Cycle Mfg. Co., which is consonant with the name of their wheel. The League people are now fully established in their new factory, and every department is working smoothly. Fifty wheels a day are being turned out, but if necessary this number can be easily doubled.

JACKSON'S ACQUISITION.

Jackson, Mich., Jan. 15.—The council will lease part of the old Purifier plant to Henry A. Christy, manufacturer of the Christy bicycle saddle, on condition that he employ regularly 75 men. Mr. Christy also agrees to remove the entire plant of the Derby Bicycle Company, now located at Chicago, employing 300 hands.

WANTS NO OFFICE.

President Coleman Decides That He Will Not Even Be a Board of Trade Director.

Many in the trade were particularly pleased over the announcement made in THE WHEEL last week, that Mr. R. L. Coleman would accept a renomination as President of the Board of Trade, provided it would come to him without opposition. THE WHEEL strongly advocated the re-election of Mr. Coleman, because of the great success he has made during his term as president of the trade's governing organization. The editorial in THE WHEEL supporting Mr. Coleman was put into type after an interview held with him by a WHEEL representative. Mr. Coleman now states that he will not accept any position in the Board of Trade, not even the office of a director, and that his position was misunderstood at the interview in question.

With R. L. Coleman positively out of the field as a candidate for President of the Board of Trade, the gossip in regard to his successor is more intrinsically interesting. Among the candidates are R. P. Gormully, of the Gormully & Jeffery Mfg. Co.; C. W. Dickerson, of the Sterling Cycle Works, and George H. Fisher, of the Gendron Wheel Co. Mr. Gormully might have been elected last year had it not been for his illness. This year he is in much better health and will be a strong candidate. Mr. Dickerson has always been a close attendant at the Board of Trade meetings, and is very familiar with the workings of the Board of Trade. The candidacy of Mr. Fisher has gone to the extent that the Board of Directors of the Chamber of Commerce of his city held a meeting on January 12 and endorsed Mr. Fisher as President of the National Board of Trade, and the Secretary was instructed to write each member asking for their support and influence.

CREDITORS GOT TEN PER CENT.

Milwaukee, Jan. 14.—The court has accepted the final account of Max Ascher and discharged him as assignee for the Moore Cycle Company. The sale netted \$9,038.22, of which the court allowed Assignee Ascher \$1,300 as his compensation and \$1,200 for attorney fees, leaving a balance, after payment of minor expenses, of \$2,165.88 for distribution among creditors with claims aggregating \$21,233.68. The dividend was 10 1/2 per cent.

NO ARTIFICIALITY.

Prefer Human Power For Pacemaking—More Than \$1,000,000,000 For Cycle-Trade Shares.

London, Jan. 9.—The question of employment of motor-pacing in contests under N. C. U. rules or in record trials is causing considerable discussion here at present, and there is every likelihood that we will maintain our reputation for conservatism by refusing to admit the very artificial if convenient aid of the new locomotive on our race paths. The immaturity of the machine is the chief plea against it, while lack of control and also speed is alleged. So far as the latter points are concerned, I am convinced that there are pacing motors against which neither of these complaints can be urged.

A few days ago I witnessed at Catford track a trial of the Pingaut electric motortandem, manned by J. W. Allard, the old-time N. C. U. champion, and another rider. After a couple of preliminary spins a test trip was entered on, and a mile was ripped off under 1.45. Then a five-mile spin was taken, and the times clocked were:

World's Cycle Records.	
1 mile . . . 1.46 3-5	1.41 Platt—Betts
2 miles . . . 3.31 4-5	3.39 1-5 Chase Brothers
3 miles . . . 5.18 4-5	5.28 3-5 Chase Brothers
4 miles . . . 7.06 3-5	7.21 4-5 Chase Brothers
5 miles . . . 8.56	9.13 1-5 Chase Brothers

The machine, which was a tandem on ordinary Humber lines, built by the New Beeston Cycle Co., was fitted with a 24-cell primary battery, and with dynamo complete weighed upwards of 650 pounds. It is capable of keeping up a maximum speed of 35 miles for 60 minutes without recharging, and seemed quite easy to manipulate, although the great weight and speed required a powerful man at the helm. The rear rider manipulates the electric current, and can moderate the speed by a resistance coil from 5 to 35 miles an hour. In order to provide a means of propelling the machine in case of breakdown or failure of current, the machine is also chain-gear, and the riders pedal as the machine progresses. They pedal a bit, but only in order to steady the steering.

The Board of Trade returns for 1896 are out, and I find that, despite all opposition from your side, as well as our nearer and, perhaps, dearer friends on the Continent, the export business of the English cycle trade has gone on increasing as steadily as its best friend could wish. Here is the rate of progress:

1892, £915,896; 1893, £1,033,896; 1894, £1,200,913; 1895, £1,386,420; 1896, £1,860,972. This shows a 24-per cent increase on last year's returns, and when we look at the fact that complaints of non-fulfillment of contracts were general in view of home demands, it is only fair to say that the result is highly satisfactory. As in previous years, France will probably turn out to be our best customer, and it will not surprise me if after all is said and done America does not rank as our second-best customer. In 1892 the States took from us cycles and parts up to the value of £200,201. In 1894 this dropped to £70,660, but in 1895 it came up again and rose to £162,437.

The Joint Stock figures for the past year show that, like the cycle exports, the public

holdings in the cycle trade has increased greatly during the last three years. The figures are: 1894, £1,435,100; 1895, £3,238,000; 1896, £24,547,315. The figures for 1896 for the United Kingdom are apportioned as follows: England, £24,547,315; Ireland, £171,625; Scotland, £319,000.

When I point out that the total amount subscribed for all joint stock companies last year amounted to £275,000,000, the proportion given to cycling is actually heavier than any other save the mining and manufacturing lines.

The next flotation which is to be made is The Rudge-Whitworth, Limited, France, with a capital of £150,000. This is to be the first of a series of similar flotations, which will include Austria, Italy, Germany and Russia. The much-delayed flotation of the J. B. Dunlop Fittings Co. is due next week, and I believe that its appearance will be the signal for the commencement of a legal struggle over the relative rights of the new concern and the John Griffiths Corporation to the use of the name of Dunlop for a bicycle. Calcott Bros. will also soon appeal for public subscription. The firm has had a great year, and undoubtedly have a large trade in medium-grade machines.

I believe that I am correct in surmising that the much-boomed H. J. Lawson has had a severe set-back and is now on his ebb-tide. It is of course a case of vaulting ambition o'er-leaping itself, but all the same it will bring a lot of trouble and no little financial loss in its train, if what I hear is true. The attempted issue of 250,000 £1 shares in the British Motor Syndicate at a premium of £2, some weeks ago, proved a terrible fiasco, and as it was a move to obtain money to push the new industry, which is said to be in want of fresh capital, it is very evident that there is certain to be a crisis before long. If any disaster occurs to this company it will be a bad thing for the motor car investing public, though no doubt a good thing for carriage builders, who are holding off because of the alleged monopoly in motor patents claimed by the company.

The "Statist," a leading financial journal, has devoted a page recently to show that Mr. Lawson is not quite so clever as his friends suppose him to be, because at the recent meeting of the Beeston Tire Co. he refused to give particulars of the manner in which certain profits gained outside the trading proper of the concern had been secured. He said that it would be inimical to the interests of the company to give the information asked, although he should have been aware of the Joint Stock Companies' Registry, which is a government institution, at which every agreement on behalf of a company must be registered and filed within a certain specified time under heavy penalty, and which is open to inspection by payment of a small fee.

By inspecting that Registry the "Statist" has become possessed of the information denied, which it now publishes. It appears that Mr. E. T. Hooley secured an issue of 8,000 new £1 shares in the Beeston Tire Co. in exchange for 65,000 £1 shares in the Humber Pneumatic Tire Co., which has not yet appeared, yet shares in kindred companies have only appeared in the Beeston balance sheet at £33,276. It also states that of the purchase price of £500,000 for the New Beeston Cycle Co. the vendors had to take up no less than £426,280 in fully paid-up shares.

FOMENTING TROUBLE.

Those Who Helped Talk One Organization To Death Making Their Voices Heard Elsewhere.

When the Cyclists' Federation, after a meiotic existence, had been talked to death, most of the doctors, lawyers and other luminaries who made the organization practically a debating society, cast their lot with the newly formed L. A. W. Consulate, composed mainly of unattached League members. They are there now, that is, all except the fiery Dr. Ottolengui, who got mad and resigned. The "fashion-plate of the Michaux Club" presides over the Consulate, and, as in the Federation, he is always a vehement and picturesque figure. But despite his picturesqueness and vehemence, there are indications that the Consulate is being infected by the same microbe that undermined the Federation. The doctors and lawyers are too fond of the sound of their own voices, and slowly but surely two factions are being developed. They will lock horns for the first time at the annual meeting this week, when an effort to unseat Townsend and his cohorts, which has been quietly making, is due for a public appearance. Some fuel has been added to the smouldering fire by a petty attempt to reject the application of M. L. Bridgman, once President of the Cyclists' Federation, who, in that capacity, incurred the ill will of some of the over-zealous and talkative gentlemen now in power in the Consulate. The manner of election to membership in this latter organization is most mysterious, and known principally to Messrs. Townsend, Belden and Frobisher. All the average member knows is that he paid 50 cents and a few days thereafter received a membership ticket. Recently Mr. Bridgman, who is a trusted member of the Pope Mfg. Co.'s staff, and who was a wheelman a decade before most of those in the Consulate became wheelmen and learned to call a bicycle a "bike," was induced to advance the 50 cents membership fee. Everything seemed lovely, when by the grapevine telegraph, he received a gentle hint that it might be well for him to withdraw his application. Someone espoused his cause, and some newspaper men got wind of the occurrence and began nosing about. The "nosing" and prospect of publicity thoroughly disturbed the inner circle. There was a great fluttering about and a great effort made to keep the matter quiet. But for all of that it is now public property, and the "inner circle" is hearing nothing pleasant about itself.

ON THE TOP WAVE.

An action which was taken legally against a tenant in the same building occupied by the H. F. Schlueter Cycle Manufacturing Company, of Cincinnati, O., was in some manner garbled and illy worded in newspaper reports so as to be confounded with the Schlueter Company themselves. The Schlueter Company have not gone into the hands of a receiver, and ask no better condition for themselves than their present thoroughly healthy state, which extends even to the discounting of all their bills.

Some of the things a man leaves unsaid at the time of accident to himself or his wheel do him great credit.

The Wheel

YOUNG MEN'S REVIEW

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Notice to Advertisers.

WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

FRAGILE AS POTTER'S CLAY.

MR. POTTER is being damned unconsciously by some of his own supporters, One of them, the same that snarled at THE WHEEL two weeks ago, because we questioned Mr. Potter's good faith, now comes forward and, endeavoring to explain his anti-racing position, says that it does not, and never did, believe that he was sincere in his utterances and writing on the subject.

The Louisville Courier Journal, whose cycling editor, Geo. E. Johnson, should certainly know what he is writing about, relates another instance of Potter's "good faith" and sincerity! At Baltimore the Kentuckians approached the New York chief to enlist his aid in securing the National Meet for Louisville. The astute Potter, with an eye to his own interests—he was in charge of the good roads meeting and banquet—responded, according to the Louisville paper—and everyone who knows the New Yorker will easily recognize him—"The delegation from a city inviting the meet sending the largest number of persons to the good roads meeting, and to the good roads banquet, Monday night, shall have New York's vote. Louisville had twelve persons present at the meeting—Toledo five; Louisville had five present at the banquet—Toledo had three. Yet Toledo got New York's vote solid."

More than two months ago when THE WHEEL asked Mr. Potter bluntly if he would be a candidate for the League presidency,

he concluded an ingenious reply with the injunction: "Say that I am not a candidate, but don't say that I won't run." At the very moment the Potter press agents were dilating on his pledge to Mr. Elliott, and remarking that Mr. Potter's word was as good as his bond! And possibly they knew whereof they wrote.

ABOUT LEAGUE CLUBS.

ONE of the local League clubs has placed itself on record as favoring Philadelphia as the place for the L. A. W. meet, and instructed its representatives to so advise the powers that mold the votes of New York's National Assemblymen. Of course it is doubtful whether this comparatively wee small voice will have any effect on the vote-barterers who are manipulating things under the title "Campaign Committee," but for all that it is a good sign and points a way other League clubs should follow. The Assemblymen love to talk of "voicing the sentiments of our constituents," but as a matter of fact the "constituents" have small means for expression of any kind. The League club is really the only outlet, and if more of them would make themselves heard on matters of interest and public discussion, it would be the better, and serve to mitigate the peanutishness of League politics. League clubs have more power for good than they realize. They are free lances, and their representatives cannot be affected by the whims and displeasures of those in power in the various Divisions. These authorities can largely dominate who shall constitute the Division Board of Officers. They appoint the nominating committees, and usually "know their men," and he who during the previous year had refused to fall into line, that is, who had had the hardihood to oppose any of the official ideas, is easily crowded out and left unrenominated. These authorities, however, cannot very well reach or influence League clubs, and if the clubs realize it, they can be of real service. They should begin to realize it. They should make themselves heard oftener. In New York there are a number of League clubs. There is no shadow of doubt that 99 per cent of their membership would have the L. A. W. meet held in Philadelphia. Very many of them can and will attend. If it is held elsewhere, the attendance from New York will not amount to a corporal's guard. The New York authorities know this full well, but they are more interested in playing politics and deciding questions, not on their merits, but by a barter of votes.

TELL YOUR OWN STORY.

NOT even a good thing will bear repetition at the hands of people lacking in originality. For example, the man who

claimed to "see them everywhere" was original; he had a "good thing," and he reaped the reward thereof. But the repeater who comes along with "see them everywhere," prefixed with "don't," "might," "should," "must," "will" and such like brilliancies, simply advertises the originator's goods and "good thing," while failing to accomplish the same thing for the imitator's wares or wisdom.

When some clever man hooked on the public's eye with "See that hump!" he scored a win, but when the "also rans" trailed along with "see that——" for everything from horse-shoes to hairpins, they accomplished what? Just nothing, that's all.

There are so many smart men now in charge of cycle advertising, so many decidedly clever men employing them, and so many really original methods of calling attention to the good points of a wheel, part or sundry, that it seems strange this resorting to adaptation has ever grown to the extent it has.

We believe that imitative advertising defeats the very object for which all advertising is primarily intended, that is, the attracting of the public's favorable attention to the thing advertised, whether it be a harpoon or a coal hopper. The public is quick to take offense, often doing so where offense is not intended, and it looks upon this unoriginal appeal to it as a personal reflection upon its reading and reasoning powers. The wise man, and the shrewd one, will do nothing in his advertising to create this feeling, therefore original appeals should be the only ones made to the public.

AS TO "ENDORSEMENTS."

IT may be that certain prominent wheelmen and League racing officials are better posted, and more "on the inside" regarding the aims and methods of the mysterious National Cycle Racing Association than the public is, when these aforementioned prominent and official ones rush into print with unqualified endorsements of the mysterious N. C. R. A.

It may be that this new Boston-conceived organization is to bring about the millennium of racing; it may be that it is all its prominent and official endorsers claim it to be; it may even come to pass that the League will be called upon to thank the N. C. R. A. for the load the N. C. R. A. so generously transfers from the League's shoulders to those of this new-born Boston stripling. All this and more may come to pass, but in the meantime—well, endorsements are not in order, at least not until the N. C. R. A. comes into the open and declares itself.

When one notes how anxious the new organization is to declare that it is not antagonistic to the League, that it wants to help the older organization, and then compares

all of these protestations with the secrecy of method and object maintained by the new organization, the result will be that the cautious man will—well, not unreservedly endorse the National Cycle Racing Association, that is, unless, perhaps, he be on the “inside,” as evidently are the prominent wheelmen and League racing officials above referred to.

DEFEAT THE WRECKERS.

NEITHER Mr. Potter, his press bureau, nor yet his famous “Campaign Committee,” have been able to reply to the proofs THE WHEEL has submitted as to the belief of Mr. Potter, his Division organization, the head of his press bureau and the leading spirits in his “Campaign Committee,” that Mr. Potter and these, his abettors, are still determined to do everything in their power to rob the League of its control of racing.

As a straw which shows the blowing of the wind in this direction, it may be noted that the new Boston-bred racing organization has met with the warmest kind of endorsement from prominent Potterites, who are wont to speak always by the card. Further, the new organization has adjourned until after the date of the annual election of the League, when it will be known whether Mr. Potter and his party are in power and prepared to throw racing to the dogs, or to any old place, so long as it is no longer in League hands.

A vote for Potter is a vote for the L. A. W.'s abandonment of racing. There is no denying this, not even by Mr. Potter, his press bureau or his “Campaign Committee.”

Every member of the League who does not believe in such a cowardly and suicidal policy should vote and work against the triumph of Potterism and the principles it stands pledged for.

TIME TO STOP.

IS the League of American Wheelmen doing its duty to cycling, the public or itself by lending its name to the barnstorming aggregations of alleged racers which have of late raided the back country towns? We cannot believe so. Nor can we believe that racing is safe in the hands of gentlemen who come from the prize ring and the baseball field to promote “contests” in which alleged racing men are “beaten” in ten-mile “races” by their “trainers.” This opinion, too, with the full knowledge of the fact that a prominent League official and his fellow townsman, a crack sprinter, are reported to have been interested in the barnstorming experiment. Mr. Gideon, we believe, is too honest a man, and too true a sportsman, not to see that he is being used by the “dough hunters” in a way which reflects no credit on his office or the organization he represents.

Mr. Potter's work for the League has not been wholly a labor of love, as his press bureau would have the public believe. Within the past five years he has drawn from the treasury, in salary and “allowances,” nearly, if not quite, \$20,000 in cold cash. In addition, he has found salaried berths and “allowances” for at least four of his cronies whom he brought out of well-earned retirement when he was elected Chief Consul of the New York Division.

An unmistakable demand for convertible tandems is in the air, and those in which the removable bar is smoothly jointed are likely to prove decidedly popular. We believe that those manufacturers who make them will find it profitable to cultivate the demand and push the sale of “convertibles.”

Diplomacy consists largely in backing down with dignity when you have gone too far. Mr. Potter will exhibit diplomacy in backing down, with dignity or otherwise, from his anti-racing position of a twelve months since.

If a woman would spend as much time developing her knowledge of cycling as she does trying to save her complexion when riding, men would have to organize to maintain their hold upon wheeling.

“Do what you can to prevent the shipping here of low-grade machines, it will kill the United States trade with this country.”—Extract from a personal note from Australia, which requires no comment.

The man with the most experience in making cycle show resolutions each year turns out the poorest quality of the article when the time for keeping them arrives.

In the rounding out of a successful racing career, Ambition is Work's most cheerful companion; but they do not rank equally as collateral at the bank of Speed.

Some who pose as prophets in cycling can read its future as well as they can read its past; and their prophetic souls are constantly leading them astray, at that.

One is not long selling bicycles until he has learned that the mind of man runneth not the contrary so much as the mind of woman.

Truth is mighty and will prevail; although, at times, the Vanderbilt building's press bureau seems to be getting the best of the argument.

The lack, and not the love, of money is the root of most evils, from the fracture of amateurism to the scramble for League office.

DEFENDS HIS AMENDMENT.

EDITOR OF THE WHEEL.—Your remark anent the amendments that I have proposed to be acted on at the National Assembly, leads me to request space in your columns to elucidate them.

I think the editor of THE WHEEL was present at the meeting in Buffalo in 1885 when I proposed an amendment to admit professionals to the League. He may remember that I got one vote for my measure in an assembly of more than a hundred.

We must admit that there is a strong feeling now, as there was then, that it is not expedient to admit professionals. A great many members fear that the pros. will get possession of the L. A. W. and run it altogether in the interest of racing.

Nowhere is this feeling stronger than in New York State.

My proposition takes a middle ground, and, while it admits the pros., it does not give them a vote in the government of the body.

I propose to make them associate members.

Another point to be considered is the financial one.

If we are to make rules for and govern professional racing, we can do it in the best way only by an outlay of money. If professionals contribute money to our cause in the way of dues they have the right to expect that a large portion of the money they pay in shall be expended in the interest which they particularly affect. Professionals do not care so much for road books, for maps, for highway improvement, and the many things that are valuable to the amateur.

They do want protection on the track, and a management of affairs that shall give them the best results.

If now, as I have proposed, we give that portion of the dues that goes to the Division in the case of the amateur, to the Racing Board in the case of the professional, what may not be done?

The Racing Board will have a good working fund at their disposal. They can pay a good salary to the chairman of the Racing Board and something to the hard-working subordinates. They could hire an official referee, and they could do a thousand and one things in the interest of the racing man.

If we are going to take the professional into our family and make him pay admission, let us take good care of him and let him see what he can accomplish by co-operative endeavor.

ABBOT BASSETT.

AMONG THE TAR-HEELS.

During the present session of the State Legislature, the North California Division propose to introduce the following bill:

“Section 1. Luggage may consist of whatever the passenger takes with him for his personal use and convenience, according to the habits or wants of the particular class to which he belongs, either with reference to the immediate necessities or to the ultimate purpose of the journey. No crate, cover or other protection shall be required for any bicycle carried as luggage, but no passenger shall be entitled to carry as luggage more than one bicycle.

“Section 2. This act shall take effect and be in force from and after its passage.”

MOUTH-MADE MATCHES.

Buffalo, Jan. 18.—An outsider, accidentally overhearing the animated discussion between "Pat" Powers and "Ed." Plummer, during the frosty meet at the Arsenal on Friday night, would naturally imagine that they were discussing the merits of prize-fighters. But closer attention to the talk would show that they were not. Plummer merely had an idea that he had a rider on his string equal in speed to E. C. Bald, who, somehow or other, has become rather closely identified with the baseball-pugilistic combination of managers who have been starring Plummer's string of foreign speed merchants, rubbers and attendants, and being exasperated by the cold reception of his men, talked in this way:

"My men are crippled, cut and bruised and the people should not give them the icy grasp."

"Any way," retorted Powers, "your men are not training, and could not expect to defeat the local men. They are not sprinters, but long-distance riders. Tell the people so and it will be all right."

"Nonsense," said Plummer, "I have a man right out on the track who I will back in a sprint against any of them."

"What one?" asked Powers.

"Why, Warburton, Jimmy Warburton," replied Plummer. "I'll back him for a thousand pounds for a race when we get back home."

"Well," said Powers, "I would put Bald against him if he goes to France. I have not the money with me now but I will put up \$1,000 before you leave for home."

Plummer said that the proposition was satisfactory to him. The amount was £1,000 or \$5,000. "But," said he, "Bald may not go over to France."

"I'll see that he does," said Powers: "and if he does not I will forfeit the \$1,000."

The next night Bald, towering several feet over the rotund little form of Plummer, asked if he wanted to post a forfeit immediately, to race for anything from \$500 to \$5,000. Bald also declared that when Plummer had made a similar challenge at Washington he had backed down when confronted by the money.

Plummer now looked surprised, and declared that the challenge had been aimed at Teddy Goodman, rather than Bald. Then again Plummer had to return home and do a lot of other things before he could make a match.

Bald said that he would race either Warburton or Tom Linton for a mile in Europe, and he added that he expected to go. He would not go a longer distance.

The English manager did not warm to any of the propositions. Tom Linton drew near, and he and Bald fell into a discussion regarding the nature of the proposed race. Linton wanted each man to have his own pacemakers. Bald demurred. He said that both racers could use the same pacemakers. "Otherwise," said he, "it would be a race between the pacemakers, and it is 1,000 to 1 that you would have the best men, owing to your experience on the other side."

Linton smiled, and said that nothing could come of a proposition to race with the same pacemakers on the other side of the water, and, like most all match controversies, the matter then dropped.

THEY MUST LICK PENNSY.

Although the Pennsylvania Railroad intends to fight the New Jersey Division tooth and nail in its efforts to secure the passage of the free-bicycle-baggage law, the officers of the Division are hopeful of success. The bill has been indorsed by the Associated Cycling Clubs of New Jersey, and other State organizations, and individual cyclists have been urged to appeal directly to the member of the Legislature from their district by letter, urging their support of the bill. On Monday Chief Consul Kireker visited Trenton with a draft of the bill to be introduced. It reads as follows:

First.—That any person who shall have purchased a ticket issued by any railroad corporation entitling such person to transportation on its railroad and ferries as a passenger, shall have the right, by virtue thereof, to the transportation, on the same train or boat with such passenger as baggage, of one bicycle, to or from the places designated in such ticket, without further or other payment to the railroad corporation therefor. And no passenger shall be required to remove any ordinary or usual bicycle bell or lantern from such bicycle, nor to crate, cover or otherwise protect such bicycle.

Second.—Any railroad corporation refusing to transport bicycles or refusing to accept the same for transportation as baggage, in violation of the next preceding section, shall forfeit and pay to such passenger the sum of \$10 for each and every offense, to be recovered in an action of debt in any court of competent jurisdiction.

Third.—And be it enacted that this act shall take effect immediately.

SAILING OF THE CHAINGANG.

Plummer and his aggregation of foreign riders and trainers sailed from New York for England on Wednesday. While he declared he had nothing to complain of, his visit was anything but satisfactory. Outside of Hale's win in the six-days race, his men accomplished nothing. Tom Linton claims to have undertaken the trip solely to ride against Michael, and expresses himself as greatly disappointed over the failure to arrange a match with the little Welshman. In the only race of any importance in which he took part, the ten-mile event at Madison Square Garden, he was defeated by Starbuck. The short starring tour undertaken by the foreigners, which terminated at Buffalo disastrously to the managers, who at one time imagined that they had found a good money-making scheme, was much in the nature of a farce. Contests in armories on flat floors are not conducive to anything like sport. Hale remained behind for the coming Chicago six-days race. The object of the trip was to advertise the Simpson chain.

TRYING TO IMPROVE.

The New York Central & Hudson River Railroad is fitting its baggage cars with a new rack for holding bicycles. The wheel is held against the side of the car by a hardwood block and the handle-bar is clasped by a steel spring. The blocks are arranged in alternating rows, so that bicycles may be placed one foot apart without interference. By this arrangement, it is thought, saddles, enameled and nicked parts are fully protected and the tires only exposed to any risk of damage. It is necessary, however, to remove lamps, as they would overflow.

A dull and sickening thud was heard. It wakened everyone in the house. The tired postman had let fall the subscriber's copy of a Western cycle paper's holiday number.

TRACK OWNERS COME TOGETHER.

Representatives and owners of the principal and fastest cycle tracks in the country met at the Everett House, this city, on Saturday night last, and discussed behind closed doors the much talked-of project of forming a track owners' association. The session was a lengthy one, lasting well into Sunday. It was given out that much of the business was of a private nature, but pains were taken to have it announced that the proposed organization would not encroach on the workings of the League's Racing Board. It is probable that no direct movement will be made until the National Assembly convenes and the League decides the questions of admitting professionals and Sunday racing. A committee on rules was appointed consisting of Henry E. Ducker, of Boston; L. H. Adams, of Springfield, and L. H. Rich, of Bridgeport. After much discussion it was agreed to take no further steps until this committee reported at the Everett House on January 30th. Those at the meeting and the tracks they represented were: Charles River Park, E. C. Hodges and Henry E. Ducker; Hampden Park, C. L. Adams; Manhattan Beach track, Captain Ryan; Pleasure Beach track, of Bridgeport, L. M. Rich; Philadelphia, O. S. Bunnell; Louisville, R. F. Pelouze; Asbury Park, S. Kirkbride. W. J. Corcoran, of Boston, with whom the idea originated and who called the delegates together, had proxies from California, Washington, Texas, Rhode Island and other states.

The scope of the association as given out is to protect track owners, eradicate many of the abuses connected with cycle racing and perfect a circuit on the lines in vogue in the National Baseball League. It is proposed to handle professional riders without gloves, do away with the practice of demanding bonuses and establish cycle racing on a business basis, and run it in such a manner that the promoters will not be compelled to cater too much to the racing men at the expense of the sport-loving public—and all in harmony with the Racing Board of the League. Still a strong feeling exists that the organization's real object is to secure control of professional racing, and particularly so if at the National Assembly meeting the amendment to admit professional riders to membership is defeated. The new body will be known as the National Cycle Racing Association.

KEEP OFF THE PATHS!

At Albany, N. Y., on January 19, Assemblyman Armstrong, of Monroe, the father of the Bicycle Baggage law, introduced a measure designed to preserve sidepaths exclusively to cyclists. His bill will amend section 652 of the Penal Code. Its vital provision is:

"All sidepaths or wheelways constructed by, or for the use of, bicyclists, shall be, and hereby are, declared to be private paths, and any person who shall ride or drive any team, vehicle, cattle, sheep, horse, swine or other animal thereon shall be guilty of a misdemeanor. The use of such paths or wheelways by pedestrians shall be subject to the rights of bicyclists thereon."

UP AGAINST IT.

Tom, Tom, the pedaler's son,
Stole a wheel and away he run;
Struck a stone and the rim he busted,
Then he was caught and his jacket dusted.

FINISH OF THE BARN-STORMERS.

When Bald failed to attract a paying gate at Buffalo, his home, on Friday and Saturday of last week, the managers of the combination of barnstorming foreign riders threw up their hands in disgust and disbanded the show. The troop rode to many empty seats at Wilkesbarre, Rochester and Buffalo, and proved a losing venture. Bald, Tom Linton and Hale rode exhibitions, and the third-rate foreigners who came over for the six-days race contested in open events, and were generally shown to be mere hacks by local men.

The meet at Buffalo was held in the Arsenal on a flat track. In the professional events Chappelle, Marks, Warburton and S. Linton started in their heats, but were buried out of sight in the finals. "Teddy" Goodman and Newhouse, of Buffalo, rode the flat track admirably. In the ten and twenty-mile races Goodman lapped his nearest competitor. Bald's exhibitions were slow and devoid of interest. Tom Linton's exhibitions consisted of reeling off a mile in 2.42, and a half in 1.34. Teddy Hale, of Ireland, "champion long-distance rider of the world," wearing a green suit, finished his mile in 3.23, while the band played "The Wearing of the Green." A Buffalo paper, commenting on the failure of the combination, says:

"While Powers, Kennedy & Co. have lost on their display of foreign talent, they have displayed a remarkable disposition over the outcome and quietly enjoyed the riders' lack of interest in the whole thing, and the ravings of Plummer over the failure of his men to make a respectable showing when pitted against good men. There will be no more rubbers or pluggers engaged as sprinters and starred through the country at their expense."

The principal events of the two nights resulted as follows:

One Mile International Professional.—1 Newhouse; 2 Goodman; 3 Cleveland. Time 2.40.
Twenty Miles Professional.—1 Goodman; 2 Newhouse; 3 Davis; 4 Weinig. Time 57.54.
Five Miles.—1 Goodman; 2 Newhouse; 3 Weinig. Time 13.35.
Ten Miles.—1 Goodman; 2 Newhouse; 3 Davis; 4 Weinig. Time 28.45 1-5.

COULDN'T CATCH COAL.

It was thought by the importers of the foreign riders who returned to England this week, that a series of races at Wilkes-Barre would draw a good gate. Wilkes-Barre is the home of Rice, over whom the natives raved after he won second place in the six-days race. It is also in the heart of the coal district, and the play was made that the two Lintons were once miners themselves, in the hope of working up sympathy. But scarcely a sufficient number of Rice's admirers or curiously-inclined coal diggers paid admission to the armory to raise the amount of money demanded by Rice before he would consent to ride. The excitement incidental to the mile match race between Rice and Hale can be imagined by the time—Hale, 4.00; Rice, 4.05 1-5. Bald's exhibition was almost as bad—3.58. At Rochester in the neighborhood of 200 spectators paid admission. The track was seventeen laps to the mile. Bald braced up and rode a mile in 3.40, and Hale managed to cover a half in 2.27 2-5. Goodman won the open events. That the tour ended ingloriously is not to be wondered at.

FLAT AND SLIPPERY.

In conjunction with Company G of the Thirtieth Regiment, the South Brooklyn Wheelmen held a race meet at the regiment's armory on Wednesday of last week. Although but five riders were allowed to start in the trial heats, spills were numerous, the track being flat and slippery. But for the fact that the corners of the armory were heavily padded, it is likely that some of the contestants would have been severely injured. In many of the heats the winner only qualified for the final, causing some extremely hard-fought finishes. In the mile professional, Taylor, the colored rider, qualified, but was shut out in the final by Goodman and Brock. Jay Eaton was compelled to drop out of the race owing to a fall. In the two-mile handicap Goodman won from scratch, defeating Eaton, who was also a scratch man. Bald rode an exhibition mile in 2.41.

Summary:

One Mile Novice.—1, W. Moseman; 2, W. F. Wood; 3, W. J. Heaney. Time 2.42 2-5.
One Mile Scratch Professional.—1, F. F. Goodman; 2, Sam'l Brock; 3, "Major" Taylor. Time 2.24 4-5.
One Mile Greater New York Championship.—1, T. R. Goodwin; 2, C. S. Henshaw; 3, W. A. Brown. Time 2.26.
One Mile Handicap.—1, O. V. Babcock, 15 yds.; 2, W. L. Losee, 20 yds.; 3, H. Y. Bedell, 15 yds. Time 2.25.
Two Miles Handicap Professional.—1, Goodman, scratch; 2, Brock, 75 yds.; 3, Jay Eaton, Scratch. Time 4.55 4-5.

PRIZE-MONEY SEEMS RATHER LARGE.

Chas. Hadfield, of Irvington-Millburn road race fame, and E. S. Aker, of Philadelphia, sailed for Jacksonville, Fla., on Saturday last. They are matched for a race, January 29, on Panama track for \$500. Two Southern riders, Walthouse and Huffstetter, are also matched for a purse of \$800. A number of professional and amateur events will be run in connection with the match races.

FATHER TIME'S SIDE PARTNERS.

Boston's Chronograph Club, which undertakes the task of timing races correctly, has elected these officers for the present year: President, J. E. Savell; Vice-President, J. C. Kerrison; Treasurer, J. J. Fecitt; Secretary, C. E. Fay.

SAVED THEIR LIVES.

Despite the predictions of several followers of racing none of the riders who took part in the races at the Military Carnival, at Madison Square Garden, last week, was killed. During the week there were many exciting acrobatic exhibitions, but with their usual good luck, all the riders who took part in the numerous spills escaped with bruises and broken wheels. The track was narrow and dangerous. On several occasions some of the riders went over the embankment. The finals of the National Guard championships, run during the two last days of the week, resulted as follows:

One Mile Novice.—1, A. W. Smith, 71st Regiment; 2, L. M. Gardner, 13th Regiment; 3, E. W. Ott, 8th Regiment. Time 2.41 2-5.
One Mile Handicap.—1, Peter Engledrum, 9th Regiment, 60 yds.; 2, J. W. Judge, 22d Regiment, scratch; 3, B. J. Keeler, 22d Regiment, 15 yds. Time 2.24.
Two Miles Handicap.—1, P. J. Engledrum, 160 yds.; 2, R. A. Miller, 12th Regiment, 15 yds.; 3, J. W. Judge, scratch. Time 4.59 3-5.
Two Miles Tandem.—1, Judge and Mosher, 22d Regiment; 2, Owens and Keeler, 22d Regiment. Time 5.5 4-5.
Half Mile.—1, Owens; 2, Judge; 3, Miller. Time 1.10.
One Mile National Guard & U. S. A. Championship.—1, Owens; 2, Judge; 3, Keeler. Time 2.25 3-5.
One Mile Scratch.—1, R. A. Miller; 2, A. Garrigues; 3, J. W. Eaton. Time 2.42 2-5.

RACING BOARD'S BULLETIN.

PROFESSIONALIZED.

Bert Leslie, Chicago, Ill. Own request.
Ben Cleveland, Tonawanda, N. Y. Own request.

B. A. Stevens, Charles City, Ia. Clause (b).
Fred Beeman, Waukon, Wis. Clause (b).
Suspensions placed upon H. H. Gay and H. J. Hoffman, Bay City, Mich, have been reduced to expire February 1st.

SUSPENDED.

For knowingly competing at unsanctioned races B. A. Stevens, Charles City, Ia., and Fred Beeman, Waukon, Wis., for ninety days from January 15, 1897.

For competing in unsanctioned races, John Green, Cheyenne, Wyo., and Fred Stone, Fort Russell, Wyo., for ninety days from December 24, 1896.

The same progress in cycling which brings us to new pleasures exposes us to new pains.

THE LONG AND THE SHORT OF IT.



What happened when the proud owners of the new club centipede-cycle attempted to store it in their piece-of-pie shaped club house.—Cycling.

VICTOR BICYCLES

THE STANDARD FOR QUALITY.

You will find us at the
CHICAGO CYCLE SHOW
OCCUPYING EIGHT FULL SPACES

Near the centre of the Coliseum
WITH A FULL LINE OF
1897 VICTOR BICYCLES,

Showing all the fine points of construction that combine to keep the VICTOR
in the lead. Our representatives will be pleased
to explain to you why

VICTORS SELL FOR \$100,

And why they cost more to build than any other Bicycles.

We shall also exhibit at New York, February
6--13, and at Boston, February 20--27.

OVERMAN WHEEL CO.

NEW YORK. BOSTON. DETROIT.
DENVER. SAN FRANCISCO. PORTLAND, ORE.

SAMPLES OF GALIC GRACIOUSNESS.

Parisian race meet followers have been treated to another novelty in cycle racing. The affair was styled a "three days race," and made a decided hit both from a financial and sporting point of view. The event was run in this way: On Christmas the contestants rode 50 kilometres (31 miles, 123 1-3 yards), on the following Sunday the distance ridden was 80 kilometres (49 miles, 1,253 yards) and on the following Saturday the race terminated with a 100 kilometres (62 miles, 246 yards) ride. The result was determined by reckoning the total times of each competitor for the three races. Armstrong, a second-rate English rider took the first two events. In the concluding race of the series he had bad luck with his pacers and with his own machines, causing him to finish in fourth place, Bauge coming in first. Nevertheless when Armstrong's times were added together, he was found to be the winner, the order being as follows: 1, Armstrong, 5h. 6m. 57s.; 2, Bauge, 5h. 7m. 24 4-5s.; 3, Bonhours, 5h. 7m. 47 2-5s.; 4, Taylor, 5h. 9m. 43-5s.; S. Huret, 5h. 9m. 31 2-5s. The prizes were particularly large, first man coming in for a \$600 purse. Armstrong's victory over the Frenchmen did not meet the approval of the spectators. According to one critic they treated him in a manner that was positively disgraceful. They howled and hooted at him and kept up a fearful din right to the end, and when the Englishman had to stop through a punctured tire and lost considerable ground in changing machines, and when the Frenchmen went ahead and took the lead their joy knew no bounds.

WHAT JOHN JONES SAYS.

Michael's trainer, John Jones, who returned to England several weeks in advance of the little Welshman, is put on record as saying: "Races are spoilt in America by overcrowding the tracks. I have seen as many as twenty-five riders start in a scratch race. Accidents are therefore more numerous than in this country, and on one or two occasions I have seen as many as seven or eight riders injured in a race."

He disagrees with the method adopted in America of timing short record rides, and says: "No man can time a quarter-mile correctly who has to stand a quarter of a mile away from the starting point. I do not agree with only one time-keeper, as we often have home in England; still, I should like practical men to time."

"About our treatment, I cannot praise the Americans sufficiently; we were treated kindly everywhere by the people and by the press."

RAYMOND ADVERSE TO POTTERISM.

Ex-chairman of the Racing Board, Howard E. Raymond, says: "I should think it would be the height of folly for the League to turn over its control of racing to any other body. It has mainly been responsible for the establishment of a good form of government over this class of sport, and now that it has done this there is no good reason why its power or influence in this direction should be abrogated in favor of any other association." He is not in favor of Sunday racing, thinks professionals should be admitted to the League and believes that next to Gideon, Robinson should be the next chairman of the Racing Board.

SO VERY LADYLIKE, ISN'T IT?

Here is another unsavory chapter to add to the many, unwritten and unwritten, in the disreputable history of female bicycle racing. It is by a Cleveland sporting writer:

Dottie Farnsworth, who has been a popular favorite in the woman's six-day race, was prevented from winning last night at the finish, presumably by Tillie Anderson, but really by the worst combination of "dirty work" ever perpetrated on any track or in any race. Pearl Keys, who had openly threatened to throw Farnsworth and kill her if necessary to keep her from winning, showed all the disposition in the world to carry out her threat. She not only rode in a way that should have disqualified her at once, but put the Minneapolis girl in a position, time after time, that was positively dangerous. Then after Anderson had been allowed to pass and make a tap while Keys kept swearing to keep Farnsworth pocketed, Kalgren collided with Farnsworth, striking the latter's wheel from behind and again set her back. Kalgren fell and was carried from the track, and a serious accident was only prevented by one of the trainers, who caught Farnsworth's wheel before she was thrown.

The repeated fouling left no doubt that the deal had been put up prior to the race, and the judges, after a consultation that lasted until after midnight, called the contest "no race," declared bets off and ordered the first and second moneys, which are \$250 and \$150 respectively, divided between Farnsworth and Anderson.

And the manager of this putrid combination is continuing to arrange races in other cities.

THINKS BALD HAS A CHANCE.

Geo. A. Banker thinks that if Bald trains faithfully he will be a winner on the French tracks. The Pittsburg rider says that Bald, like others, will likely be troubled at first by the small tracks, highly banked. He thinks Bald's sprinting ability will make him capable of showing the Frenchmen the way over the tape and that he will be accorded the most polite consideration from the French riders and public. The Parisians, he claims, are partisan, but fair. Banker still holds to his position that the French do not mistreat American riders and he believes that so many American cracks were beaten in France because they did not train properly or thoroughly. Banker repeats that if Bald only trains he will be a winner.

Banker has not entirely recovered from his European fever, but is in fairly good health. He has numerous offers to return to the racing world. He rather thinks he will stick to business this summer.

PREPARING FOR RETREAT.

With the possibility of a return visit to Paris in view, Tom Eck has attempted to pave the way to Parisian respect through the press. He has written a glowing tribute to the French riders and promoters which Le Velo prints. Eck says that the numerous statements published on his return to America to the effect that he was ill-treated by the French racing men and race promoters, and that the matter was furnished by him, is erroneous. He further states that the reports coming from Kiser and Murphy that the Frenchmen adopt any means to "down" the Americans is void of truthful information.

Speaking of the treatment by the French, Eck says: "We were satisfied with the treatment we received in Paris by racers, race meet managers, race officials and the pacemakers."

NEAR PENN'S TOWN.

Frank Starbuck returned from his wedding trip abroad on Saturday last. For the present he will reside near Philadelphia.

LINTON SCORES MICHAEL.

To a Buffalo reporter Tom Linton is reported to have said: "I don't know what to make of Michael. He tells newspaper men and friends that he is more than anxious for a race, but when he is asked to put up a forfeit or make a side bet he invariably finds some way to get out of it. I was certain that we would be able to decide the question in Florida and was just congratulating myself when, to my astonishment, I learned that Michael had engaged himself for England. As an excuse Michael says that he was summoned home to appear before the N. C. U. This I know to be false. It is a most difficult matter to understand Michael. He is a great rider; I would have to be at my best to beat him, and on that account I see no reason why he does not make a match. At home he rarely showed the white feather, but since he got in the hands of Tom Eck he seems to be anxious to do anything but race against a first-class man. I'll go back to Europe and make Michael race or forever hold his peace."

STILL BITING HIS THUMB.

Tom Cooper is still anxious to settle on the track his little argument with Bald over the championship question. He puts it in this way: "If Bald goes to France, so do I, and you can put that down where they can all see it. When I deposited \$500 in Chicago for a race with him last fall, the understanding was that if the time was too short we would try again in the spring. Now I see he is going to Paris. I will go there if he goes, and he will have to race against me before he comes back." Cooper is at his home in Detroit. He is a daily attendant at the Michigan A. A. U. Gymnasium, where he uses the dumb-bells, chest weights, punches the bag and spars. He also follows a line of work to strengthen the abdominal muscles. Last year he rode at 154 pounds; this year he will try to stay around 162 pounds. He will take in the New York and Chicago Cycle shows, and if Bald does not go to Europe he will leave for San Francisco about the first of March.

ANY SPEED IN STOCK.

Racing has developed to such a proportion and become of such importance on the other side of the Atlantic Ocean, that two ex-racing men have formed a partnership and gone into business as dealers in speed, with headquarters in London. Their specialty is to furnish pace to racing men on reasonable terms. The firm will have several multicycles and keep crews in constant training. Pace will be furnished for either competition events at all distances or for record-breaking trials. They will also enter into contract to take charge of the pacing in long distance road events, or record trials, relieving participants of all anxiety by taking care of the arrangements from the inception to the completion of the event.

ONE DOZEN AND TWO.

During a race recently run in the Velodrome d'Hiver, Paris, 14 of the 18 contestants went down in a grand smash-up at one of the turns and although most of the machines were badly wrecked, none of the riders were injured.



DALMIER TIRES

Roth Rides Rings Round Records.

34,388 MILES IN 1896.

Equal to one and two-fifth times around the earth, or over eight times across the continent.

THE GREATEST ROAD RIDER IN THE WORLD ON PALMER TIRES.



EDWARD N. ROTH.

Edward Roth, a Chicago boy, averaged a hundred miles a day for 340 days during 1896. He rode one pair of Palmer Tires 22,517 miles, a wonderful demonstration of the durability of the rubber and fabric in Palmer Tires. His mount was the "Built-like-a-watch" Sterling. Here is Roth's data:

- 146 Centuries.
- 4,000 Miles in One Month (October).
- 9,983 Miles Before Receiving a Puncture.
- 22,517 Miles on One Pair of Tires.
- 200 Miles in 14 Hours and 35 Minutes (Record).
- 300 Miles in 22 Hours Flat (World's Record).

Mrs. A. E. Rinehart, the famous Denver century rider, covered 17,512 miles, including 116 centuries, during the year. She used Palmer Tires on her Stearns wheel exclusively.



Mrs. A. E. RINEHART.

THE PALMER
PNEUMATIC TIRE COMPANY,

CHICAGO AND NEW YORK.

AS TOLD BY A



COMMUTER

Are you a commuter, and a married man? Do you know the delights of living "just across the ferry—and half an hour in Jersey?" If you do not, then this tale may interest you, or it may not.

I live on the outskirts of a little town on the murky Passaic. The turnpike which runs past my house has a surface on which "the chosen Board of Freeholders of Orange" have expended not less than \$80,000. It is as smooth as a board and runs that way twenty or thirty miles, a straight and beautiful piece of macadam road work, showing what ought to be done with the miry red clay roads in adjoining red clay townships.

My house—well, I rather pride myself on having the prettiest garden in Essex County—is beautified by roses in June, verbenas in July, hollihocks in August and chrysanthemums in October. It is a lovely sight in June, and my wife Kate prides herself on its being altogether the daintiest, loveliest, dearest spot in all the State of New Jersey. Oh, willingly will I be a commuter all the dreary winter months if I can have my May and June in Essex County! Willingly will I carry out groceries, market stuff, packages, handboxes, and they tea me, latterly, wheels—they never let me rest about wheels!

Yes, wheels. You see, they mend your tire better if they have the wheel and its rim, and when Kitty's tire bursts, or mine, off comes one wheel and into New York it goes to be repaired. It's a little thing to carry, and very light, and not at all in the way on the ferry-boat, and so—well, I must tell you just exactly what happened. But I get very tired when they say "wheels" to me now.

Down the street, about four blocks, there lived a very pretty and charming little widow, who, it is needless to say, was the most circumspect and self-respecting little lady that ever was known in Essex County. She is a good looker, and she knows it without being told.

She's a blonde, with blue eyes, and she wears a velvet cloak with fur collar and a great, enormous hat, with feathers. Her pretty, kitten face, in the midst of all the hat and feathers, looks like a violet, half hid in a bank of weeds—in her case, widow's weeds! You ought to see her. She always takes that early 8.05 train when she goes into New York, not because all the men are on it, but because she likes to do her shopping early!

John Varnum left the widow a nice competence, and she had everything about her in the best style—not extravagant, but "nice." When she took up cycling she rode, of course, the "bestest" wheel, and they say it was silver-plated. My! but she looked stunning in her tailor-made costume; and her leggings—all the teams in Squantumville ran away at sight of them, the highest compliment that could be paid a wheelwoman.

One day I was out snipping wormy leaves off my rose bushes, when Mrs. Varnum came

by on her wheel. She was just starting, and I could see Kate up in the window eyeing her, and with a very curious expression on her face.

I looked at the widow again, and, by Jove, she was in bloomers! Stunning!

Just opposite our house she ran over something or other and her front tire collapsed. She dismounted and sat down on the curb and, poor girl! began to cry.

"Come into our place. My wife will—will lend you—er—she can fix you up!"

I knew that there I was counting entirely without my host.

Blushing furiously, the widow hurried across into our yard and up our front steps.

I counted at least six pairs of eyes from six different houses of our neighbors leveled in our direction. This was getting to be a public event, and I felt that my wife must be called in at once. I was getting nervous.

"Kate!" I called up stairs; "Kate! come down and—bring—er—Kate, Mrs. Varnum is here!"

Not a sound in reply.

"Kate!" I called again, "are you there? (I knew well enough she was.) Kate, please hurry!"

No reply.

Hurriedly handing the widow our family photograph album to amuse herself while I was gone, I ran upstairs. I burst into my wife's room. There she was, as mad as a hatter.



"She dismounted and sat on the curb."

I ran out, offered assistance, cheered her up, and asked if I could take the wheel home for her. She only huddled herself down on the curb and wouldn't move. A beauty in distress! And there stood my wife Kate in the window staring, and watching us.

"I don't like to walk home, past all those houses!" cried the widow, drying her tears.

"Kate, you must come down!"

"I will not. What did she mean by coming into our house!"

"She is in trouble; have you no feelings?"

"Feelings, indeed!"

"Tire busted; doesn't want to walk home."

"Why did she come out looking so?"

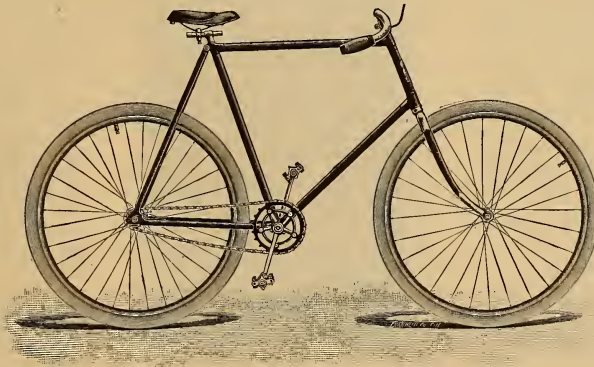
"You must lend her a dress."

“Built Like a Watch”

One Star differeth from another in glory—
WHEELS, too.

In the very heart of the New York and Chicago
Bicycle Shows you will find the

STERLING



1897.

Our Exhibit will be Unique—It will interest you.

Send for Catalogue.

STERLING CYCLE WORKS,
CHICAGO, ILL.

AG NCIES:

NEW YORK: Schoverling, Daly & Gales, 302 Broadway.
BOSTON: Dame, Stoddard & Kendall, 374 Washington Street.
FREEHOLD, N. J.: Burtis & Zimmerman.
PHILADELPHIA: Jacob Rech & Sons, Eighth Street and Girard Avenue.
PITTSBURG: Logan-Gregg Hdw. Co., Seventh St., below Pennsylvania Ave.
DENVER: Gerwing-Hilton-Kennedy Cycle Co., 1727-9 Stout Street.
SAN FRANCISCO: A. C. Nichols & Co. (Coast Branch), 400-4 Battery Street.

Kindly mention The Wheel.

"Never!"

"You must—dear!"

But reason and plead as I might, she would have her own way. Kate had a most unbounded distrust of prett' Mrs. Varnum. She always spoke of her as "that woman!"

Let me whisper, as a married man and a commuter, that women treat other women in a mysterious and devious sort of way, sometimes. There is Mrs. Brown, our left-hand neighbor, for example, who won't speak to Mrs. Smith, our right-hand neighbor. Why? Only she knows. I don't. There is Miss Swift, who is taboo, and Miss Wright, who isn't—I don't know all the ins and outs. Oh, women are queer folk, and that's all you can say about it. Sometimes I think they're idiots!

Well, my wife wouldn't come down. She said, "Wild horses couldn't drag her downstairs." So, what could I do? I was mad. Why shouldn't I be? I went down and said my wife was violently sick, and asked to be excused. Then I said: "Mrs. Varnum, you're out for a ride? Well, take my wheel; ride it all day if you want. You can, you know, with those—"

We both looked out of the window.

"I'll adjust the saddle; you'll like a man's wheel; easier than a woman's. You'll go like the wind, you know."

She murmured her thanks, with a sweet, upward glance of her pretty blue eyes.

"It's the best way all around. You can get your ride. I'll run your wheel down to your house. You are entirely welcome—"

"You're so good to me," she purred. Her Alpine hat and feather, her gloves, her boots and leggings, her knicks—the widow was very fascinating that morning.

Well, off she went. Of course I had to assist her to mount the new way, a man's way; and, of course, my wife was on guard in the upper window.

Off she sailed like a crack yacht, looking back once with a smile, as gay and pretty as a quick dip of a bird's wing.

My wife remarked from the upper window: "I can't understand the impudence of some people!"

Well, it happened that the very next day my own tire burst, and I carried it, rear wheel and all, to New York, and about a week later sent for it, got it, and caught the 5.38 boat for home.

As luck would have it there was the widow, with her front wheel in her hand, too, just repaired.

Oh, you see, all of us Jerseyites carry our wheels in and out on the ferry, and no one pays any attention to it. She greeted me very cordially, and we took seats together.

"We spoke of wheels,
And never thought of love."

We discussed pedals, saddles, handle-bars, lamps. We had our own views about tires, our especial prejudices in favor of our own "makes," etc., like every other wheel owner that has been born. I'm sure one can talk wheels and look volumes!

Right in the midst of a discussion of makes there came a crash!

We had bumped into our pier and were nearly tipped over.

People were sprawling all over the cabin. The widow clung to me in terror. (Ah, what a sweet thing she was!) We made a rush to get off the ferry-boat. We landed in a stampede. When I got home I found I had the

widow's wheel, she mine.

Now, she had burst the tire on her front wheel, I the one on my rear wheel, as I may have remarked before.

So when, my wife looking on, I foolishly pretended to put the widow's front wheel in the rear frame of my machine, she cried out, "It isn't your wheel at all!"

"Why, how absurd!" I said.

"Where did you get that front wheel?" she asked.

"At the shop in New York."

"It has silver trimmings, like Mrs. Varnum's—"

"Many wheels are made that way—"

"Not like hers—"

"Well, of course, it isn't hers."

Why I lied about it I can't tell, but I did.

"Whose is it?"

"Some mistake of the fellow at the New York store; they're so stupid in New York."

"But I'm not in New York."

"Stupid? No; you're too clever."

"Clever enough to suspect—"

"Whom?"

"You and that woman—flirting!"

"Mrs. Varnum?"

"Don't look so innocent! Of course it's her wheel!"

"Why, it may be; the store man very likely mistook, both living in Jersey, too—"

"Oh, you fraud! You've seen her; she was on the train!"

"I declare I haven't seen her in—in a week."

"You will break my heart, William!"

"Ridiculous!"

"It's her front wheel, and I—I dare say she's got your rear wheel. Oh, Will, a mutual pledge!" There were tears in her eyes.

"Don't be a goose, Kate!"

"And when I'm gone home to mamma, who—who'll get your coffee every morning and fix it just right, as I do? Boo! hoo!"

"My dear Kate!" I took her in my arms.

"Don't try to pacify me! Don't tell me any more lies!"

"But I solemnly swear—I—it's not the widow's wheel." Oh, liar that I was!

A silvery voice from someone coming up the piazza steps—"Oh, Mr. Blank, do you know, you took my wheel and I took yours!"

I rushed out and made a sign to the widow, but she continued, disregarding me. "And I'm going to return yours and get mine. We are going on a long ride to-morrow, Mr. Headlight and I. Do you know him? We (blushing and looking down)—we are to be married first, very quietly, then a wheel trip to the White Mountains."

What did my wife do but rush into her arms and kiss her.

Yes, she actually kissed "that woman!"

I stood there, looking very sheepish. The two women gossiped and ignored me. Bah! Women are so silly! Sometimes I think they're idiots!

Yesterday I bought my wife the brand-new \$100 wheel she'd been asking for for over six months, without a single word in remembrance. S. W.

Some people in cycling only recognize an opportunity by its back.

Boys will be boys on a bicycle, and girls will be if they could.

A contribution box—the waste-paper basket.

YOU CAN SEE THROUGH IT.

Toledo, O., Jan. 18.—After a series of experiments that have extended over an entire year, President Fisher and John P. Vogel, of the Gendron Wheel Company, have perfected a remarkable device, which will be seen at the coming wheel shows. In addition to the time and labor expended, the invention, now fully protected by letters patent, represents an expenditure of cash approximating \$5,000. It is a device for testing and exhibiting ball-bearings.

The Gendron people propose with this invention to fully show the operation of their three-point bearings, at the same time the machine is so built that the bearings of other manufacturers can also be placed in the machine for the purpose of making comparisons. Briefly, the essential parts of the wheel are a large cut-glass hub of beautiful design, having glass ball races with large steel balls, steel cone and axle, all exposed to plain view. The hub was prepared by the Libbey Glass Company of this city, and the mold for this one part of the mechanism cost a round hundred dollars. The crystal hub, and its crystal ball races, is set up in a wheel identical in all respects to a bicycle wheel, save that it is much larger, being forty-two inches in diameter, and provided with a two-inch pneumatic tire. The wheel is suitably mounted on standards before a large mirror, in a handsome mahogany case, with plate-glass front and sides. The wheel is rotated by a small electric motor. There are forty-eight spokes in the wheel, and the same number of tiny electric lights on the inside of the rim between the spokes. The wheel is still further ornamented by a magnificent twelve-pointed star, which outlines the spokes as they cross and recross the wheel. This star is set with costly jewels. This has greatly added to the beauty of the invention, and will doubtless serve to make it a centre of attraction at the big shows.

The importance of President Fisher's invention as a practical tester of ball-bearings should not, however, be lost sight of. It will be a complete educator in this regard, for it will show exactly how much relation there has heretofore been between theory and practice in this most essential part of wheel making. By a simple arrangement and combination of parts, any style of bearings can be fitted with glass races, using steel balls and cones applied by any maker. To further facilitate inspection of the bearings while in operation, one of the cones used is cut away, almost down to where the balls track on its face.

If a description of the '97 Viking's main bearing was asked for, one word, "simplicity," would practically express the case. The new machine is fitted with flush joints, curved ties, round-head fork, and in many other ways is fully abreast of the times, but the main bearing will be the chief talking point this season, and it is sufficiently distinctive of itself to give the Viking's couriers plenty of material. The crank-shaft is in two pieces, but is so made that when placed in the machine they fit together at once, without the taking up of any thread. The faces that meet in the centre are mortised full across, making a tight-fitting joint, that can have no lost motion. Working through the centre of the shaft is a deeply counter-sunk screw, which can be put in place

and removed by any novice in mechanical matters, with absolute certainty of effect. The ball-bearings are at the extreme end of the shaft, fitted with retainers that make it an impossibility to dislodge the steel spheres. The sprocket and crank on the right side are cast-forged together in the most approved style.

It will be seen that all this allows a material narrowing of the tread, without in any way weakening the machine, while at the same time it makes it an extremely easy machine for the owner to take down and reassemble. The Viking people will be very liberal this season in the way of saddle and tire options.

The Toledo Cycle Board of Trade was formally organized on Monday of last week, with the following personnel of efficient officials: George H. Fisher, President; George Colton, Vice-President; John Swindeman, Financial Secretary; Ed. R. Waite, Recording Secretary, and W. G. Alexander, Treasurer. Dues will be as follows: Initiation fee for manufacturers, \$10; for retailers, \$5, and for repairmen, \$2.50. Yearly dues are: Manufacturers, \$5; retailers, \$2.50; repairmen, \$1. Regular meetings of the board will be held on the evening of the first Monday of each month.

President Frank E. Southard has taken a contract to furnish a Western firm with 1,200 of their juvenile wheels, and says that the maximum output of the Toledo Metal Wheel Company for the coming year will be about 15,000.

Things are booming at the Lozier factory at present. The plant is turning out 100 wheels a day. Five hundred and fifty wheels were shipped this week, the number including consignments to London, Paris, Hamburg, Sidney, Melbourne and Antwerp. With a force of 850 men at its command, the Cleveland finds itself abundantly fortified for the spring trade.

The directors of the Toledo Chamber of Commerce unanimously passed the following resolution at their meeting on Wednesday last:

Resolved, That the Chamber of Commerce of Toledo heartily endorses George H. Fisher for President of the National Cycle Board of Trade, and instructs its secretary to write to each member of the National Cycle Board asking their support and influence for Toledo's candidate.

The Yost retail stores on Adams street will be opened shortly after the cycle shows.

Doria Tracey is now identified with the A. U. Betts Sundries Company, and starts out this week to cover the West and South.

CAPACITY FIFTY THOUSAND DAILY.

With one factory alone, that of the N. N. Hill Manufacturing Company, at East Hampton, Conn., having a capacity of 50,000 bells per day, there is small chance for a shortage of those necessary accessories.

CHAMPION TWENTY YEARS AGO.

Henry Osborne, an old-time English champion, who held the 50-mile record in 1877, committed suicide in London on January 6th, by jumping from a window.

All these proceedings have caused great animation in the cycle stock markets.

Experience is always giving some rider the lie.

SEEKING SIMPSON.

Chief Consul Hodgson, of the Louisiana Division, is leaving no stone unturned to ascertain the whereabouts of the missing Secretary-Treasurer F. W. Simpson, but up to the forepart of this week his efforts have not met with success. It is stated that detectives have discovered that his real name is Sayles, and that he left Indianapolis under a cloud, before taking up a residence in New Orleans. Just before disappearing Simpson received a check for \$168 belonging to the Division, which he cashed by paying several bills. He also had in trust \$60 worth of League buttons, but they have been found at his residence.

The matter, as sized up by the Division officers, is that Simpson fled to avoid being recognized by some one whom he had met on the streets who knew him in Indianapolis. Just why he did so is not known, but there are several opinions about it.

Chief Consul Hodgson has secured a warrant for his arrest on the charge of embezzling \$133.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THEY HOLD

- All world's records.
1/4 to 100 miles.
- All unpaced world's records.
1/4 to 50 miles.
- All American records.—
1/4 to 100 miles.
- All American hour records.
1 to 24 hours.
- All world's records (6) made on the National Circuit: and 521 prizes—all other tires combined won only 174 more.

MORGAN & WRIGHT
CHICAGO

CAUSED SOME EXCITEMENT.

A merry war over the presidency and other officers caused excitement at the annual meeting of the Associated Cycling Clubs of Long Island, at Brooklyn, on Tuesday night. The opposition ticket was defeated with the exception of one trustee. George Shannon lost the presidency by five votes. The ticket elected is as follows: President, John Barnett, Logan Wheelman; First Vice-President, George H. Gardiner; Second Vice-President, L. C. Hooper; Secretary, Benjamin Auchell; Treasurer, D. De F. Louderbach; Trustees, J. A. Tierney, W. T. Cowenhoven, M. A. Rice, W. A. Armstrong, C. H. Golman, and J. R. Brennan.

IN FINE CONDITION.

The Associated Cycling Clubs of New Jersey, elected these officers last week: President, G. B. Minshull, Montclair; First Vice-President, J. Barber; Second Vice-President, Dr. C. B. Holmes, Rahway; Secretary, Arthur G. Kimball. Reports show the organization to be in the best condition of its history.

MONEY IN THE BANK.

According to the annual report of the treasurer of the Associated Cycling Clubs of Boston and vicinity, the organization has a bank balance of \$2,829.63. Two tickets were in the field, but the regular one was elected throughout as follows: President, F. S. McCausland, Jr.; Vice-President, G. W. Dorntee; Secretary, A. G. Frothingham; Treasurer, Leo Abraham; Directors, H. C. Nickerson, J. W. Porter and A. D. Peck; Auditing Committee, H. Gilchrist, C. H. G. Ferguson and Warren Dow.

OF NO MOMENT EITHER WAY.

A nation which would make an Irishman of such a rank Saxon as Teddy Hale will do anything, affirms an English cycle paper. But, despite the indignation of the English scribes, Hale continues to inform each interviewer that he was born in Emerald Isle, states the town and county and gives the date. Since the matter is so galling to the English critics they might send a delegate to Ireland to investigate, and so ascertain whether or not Hale knows what he is talking about.

GOOD ADVICE FROM THE BACK SEAT.

"And now," shouted the great revivalist, "what is to be done when a man is rushing down hill, with lightning speed, along the road to destruction—"

Deacon Sleeper (between snores)—Putcher brake on hard! If yer ain't got no brake, back-pedal, and then if she don't stop, jump!

MIDWINTER MEET.

Arrangements are being made by the Associated Cycling Clubs of New Orleans to conduct a three-days meet during the Mardi Gras carnival, January 25th, 26th and 27th. Prizes to the amount of \$2,500 are offered. The races will be run on the quarter-mile cement track.

FOR COLD SCORCHING.

Why doesn't some enterprising chap or club promote a bicycle race on a frozen lake or river? The idea is so novel and so full of possibilities that the makers of cycle skates or runners and ice-creepers might use it to their material advantage.

GOOD FOR AN EASTER CARD.

The Parisians have invented a new kind of egg race, the idea for which consists in scattering a few eggs over the course, and making the competitors break them with their front wheels.

SIDE PATHS FOR CYCLISTS.

The Board of Contract and Apportionment, of Albany, N. Y., has recommended that certain specified streets of the city be paved with vitrified bricks near the gutters for the use of cyclists.

SIXTY-TWO ON THE ROAD.

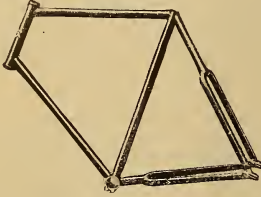
A race for motor-cycles will be held on a road near Paris, on April 4, for a distance of 100 kilometres, about 62 miles. It is open to amateurs and professionals alike.

Those who want to borrow trouble about the wheel they ride, never have to ride a century to find it.

The cream of a wheel paper is not obtained by skimming it.

CURVING THE LINES.

In constructing the Duquesne Special, the Duquesne Mfg. Co., Pittsburg, Pa., has apparently endeavored to follow as far as possible the "curved lines are lines of beauty" principle. The curved or round construction is employed wherever possible—on the forks,



both front and rear, and at the bottom bracket. The frame shows this nicely. The front and rear forks as well as the rear top stays are formed of one continuous piece of tubing, without joint of any kind, and thoroughly reinforced. These are united with the forkstem, the bottom bracket and the top seat cluster rear tube by improved methods. This construction is remarkable not only for its simplicity and a reduction of the number of joints, but also for the greatly increased strength resulting therefrom, the strength of the two large tubes at the bottom bracket and top stays being markedly in excess of the two small tubes ordinarily used, so the Duquesne people claim.

The cranks used are also rather novel in that they are square at the shoulder, and are gradually rounded to the shank.

WHY NOT HANG THEM?

A bill drawn up by President Sterling Elliott, providing for the imprisonment of bicycle thieves, is shortly to be introduced in the Massachusetts Division.

KILLING OLD EQUILIBRIUM.

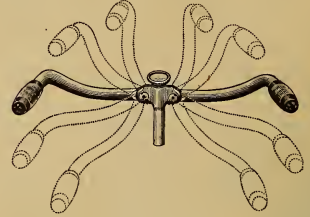
The bicycle and its stepmother, the inventor, have knocked out about everything in the world from commerce to pedestrians. When, therefore, new pastures are sought for the wheel and its stepmother to do the conquering act in the chances of their discovery are not great. Texas comes to the front at this juncture with that hitherto deadly foe of the novice, old Equilibrium, and in true cycling fashion proceeds to knock him out in one round of the pedals.

This new knocker of musty mechanical and scientific law is designated as a Bicycle Governor, and is the infant of a brain heretofore devoted to railroad superintending. The proud parent thus describes his child:

"The governor works on the principle of a pendulum, not allowed to vibrate at will, but operated by means of a cog attached in the rear of the front bar and immediately under the upper bar of the frame. It is the purpose of the governor to keep the wheel in an upright position all the time while being ridden, which is accomplished by the huge ball being thrown to the side in the opposite direction that the front wheel goes, thereby maintaining the equipoise, so that all that is necessary is power at the pedals to keep the machine going, providing the operator is capable of keeping out of the way of large objects. For instance: A rider just mastering the wheel encounters a stone or some small obstruction, and the front wheel is thrown quickly to one side. As the wheel turns the governor is shoved in the other direction and maintains the balance, straightening the machine again and keeping the front wheel in a plane with the rear one. In order to turn a corner or to veer to one side the rider only has to lean in the direction that he wishes to go, and when once there straighten back in position, the use of the hands on the handle-bar not being necessary.

EARN'S ESTIMATION.

In the category of cycling conveniences the Challenge adjustable handle-bar, here illustrated, must be given a place. It is the product of the Challenge Machinery Company, of Chicago, and the fact that changes of adjustment may be made without dis-



mounting and without the use of a wrench or tool of any sort, at once earns it place in the estimation of the cycling public.

SHORT ANSWER, LONG SENTENCE.

"Nay, nay," said the Eastern Potentate, who was at times given to slang and who had associated more or less with American around-the-world-on-a-bicycle-without-a-cent-and-for-a-wager tourists, many of whom had passed through the Potentate's realm and had given him pointers regarding English as She is Spoke and had explained to his ever alert mind the meaning of certain idiomatic expressions more forceful than elegant, when he was approached by his Favorite and requested that he O. K. her demand for a cycle costume that would be made in the prevailing around-the-world-tourist style so that her riding would be shown to an affecting advantage as she sped along the paths that surrounded the palace on a wheel which she had bought on the instalment plan—"Pauline."

Every man in every business requires

== Printed Matter ==

of some sort at some time or other.

AT THAT TIME...

We would be pleased to hear from them.

We can do all manner of printing neatly,
cheaply, quickly and reasonably. ❀ ❀ ❀ ❀
Illustrations and estimates furnished if
desired. ❀ ❀ ❀ ❀ ❀ ❀ ❀ ❀ ❀ ❀

THE WHEEL PRESS,

72 WARREN ST., N. Y. CITY.

...THE...

Barnes Superba

FOR 1897

IS

The Noggiest Ladies' Mount on
the Market.

The sure leader in Ladies' Bicycles.

Plenty of skirt room and lowest possible crank-
hangers.

All ladies admire it. The white enamel har-
monizes with any habit or complexion.

The Barnes Cycle Company,
SYRACUSE, N. Y.

Kindly mention The Wheel.

A BUSINESS DEVIL DEFINED.

Advertising, of which the catalogue is but a form, is simply a means by which one may toot his own horn. It can be done cleverly or it can be done the other way. The clever article always sounds harmoniously and attracts attention, where the slipshod concoction too frequently repels and offends good taste. Not every one can do the thing cleverly, but among this number is not the catalogue compiler of the Julius Andrae & Sons Co., Milwaukee. He has just completed the firm's advance catalogue, and while simplicity itself, its contents are of the sort that impel one to read on.

In inviting "the curious and investigative buyer to inspect Andrae quality," he takes occasion to remark prominently that "the devil of the business world is chance," and then proceeds to state his case in this entertaining fashion:

"Education in cycle construction is so rapidly developing that the season of 1897 will establish for all time the maxim of all nations: 'You cannot have quality without cost, and that the best is always the cheapest in the end.'

"To emphasize Andrae quality let us illustrate: Here are two watches. They seem alike. Examine the works. They look alike. What is the difference between them? One is an ordinary Swiss watch, the other is a Jorgensen. They certainly look alike, yet if you want a timepiece that will prove a timepiece, the Jorgensen is worth a dozen of the other.

"Here are two yachts. One has hollow spars, a Tobin bronze hull, and every latest fad. The other may not look as gay, but it walks right away from its rival, for it represents the mathematical brain of a Herreshoff. Not mere finish or light weight, but years of experience and practical boat building.

"What the name of Jorgensen is to the watch the name of Andrae is to a bicycle.

"The Andrae represents the most advanced mechanical principles of to-day, for it represents the best brains and skill in every detail.

"The experimental stage of cycle construction has passed. The experimental stage of cycle buying is fast going. Consumers have come to realize the vast difference between a Swiss and Jorgensen movement.

"Every known precautionary measure is taken to make Andrae cycles perfect in workmanship and absolutely reliable. In their construction is represented the brains of a Herreshoff. All material is of the highest class. It is inspected in every particular and tested for all possible faults during the various stages of manufacture into complete wheels."

AUSTRALIAN TRADE OUTLOOK.

Writing from Australia a close student of the trade situation there has this to say: "Though there are no signs of any decrease in the number of wheels in use, those who are behind the scenes recognize some indications of the supply exceeding the demand. Till within the last few weeks bicycles have not been bonded in Victoria. There have always been sufficient orders on hand to make it advisable to clear the whole consignment on its arrival, and there are good reasons for thinking that the trade is not one which can afford the delay in clearing stock which is indicated by bonding."

NOT AS EASY AS IT LOOKS.

An exceedingly successful foreign representative of an American manufacturer who has made more than any other American out of the demand abroad for American wheels, remarked on his return recently from South America: "The trouble with American cycle makers is that they seem to think that foreign trade is a far-off star that can never be reached, when as a matter of fact, we can ship wheels into Mexico and South America about as easily as we can have them transported from one State to another."

But the speaker, clever as he is, misses an exact conclusion when he says: "The only reason I can discover why we have not accomplished more in the direction of securing foreign business, is that the demand for wheels at home has been so phenomenally large, that all of our time has been occupied in meeting its

WOODS ARE FULL OF THEM.



"I see by the advertisements they wuz givin' out at the bysickle show that some of them fellers what makes wheels says they have plants that—"

"Land sakes, Joshua! Yer don't mean to say they've got to growin' 'em, do yer?"

requirements. Ultimately, we must look to Europe to take our surplus cycle product, and now is the accepted time for us to get down to work in extending and expanding our foreign trade."

Foreign trade calls for a dozen requirements and conditions. Knowledge of local conditions, peculiarities, prejudices, methods, tariffs, banking, competition from other countries, details as to boxing and crating, etc. It is not a question of unloading America's wheels, except in a restricted sense. True, American cycle makers have allowed home markets to absorb their energies, but special tact and knowledge must be used to catch the foreign trade.

HOMELY AS A MUD FENCE.

Nothing will go further toward doing away with love at first sight, than for the man to make the acquaintance of a woman who thinks her cycling demands a costume largely composed of sweater, bloomers and golf stockings.

HE WON THE BET.

Your bicycle thief keeps right up with the procession. He has to, because the bicycle procession is a very fast moving one, and, like time and tide, waits for no man, nor woman.

A young man on one of the asphalted cross streets the other evening was trying the paces of a new mount, when two fellows stopped on the sidewalk to admire him. One of them asked how much the wheel weighed, and the young man said it weighed twenty-two pounds.

The smaller of the two said that was too light, and that he believed in wheels weighing at least thirty pounds. Also he mentioned that he once won a ten-mile road race on a wheel weighing thirty-eight pounds. At this the larger of the strangers laughed derisively and said: "What do you know about bicycles?"

"Why, I've rode more wheels than you ever saw," replied the other.

"I don't believe you can ride at all."

"I'll bet you \$2 I can. Le' me show him on your wheel. I won't hurt it."

He could ride all right.

He wobbled slowly on the wheel for a block, and then he swished around the corner and was away like the wind.

"You'd better chase after that fellow," said the big stranger; "I don't know him."

The owner of the wheel "chased," but the short stranger must have been a mile away by that time.

Then when the owner had come back the big stranger also had gone.

WHAT MAKE WERE THEY?

The following from a paper as conservative and correct as the "New York Journal of Commerce," means either one of two things—that the Sydney people did not get "high-grade wheels, or, if they did, that export discounts are out of all proportion to those given the home market.

"Several orders for bicycles, without restriction as to maker, were placed yesterday (January 14th), for export. One order was for Sydney, Australia, and another for Buenos Ayres, Argentina. The former, according to the buyer, was for as high-grade wheels as could be bought, guaranteed by the manufacturer for a year. They were purchased at \$29 each. The Argentina buyer, who did not care for any guarantee, but was simply satisfied to buy them as good wheels, got them, he claims, at \$22.50 each."

If the foregoing be true, the exact value to the buyer in foreign markets of a reputable maker's name, and his year's guarantee, is just \$6.50 per machine. Seems as though it should amount to more than that, even with Australians and Argentinians!

FALLEN FROM HIS HIGH DEGREE.

"Madam," remarked Rollingwheel Nomoss, "I was not always as you see me now. Once I rolled in the lap of luxury, lived on Diamond street and ate gold-fish every morning for breakfast. I was a spotless amateur those happy days, and Gideon—but no matter. It is nothing but the old story—his axe, my neck. Pardon these reminiscences. Only cold meat, did you say? Well, I suppose I'll have to go you."



'97 Crescents for January

'97-A CRESCENT Year

BICYCLE merit is best shown
by popular approval—the
continued endorsement of those
who ride.

CRESCENT BICYCLES

Increase in sales rapidly year
by year—sure evidence that
Crescents satisfy the army of
people who buy them.

1894 Sales—50,000 Bicycles

1895 Sales—57,000 Bicycles

1896 Sales—70,000 Bicycles

The '97 Crescents are not only
more beautiful than ever, but
strong, light, comfortable, per-
fectly made, fast—very fast.

Send for our Catalogue
—a postal card will do.

WESTERN WHEEL WORKS
CHICAGO NEW YORK

'97 CRESCENT— best thing of the year



Every Month
a CRESCENT Month



THE WOES AND WAILS OF ARCHIE.

In the bijou drawing-room of a Harlem flat a young lady of up-to-snuff sixteen awaited the coming of her lover. Ten minutes before she had pushed the governing button which admitted him to the vestibule, and now she had but to wait another ten or fifteen while he ascended the seven flights of stairs leading to the Fogarty domicile just under the roof.

She stood with the train of her two-dollar-ninety-eight tea-gown trailing out on the fire-escape and with one arm resting on a folding-lect which in day-time was a very good representation of an ink-stand. She was waiting. Up through the mortared well of the air-shaft was borne the sound of the voices of her mother and the janitor, engaged in a discussion about the number of scuttles contained in a quarter of a ton of coal. No other sound was heard.

Presently the door was thrown open against the radiator with a crash and Archibald Hammerdown, wild-eyed, disheveled, a mere outline of himself, burst into the room and struck the mantel-piece with his forehead.

"Mabel!" he gasped; "Mabel, my love, what is it? For well I know when you summon me by postal-card marked 'immediate' it purports some dire disaster."

"Archibald," she answered, "I will not keep you one moment in suspense. I am another's!"

"But," he shrieked, "I did not know there were others!"

"Yes," continued the fair girl, taking her gun out of her mouth and fastening it under the pedestal of the parlor-lamp; yes, he is another, and he—Archibald, how often have I told you not to try me too far?—he approves of bloomers and the diamond frame."

With a sharp, nauseating thwack Archibald Hammerdown dropped into the nearest installment-plan chair, and in another second the super-steam-heated glue had broken faith with it and he was sitting on the red table-dolly which did duty for a carpet. He would have been lying on it if there had been room.

"Miscreant!" he roared between his front teeth. "No; viper, I mean—viper! When you hear that I am no more think of this afternoon's work and weep!"

With that he dragged himself up from the floor and, with the doily still adhering to his trousers, rushed from the room. Next day he moved to Brooklyn.

HE'S IN THE ASYLUM NOW.

He was of keen creative mind,
Knocked daily at invention's door,
And often vowed that he would find
Just what all cycling was waiting for.
The wrinkles on his forehead grew
Yet deeper with unbridled thought,
And still he toiled, determined to
Discover that for which he sought.
Yet days and weeks and months sped on
And no inventive prize was won.
At last a joyous, radiant dream
Of triumph lit his sunken eyes,
And with a loud soprano scream
He yelled "Eureka!" once or twice.
"The world is mine!" he cried in glee;
"My banner is at last unfurled!
Ere yet comes the cycle show, I'll be
The idol of the cycling world!
I'll make a tire both fast and fair
Which punctures only fill with air."

HIS FIRST IMPRESSIONS.

Mr. Editor, having become a rider of the bicycle very much against my own ideas in the matter, as I have narrated in the columns of THE WHEEL of former issues, it was but natural that I should complete my fall by taking in, or I should say, by being taken in, by a bicycle show.

To an entire stranger, like myself, a cycle show baptism is an event not soon forgotten, nor yet one the baptized is anxious to repeat.

Very much like a visit to the Midway Plaisance is an evening spent at a cycle show. Everywhere there are throngs of people, everywhere is there a riot of coloring, there are varnished lights, there is the confusion of voices, and more than all else, there are wheels.

When the door first opens and the glare of the colored lights, which stud every column, outlining the different booths, there is a first short impression that the show looks very much like a church bazaar.

Every make of wheel that is displayed has its especial booth decorated in colorings to blend with the colored enamel in its frame. There are booths in pale blue, in black and

gold, in mahogany, in red and there are several gaily decorated in the colors of Old Glory, but the prettiest booth of all is the one that the women avoid.

That it was arranged by a man is evident, for what woman would have decorated a booth in the palest of gas-light green and then illuminated it with 200 incandescent green lights that fade the color from the brightest cheeks and cast horrible, ghastly shadows under the eyes?

Getting out of a cycle show is quite a serious matter. It is very much like leaving a church fair. There are so many men with circulars and catalogues and price lists and each visitor is urged to take one. Then there are a few exhibitors looking for agents and a good many agents looking for the unwary to whom they urge the superiority of their wares, and even when one is clear of the crowd within there are several little boys loitering about the doorway begging "tickets for the show."

Altogether I do not think the outsider can ever learn to enjoy the cycle show like the initiated do. It is an acquired taste and the acquiring of the taste is tiresome, or at least it was so to

JAMES S. FERMOY.

GETTING ON AND GETTING OFF.

"I don't think I could ever descend to riding a bicycle," superciliously remarked Mr. Shortley Upper-Krust."

"No?" answered Ding Bats. "You'd have to mount, you know. Later you might descend, however."

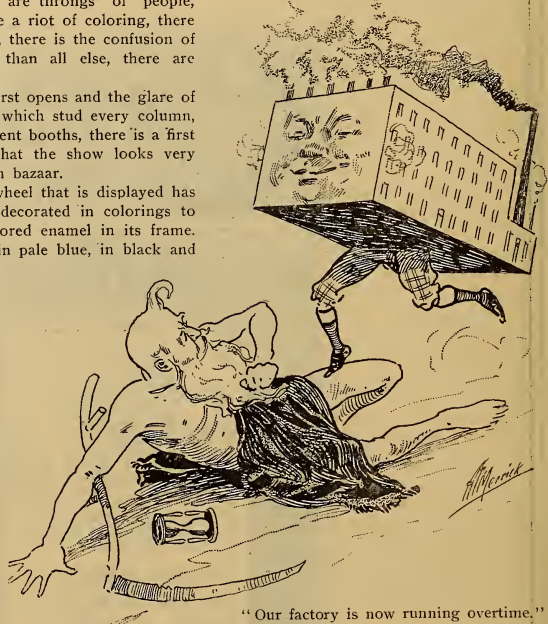
THEY ARE STILL TIMID.

To every wheelwoman the time comes when she supposes herself to be completely callous to her curtailed skirts.

"Pooh," she says to herself, "I was a perfect goose to ever mind them, when I can ride so much better with them. I really can't imagine why I should have ever felt so."

It is noticeable, however, that this peace of mind only comes to her when upon the wheel.

ILLUSTRATED TRADE NOTE.



"Our factory is now running overtime."

Let any accident or incident compel her to dismount and walk, however short a distance, in her abbreviated state, and she feels her face turn scarlet, while her self-consciousness is keyed up to concert pitch.

"I tell you how I feel when I'm obliged to walk in my cycle costume, confessed a wheelwoman the other day. "Exactly like I do in those horrible dreams that are the direct result of too much dinner, and where the dreamer finds herself upon Broadway in the full light of day, with a bathing-suit on. Whenever I dismount from my wheel and a downward glance shows the curtailed condition of things I have precisely the same emotions that I have in those nightmares."

If the truth were known, that is the way that many wheelwomen feel. Yet how well it would be if all this wasn't so, and if, prejudices and conventions set aside, cycling clothes could be worn even more than they are now. If for no other reason, it would be such a saving of time.

SOMEWHAT SIMILAR.

"Dis hyar amachoor stachus," observed Uncle Eph, "is er heap like confidence—if it iz once broken, may be yer can mend it, but if yer do, it alwus shows whar de break wuz."

Seats of the Mighty

ARE firmly secured on the Syracuse Bicycles. Celebrities in all walks of life own them. Prominent personages take their exercise, attend to their business, and win races on them. They are built of

Crimson Rim Quality.

Therefore are strong, light, graceful and speedy—and tested for your personal use.

Makers :

Syracuse Cycle Company,

Syracuse, N. Y.

CHICAGO CYCLE SHOW,
Spaces 275, 276, 305, 306.

Kindly mention The Wheel.

A DRAMA IN ONE MILE.

Characters—Francis, a fellow; Annette, a girl.

Scene—Any old level country road upon a pleasant afternoon.

Properties—One pocket handkerchief. Tandem discovered traveling homeward, Francis B., Annette F.

Annette—"I'm sure this machine does not run as easily as it used to do!"

Francis—"Certainly it does. We're married now." (Remembers, after they were engaged, how he used to exhaust himself to the point of death going up hill, lest she should tire, because she was so pretty.)

"What do you mean?"

"Why, I don't work so hard." (Remembers before they were engaged, how he used to take her riding with her feet on the coasters so she might think him strong, because she was so pretty.)

"No, I think you don't; but I do." (Remembers how, when she formerly forgot to pedal, it did not matter.)

"No, Netty."

"How rude you are. I—"

"Don't try and look around; you'll have us over."

"Good gracious, shouting like that, and I know how to balance as well as you; I've been on a tandem oftener than you have."

"That's good, considering I have always taken you."

"Oh, have you?"

(Francis takes no notice, though he would like to know what she means; sees her waist and her neck and her pretty hair before him; thinks she is not so pretty as she was; thinks she does not do her hair the same; notices wrinkles across the back of her waist; is sure she never used to put on her jacket so.)

Annette (after a short pause)—"No, you didn't always take me out; someone else did. Ha-ha!"

Francis—"Yes, before—"

"No; afterwards."

"Do you mean that you let that scorching fool, Coychaser—"

"He's not a fool and he does not scorch."

"He's a bent-backed idiot."

"Now, you're angry."

"No, I'm not; I don't believe it."

"No, well don't."

"Anyhow, that does not affect the point. I often went tandem riding with—I'd better not say who."

"Oh, well, before—"

"No, not before."

"Now, you're talking."

"Am I? Did no one ever tell you about May Fletton?"

"Frank, you never took her out!"

"Be careful; you'll have us over."

"Frank, you didn't." (Tries to look around at him again.)

"Be careful, silly; yes I did."

"You shan't speak to me like that; I'll dismount."

Francis (making up the pace with a few hard strokes)—"That's what little May said, 'I'll dismount,' once, when I— But she didn't mean it." (Tandem goes at the rate of twelve miles an hour.)

"Oh! How dare you! 'Little May'; you know she's tons! Oh, I wish mamma could hear you. I'll never come out again, never!"

Francis (to himself, pedaling hard)—"Dear, dear, little thing." (Sees a stray curl and her little ear; is awfully sorry; wishes he had not vexed her; tries to see by her back whether she is going to cry or not; thinks she is.)

"Netty, you know I don't mean anything." (She does not answer; he leans forward, his face over her shoulder, instinctively, by practice.)

Annette—"Don't." (Swings suddenly aside. Tandem lurches violently.)

Francis (bracing up and recovering)—"By Jove, you nearly did it that time. It's a foolish trick. Do you want to break both our necks?" (Back pedals for all he is worth.)

Annette—"Now, you've called me a fool—yes, you did—I don't want to hear—don't—don't speak to me—I'll tell—mam—I'll nev—I'll g— (Sobs; he sees her hand come round for her handkerchief; bicycle goes very slowly.)

Francis—"My own dear little girl, you must not, really; you know I did not call you any such thing, nor ever could—you know it. Netty, I was hasty, but don't, don't; I know

RESULT OF WINTER THOUGHTS.

Certain psychologists assert that "We learn to swim in winter and to skate in summer." This is based on the theory that habits crystallize into perfection during the lapses of their exercise, and according to the theory, the majority of last season's graduates from the cycle academies, at least, are at present learning to ride.

There are a large number of persons who will dispute the theory advanced by the psychologists, but at the same time there are a few persons, who have not had experiences which would tend to indorse it and attest its truth. Frequently it is remarked by a tennis player, when he plays his first game at the opening of the season, that he plays better than he did at the close of the former season. It is so with dancing, rowing, swimming and other forms of physical exercises

HAD GREAT EXPECTATIONS.



Man with the mitts on—Where are you goin' with that pie-box?

One with the nightcap—Goin' to the Cycle Show, of course.

"What 'cher want that go-cart for?"

"To carry home the souvenirs I'm goin' to get; what 'cher think?"

it was wrong. I should not—Oh, my girl—don't cry like that, you'll make me—"

Annette—"G—go—on; I want to get home."

Francis—"No, no; we must make it up. I can't bear this" (in her ear) "dearest—all you are to me—remember—Netty—come." (He leans over and kisses her; she tries to turn to him; the tandem upsets.)

IDIOTIC AND INAPPROPRIATE.

"Is Pedalson likely to become successful as a racer?"

"Oh, I don't know; he's got one of the marks of a racer about him."

"Has he? What is it?"

"Never starts in a race without the American flag tied around him for a waist-band."

Of two evils in a wheel a great many people are not satisfied unless they choose both.

in numerous instances, and may be so with cycling.

What seems to be the most reasonable explanation for the change for the better wrought during the times when no riding is done by the society cycle school graduate, is the fact that the thought of riding is not entirely absent from the mind, and that reflection on the subject has a tendency to rectify any faults that have been acquired by habit, for in thinking of riding one naturally thinks of riding as correctly as he knows how.

Hence it is not improbable that at the opening of the riding season there will be less bowed backs, awkward poses and distorted feet, and in general a more erect and graceful carriage noticeable in this class of riders. Whether there will be any salutary effect upon the garb affected by women cannot be determined by the application of the theory, without a close study of Sartor Resartus as well.

Ye Wise People Hasteth to

The Blue and White Booth

NUMBERS

179,

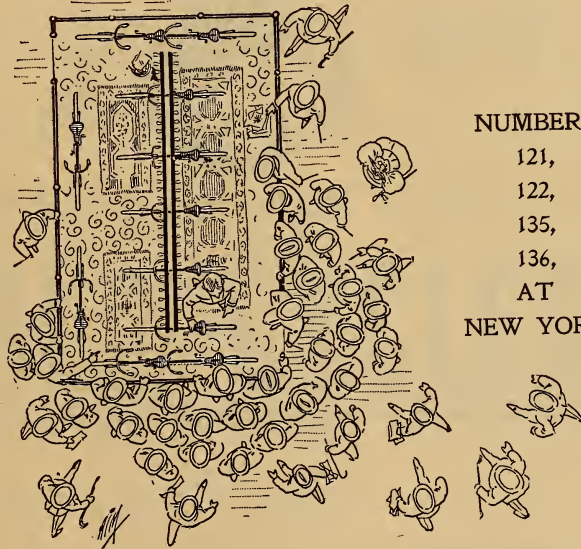
180,

327,

328,

AT

CHICAGO.



NUMBERS

121,

122,

135,

136,

AT

NEW YORK.

... to see ...

Iver Johnson and Fitchburg Cycles.

IVER JOHNSON'S
ARMS AND CYCLE WORKS
FITCHBURG, MASS.

C. J. GODFREY, 11 Warren Street,
General Agent
New York, New Jersey and Pennsylvania.

Kindly mention The Wheel.

STORY OF THE SIMPSON SLUMP.

The Simpson chainties are to sail for home! May joy go with them! Their's has been a far from successful raid on America, and the cause of the failure is not far to seek. At the bottom of it all is Mr. Simpson's (the angel in the case) well-known contempt for cycling tradition, and the cycle papers. It cost the suffering English stockholders of Mr. Simpson's company just \$30,000 last year for this loss-making crochet of their patron saint. To the same defiance of those who are nearest to cycling in this country is the present failure of the Simpsonite's raid to be attributed.

When Mr. Simpson, in looking over all the available men of Great Britain, could find none who came nearer to filling the role of manager than Ed. Plummer, he paid as poor a compliment to his own Simpson sagacity as he did to the managerial ability of Great Britain's sportsmen. America knew Mr. Plummer years ago when, with the name of "Shorty," he dallied with the sporting events upon a now defunct daily. America never then thought Mr. Plummer was either a great scholar, a clever diplomat, a representative wheelman or a likely candidate for honors in any of these directions; since Mr. Plummer has visited this country as a Simpson chain team manager he has done nothing to make America change its opinion of him. He is the same "Shorty" as of yore, neither more nor less.

Landing here with one of the greatest riders of the world at his beck and call, what does "Manager" Plummer do? Proceed to get the boom for the Simpson chain which was within his grasp? No, indeed; not he! He rushes to his old haunts and has pictures of Linton's legs published in the daily papers. Wonderful managerial ability! Great advertisement for Simpson chain!

Time passes, and the birth of a wonderful close partnership is seen, all of which proves that Mr. Simpson knew what he was about when he invaded America with his manager and methods. The component parts of this partnership were exceedingly weird, consisting as it did of a manager of prize fights, an official referee thereof, a minor baseball manager, a local official of the League and an American racing man of some note. Truly, a fine aggregation of talent to attract cycling attention to the Simpson aggregation!

That the public might not by any possibility get onto the merits of either the men or their machines, the aggregation went barn-storming. A fair sample of the profound wisdom of "Manager" Plummer and the close corporation was in billing their talent at a little coal-mining town away up in the Allegheny Mountains, where, on a seventeen-lap track, with unraised corners, a ten-mile "race" was run and won in the alleged time of 37.55, with Marks and Warburton both beating out Linton.

If all this was not enough, the public is treated to an alleged difference between "Manager" Plummer and the baseball member of his partnership, wherein "Manager" Plummer fairly froths at the mouth in his anxiety to wager \$5,000 that his man Warburton can defeat E. C. Bald in a sprint race, the baseball man almost swallows his hat in his expressed anxiety to put up the \$5,000 for Bald. Where either of the partners had suddenly become so wealthy as to back their opinions with \$5,000 no one who knows either

of them can possibly conceive. To sum up; the Simpson invasion from a racing, advertising or sportsmanship standpoint was an out-and-out failure, the direct result of an attempt to break into cycling with a mouth, a mitten and a mask, instead of through the regular channels, which lay neither through a 24-foot ring, a baseball diamond nor a Plummer-like "manager." All this and more Mr. Simpson may learn in time.



Sudden swallows swiftly skimming,
Sunset's slowly spreading shade,
Silvery songsters sweetly singing,
Summer's soothing serenade.

Susan Simpson scorched sedately,
Stifling sobs, suppressing sighs,
Seeing Stephen Slocum, stately,
She stopped, showing some surprise.

"Say," said Stephen, "sweetest sigher;
Say, shall Stephen scorcherlessly stay?"
Susan, seeming somewhat shyer,
Showed submissiveness straightway.

Summer's season slowly stretches,
Susan Simpson Slocum she—
So she signed some safety sketches—
Soul sought soul successfully.

Seven Septembers Susan swelters;
Seven sharp seasons snow supplied;
Susan's satin sofa shelters
Six small scorchers, side by side.



POLITE, BUT POSITIVE.

A cycle agent who found during the recent monetary stringency that ordinary dunning was not having any effect as a money producer, turned all the accounts on his books over to a lawyer famous for his ability to collect bad accounts. A polite notice of the transfer was sent to the slow-pays, both by the cycle agent and the lawyer. A few responded; many did not. Then the lawyer sent a notice and the result was astonishing. The note read:

"Sir, if you pay the enclosed account of Mr. Chargemore, you will oblige me. If you do not, I shall oblige you."
That did the business.

WHAT THE BUZZING WAS.

"See here, if this infernal thing does not stop soon I'm going to move. I never heard such an infernal buzzing in all my born days!" said the weary-eyed Mr. Homestay, as he thumped the kitchen table in his flat, near the Coliseum, Saturday evening.

"It's too bad, dear," said his sad-faced wife.

"I'll be dead soon, if it doesn't end," said Mr. Homestay, fiercely. "I only wish I could find out what it is that causes it. Seems to me that the machinery hall from the World's Fair, the Cable Works, the Salvation Army drum corps and the Republican primaries are all giving a concerted sort of continuous performance in this neighborhood. It will drive me to strong drink, meaning Lake Michigan aqua impura of course. I must go and find out what it is."

Mr. Homestay grabbed his hat, gave a hasty kiss to his wife and was gone. He went into a near-by saloon. He ordered whisky and took a generous drink of it, after carefully pushing aside the deadly aqua the barkeep proffered him. Then he leaned over the bar and said confidently to the barkeeper:

"Say, d'ye know what this infernal buzzing means around here?"

The barkeeper looked at him with a sort of well-he-hears-it-too expression. He pointed his finger across the street at the Coliseum and then significantly tapped his forehead. Mr. Homestay looked at him in amazement and concluded that the buzzing had driven the bartender crazy. "Poor devil, I don't wonder!" he murmured, as he stepped out.

Mr. Homestay went to a saloon on the next corner. He bought another whisky and asked the same question. This bartender pointed at the Coliseum, and tapped his forehead. He's gone, too, poor devil," said Mr. Homestay as he wiped away a tear. Then he went to the saloon across the way.

The same performance was gone through. He went to several other places, but without a variation in the programme. He was quite mellow when he got through the round of saloons, and the buzzing was worse than ever.

A Chicago policeman was standing on the corner debating whether it was safe for him to be out at that time of the evening with \$3.25 in his pocket and the town full of sand-baggers, as Mr. Homestay was making zig-zags on his way home.

"Shay, can you—hic—tell me whash cause of the buzz in the air—the buzz-buzz, off-sher?" asked Mr. Homestay.

"Why, it's wheels," replied the officer.

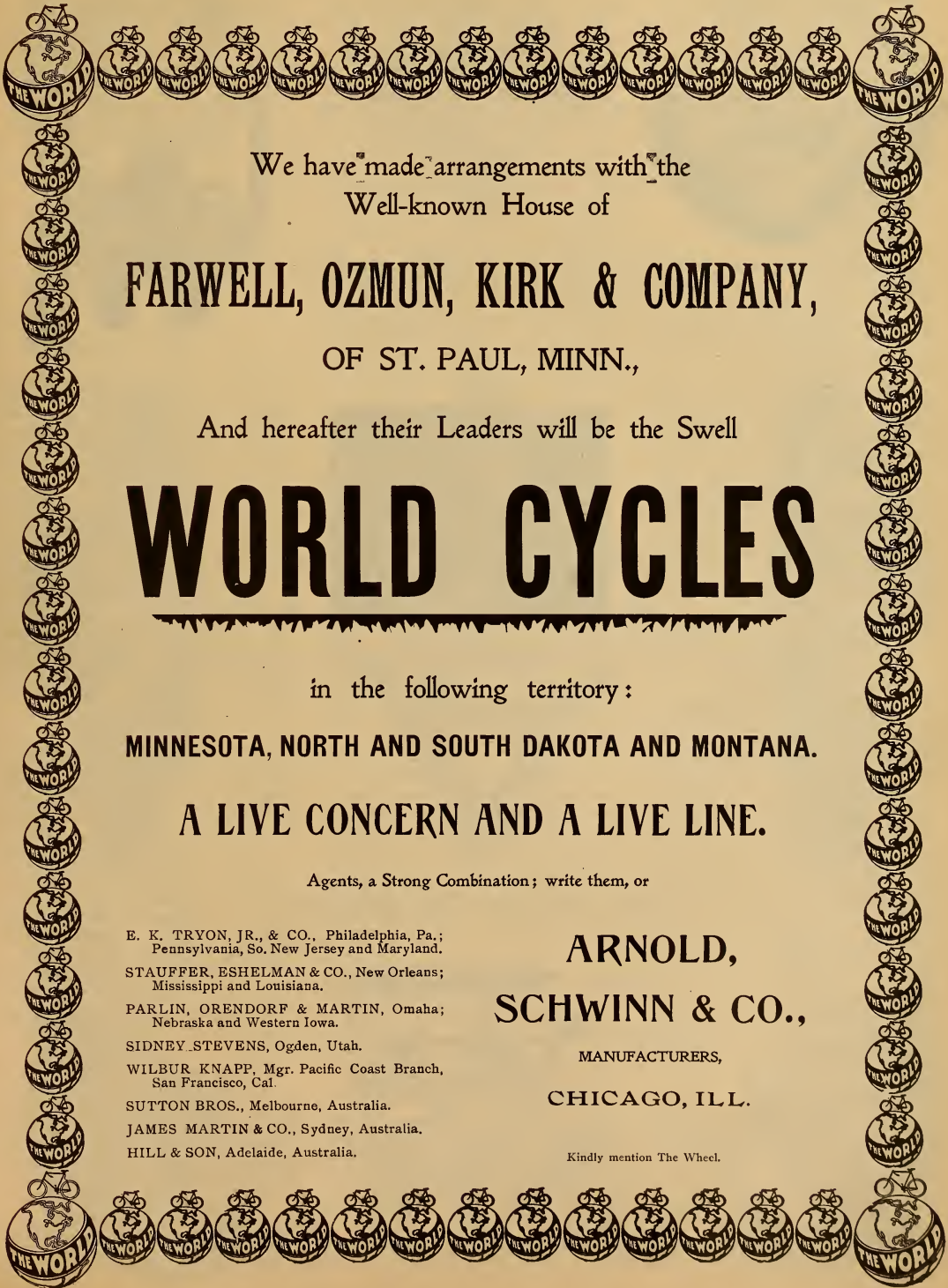
"Yes, I know that dam well, but whersh the wheels—whersh the engines?" was the query of Mr. Homestay.

The officer pointed his finger at the Coliseum. "Over there—the Cycle Show," he said.

"Yes, but the bicycles ain't going round, and theres no machinery there," said the triumphant Mr. Homestay.

The brave guardian of Chicago's safety looked at him pityingly. "Why, the wheels I mean are the wheels in the heads of the 20,000 cranks who are in there talking of sprockets, saddles, tires, pumps and diamond frames. That's where the buzzing comes from."

Mr. Homestay fell on his shoulders and wept. "It lasts a week, too, oh Lord!" he sobbed.



We have made arrangements with the
Well-known House of

FARWELL, OZMUN, KIRK & COMPANY,
OF ST. PAUL, MINN.,

And hereafter their Leaders will be the Swell

WORLD CYCLES

in the following territory :

MINNESOTA, NORTH AND SOUTH DAKOTA AND MONTANA.

A LIVE CONCERN AND A LIVE LINE.

Agents, a Strong Combination ; write them, or

E. K. TRYON, JR., & CO., Philadelphia, Pa.;
Pennsylvania, So. New Jersey and Maryland.

STAUFFER, ESHELMAN & CO., New Orleans;
Mississippi and Louisiana.

PARLIN, ORENDORF & MARTIN, Omaha;
Nebraska and Western Iowa.

SIDNEY STEVENS, Ogden, Utah.

WILBUR KNAPP, Mgr. Pacific Coast Branch,
San Francisco, Cal.

SUTTON BROS., Melbourne, Australia.

JAMES MARTIN & CO., Sydney, Australia.

HILL & SON, Adelaide, Australia.

**ARNOLD,
SCHWINN & CO.,**

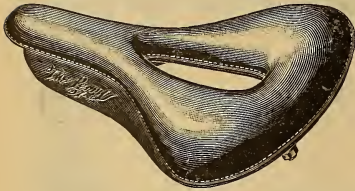
MANUFACTURERS,

CHICAGO, ILL.

Kindly mention The Wheel.

MAY BE RIDDEN DEFLATED.

As a general thing, when an inventor of a hygienic saddle makes his debut in the cycling world, his first utterance informs the public that his unknown saddle has been more or less voluminously "endorsed by nu-



merous physicians," all prominent, of course, but unnamed. In this respect the Perry saddle differs from the general run. It is not wholly new, but its makers, the Pneumatic Saddle Co., Nos. 55 and 57 West Washington street, Chicago, have written testimonials to support their assertions.

The concern is just now showing the '97 Perry. It is formed with a stamped steel base, combining lightness and strength; this base is covered by a layer of felt, to prevent friction between the metal and the rubber cushion, which is next placed in position. This cushion, by the way, is the product of Morgan & Wright, and is constructed upon new and original lines, rising but seven-eighths of an inch when fully inflated. It rests upon the solid base, and when deflated may be ridden with perfect security. The saddle is finished with a covering of the finest oak-tanned leather in black and various shades of tan. Arrangements are being made to introduce the saddle in England, France and other foreign countries; it is fully covered by letters patent.

ORDERED BY CABLE.

Few, if any, cycling accessories have scored a quicker or more emphatic success than the Haney 10,000-mile cyclometer. Although it is less than three months since the attractive little instrument made its appearance, it has won wide and substantial recognition that must be gratifying to its makers, Oliver, Straus & Co., of this city. Additional and telling evidence of this recognition came via cable last week—an export order that mounted into five figures with a contingent contract for twice as many more. Oliver, Straus & Co. are not disposed to give publicity to the figures, but there is small doubt that the order was one of the largest ever negotiated for an American accessory of the sort. The Haney is so full of "talking points," the fewness of its working parts, the entire absence of springs, and its size, weight, price and appearance, that all contributed to the effecting of the contract. As the factory has a capacity of 5,000 cyclometers per day, however, all demands will be easily met.

CASE OF FATTED CALF.

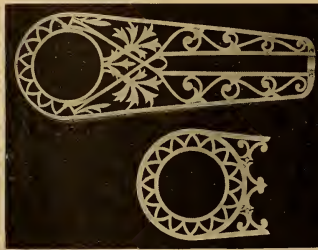
Miss Slender—Do you think there is anything wrong in wearing golf stockings in place of leggings?

Bessie Buxom—I don't think anybody ever saw anything wrong in mine.

The speed superiority of many racers is merely local. They are fast because their immediate associates are slow.

INTERESTING TO THE TRADE.

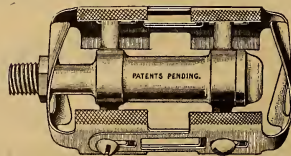
Anyone engaged or interested in the manufacture of bicycles whom J. J. Ryan & Co., of Chicago, cannot interest is a most lackadaisical individual, indeed. On the premises, Nos. 68-74 West Monroe street, Ryan & Co. claim to have the largest jobbing brass foundry in the United States—they operate 40 furnaces—but this is not the particular reason why they are worthy of general concern. It is the steel-bronze cycle parts which they manufacture that draws attention to them. This metal, they assert, does not crystallize and is more economical to work than any other. It may be nickelplated without the usual undercoating of copper, and has other advantages worthy of consideration, which must be of interest to the whole trade as before stated. Ryan & Co. are good people to have in mind in the event of a rush or a delay. Their facilities are such that they can handle almost any kind of an order for patterns or parts on the shortest possible notice. During the slack season they turned their attention to the man-



ufacture of aluminum dress-guards, illustrations of which are here shown, and are in position to dicker with all who require an accessory of this sort. The guard carries with it a new means of attachment to the frame.

AVOIDING PEDAL JUGGLERY.

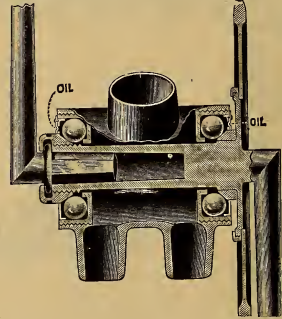
If Toplift & Ely's Elyria pedal, taking its name from the firm's location in Ohio, attains a particularly wide range of popularity, there may be some grinding of teeth in the toe-clip market, as the most important talking point of the Elyria is that it is designed to avoid the use of and render toe-clips unnecessary. As will be seen, the clamps, which form a part of the side plates, are



curved inward and set obliquely to the pedal. They are adjustable to any width of shoe, and are claimed to prevent slipping of the foot without marring the uppers of the shoe or cramping or pinching of the toes, a fault of some clips. Another claim advanced is that the Elyria is as easy to "catch" as a pedal without clips, which means that there is none of the "juggling for the pedal" so usual when toe-clips are employed.

BOLTLESS SYLPHS.

"The boldest Sylph runs easy." Such is the 1897 paraphrase of the old saying that "Sylph cycles run easy." The Sylph makers, Rouse, Hazard & Co., Peoria, Ill., claim that experimentation has proven their construction



favors such running, in fact they ran a bearing like that shown on the '97 Sylph 27,000 miles under 120 pressure without appreciable wear. They control for the Sylph and Overland the exclusive use of the Benson two-piece crank, shown in the illustration, which is so simple that without previous experience and without even unbolting the chain it has been taken down in fifteen seconds. Their direct oiling device shown on the hub suggests a comparison with one of the newest 1897 wrinkles in buggy and carriage construction, which is giving phenomenal results by securing a constant film of oil around the entire surface of the rotating hub.

The cut of crank axle group also shows their form of boltless detachable sprocket, and the disc adjustment, which secures more accurate bearings than the old time cone adjustment.

STRANGE, BUT TRUE.

Charles E. Strange, of Taunton, Mass., is preparing to market a simple and effective mud guard which was first patented in 1894, but which he has recently brought to a higher form of perfection. The guard consists of two steel spring wires, which run from the hubs to a point directly over the tires of both wheels, where they are attached to a vulcanized rubber pad. The pad comes in close contact with the tire without striking it. When the wheel is in motion it quivers, and is said to scrape off all the mud or dirt that may cling to the tire. When not in use it can be shut up against the frame where it is scarcely noticeable. The inventor has ridden a wheel fitted with the guards through the muddiest streets of Taunton without soiling his clothes in the least.

GOES WITH THE MONARCHS.

A. D. Brown, formerly associated with H. A. Lozier & Co. and the Davis Sewing Machine Co., will represent the Monarch Cycle Manufacturing Company during the present season in Eastern Ohio and Western Pennsylvania, with headquarters at Columbus.

EIGHT-SIDED AFFAIR.

The use of hexagon tubing has been extended to the handle-bars of the Shelby Cycle Mfg. Co.'s Ideal bicycles.



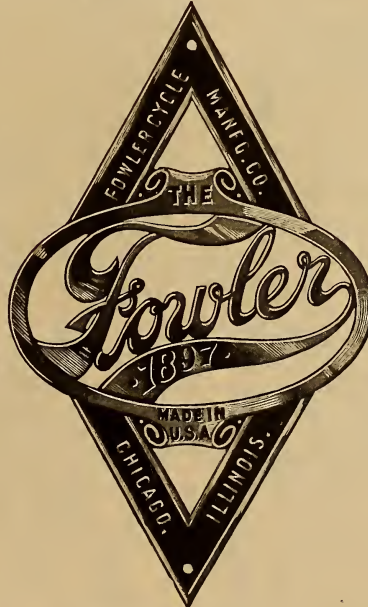
NEW YORK.

BOSTON.

IN CHOOSING A WIFE

The wise young man seeks for worth and beauty combined. The same points are sought for by the wise purchaser of a wheel, and are always found in

Our '97 Models Have Triumphantly Stood Every Test.



Our '97 Models Have Proved a Revelation to the Wheel World.

RIDERS SAY SO

And agents claim the fact by renewing their contracts and ordering samples. Our '97 catalogue will please you.

FOWLER CYCLE MFG. CO., Chicago.

PROVIDENCE.

LONDON.

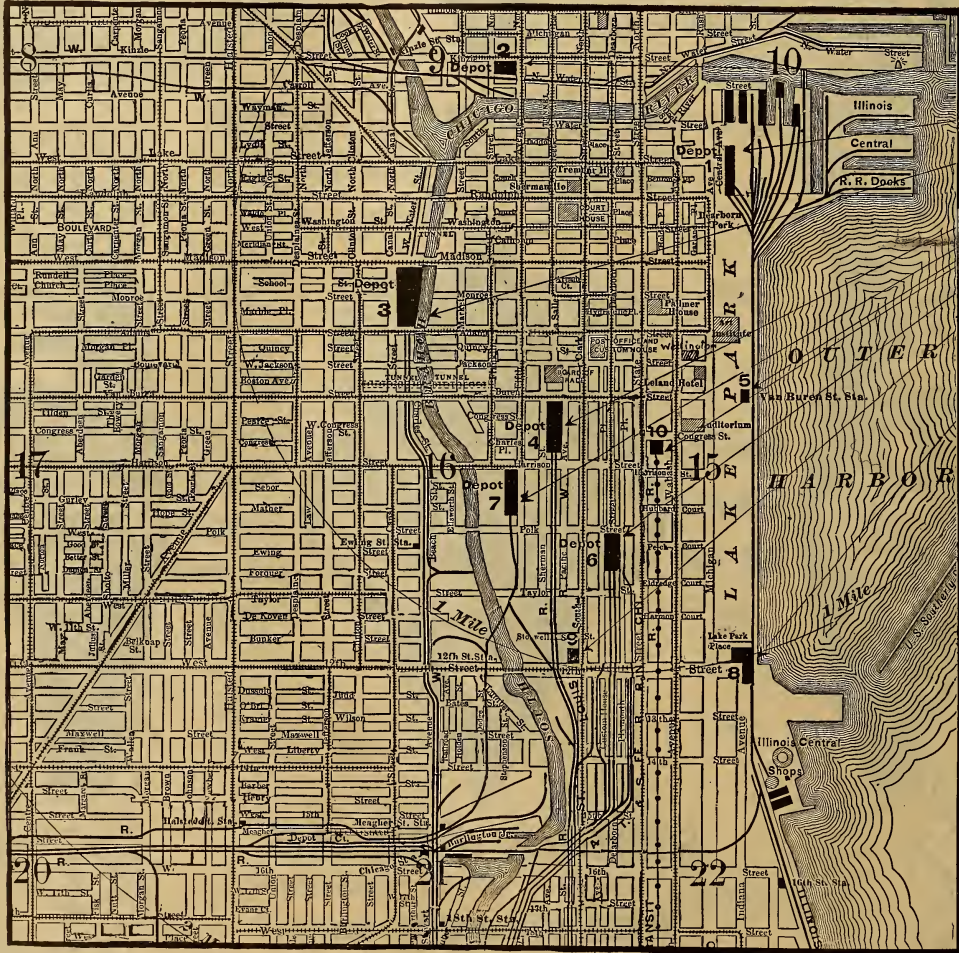
RING UP THE CURTAIN!

The Cycle Exhibition Season Is On—Actors in the Forthcoming Chicago Show.

When the clock marks 8 p. m. on Saturday and fairly inaugurates the Chicago Cycle Show, the second held under the auspices of the National Cycle Board of Trade, it should find the function further advanced than any

Monday and until the Saturday night following they will be open from 2 until 11 o'clock p. m. The morning hours will be reserved exclusively for the trade. Express trains operated on a twelve-minute schedule will be run frequently, and will land passengers practically at the door of the building. Writing, stenographic and typewriting rooms, telegraphic and messenger service and a branch post office will be among the conveniences provided on the premises.

American Waltham Mfg. Co., Waltham, Mass. 447.
 American Weldless Steel Tube Co., Toledo, Ohio. 447.
 Ames & Frost, Blackhawk and Cherry Sts., Chicago, Ill. 199 and 218.
 Andrae, Julius & Sons Co., 225 W. Water St., Milwaukee, Wis. 174, 175.
 Armstrong Bros.' Tool Co., 98 W. Washington St., Chicago, Ill. 285.
 Arnold, Schwinn & Co., 240 W. Lake St., Chicago. 1, 84.
 Arnstein, Eugene, 113 Franklin St., Chicago. 208, 209.
 Atwood Mfg. Co., Amesbury, Mass. 10.
 Baldwin Adjustable Chain Co., Worcester, Mass. 47.
 Ball Tire Co., 156 Fifth Av., New York. 343, 344.



MAP SHOWING THE CYCLE TRADE AND HOTEL DISTRICT OF CHICAGO.

previous exhibition of the sort. Manager Pattison has left nothing undone to assure such a state of affairs. The platforms and railings are already in place, the decorations will be completed to-night, and as the exhibitors will have had Thursday, Friday and Saturday to get their displays in place and properly arranged, there is reason to believe and expect a completeness which has not hitherto characterized an inaugural night.

The doors of the Coliseum Building, located on the site of the World's Fair at Sixtieth street and Grace avenue, will be thrown open to the public at 8 p. m. Saturday. On

The following is the full list of exhibitors and the spaces apportioned to them:

Aeac Mfg. Co., 8th and Poplar Sts., Reading, Pa. 92, 93, 160, 161.
 Adams & Westlake Co., 110 Ontario St., Chicago, Ill. 200, 201 and 216, 217.
 Aetna Wax Mfg. Co., 389 Elizabeth Av., Newark, N. J. 380.
 Aladdin Lamp Co., 518 Broad St., Newark, N. J. 118.
 Albany Mfg. Co., Albany, Ind. 405.
 Allerton Lubricant Co., 710 Old Colony Bldg., Chicago. 88.
 American Clock Co., 14 Tremont Row, Boston. 414.
 American Cycle Mfg. Co., 73 Fulton St., Chicago, Ill. 364, 365, 366.
 American Dunlop Tire Co., 504 W. 14th St., New York. 29 and 56.

Ballance, W. H. & Co., 25 River St., Chicago, Ill. 472.
 Bamboo Cycle Co., The, 249 Lake St., Milwaukee, Wis. 483.
 Barnes Cycle Co., Syracuse, N. Y. 354, 355, 356, 357.
 Bean-Chamberlain Mfg. Co., Hudson, Mich. 24.
 Beck Bicycle Saddle Co., Newark, N. J. 337.
 Beckley, Gordon, D., 132 Lake St., Chicago, Ill. 498.
 Berrang & Zacharias, Asbury Park, N. J. 373.
 Betts, A. U. & Co., Toledo, Ohio. 367.
 Betts Patent Headlight Co., 17 Warren St., New York. 155.
 Bicycle Chain Lighting Co., 29 W. 42d St., New York. 84.
 Bike Oil Co. (The), Toledo, Ohio. 206.
 Binner Engraving Co., Fisher Bldg., Chicago, Ill. 25.
 Black Mfg. Co., Erie, Pa. 195, 196 and 221, 222.
 Bolte Cycle Mfg. Co., 15th St. and St. Paul Av., Milwaukee, Wis. 242, 243.

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BEAUTIES
OF 1897.



The Windsor Bicycles

Cash, Sieg Mfg Co.

FACTORIES KENOSHA WIS.
CHICAGO OFFICE 285 WABASH AVE.

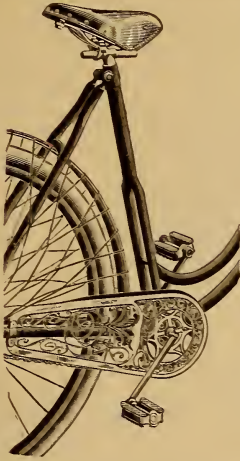
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NEW YORK.

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- Boston Woven Hose & Rubber Co., Boston. 255, 226.
 Boston Wood Rim Co., New Bedford, Mass. 164.
 Bramer Sessler Tubing Co., Toledo. 32.
 Bridgeport Gum Implement Co., 313 Broadway, New York. 55.
 Bridgeport Chain Co., Bridgeport, Conn. 246.
 Brittain, A. & Co., 154 Lake St., Chicago, Ill.
 Brooks Spring Seat Post Co., 1540 Marquette Bldg., Chicago, Ill. 30.
 Brown-Lipe Gear Co., The, Syracuse, N. Y. 316.
 Buffalo Cycle Co., Buffalo, N. Y. 273, 274 and 307, 308.
 Buffalo Wheel Co., Buffalo, N. Y. 466, 467.
 Buescher Mfg. Co., Elkhart, Ind. 320.
 Butler & Ward, 226 Halsey St., Newark, N. J. 286.
 Butlig Co. (The), Butler, Ind. 11, 12.
- Central Cycle Mfg. Co., Indianapolis, Ind. 333, 334, 335.
 Chalfant Novelty Co., 274 Wabash Ave., 207.
 Chase, L. C. & Co., 132 Van Buren St., Chicago, Ill. (Boston, Mass.) 301, 362.
 Chicago Handle-Bar Co., 32 Market St., Chicago. 298.
 Chicago Puncture Proof Tire Co., Roanoke Bldg., Chicago, Ill. 514.
 Chicago Stamping Co., Congress and Green Sts., Chicago, Ill. 99, 154.
 Childs, S. D. & Co., 140 Monroe St., Chicago, Ill. 37.
 Chicago Tip & Tire Co., 152 Lake St., Chicago, Ill. 78, 79, 80, 81, 82.
 Climax Bell Co., 403 Washington St., Boston, Mass. 265.
 Cole, Geo. W., 111 Broadway, New York. 87.
 Colmer Bros., South Bend, Ind. 375.
 Columbus Bicycle Co., Columbus, O. 487, 488, 489, 490.
 Columbia Corrugating Mfg. Co., Niles, Ohio. 292.
 Cooper, Wells & Co., St. Joseph, Mich. 515.
 Corbin, P. & F., New Britain, Conn. 15, 16 and 69, 70.
 Crosby & Mayer, Buffalo, N. Y. 251, 252. (506 Genesee St., Genesee.)
 Crown Electrical Mfg. Co., St. Charles, Ill. 512.
 Curtis Machine Works, 45 N. Curtis St., Chicago. 45.
 Cushman & Dennison, 172 9th Ave., New York. 49.
 Cutting & Kaestner, 218 S. Jefferson St., Chicago. 383.
 Cycle Imp. Co., Westboro, Mass. 376.
- Davis Sewing Machine Co., Dayton, Ohio. 438, 439, 440, 441.
 Davis & Stevens Mfg. Co., Seneca Falls, N. Y. 129, 130.
 Dean Tire Co., 25 Warren St., New York. 453.
 Delp & Bell Co., Allegheny, Pa. 389.
 Dilworth, C. M., 112 Michigan St., Chicago, Ill. 451.
 Dodson Mfg. Co., 233 Randolph St., Chicago. 294, 295.
 Douglass, Frank, 253 S. Canal St., Chicago, Ill. 401.
- Eagle Bicycle Co., Torrington, Conn. 100, 101 and 152, 153.
 Eagle Lock Mfg. Co., 98 Chambers St., New York. 74.
 Eclipse Bicycle Co., Elmira, N. Y. 89, 90.
 Eclipse Cement & Blacking Co., 1238 Belmont Av., Philadelphia, Pa. 43.
 Elgin Cycle Co., Elgin, Ill. 17, 68.
 Elgin Sewing Machine & Bicycle Co., Elgin, Ill. 448.
 Elliott Mfg. Co., 451 Washington St., Buffalo, N. Y. 336.
 Everett Cycle Co., Everett, Mass. 469.
- Fairbanks Wood Rim Co., Bradford, Pa. 36.
 Fanning Cycle Co., 194 Clinton St., Chicago. 127.
 Fauber, W. F., 70 W. Jackson St., Chicago. 293.
 Featherstone, A. & Co., Clark and 16th Sts., Chicago, Ill. 454, 455, 456, 457.
 Fenton Metallic Mfg. Co., Jamestown, N. Y. 59, 60, 61.
 Field Mfg. Co., 21 Quincy St., Chicago, Ill. 285.
 Fisher, C. G. & Co., Indianapolis, Ind. 504.
 Fitch, M. J., Paper Co., 226 Monroe St., Chicago. 510.
 Foley & Williams, 46 Jackson St., Chicago, Ill. 125.
 Fowler Cycle Mfg. Co., 142 W. Washington St., Chicago. 176, 177, 178, 229, 240, 241.
 Fowler, Frank T. Mfg. Co., Worcester, Mass. 431, 432, 439, 500.
 Fox Mfg. Co., Grand Rapids, Mich. 136.
 Frost, W. H., 123 Liberty St., New York. 73.
- Gendron Wheel Co., Toledo, Ohio. 359, 360.
 Geneva Cycle Co., Geneva, O. 7.
 Gihm Mfg. Co., Canton, Ohio. 415, 416.
 Goodenough & Callender, 191 Bir St., Rochester, N. Y. 511.
 Goodrich, B. F., Co., The, Akron, Ohio. 262.
 Gormully & Jeffery Mfg. Co., 222 N. Franklin St., Chicago, Ill. 202, 203, 204, and 213, 214, 215.
 Graton & Knight, Worcester, Mass. 468.
 Grand Rapids Bicycle Co., Grand Rapids, Mich. 347.
 Gutman, Ullman & Silverman, 202 Market St., Chicago, Ill. 501.
- Hamilton, H. R., 167 Lake St., Chicago, Ill. 496.
 Hamilton-Kenwood Cycle Co., Grand Rapids, Mich. 258, 259, 260, 261.
 Harder Convertible Bicycle Co., The, 21 Quincy St., Chicago, Ill. 288.
- Hartford Rubber Works, Hartford, Conn. 348, 349, 350.
 Hatch, E. P., 163 State St., Chicago, Ill. 451.
 Hay & Willis Mfg. Co., 76 N. Penn St., Indianapolis, Ind. 407, 408.
 Hayes & Dillie, Muir, Mich. 379.
 Heath-Quimby Co., 514 N. Y. Life Bldg., Minneapolis, Minn. 497.
 Henley Bicycle Works, 366 2d St., Bklyn N. Y. 406.
 Hicks Patent Controlling Co., 12th and Filbert Sts., Phila., Pa. 33, 34.
 Hill, N. N. Brass Co., East Hampton, Conn. 279.
 Hitchcock Lamp Co., Watertown, N. Y. 116.
 Hollenback, F. A., Syracuse, N. Y. 374.
 Home Rattan Co., Siegel and Wells Sts., Chicago. 247.
 Hosmer, G. A. & Co., 36 Washington St., Buffalo, N. Y. 48.
 Howard Bicycle Supply Co., 4901 Calumet Ave. 31.
 Hunter Paint Co., Fulton St., New York. 97, 98.
 Hygienic Wheel Co., 909 Betz Bldg., Phila., Pa. 506, 507.
- Independent Electric Co., 153 Lake St., Chicago, Ill. 418.
 India Rubber Co., Akron, Ohio. 358.
 Indiana Bicycle Co., Indianapolis, Ind. 169, 248.
 Indiana Novelty Mfg. Co., Plymouth, Ind. 173.
 Indianapolis Rubber Co., 301 E. Georgia St., Indianapolis, Ind. 42.
 Ingersoll, R. H. & Bros., 65 Cortland St., New York 450.
 Iroquois Cycle Works, 13 S. Union St., Chicago, Ill. 327, 328.
 Iven-Brandenburg-Burgess Co., Manhattan Bldg., Chicago, Ill. 50, 51, 52, 55.
 Iver Johnson Arms & Cycle Works, Fitchburg, Mass. 179, 180, and 237, 238.
- Jenkins Cycle Co., The, 18 Custom House Place, Chicago. 321, 322, 323.
 Jones, M. T., 407 Dearborn St., Chicago, Ill. 298.
- Kalamazoo Cycle Co., Kalamazoo, Mich. 371, 372.
 Kankakee Mfg. Co., Kankakee, Ill. 388.
 Keating Wheel Co., Holyoke, Mass. 20, 21 and 64, 65.
 Keene Wood Rim Co., Keene, N. H. 282.
 Kelly Handle Bar Co., 24 Superior St., Cleveland, Ohio. 135.
 Kirk-Young Mfg. Co., Toledo, Ohio. 446.
 Knickerbocker Cycle Co., 413 Broadway, New York. 124.
 Kokomo Rubber Co., Kokomo, Ind. 419, 420.
- Lauter, H., Indianapolis, Ind. 211.
 Lee & Co., 76 Jackson Blvd. 449.
 Lewis Tool Co., 44 Barclay St., New York. 128.
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 Lightning Cleaner Mfg. Co., 145 W. Van Buren St., Chicago, Ill. 505.
 Lovell, John P., Arms Co., 131 Broad St., Boston, Mass. 66, 67.
 Lozier, H. A. & Co., Cleveland, Ohio. 113, 114, 115, and 138, 139, 140.
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- Manhattan Brass Co., 338 E. 28th St., New York. 13.
 Marsh Davis Cycle Mfg. Co., 100 N. Clinton St., Chicago, Ill. 338, 339, 410, 411.
 Marion Cycle Co., Marion, Ind. 219, 220.
 Mason & Mason Co., 589 W. Madison St., Chicago, Ill. 38, 39.
 Matthews & Willard Mfg. Co., Waterbury, Conn. 352.
 Maumee Cycle Co., Toledo, Ohio. 459, 460.
 McIntosh-Huntington Co., Cleveland, Ohio. 156, 157, 158, 159.
 McKinley & Laurie, 6440 Wentworth Av., Chicago. 287.
 McMullen, R. B. & Co., 139 Lake St., Chicago, Ill. 890, 891, 392, 393, 394, 395.
 Mechanical Rubber Co., 230 Randolph St., Chicago, Ill. 433.
 Mesinger Bicycle Saddle Co., 26 W. 23d St., New York. 301, 302.
 Mfg. & Mer. Warehouse, 10 W. Water St., Chicago, Ill. 424, 425, 426, 427, 428, 429, 430.
 Miami Cycle Co., Middletown, Ohio. 434, 435, 436, 437.
 Miller, Edward, & Co., Meriden, Conn. 503.
 Monarch Cycle Co., 42 N. Halsted St., Chicago, Ill. 22, 23, and 62, 63.
 Moore, A. L. & Co., Cleveland, Ohio. 120, 121, 122, and 131, 132, 133.
 Moore Cycle Fittings Co., The, Harrison, N. J. 471.
 Morgan & Wright, 331 W. Lake St., Chicago, Ill. 345, 346, 403, 408.
 Myercoed Co., The, 506 Chamber of Commerce, Chicago, Ill. 462.
- National Cycle Mfg. Co., Bay City, Mich. 384, 385.
 National Wheelmen's Supply Co., Providence, R. I. 95.
 New Castle Tube Co., New Castle, Pa. 210.
 New Departure Bell Co., Bristol, Mass. 167, 168.
 New Brunswick Tire Co., New Brunswick, N. J. 409.
- Newton Rubber Works, Newton Upper Falls, Mass. 76.
 New York Tire Co., 89 Reade St., New York. 194 and 223.
 N. Y. Belting & Packing Co., 25 Park Row, New York. 299, 300.
 N. Y. Standard Watch Co., 11 John St., New York. 165, 168.
 Niagara Cycle Fittings Co., 297 Niagara St., Buffalo, N. Y. 41.
 North Chicago Knitting Works, 258 E. Division St., Chicago, Ill. 283.
- Olive Wheel Co., Syracuse, N. Y. 491, 492.
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- Palm Bros. & Co., 316 Main St., Cincinnati, Ohio. 442.
 Palmer Pneumatic Tire Co., 133 S. Clinton St., Chicago, Ill. 319.
 Parsons Mfg. Co., 111 W. Harrison St., Chicago. 463.
 Parkhurst & Wilkinson, 148 E. Kinzie St., Chicago, Ill. 257, 324.
 Peerless Mfg. Co., Cleveland, Ohio. 91, 162.
 Penn Mfg. Co., West 12th St., Erie, Pa. 254.
 Peoria Rubber Mfg. Co., Peoria, Ill. 3, 4, 5.
 Pierce, Geo. N. & Co., Buffalo, N. Y. 181, 182, 235, 236.
 Plume & Atwood Mfg. Co., 199 Lake St., Chicago. 54.
 Pneumatic Saddle Co., 55 W. Washington St., Chicago, Ill. 494, 495.
 Pope Mfg. Co., Hartford, Conn. 183, 184, 185, 186, 187, 188, 229, 230, 231, 232, 233, 234.
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 Pratt & Whitney Co., The, Hartford, Conn. 493.
 Premier Cycle Mfg. Co., Bridgeport, Conn. 244.
- Reading Rubber Tire Co., Reading, Mass. 14.
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 Reed & Curtis Machine Screw Co., Worcester, Mass. 2.
 Relay Mfg. Co., Reading, Pa. 280, 281.
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 Robbins & Myer Co., Springfield, Ohio. 83.
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 Rosenwald & Weil, Jackson and Market Sts., Chicago, Ill. 368, 369.
 Rouse, Hazard & Co., Peoria, Ill. 71, 72.
 Rover Cycle Co., Springfield, Ohio. 6.
 Rubber Paint Co., 36 Boston Av., Chicago, Ill. 96.
 Rudolph & Krummel Machine Works, 96 N. Clinton St., Chicago, Ill. 27.
- Schlesinger Mfg. Co., 125 Reed St., Chicago, Ill. 123.
 Schleuter Cycle Mfg. Co., Cincinnati, Ohio. 219, 250.
 Seaman Machine Co., 317 Milwaukee St., Milwaukee, Wis. 450.
 Shapleigh, A. F., Hardware Co., St. Louis, Mo. 484, 485.
 Shelby Cycle Co., Shelby, Ohio. 205 and 212.
 Sherman Cycle Co., 133 S. Clinton St., Chicago. 245.
 Sherwin-Williams Co., Cleveland, Ohio. 289.
 Snell Cycle Fittings Co., Toledo, Ohio. 445.
 Spaulding, A. G. & Bros., 149 Wabash Av., Chicago, Ill. 270, 271, 272, 309, 310, 311.
 Spaulding & Pepper Co., Chicopee Falls, Mass. 290.
 Speirs Mfg. Co., The, 23 Park Row, New York. 464, 465.
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 Spencer, Geo. C., Agent, Rookery Bldg., Chicago. 126.
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 Sterling Cycle Works, 274 Wabash Av., Chicago, Ill. 266, 267, 268, 269, 312, 313, 314, 315.
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 Strauss, G. E., 437 Broadway, New York. 502.
 Syracuse Cycle Co., Syracuse, N. Y. 275, 276, 305, 306.
- Taylor, C. A., Trunk Works, 130 W. Madison St., Chicago, Ill. 509.
 Taylor, W. J., 134 Van Buren St., Chicago, Ill. 296.
 Temple, Ralph, Cycle Co., 207 35th St., Chicago, Ill. 137, 198.
 Terre Haute Mfg. Co., Terre Haute, Ind. 412, 413.
 Thomas Mfg. Co., Springfield, Ohio. 253.
 Thompson, Geo. L., Mfg. Co., 6126 La Salle St., Chicago, Ill. 363.
 Tie Co., Unadilla, N. Y. 171.
 Toledo Metal Wheel Co., Toledo, Ohio. 508.
 Tonk Mfg. Co., Clybourn Av. and Lewis St., Chicago, Ill. 137.
 Trenton Mfg. Co., Trenton, N. J. 9.



... THE ...

“AMERICA”

“TRUST ⁱⁿ
the
RUSS.”

It's the shape of frame that makes “The AMERICA”

“As Good as Its Name.”



GENERAL DISTRIBUTING AGENTS.

Adams & Hart, Grand Rapids, Mich.
A. C. Anderson Cycle Co., Toronto, Ont.
Bradley, Clark & Co., Minneapolis, Minn.
David Bradley & Co., Council Bluffs, Ia.
Bradley, Wheeler & Co., Kansas City, Mo.
David Bradley Mfg. Co., Bradley, Ill.
B. B. Emery & Co., Boston, Mass.
J. H. Fall & Co., Nashville, Tenn.

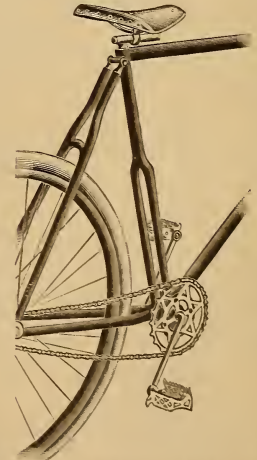
H. L. & E. E. Hunt, Pottsville, Pa.
Mt. Royal Cycle Co., Baltimore, Md.
E. K. Tryon, Jr., & Co., Philadelphia, Pa.
The Union Nut & Bolt Co., New York City, N. Y.
The Hawthorne & Sheble Co., Ltd., London, Eng
Lamson Store Service Co., Ltd., Sydney,
Australia.
Lamson Store Service Co., Ltd., Melbourne,
Australia.



America Cycle Mfg. Co.,

FULTON AND JEFFERSON STS.,

CHICAGO, ILL.



Tryon, E. K. Jr. & Co., 10 N. 6th St., Philadelphia, Pa. 18, 19.
 Turner Brass Works, The, 122 Kinzie St., Chicago, Ill. 44, 119, 134.
 Union Cycle Mfg. Co., Highlandville, Mass. 256, 325.
 United States Mfg. Co., Fond du Lac, Wis. 297.
 Veeder Mfg. Co., Hartford, Conn. 381.
 Wallace, D. O. Co., 3433 State St., Chicago, Ill. 513.
 Waltham Mfg. Co., Waltham, Mass. 329, 330.
 Warner, D. D. Co., Madison, Wis. 387.
 Warwick Cycle Mfg. Co., 255 Wabash Av., Chicago, Ill. 452, 453.
 Waters, F. S. Co., 155 W. Washington St., Chicago, Ill. 459, 460.
 Waterbury Watch Co., Waterbury, Conn. 284.
 Wescoat Jewell Co., Seneca Falls, N. Y. 378.
 Western Electric Co., 242 S. Jefferson St., Chicago, Ill. 470.
 Western Wheel Works, 501 Wells St., Chicago, Ill. 189, 190, 191, 192, 193, 224, 225, 226, 227, 228.
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 Wayne Mfg. Co., 560 4th Av., Louisville, Ky. 40.
 White Mfg. Co., 40 State St., Chicago. 117.
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 Whiteley Steel Co., Muncie, Ind. 443.
 Whitney Mfg. Co., Hartford, Conn. 8.
 Willey, A., 479 Lake St., Chicago, Ill. 46.
 Winton Bicycle Co., Cleveland, Ohio. 170.
 Wolf, R. H. & Co., Ltd., 18th and Harlem River, New York. 351, 352, 353, 396, 397, 398.
 Woodruff, C. H. Co., The, Elgin, Ill. 386.
 Worthington, Geo. Co., The, Cleveland, O. 28, 57, 58.
 Yale & Towne Mfg. Co., The, 84 Chambers St., New York. 461.
 Yost Mfg. Co., Dover St., Toledo, Ohio. 399, 400.

The Gladiator Cycle Works will exhibit on the ground floor of the Park Gate Hotel Building, Sixty-third street and Grace avenue, opposite the Coliseum.

The Worcester Cycle Company will exhibit at the Auditorium Hotel.

ON BUSINESS ONLY AFTER DARK.

Japan having first carefully imitated the crack-brained "wise men" of America and England by having her alleged "wise men" declare cycling an unhealthy and dangerous thing, now still further imitates by tackling the speed ordinance game. Kiobe has just issued a set of regulations governing the use of bicycles in its streets. They are much the same as those adopted in this country, except that riding for pleasure is prohibited after dark. One may ride on business, then, however, provided he goes slowly and carries a lantern.

SUITED TO THE CASE.

"In this case against my client for stealing a pair of bloomers I move for a non-suit," said the famous female lawyer, who appeared for the defence.

"On what ground?" asked the judge.

"On the ground, your honor, that, even in these days of abbreviated cycle costing, a whole suit can't be made out of a pair of bloomers," replied the Portia of the pedal.

The judge believed the point to be well taken and discharged the prisoner.

CAUSE FOR EXCEEDING JOY.

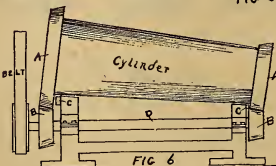
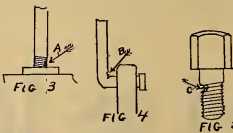
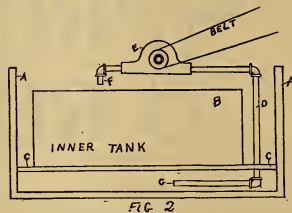
"I don't see how you can smile after such a narrow escape from the horses' feet, all battered up as you are!"

"Smile! why, I can laugh! Just think, my wheel wasn't touched!"

Truth crushed to earth will, if she is wise, sue the truck-driver who run her down for damages to self and wheel.

CLEANING TANKS.

The best and most convenient tank to use for rinsing and cleansing parts of bicycles previous to plating or enameling I ever saw, was made after the following description: Length of tank 12 feet; width, 5 feet; depth, 3 feet; inside measurements. In the middle of this tank (A) (see Fig. 2) make two partitions just one foot apart, then leave on one side of the tank, and in each of the partitions, a gate-hole with a close-fitting gate. On the inside of the tank, at the bottom, make a shelf (C) six inches high. This shelf is for the inner tank (B) to rest upon as shown. Over the space, in the middle of the tank, place a small rotary pump (E) of about one foot in diameter, driven about six hundred revolutions per minute with the belt as shown. Then run a 3 or 4-inch pipe (D) from the pump to with-



in two inches of the bottom of the tank.

Now fill the main tank two-thirds full of cold water, put in enough of the salt and water until the liquor in the tank stands $1\frac{1}{2}$ degrees by the hydrometer, then add the alum water until it increases in strength to 3 degrees; then add to this sulphuric acid until the strength is increased to 7 degrees; also the regular cleansing ingredients, and the tank and bath are ready for use.

The novelty of the arrangement is that the pump (E) constantly draws the cleansing liquor into (C) and deposits it into the device again through (F), thus keeping the liquor circulating through the perforated bottom of the inner tank, and the bicycle parts which are in the tank.

It is a well-known fact that rust on any part of the machine will spread quickly, after one spot has been affected. This seems particularly so in regard to cycles. I have had many cases of spokes breaking owing entirely to the rust eating the metal as (A) in Fig. 3, or as at (B) Fig. 4. Set screws are taken off at the threads as at (C) Fig. 5. Neither air nor water causes much rust, as long as they do not act simultaneously. Metal can be preserved for months under water without rusting, provided the water has been deprived of air by boiling and further access of air be-

cut off; on the other hand, it will remain unaffected for a long time in dry air. Iron will rust very soon, though, when brought into contact with ordinary aeriferous water, which opportunity is offered especially when aqueous vapor condenses on iron by cooling, and, of course, by rain also. Painting, enameling, nickeling, etc., will, of course, prevent excessive rust of parts, but much rusting could be avoided if bicycles were kept in perfectly dry places and free from contact with moisture.

Cleaning parts of bicycles from rust, dirt, oils, etc., where oil of turpentine is insufficient, is well and quickly effected by the following solution, viz.: To 1 litre water add 180 grm. soda or 15 grm. caustic soda, and boil the solution. Pitchy small parts are thus put into the vessel, and either boiled for 2 or 3 minutes, or left in the solution 5 minutes without boiling. All dried-up oil, pitch, etc., is thereby dissolved. The parts are then rinsed clean and dried.

In order to clean parts from foreign matters which are not otherwise removable, I have made a device like that in Fig. 6. This consists of a wrought-iron cylinder 10 inches in diameter and 6 feet long, which is mounted on pairs of friction rollers (A B). The drum is revolved by suitable belting and pulleys at one end. The parts to be rattled are fed into the drum at one end. The apparatus has a downward incline from that end to the other, so when it revolves the parts move slowly from the mouth to the opposite end, where they are delivered freed from impurities. The butts (C) keep the drum in place and the shaft (D) connects the friction drive rolls. This form of rattler will also serve in a shop to rattle sand and filings from new castings.
 GEO. D. RICE.

HIS TASK AND HIS TRAINING.

No athlete, however strong and well he may be, can take part in any severe contest and escape injury unless he be properly trained. If a person rides one mile on a bicycle in three minutes he will be much less exhausted if he rides each quarter of a mile in forty-five seconds than if he completes the first three-quarters of the distance in two minutes twenty-five seconds and spurts the last 440 yards in thirty-five seconds. In the racing of to-day the time of the "last quarter" averages about twenty-seven or twenty-eight seconds.

To attain such condition as will justify a man in subjecting himself to such stress of competition the racer requires, in the first place, a thoroughly sound and healthy organization and a body that has been habituated to rational work and exercise. It is impossible to step from the armchair or desk to the training ground and get "fit" in the same time that would be required by one who had been an athlete "from his youth upward."

In the second place, even when the soil is good and well prepared, the seed sown requires a long, steady and continuous cultivation before the harvest of perfect condition blossoms forth into that "fitness" which makes contest a joy, toil a pleasure, and is the very essence of life and wine of existence to the racer.

Profanity is useful to think of when a particularly aggravating accident happens your machine or self, but it never should be mentioned, just the same, accident or no accident.

IN NATURAL GASVILLE.

Findlay, O., Jan. 17.—During the last two weeks bicycle salesmen have been as plentiful as is the odor of gas with which the air here is laden; in fact the dealers say that just about one-half of their time is devoted to the inspection of new models in the hotel sample rooms and to hearing the clever explanations of the respective merits of flush and outside joints, two and one-piece crank axles, direct and tangent spokes, and the rest of the tale that the salesman has learned by heart.

Brobst & Porter Bros. have the largest hardware store in town and do an extensive bicycle business under the management of Mr. Askam, one of the firm. Their wheels for '97 are Barnes, Fox, Ariel, Halliday, Stormer, Rochester and Featherstone. All excepting the first two were handled last season.

Next door to them and dividing honors as to business done, are Steen Bros., who also deal in hardware and sporting goods. They will continue to handle the Cleveland, Rambler, Waverley and Crescent, but have given up the Victor agency, which they held for a number of years.

Another hardware firm doing a good business in bicycles is Gassman Bros., whose line is the Winton, Falcon and Gendron. They have dropped the Remington agency.

C. C. Van Tine, who did a good bicycle business last season, does not appear to be making preparations for this season. He had the Barnes, Stormer and several other lines last year.

J. R. Bridges, whose specialty is difficult repairing and machine work, has accepted the Quaker agency.

John Ruthrauff, a hardware man, will again handle the Sunol and Hercules, but will make no special effort.

Thompson, the jeweler, who sold Outings last year, has decided not to continue this branch of his business.

Mansfield, O.—Hering Bros. have opened an exclusive bicycle store, where they will handle the Eclipse and Tribune. Their repair shop will be equipped with lathes and enameling oven.

Marion, O.—Kling & Wilson have dropped the Columbia and secured the Eclipse agency in its place.

Cunningham & Stowe will not handle bicycles any longer, as Mr. Stowe, the bicycling member of the firm, is about to retire from the concern.

Lima, O.—J. W. Rowland, a furniture dealer, has secured the Waverley agency.

WILL BEGIN WITH \$1,000.

Articles of incorporation were recorded last week of the Lock Sprocket Company, an East Orange, N. J., concern, organized for the purpose of buying, selling and dealing in bicycle appurtenances. The capital stock is placed at \$100,000, and business will be begun with \$1,000. The incorporators are Joseph Askins, of Ridgefield, and John S. Parker and Howard K. Wood, of New York.

AMERICAN WHEELS IN FRONT.

In the great Austral Wheel Race, the first and second prizes in which were \$1,750 and \$1,500, respectively, American wheels were largely in evidence. The winner rode a Canadian Red Bird; the second man, a Dayton; the third, a Barnes. At \$10 per man the entry fees netted \$1,525.

ORIGINAL CYCLE SPECIALTIES.

Frank B. Ray, of this city, who was first to mould and make saddles to fit the form of the individual purchaser, and who quietly scored a great success, has organized the Ray Cycle Specialty Co., with headquarters at No. 153 West Thirteenth street, and in addition to his saddles, will market an ingenious home trainer, a folding tool bag and several other nicknacks of his own design. Mr. Ray and his goods merit attention and approbation.

QUILTED SADDLES.



The latest productions of the Garford Mfg. Co., Elyria, Ohio.

THEY FAVOR IT.

Early in January all the retail dealers and repairmen of Memphis, Tenn., formed the Memphis Cycle Trade Association, with these officers: President, C. J. Scherer; Vice-President, W. H. Withers; Secretary, Jerome P. Parker. The association desires to be put on record as heartily in favor of the proposed formation of a National Dealers' Association, and will have representatives at Chicago during the proposed meetings.

FEATHERSTONE'S STABLE.

Alfred Featherstone, the Chicago cycle manufacturer, has purchased one of the greatest stables of first-class race horses in the West, according to a St. Louis paper. He has for several years been an admirer of horse flesh and horse racing.

Albert Ivimy, of No. 104 Howe avenue, Passaic, N. J., desires to communicate with makers of home trainers.

The Elastic Tip Co., of Boston, is being represented in New York by C. R. Moules, who will establish headquarters here.

WILL HOLD FIVE HUNDRED WHEELS.

The Tinkham Cycle Co. are entirely overhauling the salesroom at their headquarters in the Tinkham Building, 306-10 West Fifty-ninth street, New York. The salesroom, although the largest in the country, has proven inadequate for the business of the Tinkham Cycle Co., and the alterations have been made for the purpose of giving added storage space for stock. When finished the room will comfortably hold 500 wheels. This will not in any way interfere with the cycle track, twenty-five laps to the mile, which runs around the centre of the room, and is used by customers to try their mounts before purchasing. The walls are being finished in light olive green and the floor will be covered with heavy Brussels carpet of the same color, only a little darker. The pillars and trimmings will be in gold. Handsome mahogany benches are being provided for the convenience of customers, and an adjuster's bench of the same material. During the season an expert adjuster is always on duty in the salesroom, whose business it is to adjust and oil the wheels of any of the patrons of the company who may come in, free of charge.

INFLATED BY HYPODERMIC NEEDLES.

While the ball tire was one of the earliest improvements advocated on the original pneumatic tire, it was never so attractively or ably presented as it is in the '97 catalogue of the Ball Tire Co., of No. 156 Fifth avenue, this city, which concern has improved greatly on the original ball tire, and intends to push it earnestly and energetically. The name of the tire, as the "new element" may not know, fully explains its construction. It is nothing more nor less than a series of rubber balls ingeniously secured around the rim, each detachable and independent of the others, so that a puncture merely affects one ball and not the whole tire. The balls are inflated by a hypodermic needle, and as rubber only and no fabric is used, the tire is claimed to be more resilient than any other.

NEWTON DEPOTS.

Newton tires have been making such an impression in the West that the Newton Rubber Co. has found it necessary to establish a depot at Chicago, at No. 132 Lake street. H. P. Lowe is in charge. Stephens & Hickok, Los Angeles, Cal., have also been appointed distributing agents for the Pacific Coast. In the East, the Very Cycle Co., Boston, has likewise been designated a Newton depot.

STILL SELLING TUBING.

Herbert M. Campbell, formerly with the Seamless Structural Tube Co., of Brooklyn, N. Y., is now established at No. 231-235 Greenwich street, this city, as manufacturer's agent. He is, however, still handling tubing and forksides, both seamless and brazed, also saddle posts and cycle supplies generally.

WARM ARGUMENT.

When through faulty construction or lack of attention the rider's lamp becomes red-hot, is it not always correct to refer to the state of affairs as a burning shame?

A skirt divided against itself is something an artistic public will not stand.

CYCLING NOT A CLIMATIC AFFAIR.

To the man or woman who really rides a bicycle it is amusing to read the sage advice of non-riding quidnuncs regarding the off-season in cycling. According to these romancers riding a bicycle is a fair-weather, spring-and-summer-day sort of thing, that necessitates a careful and constant watch of Weather Bureau reports and results.

Never were facts more at variance with theories. Weather conditions are a factor only in a minor degree in the growth of cycling. In fact, it might almost be said the worse the climatic conditions, the greater the cycling. Vide New England versus the South in this country, or if still further proof be needed, it may be found in this: The duration of sunshine in the various countries of Europe was recently discussed at a scientific meeting in Berlin. It was shown that Spain stands at the head of the list, having on the average 3,000 hours of sunshine a year, while Italy has 2,800 hours, Germany 1,700 hours and England 1,400 hours.

To those who know anything regarding the proportionate use of the bicycle in the three countries named, it is beyond dispute that England, with only 1,400 hours of sunshine, has five times as many users of the wheel as Germany, Italy and Spain combined; while Germany, with but 800 hours more of the "glorious" than England has, outranks, in a cycling way, Italy and Spain as far as England does the trio. The story still holds good in relation to the comparison between the cycling population of Italy versus Spain.

To come to the original argument. England, the least blessed in a weather way of the four countries named, excels in cycling, while as the list of pleasant hours increases so does the cycling interest decrease, until Spain, with the most perfect climatic conditions, has the smallest number of riders of the bicycle. Facts are stubborn things to all except space-writers on cycling, who calmly ignore facts when slush is sought; to others, however, it would seem that the quidnuncs' statements about the necessary twinning of sunshine and cycling, exists only in quidnuncian noodles—that is, if anything, except a vacuum, exists there.

In taking chances when riding through crowded traffic, first look out that they are not against you.

NEFF NO STRANGER.

W. A. Neff, with headquarters in Cleveland, who has been the general sales agent for the Reading Cycle Manufacturing Company, has done so well that he has been called to the factory in Reading, Pa., where he will be installed as general manager. He is no stranger to the duties.

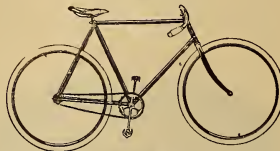
SHE WAS MRS. CLEVELAND.

A young man on a wheel was confidently riding up a Washington street. A heavy carriage drawn by two prancing bays came spinning up the street at the same time. The young man was fairly run into the gutter by the turnout, and to save himself from being crushed he jumped off his wheel. The bays were drawn up to the curb in great style and the lady occupant of the carriage stepped out to go into a store. She instantly took in the catastrophe. The wheel was almost a wreck and the rider was looking around for his hat. She stepped right up to him and inquired if he was hurt. Being assured that he was not, she took out a card and wrote a few lines on it and gave it to him, saying:

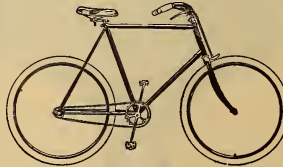
"Have your wheel repaired and send the bill to Mr. Thurber with this card. I am very glad you were not hurt."

The signature on the card was "Frances Folsom Cleveland."

'97 RAMBLERS.



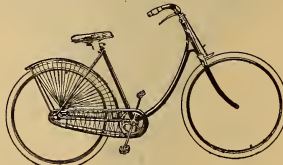
Model 22.



Model 20.



Model J.



Model K.

Gormully & Jeffery Mfg. Co., Chicago, Ill.

CROCKETT CYCLERIZED.

"Be sure you're right, and then go ahead," might be a pretty good motto for some folks," said the man with a bargain-counter wheel, "but whenever I go riding with anyone, and the usual accident happens my wheel I find that 'Be sure you're left, and then go afoot,' just about fills the bill."

A ONE-DAY RECORD.

On Saturday, January 9, the Monarch Cycle Mfg. Co. shipped 1,349 bicycles, the largest number that ever went out of their factory in one day, a fact which forcefully gives the lie to unauthorized statements that the factory was not in full operation.

NOT VERY FLATTERING.

"Is that \$1.69 tire they are selling at Gracey's drygoods store any good?"

"Is it? Say, that tire wouldn't hold molasses in cold weather, much less air in any weather, see?"

STRIKES ONE THAT WAY.

The nervous wheelwoman may be quite given to wringing her hands and sadly need a bell, even though her own belleship be unquestioned.

HE IS EXTREMELY NUMEROUS.

"What's a clever League politician?"

"Oh, he's a delegate that doesn't have to stop talking in the assembly when he hasn't got anything more to say."

The Luthy Wheel \$150.

WE GUARANTEE THE LUTHY WHEEL TO BE:

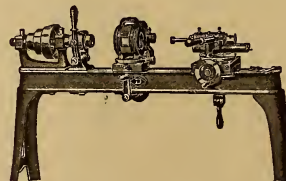
THE HANDSOMEST IN DESIGN AND FINISH.
THE BEST IN MATERIAL AND WORKMANSHIP.
THE MOST PERFECT IN ITS LINES AND BEARINGS.
THE EASIEST AND SMOOTHEST RUNNING WHEEL IN THE WORLD.

LUTHY & CO. MAKERS, PEORIA, ILLINOIS.

Chicago Show, Space No. 172.
New York Show, Spaces Nos. 352 and 362, 3d floor, Lexington Ave., front.

BALL CASE GRINDER

FOR BICYCLE WORK.



This is our '97 pattern. It has many improvements over previous machines. We tell all about these improvements in a special circular, which also describes many other machines which we make for bicycle manufacturers. If you are interested write to us.

DIAMOND MACHINE CO.,

LONDON AGENTS:

CHAS. CHURCHILL & CO., Ltd.

PROVIDENCE, R. I., and

CHICAGO, ILL.

SAMSON TIRES



AN INDICATION
OF PERFECTION.

*Why buy the second best
when the best costs no more?*

We extend to you a cordial invitation to visit us at the
Cycle Shows. We will take pleasure in showing you the

Highest Grade Tire ever made.

At Chicago Cycle Show, Spaces 29 and 56.

At New York Cycle Show, Spaces 281, 282, 295 and 296.

NEW YORK TIRE CO.

BRANCH HOUSES:

Boston	Buffalo	Chicago
Toronto	Louisville	Denver
Philadelphia	Cleveland	St. Louis

MAIN OFFICE:

59 & 61 Reade Street, New York.

Kindly mention The Wheel.

SAMSON TIRES

Going to the Shows?

Are you looking for a good, reliable, strong, and stanch wheel that has all
progressive ideas and is AN EASY SELLER?

SEE THE BICYCLES HAVING

Lifelong Bearings.

The Old Reliable Hamiltons and Kenwoods.

You can do business with them and us.

Branch Houses:

30 Rue Amelot, Paris, France.
32 Park Sq., Boston, Mass.
203, 205, 207 S. Canal St., Chicago, Ill.
413 16th St., Denver, Col.
184 Main St., Oshkosh, Wis.

General Agents:

World Manufacturing Co., New York, N. Y.
Lozan-Gregg Hardware Co., Pittsburg, Pa.
Harber Bros. Co., Bloomington, Ill.
Henry H. Van Brunt, Council Bluffs, Ia.

General distributors for KENWOODS

in New England, New York and
Eastern Pennsylvania, **WORLD
MANUFACTURING CO., 80 & 82
Reade St., New York, N. Y.**

Hamilton-Kenwood Cycle Co.,

GRAND RAPIDS, MICH.

THREE FACTORIES IN ONE.

CHICAGO SHOW, SPACES 258, 259, 260 and 261.

NEW YORK " " 33, 34, 35 " 36.

Kindly mention The Wheel.

THE KOKOMO KORKER.

The "Kokomo Korker" is the catchy title given to a repair tool for single-tube tires of recent creation by the Kokomo Rubber Company, of Kokomo, Ind., manufacturers of the well-known Kokomo line of tires. It has the merit of simplicity, and it does the work.



It is ready for business when the cap is removed. The compound is forced into the tire by turning the button at bottom of tool (the button operating the plunger inside) two or three times to the right.

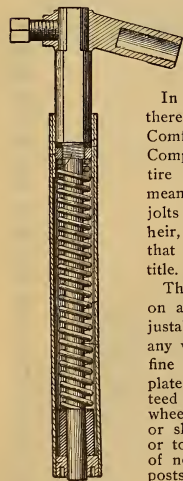
The Korker is refilled by turning the button to the left till plunger is forced to the bottom, when the top is unscrewed and the compound inserted.

WHAT THEY WILL ALLOW.

Several associations of cycle dealers in various cities have adopted the following scale of allowances on wheels taken in trade for '97 mounts:

	1896.	1895.	1894.	1893.
Class 1.....	\$55	\$35	\$25	\$15
Class 2.....	45	25	18	12
Class 3.....	35	22	15	12
Class 4.....	25	15	10	—

Class 1 consists of machines that are not sold at less than \$100, class 2 consists of machines sold at from \$80 to \$95, inclusive; class 3 consists of machines sold at \$55 to \$75, inclusive; class 4 consists of machines sold at \$50 or less.



THE NAME EXPLAINS.

In one name, at least, there is something—the Comfort Spring Seat Post Company. It tells the entire story. The device is meant to ease the jars and jolts to which cycling is heir, and its makers say that it well deserves its title.

The post may be used on any wheel, and is adjustable to any saddle or any weight. It is made of fine tool steel, nickel-plated, and it is "guaranteed to outwear two wheels." It has no grooves or slots to grind or bind or to fill with dirt, and is of neat appearance. The posts retail for \$2.50 each.

SETTING THINGS STRAIGHT.

John H. Graham & Co., No. 113 Chambers street, New York, are the sole sales agents for the Slaymaker-Barry Co.'s line of bicycle locks. In the latter company's advertisement last week a list of jobbers was printed, through an error, which rightly belonged in the America Cycle Mfg. Co.'s announcement. This statement is made to enlighten those who may have been puzzled by the unfortunate transposition of the types.

PUMP AND WRENCH COMBINED.

In addition to their line of saddles the Beck Bicycle Saddle Co., Newark, N. J., is introducing a novelty in the form of a tool in which a wrench and a tire pump are combined, and which, when not in use, collapses, and to all outside appearances becomes a neat nickled tool case about twice the length of the metal match cases carried by the average man. It looks all right, and the Beck people say that if it does not so prove in actual practice, they will refund the purchase price.

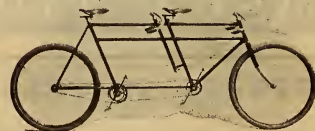
BICYCLES AND PAPER.

In addition to its other wares, the Scott Paper Co., Philadelphia, Pa., will engage in the manufacture and sale of bicycles. They will market three grades—at \$100, \$75 and \$60, respectively—all "high-class, up-to-date wheels," they assert, and proclaim an array of "attractive prices" to both agent and jobber.

'97 MODELS, PATEE BICYCLES.



Price, \$60.



Price, \$100.



Price, \$60.

PEORIA (ILL.) RUBBER & MFG. CO.

IT WILL ROIL THEM.

"Made in Germany," is a term that roils the average English merchant as greatly as the sight of an American bicycle roils Henry Sturme, of the "London Cyclist." What Mr. Sturme and the British cycle tradesmen generally will do and say now that the Fowler Cycle Manufacturing Company have taken the initiative in stamping "Made in U. S. A." on the Fowler nameplates, is a matter for interesting conjecture. Mr. Sturme, at least, will probably froth at the mouth.

PLANTING TRADE SEED.

H. G. Chamberlin, vice-president of the Bean-Chamberlin Manufacturing Company, of Hudson, Mich., makers of the Hudson bicycle, has been, the past few days, displaying goods throughout New York and New England. He established agencies in nearly all the more important cycling centres.

A MARK OF MERIT.

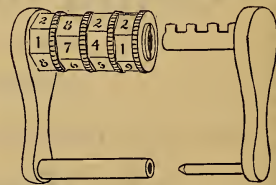
When an old and large concern like Hartley & Graham look with favor upon a new device, it is fair to presume that they have discerned substantial merit and selling qualities. They have just taken up the Ventilated



Cushion Grip, and in consequence its makers, the Ventilated Grip Mfg. Co., of Newark, N. J., are pluming themselves and pointing with pride to their claim that the grip is not only the latest but one of "the best and most needed improvements for cycling comfort." The article is made of flexible rubber, covered with soft leather, felt, etc., having perforations at intervals and air spaces at each end and around handle-bar. It fits the handle-bar snugly, cannot slip off nor break, and can also be used near head as well as at ends of handle-bar. It prevents perspiration, also "cramp" caused by vibration of bar.

HAS FIVE THOUSAND COMBINATIONS.

This paraphrase is seeing the light: He who steals my purse, steals trash, but he who steals my bicycle steals that which is more precious than riches. It is suspected that some locksmith is responsible for it. Even at that, it is not half bad, and leads fittingly to the most recent conception in cycle securities, the Brodie combination lock, made by W. H. Brodie & Co., Nos. 39-41 Cortlandt street, New York. While there are other such locks in existence, the combinations possible are limited in number. The Brodie article, however, vies with the burglar-proof



safe. Five thousand combinations had been figured out when the figuring ceased, but many more are possible. Each of the milled rings is detachable from the numbered tumbler, and may be given eight different shifts or changes; all rings and tumblers are similarly interchangeable, so that an idea of the possibilities is easily obtained. The lock is small, light and neat, and to all appearances otherwise all right.

Brodie & Co., who deal in contractors' supplies, also have a cycle stand under way—one embodying several new ideas. It will see the light shortly.

AND THE MORE IT COSTS.

"There's one very queer thing about record time."

"What's that?"

"The less it is the more attention it attracts".

WHILE IN CHICAGO
VISIT THE
EXHIBITION
OF...

The Liberty Cycles

At 82 & 80 Wabash Ave.

THE LIBERTY CYCLE CO. J. H. TOOLE, Manager.

Kindly mention
The Wheel.

Take a piece of iron pipe, draw an air-tight rubber tube inside, bend the pipe into circular form and join it. You then have a tire. Inflate it. The pneumatic principle is there, but you would not know it, because iron pipe is not the right material to use. You want something elastic.

Take a piece of mosquito netting, make a tube of it and use it in place of the iron pipe. When inflated, the netting will burst. This is not right either. It is elastic, but not strong enough.

These are two extremes. Somewhere between them is to be found just what is right for the purpose. You will be sure to get it in the

Flexifort
(TRADE MARK) INNER TUBE TIRE.

AND

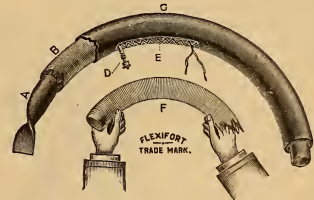
CONQUEROR
HOSE PIPE TIRE.

These tires are the production of brains, skill and long experience.

Our Inner Tubes for all makes of tires are recognized as the very best in the market by all who use them.



MANUFACTURED BY



A.—Air Tube.
B.—Circular Woven Fabric.
C.—Outer Rubber Covering.
D.—Valve Stem.
E.—Laced Opening.
F.—Showing Circular Feature of Tubular Seamless Fabric.

MECHANICAL FABRIC CO., Providence, R. I.

THE ORIGINAL MANUFACTURERS OF PNEUMATIC TIRES IN THE UNITED STATES.

Write us for Catalogues, Samples and Prices.

Kindly mention The Wheel.

PREPARED TO MEET ALL COMERS.

Before the committee now hearing testimony in Washington for the purpose of formulating a new tariff measure, many manufacturers of many kinds have appeared. In almost every instance, though, no matter whether the petitioner made mistakes or mowers, he invariably wanted his particular line "protected" against foreigners by the imposing of an advanced tariff.

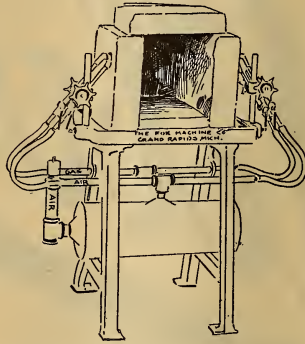
Under these circumstances the testimony of H. W. Hartman, vice-president of the Ellwood Weldless Tube Company, of Ellwood City, Pa., was particularly noticeable, showing as it did, that Mr. Hartman had confidence in the ability of his concern to make tubing good enough and cheap enough to stand foreign competition without any "protection" against same in the shape of tariff discrimination. Asked by the committee what he thought the American tube makers needed in the tariff line, Mr. Hartman said he did not believe that the manufacturers of tubing asked for higher rates of duty, but they did desire a change from the present ad valorem to special rates. The industry, he said, was a comparatively new one in this country, and had been wonderfully developed in a comparatively short time. It was not a long time since bicycles and seamless tubing were imported in large quantities, but now this country was a heavy exporter, and in spite of undervaluation, frauds and other drawbacks, the output was increasing by rapid strides. If the duty, as provided by the Wilson law, could be honestly collected, the American manufacturers asked no further concessions, Mr. Hartman declared.

GO AND SEE THE "GOOD" PEOPLE.

During the Chicago show Morgan & Wright will be glad to have repairmen visit their repair department. There are several labor-saving knick-knacks that every repairman ought to see—not secret methods, but simple schemes for saving extra motions. They will show how a man can vulcanize almost any hole in an M. & W. tire without trouble, if he goes at it with both eyes open. To reach the M. & W. establishment take the Lake Street Elevated Railway to Ann street, and walk one block east to May street; or take Madison Street Cable Railway to May street, and then ask questions.

HEALING THE HOLES.

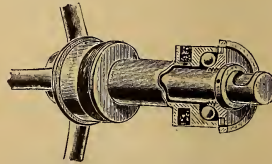
J. Stuart Robinson and Charles D. Lawrence, comprising the Lightning Puncture Healer Company, No. 59 Laffin street, Chicago, are marketing the Lightning Puncture Healer, a liquid "tonic," for injection into tires through the valve stem. The "tonic," they say, is largely an extract of the Corubaa plant, a South American growth.



The Fox Brazer—Fox Machine Co., Grand Rapids, Mich

WOLFFS ON THE COAST.

Henshaw, Bulkeley & Belcher, of San Francisco, have been appointed Pacific Coast distributing agents for the Wolff-American bicycles. The wheels have not been very well known on the coast, but under the new arrangement Wolf & Co. have good reason to expect a very much altered state of affairs.



Self-Oiling Aluminum Bearing Case used on the Bean-Chamberlin Co.'s Hudson Bicycles.

COMING WOOD ROADSTERS.

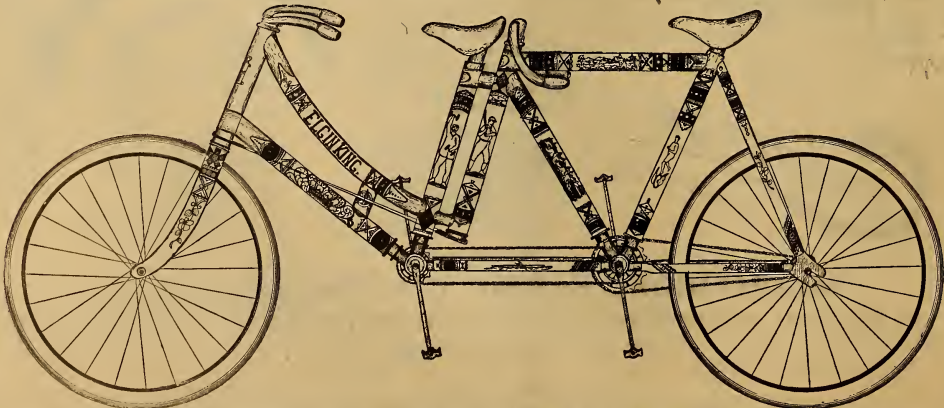
Springfield, Mass., Jan. 18.—M. D. Stebbins, for several years agent for the Spalding bicycle in this vicinity, is at the head of a company which is preparing to manufacture wooden bicycles on a large scale. Those interested with Mr. Stebbins are L. W. Spear, who will have charge of the agencies, Harry L. Burgess, who will be treasurer and purchasing agent, and G. P. Jones, an expert in metallurgy. The most radical departure of the wheel from other bicycles is the wooden frame, which is made of wood rods of rock maple or hickory, the connections being of aluminum-bronze metal. This metal is the color of 14-karat gold, light and very strong. It will not rust or tarnish, is the same color all the way through and is easily cleaned. The bearings of the wheel, it is claimed, are equal to those in all high grade wheels. The ordinary roadster will sell at \$50, but wheels with special finish will list higher. The wheel is susceptible of a high finish and its makers assert that it will stand any of the tests applied to leading high-grade wheels.

FITS ALL FEET.

Despite the multiplicity of competitors the Record pedal, which, in all truth, set the fashion to the world, or to America, at any rate, goes serenely on setting new fashions. The latest innovation which the Record Pedal Co., Boston, Mass., has introduced is an adjustability of the pedal that makes it possible to fit feet of any size. In announcing the fact the Record people state the case very logically, "When you buy a pair of shoes," they say, "you naturally expect that the shoemaker will pay a decent regard to the fitness of things. Now, why, in the name of common sense, ought not the cycle manufacturer be expected to show the same consideration? If you wear a No. 6 shoe, you certainly do not want a pedal big enough to accommodate a No. 11." And no one can say the Record people "nay."

CHIP OFF THE OLD BLOCK.

"Pa," said the cycle humorist's little son, calling his father's attention to a two hundred-pound novice who had just tumbled from her wheel; "would you call that 'a great falling off in weight?'"



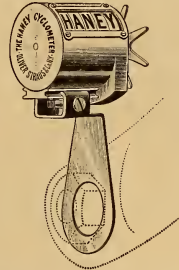
That \$10,000 Gold-Encrusted and Bejeweled Tandem which the Elgin Cycle Co. will exhibit at the Shows.

THREE FROM ONE

concern,
Oliver Straus & Co., New York.



CILLEY CHAIN.



HANEY CYCLOMETER.



INDIA TIRE.

If You Are Wise you will not stand on the order of writing, but will write at once. Each of the three is a winner in every sense of the word.

We will be found at Spaces No. 358, Chicago Cycle Show, and 218, New York Cycle Show.

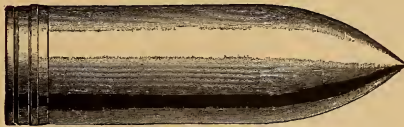
OLIVER, STRAUS & CO., 23 PARK ROW, NEW YORK.

Kindly mention The Wheel.

You Run No Risk

WHEN USING

"PROJECTILE BRAND"



**COLD-DRAWN SEAMLESS STEEL TUBING,
FORKSIDES,
HANDLE-BARS,
TAPERED TUBES.**

Manufactured from the BEST SWEDISH STEEL
by

The United States Projectile Co.,
BROOKLYN, N. Y.

Used by the Highest-Grade Manufacturers.
We Solicit Correspondence.

S&P

S&P

Speed - Comfort - Safety

All these combined are
found in our

TIRES.

Our line of SINGLE-TUBE TIRES
is complete.

WE CAN ALSO SUPPLY THE

**G. & J. AND THE L. C. SMITH
DETACHABLE TIRES.**

Spaulding & Pepper Co.,

CHICOPEE FALLS, MASS.

19 Park Place, NEW YORK CITY.

S&P

S&P

Kindly mention The Wheel.

Rubber Tire Association.

President, THEODORE A. DODGE.
 First Vice-President, L. K. McCLYMONDS.
 Second Vice-President, GEORGE T. PERKINS.
 Treasurer, GEORGE F. HODGMAN.
 Secretary, KIRK BROWN,
 504-506 West Fourteenth Street, New York.

National Board of Trade of Cycle Manufacturers,

271 BROADWAY, NEW YORK.
 President, R. L. COLEMAN.
 First Vice-President, R. P. GORMULLY.
 Second Vice-President, GEORGE H. DAY.
 Treasurer, W. A. REDDING.
 Secretary, ERNEST R. FRANKS.
Mercantile Agency, Collection Department and Information Bureau.

National Bicycle Wood Rim Manufacturers' Association.

President, E. S. MEAD.
 Treasurer, N. D. DOUGHMAN.
 Secretary, W. W. STALL, Bedford, Mass.

DOMESTIC CYCLE SHOWS.

January 23-30—Chicago, Coliseum; A. E. Pattison, Room 42, Auditorium Bldg., Chicago.
 February 6-13—New York, Grand Central Palace; Ernest R. Franks, 271 Broadway, New York.
 February 20-27—Boston, Mechanics' Building; C. W. Fourdriner, 34 Stanhope Street, Boston.
 February 20-27—Philadelphia, Second Regiment Armory; Local Cycle Board of Trade.
 February 20-27—Pittsburg, Local Cycle Board of Trade.
 February 20-27—Denver, Colorado; Local Cycle Board of Trade.
 February 20-27—Cincinnati, Ohio; Local Cycle Board of Trade.
 March 1-6—Omaha, Nebraska; Local Cycle Board of Trade.
 March 1-6—Syracuse, N. Y.; Local Cycle Board of Trade.
 March 2-5—Cleveland, O.; Local Cycle Board of Trade.
 March 2-5—Providence, R. I.; Local Cycle Board of Trade.
 March 2-6—Detroit, Michigan; Local Cycle Board of Trade.
 March 2-6—Reading, Pa.; Local Cycle Board of Trade.
 March 6-13—Brooklyn, N. Y.; Local Cycle Board of Trade.
 March 6-13—Baltimore, Local Cycle Board of Trade.
 March 8-13—Rochester, N. Y.; Local Cycle Board of Trade.
 March 18-20—Williamsport, Pa.; Local Cycle Board of Trade.

FOREIGN CYCLE SHOWS.

January 23-30—Glasgow, Scotland; A. G. Rennie, Secretary, 49 Lilybank Gardens.
 January 22-30—Birmingham, England, Bingley Hall; Chas. Wheelwright, Secretary, Lucifer House.
 January 23—Vienna, Austria; Steiner Hoenicks, Manager.
 February 1-7—Edinburgh, Scotland, Waverly Market; A. K. Dempsey, Secretary, 82 Leith Street.
 February 1-15—Vienna, Austria; Winter Veleddrome, 14 Kaentner Street.
 February 3-6—Nottingham, England, Albert Hall; B. Richards, Secretary, Nottingham Athletic Social Club.
 February 6-20—Manchester, St. James' Hall; Northern Counties Exhibition Co.
 February 27-March 6—Leeds, England, Town Hall; Northern Counties Exhibition Co.
 March 14-19—Glasgow, St. Andrew's Hall, Northern Counties Exhibition Co.
 March 15-21—Brussels, Belgium.

TRADE CHANGES.

CALIFORNIA.
 Los Angeles.—The Sterling Cycler, discontinued.
 Redlands.—Groe & Lienau sold out to C. G. Gaylord.
 Santa Ana.—J. A. Hankey gives deeds \$2,086.
COLORADO.
 Denver.—Gerwing-Hilton Cycle Co., incorporated by Robt. Gerwing, Chas. H. Hilton, Jr. and Lynn R. Hubbard, to manufacture and sell bicycles. Capital \$10,000.
CONNECTICUT.
 South Norwalk.—H. R. Buckley & Co., reported to have been succeeded by Bulky & Wheeler.
FLORIDA.
 Daytona.—C. F. Randall Co., sold out to J. S. Herbert.

ILLINOIS.

Alton.—Hubbell & Meissner dissolved, W. E. Hubbell continuing.
 Chicago.—Field Mfg. Co., 21 Quincy St., style changed to Harder Convertible Bicycle Co.
 Chicago.—Anson V. Hales, 271 Wabash avenue, (assigned), court orders sale of assets, except book accounts, for \$1,790.
 Chicago.—John D. Toby Hay & Grain Co., sued \$600.00. Test case.
 Chicago.—Western Union Bicycle Mfg. Co., offering 50 per cent. in settlement.
 Chicago.—Comfort Spring Seat Post Co., incorporated by D. M. Martindale, Jr., R. Gill and H. H. Martindale. Capital \$2,400.
 Chicago.—The Brown-Lewis Cycle Co., incorporated by R. M. Brown, G. S. Lewis and D. R. Brown. Capital \$10,000.
 Chicago.—The Heany Cycle Co., dissolved partnership.

MARYLAND.

Baltimore.—Henry Strohmaier and Robt. L. Gill appointed receivers for Ives & McGlen. Filed bonds \$3,000 each.

MASSACHUSETTS.

Amesbury.—Eastern Cycle Co. purchased plant and business of the Amesbury Bicycle Co.
 Boston.—Frank S. Ourish reported to have recorded chattel mortgage \$1,000.
 Great Barrington.—H. J. Mignerey. Jewelry, will add bicycles.

MICHIGAN.

Kalamazoo.—G. H. Raynor & Co., file chattel mortgages, \$10,000, favor preferred creditors.
 Marquette.—Hoard & Carter dissolved, Frank Hoard continues.

NEW JERSEY.

Newark.—Ventilated Grip & Mfg. Co., incorporated by Allen M. Tarbell, B. F. Taylor, Abbey L. Gardner, Edward D. Gardner and Oscar H. Condit, to manufacture bicycle handles, saddles and bicycle sundries. Capital \$25,000.

Red Bank.—Pope & Patterson, succeeded by Geo. H. Patterson.
 Spring Lake.—S. F. Ludlow sued \$101.98.

NEW YORK.

Brooklyn.—Zimmerman Cycle Co., dissolved.
 Buffalo.—Chas. J. Heimerle. Fire loss, \$3,500.
 Buffalo.—Jackson Cycle Works, fire loss \$2,000.
 Buffalo.—Niagara Cycle Fittings Co., judgment vs. them \$45.77.
 Glen Falls.—Budd Bros. will manufacture bicycles under firm name Budd Mfg. Co.
 New York.—Hubert Bros. & Co., succeeded by new firm, same style.
 New York.—Greater New York Cycle Co., judgment \$68.26.
 New York.—Isaac P. Johnson, judgment \$97.63.
 New York.—A. Major Cement Co., judgment \$43.63.
 Rochester.—Miner & Fish Co., incorporated, directors: Albert Fish, E. L. Miner and F. T. Milbaum. Capital \$25,000.

OHIO.

Cleveland.—Stamped Steel Vehicle Wheel Co., organized by E. D. Sawyer, C. A. Post and S. W. Parsons, are reported constructing a sample bicycle.
 Cincinnati.—Tourist Cycle Co. vs. Ohio Spiral Spring Buggy Co., judgment for plaintiff, \$58.21.
 Cincinnati.—Rubber Tire Wheel Co. vs. Victor Rubber Tire Co. Amendment to answer filed.
 Cincinnati.—The Frank T. Miles Co. assigned to Frank T. Miles.
 Dayton.—Anderson & Eberhardt Co., assigned.
 Madison.—Madison Wheel Co., incorporated. Capital \$30,000.

OKLAHOMA.

Oklahoma.—Lindley & McQuown, chattel mortgage for \$141.

OREGON.

Portland.—Pope Mfg. Co., Hartford, Conn., has succeeded Habighorst Co. of this city.
 Roseburg.—Carle & Richardson, dissolved partnership.

PENNSYLVANIA.

Huntington.—H. H. Lane Mfg. Co., assignee files report. Auditor will be appointed at February term to make distribution.
 New Castle.—F. P. Dufford & Co., judgments for \$600.

Philadelphia.—Tichenor Hardware Co., confessed judgment January 9th for \$1,300.

WASHINGTON.

Tacoma.—McNaughton Gun Co. have advertised that they will sell out.

WISCONSIN.

Fond Du Lac.—Fidelity Cycle Co., canceled chattel mortgage for \$1,000.

FOR ELEVEN MONTHS.

The total exports for the eleven months ending November 30th last was as follows:

United Kingdom	\$1,233,199
Germany	233,886
France	124,714
Other European Countries	426,843
British North America	536,263
Mexico	46,778
Central America and British Honduras	63,013
Cuba	4,830
Porto Rico	8,179
Santo Domingo	1,083
Other West Indies and Bermuda	47,718
Argentina	19,967
Brazil	21,544
Colombia	19,980
Other South American Countries	34,558
China	8,213
British Australia	456,822
British and East Indies	10,105
Other Countries in Asia and Oceania	66,401
Africa	39,532
Total	\$3,408,618

ALL IN A WEEK.

Foreign exports of bicycles from New York during the week ending January 12th:

Antwerp	\$3,414	Hamburg	\$15,329
Amsterdam	226	Have	1,081
Bremen	4,379	Liverpool	940
Brit. Australia	12,272	Liege	22
Berlin	800	London	3,643
Brit. Africa	338	Mexico	456
Brit. E. Indies	275	New Zealand	439
Brazil	245	Porto Rico	418
Brit. W. Indies	4,301	Peru	59
Copenhagen	150	Rotterdam	1,617
Central America	729	Tasmania	983
Christiania	40	U. S. of Colombia	62
Dutch W. Indies	32	Venezuela	721
Gibraltar	80	Genoa	1,370
Genoa	1,755		
Glasgow	736		
Hull	200	Total	\$55,412

INVITING THE PUBLIC.

If anyone desire to see how a bicycle is made, the Kimball bicycle in particular, its makers, the Phillips Mfg. Co., Nos. 307 and 309 West Broadway, this city, will show him the modus operandi. They are extending the invitation broadcast through the daily and cycling press, a rather unusual proceeding, but one that cannot but result beneficially.

STRENGTHENING A VITAL PART.

While something of the sort has been seen on track machines, McKee & Harrington are the first to adopt this style of so-called "open steering head" for their stock roadsters and tandems. It will be made a feature of the '97 Lyndhurst and carries with it an idea of a great strengthening and stiffening of a vital



part, the fork crown. It "does not jump and shiver, is proof against vertical shock and lateral strain and holds its course like a locomotive on the track," is the manner in which the Lyndhurst people summarize the advantages claimed.

OF INTEREST TO NEW YORK SHOW VISITORS.

Visitors to the New York Show who do not care to be too close to the building, but want to remain further downtown, will find the Ashland House, Twenty-fourth Street and Fourth Avenue, a very good stopping place. The cuisine of this hotel has been a matter of note among sojourners in New York for more than twenty years. The house may not perhaps be rich in tapestry and onyx, but it has good comfortable rooms. The hotel is not more than ten minutes ride from the Show building, its prices are reasonable and quite a few who want to get relief from the noise and bustle of Show life will undoubtedly be found at the Ashland.

MERE BRITISH BLUFF.

The report that the English Government had contracted, or was about to contract, for a large number of bicycles for use in the postal service, was considerably magnified. The Monarch Cycle Company instituted inquiry and found that a small experimental order only had been placed.

IMMORTALIZING COOPER.

Tom Cooper is to be immortalized. The Monarch Cycle Co. have given the name "Cooper Special" to one of their wheels, the most expensive one at that. It lists at \$125, and these are its specifications: Monarch diamond-frame, 23-inch; 1½-inch tubing for main top, seat mast and main lower tubes, with ¾-inch tubes for rear forks and stays; 10-inch head, with 1½-inch tubing; 28-inch wheels; detachable sprockets, front and rear; barrel hubs; Kuntz laminated wood rims, fitted with nickel-plated eyelets in spoke holes and finished in rosewood; Humber pattern chains; Monarch patent crank shaft bearings; detachable, keyless, round, tapered cranks, 6½-inch throw; tread, 5¼ inches; direct seat post; cold swaged, double-butteted steel tangent spokes, tied, 32 to front and 36 to rear wheel; Monarch's rat-trap pedals; racing saddle; gear, 76; Monarch ram's horn handle bar; cork handles; Morgan & Wright or Vim racing tires; weight, 18 pounds; finish, Brewster green enamel, handsomely striped, with nickeled parts.

FOR BUSINESS OR INVALIDS.

From much quoted Kalamazoo, from the factory of the Kalamazoo Cycle Co., comes something new in the line of convertible cycles, a tricycle which in 60 seconds can be transformed from a parcel conveyance into a "carrycycle" for invalids. The tricycle has two forward or steering wheels, and a single or driving wheel at the rear; the forward wheels are 30 inches apart, and the wheel base 45 inches. Wheels are 28 inches. The frame is a new style of drop pattern, which allows either a man or lady to ride. The gear is 56, and weight 48 pounds. A light and neat willow chair with arms and foot rest is constructed to go between the forward wheels, and is attached by means of hooks to the supporting springs to rest on the axle, and a hook to go on the handle. The chair can be unhooked from the handle and tilted forward to allow the patient to sit down as easily as in a parlor chair. The chair can be detached and the box put on in less than a minute. A special feature in the tricycle, not found in any other, is the novel manner of coupling the front axle to the rear frame, which is by means of pivots at each end of the axle, just inside the wheels. By this method of construction the "carrycycle," it is claimed, runs steadier and steers easier, rather having a tendency to steer itself in a straight line.

A FIT-ALL CONNECTION.

President F. N. Stevens, of the Davis & Stevens Manufacturing Company, Seneca Falls, N. Y., and one of the most earnest advocates of a universal thread for tire valves, has been doing something more than urging on the trade. He has been "thinking out" a connection which will fit all tires with-



out the employment of an extra nipple. The result is here illustrated, and a patent is pending in Washington. It will be fitted to all of their well-known Cyclone pumps, and has been termed the "Cyclone Swivel K Connection." It is wired into the end of the rubber hose and, as stated, will fit any standard valve, such as the Schrader or M. & W., without the use of an extra nipple or without turning the pump or twisting the hose.

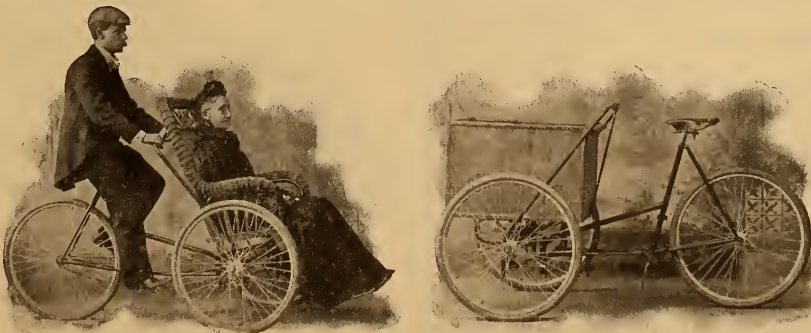
AS WARM AS TOAST.

In Denver, where the winds and snows are popularly supposed to rush down the Rockies as the fabled wolf rushed on the fold, the Gleim hand protector is being heralded as "the coming fad." The Gleim Manufacturing Company was last week incorporated with a capital stock of \$100,000 to further the fad. The incorporators are George W. Pierce, president; Charles H. Gleim, vice-president and general manager; D. K. Lee, secretary and treasurer.

The protector is a funnel-shaped affair of corduroy, which is secured to the handle-grips. The corduroy is of varying shades of tan, black, brown, drab, etc., and is lined with eiderdown of white, blue, cream, pink, tan or gray. When the hands are tucked in the protector, which may be removed as easily as a glove, they are kept as warm as toast, and the wind is prevented from whisking up the coat sleeves.

FRIEDENSTEIN WILL FLIT.

Since disposing of its jobbing and retail department at Nos. 105-107 Chambers street, the former treasurer C. M. Rice, of the Anglo-American Cycle Fittings Co., has established New York offices in the Home Life Insurance Building, No. 256 Broadway. J. Friedenstein will continue as secretary and general manager and will flit weekly from New York to the factory at Waterbury, Conn., where Pery chains, Excelsior brackets and the full complement of Anglo-American cycle components are made.



Kalamazoo Cycle Co.'s Carrycycle.

The

fact remains the same that

Elmore

Bicycles are up to date.
Past records show that it

Is

the most satisfactory wheel on
the market, and that

All

points have been studied with
regard to making them

Right

instead of simply trying to
make them appear well.

ELMORE MFG. CO.

CLYDE, OHIO.

PARK ROW BICYCLE CO.

23 Park Row, New York,

GENERAL AGENTS FOR

NEW YORK AND NEW ENGLAND STATES.

Space, New York Show, 360 & 361.

Space, Boston Show, 162 & 163.

Kindly mention The Wheel.

AT HOME IN HUNTINGTON.

Huntington, Ind., Jan. 16.—This city is the richer by a full-fledged cycle factory, the Congress Cycle Company, formerly of Hartford City, Ind. In consequence of a liberal offer by the city the company is at home in a substantial and capacious brick plant just on the outskirts of the city, and will soon be actively engaged in the active manufacture of wheels. The last batch of machinery has arrived, and is now in process of being placed. Probably two weeks will be required before all the machinery and fixtures are adjusted. Meanwhile material has been bought and stocked, so that nothing is likely to occur to prevent prompt utilization of the plant. The removal has been a wise one in many respects. Prime reasons are, the securing of a new modern factory, and the fact that Huntington is the home city of the proprietors of the company.

The plans of the factory include a high-grade wheel that will carry the name Huntington to outside markets and glory. Its mate—a woman's machine—is dubbed the Gitana. The Senator will be the second grade.

A specialty of the company will be the supplying of a still cheaper wheel to the trade, and which they will nameplate as their customers desire.

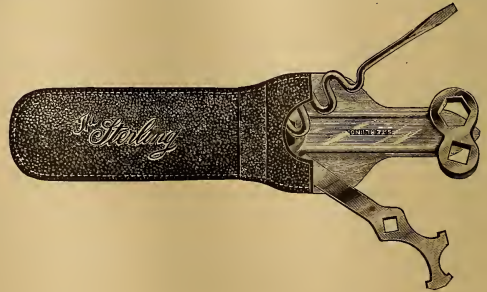
BELLS OF RAINBOW HUES.

Until the receipt this week of the catalogue of the New Departure Bell Company, of Bristol, Conn., the idea of a white, blue, black, yellow or green bell to harmonize with the finish of the bicycle never suggested itself, but now that the New Departure people have suggested and announced their readiness to cater to such whims, there is small doubt but that there will be those who will welcome the opportunity to individualize themselves by a departure from the conventional nickel-plated bell.

Enameled bells are not the only new things treated of in the catalogue. In addition to the familiar types of the New Departure ringers, a bell or gong for attachment to the rear forks of tandems, and which may be operated by either rider, and which affords either an intermittent or a continuous alarm is another novelty. Still another, is a bell affixed to the front axle exactly as cyclometers are attached and operated by a striker and star-wheel on the cyclometer principle. It sounds a note at every revolution of the wheel. New Departure cyclometers and trouser guards and the Sykl (pocket size) foot-pump are referred to in the publication, which is copiously illustrated with cycling scenes. The artist "lost a trick," however. Not one of the very many wheels which he reproduced is equipped with a bell.

CARRIES THEM COMPACTLY.

In these days when the average wheelman dispenses with a tool bag and carries the more necessary tools in his coat pocket, this little convenience made by the Sterling Cycle Works, Chicago, will be appreciated. It is a neat leather case, not much larger than a spectacle case, which holds wrench, spanner and screwdriver compactly, and in narrow and non-rattling compass. It is of pocket size.



WARRANTED TO BEAT THE SIMPSON.

Something bordering on the radical is being produced by the Aetna Hardware Co., of Unionville, Conn., the Cling power chain, which is pictured in their advertisement elsewhere. The Aetna people state their case in this wise: "We guarantee to beat the Simpson chain and give it to you at one-quarter the price. We make the following offer for all orders sent in this month: We will forward the chain and sprocket for \$5.00 cash with order. After that date the chain and sprocket will be \$7.00 per set. It's the greatest labor-saving chain ever invented and will do all we say."

A WHEEL FOR A GUESS.

At the last cycle show the Bean-Chamberlain Manufacturing Company, of Hudson, Mich., conducted a guessing contest, and were so well pleased that similar competitions will be inaugurated this year at both Chicago and New York. To whomever guesses nearest the mileage accumulated during the shows on a motor-driven wheel, which will form a part of their exhibits, they will award a high-grade Hudson bicycle.

ALL IN FOR SHOW SPACE.

Last week the formal announcement of the allotment of spaces in the coming Philadelphia Cycle Show was made. One hundred and eighty-three spaces are divided among seventy-four firms, representing nearly every prominent make of machines or sundries on the Philadelphia market.

AN OLD HAND.

C. G. Darby, an old hand at the game, has been added to the Worcester Cycle Manufacturing Company's traveling staff.

We have taken one of the finest lofts in New York City (25 x 175 feet), with electric passenger elevator at 89 Chambers Street and large electric freight elevator on Reade Street, for the city offices of ourselves and the Baker Gun and Forging Co., of Batavia, N. Y. These offices will be in charge of Mr. Charles Folsom, who has been intimately connected with our New York Agency for the past twenty-five years. As we carry but little stock in New York, we can spare about three-fourths of the whole floor. Mr. Folsom (who is temporarily at 79 Chambers Street, New York) is now ready to treat with one or more manufacturers of bicycles, bicycle sundries, or other suitable business, to furnish all the room that may be required for the storage and handling of several hundred bicycles. If desired, he can also furnish porters, and a general office force for the equipment of the business, for a specified sum in dollars and cents, thus enabling the manufacturer to enjoy all the advantages of a finely equipped city office at a fraction of what he would have to pay for a similar outfit if maintained separately. Each manufacturer will employ his own salesmen and travelers. He can have as large or as small a portion of the available quarters as he desires. Address CHARLES FOLSOM, 79 Chambers Street, New York City, or THE J. STEVENS ARMS & TOOL CO., Chicopee Falls, Mass.—Adv.

1897 REMINGTON BICYCLES.

“UP TO THE MINUTE.”

\$100—OF COURSE.

Agents wanted in unoccupied territory.

Address REMINGTON ARMS CO.,
315 Broadway, N. Y.

LOOK FOR US AT THE
CYCLE SHOWS.

Kindly mention The Wheel.

BARNES DRILLS.



SINGLE
MULTIPLE
OR
GANG DRILLS.

W. F. & JNO. BARNES CO.,
SEND FOR CATALOGUE. 254 RUBY STREET, ROCKFORD, ILL.

Kindly mention The Wheel.

During the Chicago
Cycle Show the

Gladiator

Exhibit will be found in the
Park Gate Hotel, corner of 63d
and Grace Avenue,
opposite Coliseum.

Visiting dealers are invited to make our
show rooms their headquarters.

Gladiator Cycle Works,

Nos. 109, 111, 113, 115 W. 14th St., CHICAGO.

Kindly mention The Wheel.

The Wheel

and
CYCLING TRADE REVIEW

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VOL. XVIII., No. 24.

NEW YORK AND CHICAGO, JANUARY 29, 1897.

WHOLE NO. 466.

QUINCY BOUGHT.

In Zero Weather Stevens, Freeze & Co. Take Possession of a New Plant Near Boston.

Boston, Mass., Jan. 27.—Stevens, Freeze & Co., of this city, have purchased the bicycle plant of the Quincy Cycle Co., located in Quincy, about eight miles from Boston proper. The deal was made this week. They propose to continue the manufacture of Quincy cycles, and will place upon the market two grades, one to sell for \$50 and the other for \$35. It is also their intention to build a special racing wheel and a tandem. This factory has given employment to upwards of 250 men, and about the same number will be employed by the new proprietors. This year no special change will be made in the plant. Stevens, Freeze & Co. are wholesale and retail furniture dealers, and are the Boston agents for the Barnes Cycle Co. and the Syracuse Cycle Co. They paid spot cash for the plant. This factory opened business in the early part of '96, but last fall closed on account of dull trade. The present owners intend to look after the New England trade during the season of '97, and if successful will branch out more extensively in '98.

TWO NEW CORPORATIONS.

Two new cycle concerns were incorporated in Newark, N. J., last week. The first was the Howard Chainless Cycle Co., which has been reorganized to manufacture bicycles and tricycles. The capital stock is placed at \$50,000, of which \$1,000 has been paid in. The incorporators are Numa J. Felix, of Bensonhurst, and Alexander and Masse Milne, of Newark.

Articles were also recorded by the Automatic Cycle and Fitting Company, formed to manufacture parts and fittings of bicycles. The capital stock of this concern is \$25,000, and business will be commenced with \$1,000. The incorporators are Numa J. Felix, Alexander Milne, William King and George Wood.

CYCLE SHOW AT THE SIX DAYS' RACE.

The miniature cycle show planned by the promoters of the Chicago six-days' race will be held. Spaces 10x20 feet will be given free for the display of bicycles, cycle accessories and machinery. The booths will be located on the promenade under the seats. Spectators will be obliged to pass the bicycle exhibits as they enter the centre of the building to view the race.

NATIONAL RETAILERS' ASSOCIATION.

Chicago, Jan. 28.—The cry of the business world, Combine for mutual protection and profit, has found a real live echo in the retail cycle dealers, and to-day at the Del Prado Hotel will be held a meeting to form a National Retailers' Association. At the time this telegram is sent it seems certain that a strong organization will result from the call originally sent out by the St. Louis local Cycle Board of Trade. At this time the stock in trade of those outside of the inner circle of this movement is largely made up of rumors and mysterious winks and nods, but even these are interpreted in favor of the new organization and its formation.

WHAT THE LITTLE BIRDS SAID.

Those dear little birds who always sing of other people's affairs were twittering in quiet corners in Chicago during the forepart of the week that Potter's political managers had offered "Bob" Holm, the famous war-horse of the Missouri Division, a vice-presidency, and Douglas Robert a Racing Board reappointment, provided Missouri's vote and influence were flung Potterward. When the birds were asked to sing as to the acceptance or declination of the above offers, they shook their heads, said their throats were too sore or too dry for further singing, spread their wings and flew away.

BUNNELL HAS BEEN FIRED.

During the recent conflagration in Philadelphia the art novelty establishment of O. S. Bunnell was burned out. "Bunny," ever wise and far-seeing, had his place and stock covered by insurance, so the loss will not cripple the famous champion of professional racing.

Mr. Bunnell mourns among other things the destruction of the plans for the new board track which it was proposed to build in this city next season, and which plans, it is said, cost a considerable sum of money.

RATIFIED FIFTY PER CENT.

The stockholders of the Elgin Sewing Machine and Bicycle Company held a meeting last week and ratified the giving of trust deeds to secure creditors who accept the 50 per cent settlement previously agreed upon. There are some creditors, however, who have not accepted that settlement, and unless they do the plan will fall through.

THE RACE IS ON.

Contest for the Board of Trade Presidency—Garford Leaps Into the Saddle Like a Winner.

A little political brook is running as a sort of undercurrent through the show. Men are being named for the Presidency of the Board of Trade, among them Mr. Gormully, Mr. Dickerson, Mr. Redding and Mr. Fisher. It appears that Mr. Fisher is not a stockholder, however, and there is some question as to his eligibility to office.

But, according to the political magnates, none of the men seem to quite fill the bill; at least none of them seems to have enough popularity and strength to give him a marked leadership and preference, so a dark horse has come up, none other than Mr. A. L. Garford, of Elyria, O., whose claims were very strong on Tuesday night, his candidacy being backed by some big names. Mr. Garford is a safe man and a popular one, and it is predicted that before the election the majority will be swinging into line for him, and he will be tendered a well-based and well-backed nomination.

FROM DEALERS TO MANUFACTURERS.

Success as retail dealers for eight years has led Budd Bros., Glens Falls, N. Y., to branch out as manufacturers. They have leased a large factory building in that town, and under the firm name of Budd Bros.' Mfg. Co., they will construct both high and medium grade wheels, the former to be known as Budd Bros.' Special and the latter as the "D. & H." J. L. Sackett, formerly designer at A. G. Spalding & Bros.' factory, has been employed as superintendent. The firm expect to begin operations at their factory by February 1.

HAVE TAGS OF SPECIAL FORM.

The Rubber Tire Association has adopted a special application tag to be used by riders when making application for repairs or replacement under the terms of the association's '97 guarantee. Dealers and repairmen are requested to apply to the secretary of the association for a supply of them.

MAKING IT PLAIN.

The Remington Arms Company, of Ilion, have filed with New York's Secretary of State a certificate of extension of business which shall hereafter include the manufacture of bicycles.

NEW YORK'S RECORD.

It Shows That the Facts in the Case and; the Potter Interview Regarding Them Do Not Agree.

Mr. Potter returned to New York late last week, and on the day following his arrival the wheels of the press bureau revolved at double speed, the product appearing in the form of an "interview," in which Mr. Potter tries to go behind the record, and for the sake of being elected is credited with making statements which are not in accordance with the record. In the New York "Journal," a paper whose cycle editor usually speaks by the card in all things relating to Mr. Potter, the following interview with Mr. Potter appears. So that the reader may be able to see what an acute sufferer from heterophasia, Mr. Potter is, THE WHEEL parallels Mr. Potter, as quoted on January 21, 1897, and the record existing of the same gentleman and his utterances and actions just one year ago.

If there ever was a finer exhibition of blowing hot and blowing cold, of declaring one thing at one time, and denying, or seeking to evade it afterwards, than the following, THE WHEEL has never seen it in League politics or elsewhere.

Dealing with the question ex parte, with no feeling and with nothing but Mr. Potter's own words, and the record of his friends who were and are in control of the New York Division, THE WHEEL repeats its declaration that neither Mr. Potter, nor his backers, nor his division, can be classed as aught but enemies of League racing control, unless they are, one and all, sufferers from the most aggravated case of heterophemy on record, or if not that, that one year ago they stated, worked for and voted for a thing which they either knew was false or else knew nothing whatsoever about.

Under any of these conditions it is a dangerous thing for those who believe in League control of racing to elect Mr. Potter, or to place in power his party or his division vote and ring. And despite Mr. Potter's assertion to the contrary, THE WHEEL makes "an issue" of this "racing question" in perfect "good faith," and challenges Mr. Potter and his press bureau to show that it is not warranted in doing so by Mr. Potter's own words and record which follow:

"The attempt to make an issue of the racing question is not made in good faith by those who are talking the loudest about it. The racing department is a part of the mechanism of the League, and has always been loyally supported by the New York State Division and its officers."—Mr. Potter now.

Mr. Potter one year ago at a New York Division meeting.

"My objection to the League's control of this branch of athletic sport is the outcome of experience, and does not reflect my own belief more fully than it reflects the belief of hundreds of loyal members of our Division, whose efforts have been exerted in the work of securing members during the last year. * * *

"* * * These facts and the fact that cycle racing has been productive of contentions, disputes, unwelcome charges and counter-charges in which League officials have been in some degree concerned, and that all this has been widely published, with threats and counter-threats, and that lawyers have finally been employed to drag the League into court to answer certain iniquitous complaints, have supplied a sort of advertising which has been distinctly hurtful to the League and embarrassing to its growth."

How the New York Division has always loyally supported racing:

"That the control of bicycle racing is not an object in which the majority of American cyclists have common interests, and that the experience of our League in this department of its work has not been such as to commend it to cyclists generally, but has, on the contrary, subjected the League to much adverse criticism and aroused much unpleasant and harmful contention within our own ranks.

"That the experience of the League in the control of cycle racing, while being distinctly hostile to its growth in many directions, has been in no sense a substantial factor in aiding its increase of membership, even among racing cyclists themselves."

The foregoing resolution was adopted by the New York State Division, after Mr. Potter had moved for same, and for the casting of a unit vote for it by the New York State delegation to Baltimore. Which vote was subsequently cast.

"While in Philadelphia the other day I had a long conversation with Chairman Gideon, and we have had frequent correspondence regarding racing matters of a generally satisfactory character. I am always glad to sustain him in the work which he performs so faithfully and with such good effect."—Mr. Potter now.

"The making up of sensational articles supplied by the kaleidoscopic and gymnastic department of the League at Philadelphia, impressed the great majority of the cycling public with the belief that the League of American Wheelmen is an organization maintained for the promotion of bicycle racing."

Mr. Potter one year ago.

RUCTIONS IN RUCKERDOM.

Strikes in the Dunlop Works—Others Coming—Testing New Anti-Rust Metal—Scots Quit.

London, Jan. 16.—Once more we are in full swing and factories, law-courts, and company promoters are busy with the cycle boom and its works. The second of what I am afraid will prove to be a long line of strikes among cycle operatives has occurred at Coventry, in the Dunlop tire factory, over 300 men and women having struck for an increase in wages amounting to about 20 per cent. As no demand was made until the strike ultimatum was presented, the Dunlop people have refused to treat with the strikers under any conditions whatever, and have proceeded to open a new factory in Birmingham to take the place of the Coventry works. This has been equipped with such rapidity that it is expected to be in full swing next week, although the strike only came to a head a few days ago. The matter is claimed to be one of principle only by the Dunlop managers, as the increase in wages would only amount to about £2,000 over the year, but they distinctly resent the intimidation accompanying the demand.

The previous strike took place at Wolverhampton in the Star Cycle Co.'s works (Shar-ratt & Lisle) the men demanding a 10 per cent increase, simply because, as in the Dunlop case, the works had been so phenomenally successful in returning heavy dividends to the shareholders. Mr. Lisle, however, held out so successfully that the men came back on practically the same grounds as before their strike.

This situation, as it may develop about the beginning of March, is seriously engaging the attention of the cycle trade in every branch, as it is feared that a concerted action by the employees is likely to be made about that time, when if unprepared the employers would simply have to submit or have their trade paralyzed. Some makers are going to the trouble of securing premises on the Continent (France is the favorite land) and are quietly fitting up reserve factories from which in the event of a general strike in England they will be able to bring across the unfinished goods and complete them in England, so as to avoid the Board of Trade inscription "Made in France," which only goes on finished articles. The situation has its interest for

the American trade, as should any interruption take place in the supply of the home trade American cycles cannot fail to benefit largely.

The action of Mr. R. L. Philpot against the vendors of the present Swift Cycle Co., Ltd., for a sum of about \$70,000 due him, it is alleged, on the profits of the trading and sale of the company, is arousing considerable interest here in trade circles, as it is thought to create a precedent in the matter of commissions. This, however, is not true, as Mr. E. Lisle, was paid, on a similar agreement, as managing director to Mr. Philpot, the commission on the profits of the sale of his company as well as on the ordinary trading profit of the Star Cycle Co. The action will come on in the course of a month or two and will of course attract "crowded" houses."

The British Motor Syndicate had a meeting of shareholders last week in Coventry apparently for the express purpose of showing the shareholders that the whole affair was not a canard, but had bricks and mortar, lathes, and other machinery at work as well as some motors to sell. The inevitable dinner and speeches of the popular type succeeded, and the shareholders expressed themselves as perfectly satisfied with Mr. Harry J. Lawson and their property. In the meantime all advertising has stopped and the shares are dropping.

The Chillingworth system of drawing connections from weldless steel tubes has, as I anticipated when describing them recently, been made the basis of a public flotation, the company being now before the public for £160,000.

The metal, or rather alloy, alcolite, which was first placed before the public at the late Stanley Show, seems to be likely to go much nearer success in cycle construction than any of its rivals. I am in a position to say that it is a secret alloy of aluminum and cobalt, and as shown at a public exposition, it is as tough and as easily worked as the best Swedish steel, while ranging in weight about 1-3 that of the latter. The seance was quite complete in its way. The alloy was made and melted in our presence, the connections cast in sand molds. The billets from which the alcolite tubes are drawn were also cast and the tubes drawn immediately the billets were cool enough. Then the soldering together was performed, and this after being supplemented by a form of keying together.

We were invited to pound away at one of these joinings with a five-pound hammer on an anvil, and after it had been beaten flat it was shown that the brazing, as it was called, had not been fractured in any way, the joint being to all intents and purposes one solid piece.

The Scottish Cyclists' Union has embraced professionalism exactly after the style and experiences of the L. A. W. It gave the B class a run for a year, said it worked excellently, swore it was a perfect success and had performed an educative mission, but—it has dropped it just as the L. A. W. dropped it, and now not only are all the B's professors, but every racing man connected with the trade who races must race as a professional. This latter decision was secured at the recent meeting of the S. C. U. Council by the casting vote of the chairman, and may be upset at the general meeting of the body in February next.



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WHEEL ADVERTISERS are notified that change of advertisements is not guaranteed, unless copy is received by Saturday morning.

THE LAST GUN.

DRIVEN to it by THE WHEEL, the mountainous press bureau, after much groaning and travail, has brought forth a half-hearted mouse of denial from Mr. Potter, wherein it is set forth that neither he, his administration, nor the New York Division are opposed to the League's control of racing.

In the interests of truth and fact, THE WHEEL, in another column, compares Mr. Potter's utterances of one year ago with those of his last interview. If one charitably assumes Mr. Potter to have been suffering from acute heterophobia twelve months ago, when he rabidly attacked the League's control of racing, what proof is there that he is not to-day a victim of the same disease? And even if he is not can the League take the risk involved in electing such a man to its highest office? No one knows what Mr. Potter might do with racing as President; THE WHEEL does know what he has said against it as Chief Consul, and as the future must be judged by the past, Mr. Potter must by such judgment be declared an opponent of the League's control of racing. Can anything be plainer than this? That, too, taking the most lenient view possible of Mr. Potter's actions, and crediting him with acute heterophobia.

There are those who are uncharitable enough to declare that Mr. Potter's last about-face in regard to racing is but a form of death-bed repentance; that it shows a willingness on his part to eat any amount of crow to get elected; that even the present eulogies of

what he formerly termed the "kaleidoscopic and gymnastic department of the League in Philadelphia" is only a truckling after Pennsylvania's vote and Mr. Gideon's support. These and many other uncharitable interpretations are put upon Mr. Potter's recent denials and political flip-flaps, but THE WHEEL prefers to take the more lenient view of the matter, and to believe Mr. Potter is simply a sufferer of heterophobia, as before stated.

No matter, though, whether THE WHEEL'S view of Mr. Potter be the correct one, or whether the allegations of those less charitable be accepted as true, in either case the fact remains unchallenged and uncontroverted, that Mr. Potter's former official acts and utterances were in direct opposition to the League's control of racing. If there were no other grounds than these for Mr. Potter's defeat no one could say they were not ample.

It is a dangerous experiment, this swapping of horses at stream-crossing time; there may be better horses than Elliott, there may be worse ones than Potter, but that does not enter into the present question; the League is only offered a choice between the Elliott and Potter equines, and to swap the unknown possibilities of the latter for the tried and proven abilities of the former would be suicidal.

For the last time THE WHEEL states the whole case in these words:

A VOTE FOR POTTER IS A VOTE TO ROB THE LEAGUE OF ITS CONTROL OF RACING!

IF YOU DO NOT WANT THIS, VOTE AGAINST ISAAC B. POTTER FOR PRESIDENT OF THE LEAGUE OF AMERICAN WHEELMEN.

SHOWS OF THE FUTURE.

WRITING from Chicago on Tuesday night, it may be said of the show that it is a mammoth and spectacular success. Whether it has worked any great benefit to the trade, however, can only be determined when the closing hour on Saturday night is sounded. The show is a World's Fair in itself. It is so big that it cannot be comprehended or digested in one or two days. The lessons of this the most remarkable show ever given in America must be drawn after the show has become history. That it is a success from the standpoint of amusement is already established. It is big and brilliant. That is to be expected, since it cost perhaps a quarter of a million dollars.

A big city is easily amused, and this show is amusing Chicago. Whether it is stimulating trade, either retail, locally or territorially, is a question which is yet to be decided. Even though the show is fairly well attended, it is just now doubtful whether it will return a net profit to the Board of Trade, because it was projected on a mammoth scale and the income must be in like proportion; but on Tuesday evening the building was by no means crowded.

There is no crush, merely a fair crowd of people, catalogue-burdened, moving somewhat aimlessly about, and in some cases stopping before some eye-catching novelty. But to get a crowd, real merit seems not to be necessary. The chief factor in the crowd-gatherer is simple novelty or something which includes within itself the factor of curiosity. From a mechanical standpoint, it may be written now that there is little that is radical, little that is new. The cycle seems to have reached its highest type of development, that is, speaking of its radical lines and radical features.

Weights are not even talked of, cranks have been lengthened, gears have been raised and sprocket-wheels enlarged. Outside of general tendencies, it may be said that almost the entire inventive and manufacturing talent of the trade has been concentrated on amplification of details. It may be said as a matter of truth that the designers have gone to the extreme in the matter of finesse and nicety. There seems to have been a universal impetus to get away from the past, and, since it could not be accomplished by any radical profitable device, the talent have wandered aimlessly into the highways and byways of detail; consequently, there is unprofitable over-elaboration to be seen everywhere. Numbers of the machines shown are fitted with many-pieced devices, devices which are alleged to accomplish this, that and the other thing, but in many cases even the exhibitors are at pains to clearly explain what their mission is. In brief, machines have been added to and complicated in a most remarkable way. At this first sight, the change does not seem to be in the right direction.

The aim of all cycling construction should be simplicity. Simplicity has been given the good-bye this year. From the business standpoint it may be said that there is a strong unrecurrent of feeling and opinion that it is time to make a change in some of the fashions. Discussing this matter, it is well to keep close company with logic and with common sense.

The first show was held because there were several, or a score, or forty different styles of bicycles. The forty different members of the bicycle family were gathered together for purposes of comparison, so that the rider might examine, digest and select. Among the forty bicycles there were many different methods of construction, and each one bore but little resemblance to the other. There were really tangible points of divergence; and again, in those early days cycling mechanics were in their infancy, and it was necessary to assemble the wheels together for the purpose of exhibition, comparison and elimination. But all this has passed away now; in fact, has long since passed away, and the show has grown to be a great big, unprofitable and, perhaps,

useless thing. Some say it is even worse than useless, and that it is a distinctly unprofitable function of the cycling trade this year.

This year the shows are booked for mid-January and mid-February. Yet a very large per cent of the cycle-making firms have had their product on the road since November, and the agents have been familiar with '97 models in wheels, tires and saddles and all the rest of the season's equipment. So the agents learned nothing new at the cycle show. Therefore for them the show has no real value, but the show practically retards a considerable part of the trade.

Even the firms who are fortunate enough to have a large force of travelers on the road in November and December have their efforts impaired, because, while they may close with many of their old agents, the size of their orders is reduced or they carry a condition, and in some cases orders are delayed until show time, because the agent has the natural restlessness and the speculative element which is common to all men, and is eager for an excuse to delay, putting off the order and giving the show as a reason, because there he hopes to make some sort of a more profitable deal. As for those firms who do not maintain extensive traveling forces during a large part of the season, they are distinctly hurt by the holding of late shows. They are unable to make before-hand contracts, and can form no reasonable idea of the probable output. They cannot buy their raw material or equipment in order to produce their output, and they are compelled to wait until show time before they can formulate any form or policy for the year. Such a method of doing business is not a good one, because having failed to thoroughly till the agency field, and having waited so long without any definite idea of their future plans, these firms at the eleventh hour are forced to accept almost any kind of an agreement in order to keep up the appearance of being in the business. Sales are far from profitable, because then, in order to fill show orders, raw material, parts and equipment are hastily ordered, and overtime is necessary to get the finished output on the market. The whole thing is bad business.

There are many other details which are current in conversation about the show building, tending to prove that the rank and file of the trade desire a change.

THE WHEEL has frequently urged the Cycle Board of Trade to exhaustively discuss the question of shows and show dates. A popular and much-favored suggestion is that one National Show be held late in November. Such a show should contain the first public exhibition of new models for the approaching season. This exhibition of brand-new bicycles should be further reinforced by exhibition of raw material, tires, saddles and all the rest

of the addenda and paraphernalia of the bicycle trade.

Such a show would be both timely and logical. It would serve the purpose for which shows were originally inaugurated. It would be, above all, a business show. It would hasten the trade in parts, sundries and raw material. It would enable the manufacturer to map out his campaign of operation and make an earlier start. It would enable him to renew faith with his old agents and make new connections. He would know what channels to look to and what possible output he could sensibly and profitably market.

In fact, the advantages of a show to be held at the time mentioned seem manifold, too numerous, in fact, to enumerate in this hasty bird's-eye view of the show question. This National Show, it is further suggested, should be changed from city to city, and held, in fact, wherever suitable buildings could be obtained. To further that mission which shows are supposed to accomplish—the stimulation of local trade—handsome local shows should be held.

There is no question that a local cycle show held in any of the big cities between March 1 and April 1 would be crowded with intending purchasers, who would be stimulated and interested at the very time when the feasibility of cycling most strongly presents itself to them. It is at the threshold of the season that public interest should be awakened, not in midwinter.

At any rate, there is much dissatisfaction with the present late winter shows. Severe thought should be given the question at the first general meeting of the trade.

VALE! THE SHOULDER-STRAPPERS.

NO convention of any kind can any longer lay claim to being up with the times, unless, when in "solemn conclave assembled," among the other "whereases and wherefores" adopted appears one "viewing with alarm" the spread and prevalence of cycling.

No association, organization or league ever thinks of omitting this from the important resolutions passed at its annual gathering. To swing right into line in such a vital issue as this, the National Guard Association, after the usual preliminary verbal flourishes and furbelows, has declared war on the shoulder straps and other military insignia worn by the ginger-bread brand of cycle club road officer, and threatens to prosecute under a New York State law any of the ginger-breaders aforesaid.

While undoubtedly there is a vein of selfish envy underlying this anti-shoulder-strap movement of the National Guard Association, still we cannot but rejoice that something has finally made its appearance that will rid cycling of its gold-bullioned. epauletted

cheap imitator of a military officer.

Coming from England, where everything is more or less tinged with military organization and uniform, the bicycle, when it made its bow to America, carried with it a certain tradition of the broad-braid and brass button, and the first clubs and their road officers here were duly drilled, officered and uniformed as though they were a kind of machine horse marines.

As age and experience begot wisdom and an appreciation of cycling propriety, the older and more advanced wheel clubs carefully laid aside their captains, lieutenants, buglers, color-bearers and other such folderallers, and wondered muchly why they had ever been idiotic enough to have created such childish things. When the sport increased with leaps and bounds, and new clubs sprang up and flourished like the proverbial bay tree, this bullion-bearing, high-titled club official idea took possession of the new element and their clubs until the club man without some insignia of office upon his clothing was a rarity.

Nothing short of fine and imprisonment could have stopped all of this, and now that members of the National Guard Association have promised just such a remedy, we are thankful to them for their kindness. He was a wonderful and dazzling sight, your club captain in full war-paint, but the world and ourselves have grown weary of him, and will gladly set him upon the shelf of memory, there to keep company with Santa Claus, Jack the Giant Killer and other gentlemen of that ilk and value. Vale, the gold-braider! He has long ceased to be sought but a laughing stock and an eye-sore, and cycling will be the gainer by his going.

FLAGGING OF THE FLAGGERS.

A BILL has been introduced to prohibit the use of the National flag in any other than a legitimate manner. No one can question the wisdom, patriotism or timeliness of this measure, and we hope to see incorporated in the bill a provision prohibiting the use of the Stars and Stripes as a bellyband for aspiring and perspiring racing men.

Just why every racer who thinks he can ride fast enough to get out of the way of a horse car should forthwith hie himself to a flaggery, and henceforth use the Stars and Stripes to hold up his sweaty racing trunks, is something no one, not even excepting starry and stripey bellybanders aforementioned, can possibly explain.

Metaphorically this wrapping oneself in the Star Spangled Banner and bidding the Eagle scream, is all right, that is, in its place, which is chiefly in Fourth of July orations and campaign speeches, but when the wrapping in question exists in the girding of the racer's

waist with the country's flag, it is all wrong, and, being so, should be promptly stopped.

Racing colors are not a thing to be despised nor objected to, since they add life and variety to the speed-making picture, but when the seeker after them has no more ideas of originality, or appreciation of the code of propriety, than to annex the American flag for an apron, the effort to acquire racing colors becomes far from being praiseworthy.

We sincerely hope the bill in question will become a law, but should it fail of doing so then we would like to see the League of American Wheelmen promptly lay an embargo upon such exhibitions of bad taste and feeble patriotism, as this sweaty and senseless employment of the country's flag for a racer's surcingle has grown to be.

THE TRAIL OF THE SERPENT.

RACING, like other things in life, has its merits and its defects. It is not so bad as some people would make it. It is not so good as others would have it. Once it is admitted—and it has been admitted—that even the real pure amateur collegian can get away from the ultra-pure principles of amateurism, no one should be shocked to learn that the taint runs through the whole system.

The men who go into any branch of sport and remain in it without hope of gain are few and far between. How many men are there in racing, for instance, who have continued in it or will remain in it without hope of financial reward? You can count them not on the fingers of one hand, but on one finger.

How many men are there in the game of racing who are not in it for the money they can get out of it? The racing philanthropist has not yet been discovered. There are men in cricket, in golf, in tennis and yachting purely for the sport that they can get out of it. But the most casual examination will show that, while no money is to be gotten out of these games, they afford a happy medium not to social elevation so much as progress along the social line, something cycle racing can hardly claim to offer its followers and devotees.

END OF PRICE SWELLING.

NO real value was ever created by artificial means. Hot air or gas in a balloon has a temporary sustaining power, but when the air cools or the balloon punctures something must tumble to the original point of ascension. So it is with wheel values that are unduly inflated. If the bargain-counter "high-grade, \$100 wheel" can be sold at a profit for \$29.83, then high-grade, \$100 wheels must sink in price to around \$30.

If, however, and this is much nearer the mark, wheels that are bargain-countered at

\$29.83 on the allegation that they are "high-grade, \$100 machines," are discovered to be neither high-grade, \$100 machines, or even \$29.83 machines, then comes the end of the bargain-counter cycle seller, and, if we mistake not the signs of the times, '97 will see the beginning of this much-wished-for ending of a trade leech which has fattened on cycling for the last year or so.

GOSPEL OF "GET THERE!"

IF "E Pluribus Unum" is to remain the motto of the United States it must be freely translated "Get There!" To get there, no matter where they may happen to be, is clearly the distinguishing effort of Americans. When Robert Fulton adapted steam to river travel with the power of increasing speed, he found only America ready to accept the advance. When once it was discovered that railroads would help mightily in getting there, America proceeded to run away from all the world in the rate at which railway mileage and railway speed were extended. When Mr. Morse got his electric telegraph system at work, America soon had more miles of wire in operation than all the world.

In all these and in all other means of diminishing space and reducing the time of transit America has continued to lead the world, and cycling is going to repeat the story of Morse and Fulton.

LEAGUE DEGRADATION.

WHEN League memberships become things of the chromo-and-the-pound-of-tea order; when they are rebated on a cash basis; when they are handed out right and left to negro, Chinaman, Dago and other such human flotsam and jetsam as frequent a six-days' bicycle race, then the time has come for the organization to announce that it has but one standard of membership, but one query as to an applicant's eligibility, all of which is condensed into the single question: "Have you got the price?" This once settled, then the applicant is a worthy one. We are astonished that Chief Consul Patee, of the Illinois Division, has for a single instant allowed the League's name and his own to get mixed up with a free membership scheme in connection with a Chicago six-day race, where the League already has one of its Racing Board acting as referee and holder of "commercial paper."

FOREIGN CHANCES.

AMERICAN manufacturers of bicycles, parts thereof and machinery used in their construction, will be interested in the reports of labor disturbances now occurring in the British tire and cycle trade appearing in another column of this issue. Terminate as these distur-

ances may, the friction can not but result in delaying product, increasing the cause thereof, or in future and wider-spread disagreements between employer and employee, either or all of which must work to the advantage of the American manufacturer, who will be unworthy of his reputation as a shrewd trader if he does not promptly take advantage of the existing British outlook to push his goods in foreign markets. Verily, it is an ill wind that blows no good to some one.

Few realize how extensive has become the use of rubber tires on vehicles, within the last year or two. It is safe to say that about 50 per cent. of the public hansoms and private carriages in this city are now fitted with the noiseless and anti-vibratory tires.

The knowledge of cycling drawn from experience differs somewhat materially from that acquired at the stands in a cycle show or the catalogues there collected.

Once in a great while somebody by a great stroke succeeds in dazzling cycling, but cycling never stays dazzled very long by anything or anyone.

Time works wonders, but he is a worker who never strikes for shorter hours in his battles against his business rivals, the record-breakers.

Zeal in cycling without knowledge, is like expedition to a rider with a punctured tire and lightless lamp on a strange road.

The majority of wheelmen do not ride hump-backed, newspapers and comic weeklies to the contrary notwithstanding.

Saddle soreness may be a deep-seated disease, but it cannot be properly spoken of as one of long-standing.

The maker or dealer who conducts his business in a slipshod manner naturally loses his standing in the trade.

A new rider with a new wheel and uniform is as proud as a puppy dog with a gladius in its mouth.

A combination of smoky lamp and leaky tire acts as a sure decrease of the prospective angel crop.

The word "practical" never achieved its present odium until it got tied up with cycle inventions.

Woman is always right in cycling, for she is, as Pope says, "What ever is is right."

The dangers that city riders are subject to are often over-estimated.

We all see our own faults first in the riding of the other fellow.



“IT TAKES A FOOL OR A PHILOSOPHER TO BUILD A FIRE.”

Do you think?

Do you know the difference between crucible and open hearth steel?

Do you know the difference between a steel forging and a casting?

Do you understand how a part of a bicycle made of forged steel is better than a part bent up out of sheet metal?

If you know these things, it will be easier for us to sell you a Victor bicycle.

You should know that bicycles are not advertisements, not name plates, not noise.

Bicycles are

First, Material;

Second, Work.

You can know all about your bicycle by carefully examining these two things.

Remember, most bicycles are made to sell; not to ride.

Few bicycle makers invite the rider to examine carefully into all material used before buying. We like this way of selling bicycles. The more you inquire, the better pleased we are.

Victor bicycles cost more to build than other bicycles, and they are worth more.

If you have a high-grade neck, ride a high-grade wheel. We prefer to say "Victor grade," since it means more.

Catalog on application.

OVERMAN WHEEL CO.

NEW YORK.

BOSTON.

DETROIT.

DENVER. SAN FRANCISCO. PORTLAND, ORE.

P. S. Did you know that the Overman Wheel Co. built the first bicycle in the world without castings?

Castings are one of the curses of bicycles.

Castings are cheap for the maker, but dangerous for the rider.

CANNOT STAND DEFEAT.

Patrons of the winter track, Paris, were again wrought to a turbulent pitch of excitement at the Barden-Huret match, Jan. 10. It was Barden's debut as a middle-distance rider, the event being for 50 kilometers (about 31 miles). Barden lapped his competitor at the end of four kilometers, and held his lead to the end. The excitement was caused by Barden's pacers, who, in relieving each other, followed the usual custom of waiting for their man on the inside, thus causing the Frenchman to travel outside, and each time they did this they came in for a perfect storm of hooting, the spectators being apparently oblivious of the fact that exactly the same thing was done by the French pacemakers—as, indeed, they were obliged to do. The climax came when one of the English quads went wide at one of the corners, causing Huret to go up against the barrier. Barden slipped along inside and sailed away, and for a time Huret was left without pacemakers. Instantly there was a tremendous uproar, and the public threw programmes and newspapers at Barden and the English pacemakers until the track was strewn with these harmless missiles. Matters were not improved by one of the Englishmen waving defiance at the crowd. In face of this manifestation Barden, who had taken another half-lap, slowed down and waited for Huret, so that the positions were the same as before the incident took place.

At the bell Huret went away from Barden for a few yards, but the Englishman made no effort to beat him for pace, and he won by a lap, less a dozen yards. Barden was hoisted shoulder high by the English pacemakers, who cheered him, and this called forth a counter demonstration from the gallery, where the winner came in for a good deal of hooting. The time was 1h. 4m. 53-5s.

MARTIN AGAIN VICTORIOUS.

Late Australian news via San Francisco announces the second defeat of Parsons by Martin, the American rider. The match races were held at Melbourne on Dec. 19. The distances were one mile, five miles and ten miles, the best two out of three, for a stake of \$5,000. A large attendance was on hand, over 15,000 being present. Martin won the mile and five-mile event and match. His time for the mile was 3m. 23 3/8-s., and for the five miles 10m. 23 1/3-s. Martin having won the match by finishing first in the two events named tried to lower the Australian record for the ten-mile event. He finished in 21m. 24 4/5-s. The Australian record for the distance is 22m. 42 1/5-s.

VERY "FOUL" IF TOO MUCH FOR HIM.

Choppy Warburton, says the Paris "Velo," is washing his hands of cycling. Seeing all his efforts vain, his genius sterile, disgusted altogether by the base ingratitude of his countrymen, he is about to devote his abilities entirely to rowing. Cycling has become too foul a thing for him to have dealings with.

TO BE MODERNIZED.

England's famous Herne Hill track is to be despoiled of its wood surface and recovered with cement.

GENEROUS OFFER BY A TRACTION COMPANY.

Philadelphia, Jan. 28.—Much enthusiasm was created at the meeting of the Associated Cycling Clubs of Philadelphia, last night, by the report of Chairman C. A. Dimon of the Invitation Committee. He stated that thus far he had received so much encouragement that there was every reason to believe that the meet would surely be held in this city. In addition to issuing a prospectus the members of the committee have taken the pains to ascertain the views of many of the league delegates to the National Assembly, and without a single promise or the consummation of a so-called "deal" have already received a large number of communications, not only from the delegates, but from men prominent in league affairs, in which their support and encouragement were promised.

The association has already been promised \$6,000, the Union Traction Company heading the list with \$5,000, with the proviso that the national championships be run at Willow Grove. This amount, however, is not sufficient and it was decided to carry out the original intention of appointing a Subscription Committee selected from the local clubs, not necessarily members of the Associated Cycling Clubs.

ON A "COMMERCIAL PAPER" BASIS.

Chicago is always original. Chicago could not help being original if she wanted to, and she would not want to if she could help it. Hence is presented to the world the very queer sight of a member of the L. A. W. Racing Board acting as referee in a six-days' race, the promoters of which are so little believed in by the racers that the amount of the prizes had first to be deposited with the referee-racing board official.

The prize list calls for \$2,500 in cash, to pay which there has been deposited with the referee-racing board official "\$500 in currency and \$2,000 in commercial paper." Thus does the member of the League Racing Board stand pledged to pay \$2,500 cash, with "\$500 in currency and \$2,000 in commercial paper." Rather a risk, it seems, when so much cash is represented by so vague a thing as "commercial paper." By the by, what is "commercial paper?"

ESCAPED UNINJURED AS USUAL.

As usual there were many falls during the cycle races at the games of the Seventy-first Regiment at the Armory on Saturday night last, and as usual none of the riders were injured to any extent. A. Michel broke the Armory record in the first heat of the mile handicap, riding the distance on the flat floor in 2:52, but he fell in the final. Summary:

One-Mile Handicap—1, A. W. Smith, scratch; 2, F. J. Bang, 30 yds.; 3, H. Gaupp, 40 yds. Time, 3m.

Three-Mile Handicap—1, A. Michel, scratch; 2, C. J. Webster, 95 yds.; 3, A. W. Smith, scratch. Time, 8:43.

THE WAIL OF THE RICH.

Parisian racing men are endeavoring to induce the railroad companies of France to allow then fifty per cent reduction in fares when journeying from one part of the country to another to race.

Pump your tires good and hard is excellent advice, but better advice would be, let some one else be good enough to pump them hard for you.

TRACK OWNERS STILL PLANNING.

Boston, Mass., Jan. 27.—The committee to draw up by-laws and a constitution for the proposed National Cycle Racing Association, composed of H. E. Ducker, of Charles River Park, Boston; L. M. Rich, of Pleasure Beach Park, Bridgeport, Conn., and L. H. Adams, of Hampden Park, Springfield, Mass., met in the last-named city Saturday, discussed the aims and purposes of the association and laid the foundation for its government.

It is probable that when formed the official title will be the American Cycle Racing Association, instead of the reported name, National Cycle Racing Association. Without doubt the President will be E. C. Hodges, of Boston, one of the prominent bankers of this city, and a gentleman possessing distinct executive ability. The office of Secretary will be a very important one, and possibly L. H. Adams, of Springfield, will be elected to fill that position.

There will undoubtedly be a larger number of tracks represented at the meeting in New York Saturday evening of this week than at the previous meeting, when the organization, it is expected, will be completed.

AS TO ARTIFICIAL PACING.

Commenting on motor pacing the Irish Cyclist says: "Pacing is becoming more and more artificial daily, and if motor vehicles are admitted the climax will be reached. It is not so long ago since a great outcry was raised against the first mile record of under 2 minutes, accomplished in America by J. S. Johnson, because he used trotting horses and sulkeys as pacers, and had a narrow canvas screen to protect him from the dirt kicked up by the horses' feet, which, also, of course, served as an additional wind buffer. A motor car will create a still greater draught in the rider's favor. Of course it may be urged that the introduction of the new system will simplify the pacing question vastly, as one motor-car will be able to pace right through an event. This does not get over the artificiality of the whole thing, however."

MICHAEL AGREES TO MEET STARBUCK.

Michael has cabled that he will accept the challenge of Frank Starbuck for a series of match races, to be held on the Panama track, Jacksonville, Fla., on March 8. Starbuck will compete at the Mardi Gras race meet, at New Orleans, on February 25, and will then go to Florida. The races with Michael are to be for one and five miles and for an hour, all unpaced.

MAY BE SEEN ON THE CIRCUIT.

It is announced as a probability that A. G. Spalding & Bro. will next season again be represented on the circuit by a team of crack-a-jacks. Overtures are being made to several of the top-rung riders. It remains only for an agreement of terms to be reached to settle the matter. The firm, it is stated, will endeavor to have Bald at the head of the team.

QUITE A PROFITABLE EVENT.

The Melbourne Cycle Club, who are responsible for the famous Austral, cleared \$7,500 on the promoting of this popular Australian race this year. Verily, the happy home of professional racing is now in the antipodes.



PALMER TIRES

There is not such a great difference in the general appearance of a high-grade bicycle and one of inferior quality. Shape and size are common to both. Enamel and nickel cover a multitude of defects.

A cheaply constructed bicycle may have a first-class saddle, or some other good single part, but a cheap wheel is never fitted with Palmer Tires. They are too expensive. e e e e e



The distinguishing mark of an 1897 high-grade bicycle must be apparent to the eye. That mark will be a pair of Palmer Tires. e e e e e



The Palmer Pneumatic Tire Company,
New York and Chicago.

SHORTAGE MADE GOOD.

Detroit, Jan. 20.—At the meeting of the newly elected officers of the Michigan Division, held in this city December 9, the alleged shortage of Secretary-Treasurer Frank H. Escott was referred to the Executive Committee with power to act. Yesterday Leon Caro, of Grand Rapids, the new Secretary-Treasurer, sent out a communication signed by Edward N. Hines, Chief Consul; Ervin F. Kemp, Vice-Consul, and F. C. Stillson, member of the Executive and Finance Committees, stating that the Committee had, after careful and thorough examination of the books and papers of Frank H. Escott, ex-Secretary-Treasurer of the Michigan Division, L. A. W., revealed the fact that Escott was indebted to the Division in the sum of \$125.

Escott made a prompt settlement with the Division, and Leon Caro has given the ex-Treasurer a receipt in full for all claims. The Bresler money is still tied up in the courts, but Chief Consul Hines is of the opinion that the case will be settled as soon as Joseph M. Bresler returns from his trip to South America.

The Michigan Division, through the efforts of Chief Consul Hines, will make a strong effort to punish bicycle thieves. The Division offers a reward of \$25 for the arrest and conviction of every person stealing a wheel from members of the Michigan Division. An effort will also be made to have the Legislature pass a law imposing a heavy penalty for the theft of machines.

BELIEVE THEY ARE FAVORED ENOUGH NOW.

From New Haven comes the news that some cyclists of the State are opposed to the plan of introducing a free cycle baggage bill in the State Legislature, their strange opinion being that the recent reductions by the New Haven Railroad Company fix rates low enough to be satisfactory. A majority of the wheelmen believe, however, that the railroad company will raise rates when the present Legislature adjourns unless there is some positive legislation fixing them.

JOHNSON MUST PAY HIS EMPLOYERS.

More trouble for John P. Johnson. The makers of the World cycles, Arnold, Schwinn & Co., have secured a verdict against him for \$887.50, in a suit brought in the Minneapolis courts for \$1,487.50, the amount claimed to be due for "certain wheels and parts sold to the defendant." The jury's verdict was in favor of the plaintiff, though the amount awarded was \$600 less than the claim.

HURET WANTS ANOTHER TRY.

Huret has challenged F. C. Armstrong for a race over one hundred miles. The Frenchman attributes his defeat in the recent three days' race to a lack of pacers, having to rely on second-class teams. Some critics think the long-distance champion a trifle stale.

NO RACING AT THIS MEET.

A mid-winter meet is one of the coming attractions of the Massachusetts Division. The meet will have no connection with racing, as the word implies, but will consist of an entertainment to be held in the Bijou Theatre on February 17.

Perfumed lamp oil is now offered for the delectation of the society rider's olfactorys.

LOST IT ALL.

More hard luck is being experienced by the Kentucky Division. The whole wealth of the Division, over \$900, was deposited in the German National Bank, which closed its doors last week. This is not the first time the Division has been caught in bank failures; in 1891 it had \$131.07 deposited in the Masonic Savings Bank, which failed, and so far they have recovered but 60 per cent. They, however, consider the chances bright for recovering most of their money from the German National.

O. W. Lawson, treasurer of the Century Road Club of America, also had this body's money on deposit in the German National.

ANOTHER KICK AGAINST FRANCE.

According to F. C. Armstrong, who won the recent three days race in Paris, English riders are not particularly well treated there. He says: "Yes, I have reason to complain of the treatment I received in the race, both from the riders and the spectators. Several times during the race, when passing the French competitors, they ran me as wide as they possibly could. At other times, also, the audience spat at me and threw pieces of paper, orange peel, &c., and saluted me with hisses. I am confident that there is a general aversion against English riders just now in Paris."

IN THE TWO-TWENTY CLASS.

Since Flora Temple, in 1859, first trotted a mile in 2.20, first and last, 2,064 horses have succeeded in trotting eight furlongs in 2 minutes and 20 seconds or better. It would be interesting to know just how the human racer compares with the equine one in this performance, so that the relative merits of man and machine versus those of horse and sulky might be studied to a greater advantage. But until a less complex and more complete system of keeping cycle records is adopted all this will not be possible, unfortunately.

PACED ACCORDING TO HIS CONDITION.

A motor-tricycle has been secured for pacing by Rivierre for the next Bordeaux-Paris race. The pace will be regulated to spur him on at whatever condition he may be in at all stages of the race. Other contestants will be paced by motor and electrical machines, which will inaugurate a new era in road racing, so far as pacing is concerned.

CASE OF NOTHING ALL ROUND.

The description by a countryman of the first wheelman he had ever seen, when telling about his passing him on the road, was not bad when he said: "Something riding on nothing, doing nothing, saying nothing and caring nothing."

GOLD-BRICKED.

"I hear you got a nice round sum from Bilkem & Co. for riding their wheel last year?"

"Yes, I did! A very, nice, round sum; something like this—O."

When early spring tries to carry water on both shoulders she fails, of course, and a plentitude of sloppy weather is the result.

STILL ORGANIZING.

P. Anthony Brock's plan to reorganize the Metropolitan Association of Cycling Clubs and form an organization embodying all the clubs of the metropolitan district, is still in an embryotic condition. At a meeting held last week it was reported that 20 clubs had signified their intention of joining the new association. It has been decided to call the new organization of the New York Bicycle Association. A committee consisting of Messrs. Frick, Klucker, Eberaux, Nason, Friedrick, Fitch, Kelley, Stahl, Elise and Simms was appointed to draw up a constitution and by-laws. A meeting for the formation of a permanent organization will be held early in February. The associated cycling clubs of Long Island and New Jersey will co-operate with the new organization.

BELIEVES IN THE TWO TOMS.

Henry E. Ducker believes that a man has three years of success on the track; three years when he will be seen at his best, and on that assumption he does not think that Bald will be a top-notch this season. His idea is that Tom Butler and Tom Cooper will be the men of the year, with a chance of Nat Butler getting into the game. Of course, he admits that some new man may jump in and electrify the racing world. He believes that the Butler boys worked at a great disadvantage last season. To his mind a racing man, to be prosperous, must not have anything happen him, which will in any way shatter his confidence, for that may lose him the race.

CAN'T "PLAY SOLDIER" ANY LONGER.

At Albany last week the National Guard Association met in annual session and declared war on those persons who wear shoulder straps without having the right to do so. The sum of \$250 was appropriated to prosecute, under sections of the military code, members of bicycle clubs and the Salvation Army who wear shoulder straps. As the custom has about gone out of practice among cycling clubs, the decision will have but little effect.

RACING BOARD'S BULLETIN.

Suspension placed upon E. H. Gill, Buffalo, N. Y., has been removed.

SUSPENDED.

H. G. Thompson, New York City, N. Y., pending payment of entry fees.

John S. Barber, Elwood, Ind., six months from January 23, and Jasper Parrish, Indianapolis, Ind., one year from January 23, by vote of L. A. W. Racing Board.

PATENT PATHS PROPOSED.

The Globe Bicycle Path Company, with \$100,000 capital, has filed papers for incorporation with the Colorado Secretary of State. The company will manufacture a certain material for building and repairing of bicycle paths, the secret of which material is owned by the incorporators.

MORE AUSTRALIAN GOLD HUNTERS.

A. C. Edwards and Jack Green, two crack English professionals, have sailed for Australia to join the foreign colony of riders in that country. They are under the management of E. Leitch, the old-time racing man.



A
BICYCLE
 "BUILT
 LIKE A
 WATCH"

SEND
 FOR
 CATALOGUE

34,388
 Miles on a

Sterling

ridden by

E. N. ROTH,
 OF CHICAGO,

in '96.

At the Coliseum

You will see

the wheel

That stood this

GREAT TEST.

STERLING
 CYCLE WORKS - CHICAGO, ILLS.

Kindly mention The Wheel.

DECIDEDLY THE GREATEST.

NO FORMER ATTEMPT AT A CYCLE SHOW HAS EVER EQUALED THIS EFFORT OF THE BOARD OF TRADE.

CHICAGO PUTS THE MARK HIGH OVER ALL FORMER CYCLE SHOWS—MANAGER PATTISON PROMISED A PERFECT SHOW AND GAVE IT DESPITE ZERO WEATHER—WHO AND WHAT WENT TO MAKE THE EXHIBITION A SUCCESS.

The Chicago show is a revelation. It is the second Western National Cycle Exhibition held under the auspices of the National Board of Trade, but it is really the third cycle show held in Chicago. All who were in the great Western metropolis will remember the vileness of the first show, held in the old Battery D Armory, in 1895. The badness, not of the show itself, but of the conditions which surrounded the show, the narrowness, the filth, the lack of breathable air, of light and of heat. All who attended the second show held at sawdusty Tattersall's in 1896 will remember all these stifling conditions duplicated, with the addition of a sub-strata of nine inches of ice, which distributed influenza without fear or favor.

But all this is changed. It is the comparison of a June day to a raw March morning. The show this year is a thing of amplitude and beauty. The building in which it is held is an architectural marvel. It is only fair to say that it is thoroughly Chicagoesque, using the term in the sense in which it is sneeringly used by Eastern critics. It is the largest building of its kind in America, and those who know say that the only structure which surpasses it is that architectural marvel called the Crystal Palace, of which London justly boasts.

The show finds habitation this year in the new Exposition Building, the Coliseum, the same which was blown down by one of the storms of last season, but Phoenix-like, it has been resurrected with characteristic Western energy, and to-day Chicago may well be proud of the structure. It is said to be 700 feet long on the ground floor and it has two galleries. It is almost as broad as Madison Square Garden is long, and is twice as long as the interior of the Garden. The walls are substantial and are raised to a harmonic height. The place is splendidly roofed. There is an amplitude of glass and light iron structural work, giving the effect of lightness and beauty. Outside, in a detached building, is the light, heat and power house. The show is housed in a great auditorium, a room of broad and splendid proportions. Not a single stand is crowded. The aisles are wide enough for a society promenade. Twenty thousand people would comfortably sprinkle the building. Despite the fact that the Weather Bureau has done its worst in giving a nineteen-below-zero-mark for the opening day, the building is as comfortable as a dining-room. It is heated on the hot-air blast principle. Here and there are enormous shutters from which pour streams of hot air, so that fur coats and wraps are unnecessary, and one can move around in the ordinary garb of business.

The Board of Trade have taken this structure and handsomely decorated it, the National colors, of course, being most partic-

ularly in evidence. Then there are strings of incandescent lamps, Chinese lanterns, and all the rest of the paraphernalia of the decorator's art.

The building is located at Sixty-third street, a location which would be equalled in New York by Washington Bridge and vicinity, about seven miles from the Auditorium Hotel, or the main business district. But these seven miles are as nothing, since the Illinois Central Railroad, owning stock in the Exposition Building Company, runs fifteen-minute trains direct to the door of the building. It is a step from your hotel to the train, and another step from the train to the building, thus making all comfortable and pleasant. Last year the show was marked by one permanent and resonant growl. This year everybody is simply tickled to death over the way in which they are housed. This show marks a red-letter in cycle exhibitions. It completely dwarfs the possibilities offered by any building in the East, and unless Boston and Philadelphia come to the rescue and complete their proposed mammoth buildings before next show time, the East will have to step down and out so far as general ensemble and show rooms are concerned.

The show opened on Saturday night, and although it was inaugurated with a blizzard, five thousand people paid to witness the show. On Monday, up to 2 o'clock, six hundred agents had registered and passed into the building. The show was reserved for purely business purposes until 2 o'clock each day, after which the public is admitted. This rule is rigidly enforced, and in this way there is no crowding or jostling and but little confusion, so that people can talk business and make themselves heard. Taking a general bird's-eye view of the show, it may be said to closely resemble that held in the Garden last year. There is no end of tapestry and rugs and gilt and electric lights and decorations of all kinds. The effect this year is much better, because each stand, on account of the great space, is enabled to stand out by itself. In a general way the decorations may be said to be on the same level as those of last year, but in particular cases, which will be pointed out later, some firms have improved on their past efforts.

Writing Monday at noon, it may be said that the show is only slowly getting under way. Few principals will confess that they are closing up old business or opening up new fields. They say that agents are only slowly coming in, and the great impetus that the show is expected to give the agency trade has not yet introduced itself. At the present time, those who buy cycles or other material in quantity are only picking. This is the way shows always start out, but even the least hopeful expect that by Thursday of this week the trade of 1897 will have gotten

well under way; that people will know what's what, and all will have a clean idea of 1897 probabilities.

As Monday night wore on the show slowly revealed itself. As daylight faded away stand after stand was lighted. It then became plain that this show, in the line of decorations, swamps all previous cycle exhibits. The electricians say that, taking it as an electrical show, it is unparalleled in their recollection, and that as a show of electrical effects alone it is worth the price of admission.

The general expression is that this show seems to mark a climax in the cycle show business. The exhibitors seem to think they have reached their limit, both as to expenditure and as to effect, and many of them believe that it will mark the last national cycle show. This, however, is merely a sentiment and an intuition. After they become accustomed to the brilliancy of this show they will, as has been the custom of yore, begin to dream and plan for "next year." The chief eye-feature of the show is a great central pavilion, onyx-columned, and splendidly decorated with lights, the top containing a sort of electric diadem; and there are also on it and about it circles of lights, and also revolving lighted wheels.

In the whole scheme the band must not be forgotten. Situated away up aloft, it floods the whole building with excellent classical music. The band is a treat.

Some epigrammatic individual has recorded the sentiment, "The door to success is labeled Push." Some one else more waggish than this epigrammatic has gone to the trouble of pointing out that the doors to lots of other places are labeled the same way, but that, of course, is another story. The doors of the Exposition Building all bear the same word.

As the week wears there can be no doubt that the Board of Trade, through the push of Manager Pattison and his men, has resulted in an emphatic and glittering success. Usually in such immense public structures there is at least one of the belabeled "other places" to be found. That there is none here will doubtless be comforting to Mr. Stead and the other gentlemen who came, saw and endeavored to conquer Chicago. For a few short hours it did exist, but it bore no label.

The Coliseum is located in an aristocratic portion of Chicago, inhabited by those who believe entirely in water as a quencher of thirst, even when the thermometer is hovering well below the zero mark, as has been the case since the doors of the show were thrown open on Saturday night, and it is due to their kind efforts that the Coliseum thirst dispensary was so short lived. The drought that has settled down is wide in extent.

For the once the Coliseum is itself. Several hundred people, whose duty calls them hither, do not leave the place from morning until night, and on these a blight has fallen with a somewhat heavy hand. The best show work is tiring and exacting and long continued; something more than tea and coffee and drugs is required to stimulate the nerve. Of course this seems a matter of small importance to those who are not here, but take the word of those on the ground and try at least to believe that it is not as small as it may seem. The human desire to

ONCE A MONARCH ALWAYS A MONARCH

A MONARCH RIDER never changes his mount—once a MONARCH, always a MONARCH.

A MONARCH RIDER has the satisfaction, pleasure and pride in knowing that he rides the KING of BICYCLES, a standard wheel with a recognized value and a universal reputation for high grade qualities.

A MONARCH RIDER knows that he possesses the best bicycle that the trinity of mechanical skill, excellence of material and the finest equipped bicycle plant in the world can produce.

A MONARCH RIDER feels that the MONARCH guarantee insures him against misrepresentation, deception and dissatisfaction. He is perfectly safe when he has behind him the guarantee of the concern which has achieved a success without a parallel in cycle history and is backed up with a paid-up capital and surplus of a million dollars.

A MONARCH RIDER is ever a satisfied rider.

Be satisfied, ride a MONARCH and keep in front.
Our catalogue is yours for the asking.

MONARCH CYCLE M'F'G CO.,

Lake, Halsted & Fulton Sts.

CHICAGO.



83 Reade St.,

NEW YORK.

keep warm the cockles of the heart resulted in the formation of numerous hunting expeditions. They leave the building almost every minute of the day. The game sought is, to employ the Chicago description, a "blind pig." Just what manner of creature is the animal, THE WHEEL, of course, knows nothing. For some reason or other, the Eastern newspaper men have proven poor huntmen.

With the nerves right and the heart cockles warm, the show presents a really magnificent sight. It more than rivals an electrical exhibit. Some idea of the magnitude of the display may be gleaned from the fact that some seven miles of wire were used to effect the result. The centre piece constitutes the Board of Trade exhibit—a Grecian temple with Corinthian columns which support the gilded dome, on the apex of which are arrayed a cluster of electric lights, at the base of which are three illuminated and revolving wheels. Within the temple are glass show cases containing a collection of the various parts of a bicycle as they were employed since bicycles were first made, designed to represent the progression of the cycling art. These collections are so incomplete, however, and so illly represent the real progress that the least said the better. The effort was praiseworthy, that is all.

In Greens and Yellows.

The same is true of the Poster exhibit, which partly covers the wall at the further end of the hall, and which attracts little attention. The individual decorations are as elaborate as heretofore. Potted plants are not so freely used, and it is observable and worthy of comment that many of the larger firms, notably Pope, Sterling, Spalding, Barnes and Monarch, are employing many of the larger and more prominent decorative effects used at previous shows. If a vote of the public was taken it is quite probable that the Stearns stand would be voted the prettiest in the hall, although connoisseurs are inclined to award the palm to the Sterling. It is difficult to do either of them justice in print; both are models of quiet elegance, displaying sufficient ingenuity and originality and color to relieve the quietness. The Stearns, which is the largest in the show, obtains much of its beauty from the absence of railing, and the combination of yellow-green rugs and enormous potted plants.

The business department, the desk and chairs usually so conspicuous, are curtained from view. The sign is a magnificent creation. It is supported on gilded uprights, and consists of seven gilt shields or escutcheons, one each for the letters in the word "Stearns," done in ruby lights. It is probably the most elaborate sign ever seen at a cycle show, and possibly at any other similar function.

The Sterling stand is carpeted in green, a few shades darker than the olive-green finish of the Sterling wheel. The railing is a feature. It consists of olive-green Sterling head and frame tubing wrapped in red plush and topped with a fanciful golden creation, the plush being also entwined with a heavy gold cord.

The Barnes stand is all white and purple, the piece de resistance being the purple lighted revolving wheel used at last year's show, which is this year flanked on either side by two colossal doves' wings, beautifully typifying the Barnes' white flyer.

The Columbia stand is carpeted and draped with delicate white tapestry, in which is interwoven the name Columbia and the Pope nameplate. The Victor is rich in its simplicity. The centre of the stand is raised slantingly, and the whole is covered with green baize, the stand being void of all effort at display. The Western Wheel Works is illuminated by a dead white and particularly brilliant sign flanked by electrical crescents. The Monarch with its golden lions; the America with its blendings of the National colors; the Hunter with its delicate green harmonizing with the color of the wheel; the Fowler in its maroon and yellow; the Corbin with its illuminated China bells, and the Wolff with its illuminated vases, are all stands among the many which appeal to the eye. The tire manufacturers have nearly all adopted the Morgan & Wright idea of decoration, which is no decoration at all, but simply a reproduction of a high-grade business man's office or department.

Few evidences of trade are in view. They



Centre Pavillon.

no longer litter up and overcrowd their spaces, having found two or three or four tires amply sufficient for their purpose. This idea has prevailed with Morgan & Wright, Palmer, Dunlop and other makers.

The Parts People,

The Merchants' and Manufacturers' Warehouse, particularly, and Iven-Brandenburg-Burgess Co., McMullen & Co., and Chicago Tip & Tire Co., all occupy large spaces, and make displays of which they may well be proud. Their wares are exhibited to an advantage which seems hardly possible considering their nature. A leaning to reproduction of their specialties in heroic size is notable on the part of many exhibitors. The Sarus hub, for instance, is reproduced in a working model twelve times its natural size. The Racycle have a colossal reproduction of their crank hanger, with a glass hub through which the workings of the balls may be seen. A fibre buckskin grip, a Fauber one-piece crank axle, a Chase tire and a Beck hygienic

saddle are all shown in heroic size. The New Departure Bell Company and P. & F. Corbin have musical attractions, the former a set of chimes and the latter a piano formed of their bells. Human side shows are here, but in lessened numbers. The Chase tire people have a giant in red coat and hunting costume, and another concern has a freak on stilts meandering up and down the aisles; but one bloomer girl is in evidence. Practically everybody who is anybody in the trade is here; to individualize would be to slight. Souvenirs, too, are few and simple. The music is good, and once each day a gentleman with a baritone voice lifts it in song and endeavors to fill the hall. He reaches into the higher realms and does not attract a tittle of the attention given the Paradise Alley boy who warbled in Tattersall's last year.

AS VIEWED MECHANICALLY.

In reviewing the mechanical features of this show from the selfish standpoint of a cycle paper, selfish, because heretofore to the better informed cycling writer, the show has served as the straw which unmistakably indicated the tendencies of the trade. Keeness of competition and lessons of the past have so advanced the opening of the markets that it may be safely said that the '97 season was inaugurated at least a few months since. In the interim he has been dull indeed who has not been able to easily and positively discern what was to be the more important features of the bicycles of '97.

Traveling salesmen have circulated and criss-crossed the country so often and in such numbers that no town of five thousand inhabitants has had reason to be in darkness as respects these features, in a general way, at least. Additionally, all the more important mechanical designs and wrinkles have been well exploited in the columns of THE WHEEL and other cycling journals. As before stated, from the selfish standpoint referred to, the cycle show has lost much of its pith and point. Of course, it is not wholly sterile. There are exclusive features in plenty, and matters of minor mechanical details which are of absorbing interest and undoubted utility. Collectively they are intricate, but they must be delved for long and earnestly.

The casual attendant, even a tradesman, will not find them without most vigorous nosing about. They are there, and, like most good things, must be striven for. Necessarily, the parade of the principal features is perfunctory. To this is also added the aggravation known as fixity of pattern. In former shows variety of designs, while not unlimited, at least presented a number of individual fancies and ideas. At the present function, the variety and richness lie wholly in the working out of constructional details. Probably the most important part of the modern bicycle is the frame.

Frames.

The regulation diamond frame shown almost invariably carries the upper main tube perfectly horizontal. The diagonal stays and head are, however, raked less than last year, and which is a decided advantage. The greatest difference, however, consists in sizes and styles of tubing used; 1½-inch tubing for both upper and lower main tubes seems to be the most popular, closely followed by frames using 1¼-inch for the upper main tube and

1½-inch for the lower main tube. There are, however, a great many models shown having both the upper and lower main tube made of 1½-inch tubing.

Gunning & Morado use corrugated tubing all over. The Gunning people are even making their handle-bar of corrugated tubing. The greatest diversity, however, exists in the tubing used for rear forks and back stays. The majority of the makers use round tubing in these places, although a great many makers show D-shaped rear forks, notably the Crescent, Columbia, Stearns, Union and Trinity. But it cannot be truly said that the use of D-shaped tubing by American makers is as popular as its advocates predicted it would be. Its merits lie in its increased stiffness, its aid in making narrow treads; but all the American makers who use it have overlooked one of its greatest virtues, and that is the ability to use it in large sizes up to 1½-inch diameter, so that the rear part of the frame corresponds in size to the front part.

Eight-sided Tubing.

The Shelby Company use octagonal tubing for their rear fork and back stays, and also use it in their handle-bars. The rear forks of the America are made of the new form of grooved tubing, the groove being on the inner side of the fork. The makers who use the round tubing for rear forks and back stays mostly use ¾-inch and ⅝-inch for rear forks, and ⅝-inch and ¾-inch for back stays. A notable tendency is to narrow the back stays at the seat pillar cluster. The average wheel base is about 44 inches. Treads average about 5 inches. Crank hangers on all the really up-to-date models shown bear an average drop of about 2 inches. Some of the extremists, however, drop them as low as 3 and 3½ inches on their racing wheels.

About a dozen makers are showing what are called a hygienic frame, which are made under the patents of the Hygienic Wheel Company. The frame resembles the regulation frame, excepting in the back stays. These have a crown directly over the rear tire, and from there to seat pillar bracket they have a stem enclosing a spiral spring and a pneumatic cushion. The makers claim for it that it is entirely distinct from the old spring frame patterns, and that it adds to the comfort of the rider and the life of the bicycle. The popular types of ladies' bicycles are the double loop frame and a frame having the straight lower main tube and an upper curved tube. These two patterns lead all the other styles.

High Crank Brackets.

Other patterns shown have both tubes straight from head to crank bracket, varied in some cases by having the upper tube a J-shape. The Overman Wheel Company show their popular single-tube frame. Victoria, but are also showing the double loop. All the characteristic points, as regards sizes of tubing shown in the men's wheels, are embodied in the ladies' wheels. Many of the makers, however, still carry their crank brackets on ladies' wheels too high from the ground, but the popular types shown drop the crank hanger bracket about three inches. This facilitates easy mounting and dismounting, and carries the centre of gravity near the ground, and, therefore, is commendable. Flush joints are very largely seen. They are

divided, however, into two classes, one having the internal joints made of drop forgings, the other style having the internal joints and reinforcements made of stampings or tubings. The flush joint frames permit of a beautiful finish, and there is every reason to believe that if they are carefully brazed together they will stand the test.

Frame Strengtheners.

Lap brazing is still very largely used, and many of the makers use outside fish-mouthed reinforcements as an additional strengthener. Form-drawn and sheet steel stampings are more largely used than ever before for frame connections and seem to be ousting the drop forge connections from the firm hold they have had on the makers. A bamboo frame is shown which is not bolted together, like the old style of bamboo frames seen at previous shows, but has a bushing in the end of the bamboo rod, which fits into a taper expanding metal connection. The front forks are of the usual flat-side pattern, but are painted to represent bamboo.

There are three or four patterns of wooden frame bicycles shown, all having metal connections. One style shows several hickory frames covered with beautiful veneers. A laminated wooden frame is shown, which has very few metal connections, even the head and crank-hanger bracket being made of wood. There appears, however, to be no demand for this style of product, yet the makers of them keep on appearing at our cycle shows and wasting their time and money. Spalding exhibits the usual type of frame, carrying, however, a beveled gear. It is the only chainless bicycle on exhibit. There are fewer carrier cycles to be seen than at any of the previous shows, notwithstanding the fact that they have come into practical use. The Relay people show the only tricycle to be found. It is of the tandem style. Even the two companions and the duplex shown are not new. It is evident that our makers are not catering or endeavoring to build up a demand for a three-wheeled vehicle.

Juveniles.

A host of juvenile cycles are shown, two of the makers making them exclusively. Scattered throughout the show are at least six Lilliputian cycles, but which are simply shown as cunning examples of the art, and are not intended to be sold as a regular product. The most novel tandem in the show is the Crescent Model 30. It is of the combination type, but differs from all others shown in the arrangement of the seat for the male rider in the rear, who controls the steering, and is placed so high as to have an unobstructed view over the head of the front rider. The makers assert that it balances and steers more easily than the other types. The demand for tandems has been fully met, and in addition to the regular diamond frame and combination tandems there are shown a number of double drop tandems and what are known as convertible tandems, the frames being so arranged that they can be readily converted from a diamond to a drop frame tandem. Some of the makers even go further than this; and one maker shows one that can be made into a double diamond, a double drop, or converted into two single wheels. It is an astonishing mechanical product to say the least, and its liability to get out of order undoubtedly very great.

There are a number of triplets shown, one

of the most striking being that exhibited by the Wolf-American Company. Four quadruplets, one quintette, a World product, and two sextettes. Stearns also shows a septette. The real freak of the show, however, is Dr. Hall's hygienic bicycle, almost every part of it being a radical departure from the accepted standard. The front forks have a peculiar double-deck crown; the head is an open one, the handle-bar is of an original shape, the frame carries a crank-hanger bracket and a supplementary crank-hanger bracket about four inches behind the front bracket. A peculiar chain of turtle-shell back design, it being of an open box design, with the open side facing downward, leads from the front crank-bracket to the second one, and this second bracket carries an additional sprocket, which conveys a similar chain to the rear wheel sprocket, so that the inventor first gears up and then gears down and then gears up again, the result being an enormous amount of friction, and an expensive construction. The saddle and pedals are also radical departures. It is indeed a difficult machine to describe, and must be seen to be appreciated.

An Advancing Worm.

The Elgin \$10,000 tandem, aside from its expensive decoration, has only one chain, and that running from the rear sprocket. The power of the front rider is applied to a crank shaft having an advancing worm, which fits into another worm carried on an end of a shaft, which runs along longitudinally from under the front crank bracket to the rear crank bracket, where the shaft has a similar worm which engages on another worm on the rear crank axle. These worms are about three inches in diameter, about an inch thick, and carry about thirty teeth on their circumference. It is certainly a novel, ingenious and practical way of conveying the power from the front crank bracket to the rear crank bracket. Colored enamels are very largely used, as are also stripings and other decorations. New Departure bells are enameled to match these various colored enamels, and the conception of the idea is novel and should prove popular.

Chain Adjusters.

A great deal of attention has been paid to designing and inventing new forms of chain adjusters. All the single wheels shown use the rear fork end adjusters. Tandems largely employ an eccentric chain adjustment. Tubular and barrel hubs are now a fixity, the variations being method of spoking. Of course, the hooked end spoke predominates, but the direct tangent pattern having a riveted head only is gaining ground. All the Columbias shown have a new direct spoke of this pattern. The Trinity also has a new idea of using this method of spoking.

Sundries.

The variety of new sundries displayed is almost bewildering. The old patterns of black enameled lamps, burning a heavy oil, are entirely obsolete, and all the new lamps shown are on the type of the Twentieth Century model, nickel-plated and burning kerosene. Small cyclometers are now the correct thing, and are best typified by the Veeder pattern. Saddles are mostly on the hygienic order, represented by the type of Mesinger and Hunt. Pneumatic saddles are largely shown, as are also saddles on the well-known Christy model, having short pommels and pads affixed to their bases. All the makers

are prepared to fit brakes if called for. There are a number of new detachable brakes shown, two or three of them are applied when back pedaling is done only. The Spencer brake is shown by a number of makers, which operates by a turn of the grip, the only thing showing being the brake spoon. They also have a modification of it, which acts on the crank-hanger shaft, and which is wholly invisible. The whole construction of this brake is very mechanical and it is surprising that more makers do not apply it and meet the public demand for it.

A great deal of ingenuity has been expended in designing seat-posts and methods of fastening same. A number of the makers have entirely dispensed with the pinchbind and bolt and are using internal fastenings for their seat-posts.

Fork Crowns and Front Forks.

The old type of square and single one-piece fork crowns are no longer in vogue. The double-plate fork crown and the arched or oval fork crown of the Rambler and Sterling type, are very popular, the arched fork crown being largely used by the Western makers. The Union Company have a new thing in a triple plate flat fork crown. The Columbia has also discarded the single-fork crown and show a double-fork crown, but which is not remarkable for beauty of design. The Eclipse Company show what might be termed a cross between the flat double plate and the arched fork crown, the upper part of the crown having a peculiar flattened arch and the lower part being the usual flat plate. The crown is also not distinguished for its beauty.

Front forks throughout the show are showing less rake than in former years, conforming with the rake of the diagonal stay in the frame already mentioned. The forks are also wider at the crown, the point of greatest strain. The Union people show a D-shaped front fork.

Sprockets and Chains.

Detachable sprockets are seen everywhere. The usual method of fastening is to braze the spider to the crank axle and bolt the arms of the sprocket to the spider. The average gear used on roadsters is about 70. On ladies' wheels 63. Nearly all the makers use 8-tooth rear sprockets, the 7-tooth sprocket being almost entirely dropped. The large sprocket idea does not prevail as largely as it would have had its advantages been known earlier. There are, however, a number of well-known makes exhibited who furnish rear sprockets with nine, ten and eleven teeth, and front sprockets from twenty to thirty teeth.

New things in chains are scarce. The block pattern chain of 1-inch pitch, 1-4 and 5-16 in width are standard as usual. The Keating Company are using a double roller chain, which differs from the old roller chain formerly used in this country, not only on account of having double rollers, but also because it has one-inch pitch. On the Lovell cycles is shown a detachable link chain, the studs of which are not riveted. Instead of using the solid block, they use five plates, which are held together by the detachable stud. The Whitney Manufacturing Company have a novel chain, in which not only the side plates, but the blocks, are triangular shaped, and they run between rollers which

are fastened between the peripheries of sprockets having double flanges. On the Orient is shown what they call a pitch-lined chain. On the sprockets are placed, between the regular sprocket teeth, a depressed cycloidal tooth, and which receives the flat block, preventing the blocks from falling into the pit of the sprocket. The blocks and side plates are of the same length, and are 1½-inch long. In an ordinary chain the blocks are short and the plates long. They therefore have about 25 per cent less rivets and sections, but it might be urged against this chain construction that the long blocks and plates are more liable to stretch than the shorter blocks and chains. On an Envoy is shown the English Simpson chain and sprockets. It is the only one in the show.

Pedal Fixing.

The good old-fashioned way of putting cranks on with a cotter pin has departed. The two-piece crank and axle has the floor. One-piece crank axles are also very popular. They might possibly be more popular if they were not covered by a fundamental patent, and were free to the makers as the two-piece crank axle construction is. Detachable cranks and axles of the three-piece variety are still popular. The Victor have a novel way of inserting their crank through their hollow axle. There are at least fifty other makers who have various forms and modifications of bolting and clamping the cranks to the axles. There seems to be a tendency to use 7-inch cranks more largely than heretofore, although the 6½-inch crank is still the standard. Cranks on ladies' wheels have, however, settled down to six inches in length as the standard. The popular form of pedals are those modeled after the Record plan. The pedal shaft screwing directly into the crank, the shaft being of ½-inch in diameter at its butt, and having from 20 to 24 threads to the inch. The shafts bear integral arms, to which are fastened the side plates, the majority of these side plates being continuous. Detachable rubbers are furnished on all the pedals, and the Crescent models show a split cotter pin to hold the rubber in place so that no amount of vibration can jar the pin loose, as is the case where a bolt and nut is used. It is a practical thing.

The round crank is very largely used, modifications of it being oval tapered cranks, bayonet shaped cranks as used on the Trinity, and many of the makers still use the square flat crank.

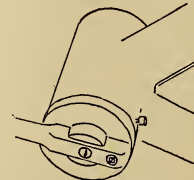
The Hunter tandem has two rear wheels running side by side. They have 1½-inch tires on each wheel, the latter being 1½ inches apart and cover four inches of space on the ground. The hub is made in one piece and having two bearings, only both chains run in the centre of the frame, the rear chain running between the two rear wheels, giving a direct pull all over. It is a decided novelty.

Detachable sprockets, the rims of which are attached to offset spiders, are very popular. The makers claim that the offsetting brings the pull of the chain directly over the bearing. This is a gross and erroneous fallacy, the pull unquestionably being just where the spider is brazed to the axle, and, as a matter of fact, the offset arms of the spider are apt to add to the torsional twist which the sprocket receives.

Bearings.

In wheel bearings two and three-point

bearings are in the lead. The American style of cone adjustments are still used by most of the makers. Many of them have recognized the advantages of the cup adjustment, and use it in their crank hanger brackets only, but have not adopted it in their wheel hubs. The Fowler, America, Kenwood, and many others are using the cup adjustment on their front and rear wheel bearings. Last year none of the American makers did this, but it is safe to predict that in 1898 nearly all of them will use cup adjustments all over. The Waverley has a new thing in its crank hanger bearings.



Waverley Crank-hanger.

It has not been possible heretofore, however, to measure the friction of bearings with any degree of accuracy. In making any change in bearing construction, no mechanic has been able to say with absolute certainty whether or not he was really reducing friction. The Waverley Dynagraph, for the first time, provides a graphic and practical test by which this result may be accomplished.

Friction Measurer.

The machine is mounted on an iron frame, which in turn rests on a box pedestal. A knife-edged attachment is placed on each end of the axle of the wheel to be tested, which then rests on a hardened steel block on the top of the frame. The record card, an oblong strip of card board six inches long by one and one-fourth inches wide, is fastened by spring clamps to the moving plate in the exact centre of the machine, which is dropped by an escapement movement actuated by the rotation of the wheel whose bearings are being tested, each revolution of the wheel dropping the plate one tooth of the rack cut along its edge. The heavy dark-blue vertical line printed upon the card represents the record which would be made by an absolutely frictionless bearing, and the pencil point by which the record is made on the card would describe a line identical with this one, were there no friction in the bearings tested.

As friction is developed, the lever arm to which the pencil is attached is thrown to a degree corresponding to the amount of friction existing, causing thereby an approximately perpendicular line upon the card, being nearer or farther away from the standard line according to the amount of friction in the bearings under test. The speed of the drop of the card is indicated by another pencil point carried on a ratchet wheel, which is actuated by a pawl on the end of the pendulum stem. The spaces marked by horizontal lines across the card are made by a pencil to vary in width according to the descending plate, wider spaces indicating higher speed in the revolution of the wheel, this point being, of course, necessary to make proper comparison of friction tests.

The lines upon the card which constitute the record of the test, may be easily read. An absolute perfect and frictionless bearing would cause an absolutely vertical line upon the card identical with the dark blue line already printed upon it, and the relative amount of friction in different bearings is gauged by the relative degree of nearness with which the record line conforms to the bearings. In other words, the nearer a bearing comes to registering a straight line on the card, the better its construction and the less its friction.

On the new hundred-dollar Waverly is shown an important and radical change in construction of cone adjustments for crank hangers and hubs. By this method, threaded cones are avoided, being replaced by a sliding shell, which secures perfect accuracy and alignment. A threaded cone, even if carefully ground on its axle, when turned from position in which it was ground, is likely to be thrown out of line. In the hanger cones are ground both inside and out, and by loosening a screw in the left-hand crank arm, the crank shaft combination can be taken apart. There are very few pieces used in this construction, and the cones in both hubs are integral with the axles. In removing the wheels from the frame or in the adjustment of the chain, the axle is not loosened in the hub and the bearing adjustment is not interfered with. A small set screw behind the sliding shell locks the adjustment of bearings. This whole construction is very mechanical, indeed, and deserves particular attention by those interested in the bearing adjustment question.

Bearings.

The American Waltham Manufacturing Company use only three 7-16 balls on each side of the Comet's bearings. A ferrule having notches to fit the balls keeps them from coming in contact with each other and runs loose on the axle. Construction is of the usual three-point cup and cone order, and it looks as if it might be an improvement.

Parkhurst & Wilkinson, of Chicago, show a two-piece crank hanger which has some novel features. The cranks and shaft are removed by loosening a taper plug which screws into the end of the shaft. The end of the shaft is split and the taper plug expands the shaft and holds the crank. The bearings are adjusted by unscrewing the taper plug and sliding crank with the cone attached. No threads are used on any part of the bearings or shaft, except the taper plug.

Bearings.

Unquestionably the most novel departure from the accepted type of bearings now in vogue is the Chapman double-ball bearing shown on the Fenway cycle. They show a cycle fitted with this style of bearing at the crank shaft and rear wheel hub. Its use necessitates, however, the use of a crank hanger and a rear hub $3\frac{1}{2}$ inches in diameter, the largest in the show. In the crank hanger they use elastic hollow 1-inch balls, and in the rear hub $\frac{7}{8}$ inch in diameter. They were the only hollow balls used in the show. It is what is known as an inverted bearing. The cones are with the hub, the eighth one being

firmly fixed, the adjustment all being done from the left-hand side. The axle carries, firmly fixed upon its centre, two large cups which have two raised tracks or ball races. The radius of one, however, is larger than the other. They use three of the large balls, already mentioned, on each side separated by three $\frac{1}{4}$ -inch balls revolving in a carrier which is loose upon the axle. These small balls separate the large balls upon a dead centre line. A flanged and threaded disc bearing upon its centre. The adjusting cone is screwed into the inner shell of the hub, on the left side, and securely locked and held in position by a spanner, which clamps the thread on the principle of a three-jawed chuck.

The complete bearing is of the three-point contact order, and revolves with freedom and without play or vibration, which is remarkable even when set up closer and firmer than the ordinary bearing. This bearing is a very taking one, and the mechanical sharps of the trade who have critically examined it say that it has a great future before it.

Gear Cases.

Either the American rider does not demand the gear-case or appreciate its merit, or else cycle makers of America do not care to furnish them. There are only a few gear-cases exhibited. One is a laced leather one shown on one of the Stearns models, and even this model, a ladies' wheel, has a metal dress guard over the rear wheel and a metal mud guard over the front wheel, showing that the whole thing was evidently made up for exportation to England.

Many of our leading makers say they will be glad, however, to furnish them if desired, but at an extra cost. The Wolf-American Company exhibit a transparent celluloid gear-case, which is, however, an English product. Childs, the sundry maker, says he will have samples of his new gear-case on view before the show closes. An American gear-case shown is one known as the Frost. The case is made of pure



Frost Gear Cover.

rubber, with light metallic fittings. Frost, however, announces that in the future he will make them of indurated fibre. The case as made now is flexible and might be briefly described as being a box an inch square, through which the chain runs. At the ends, the front and rear sprockets are covered with sheets of hard rubber.

On a Ben Hur ladies' model, is shown a gear-case, the frame of which is made of wood, the whole being entirely closed, of dark brown leather and laced together.

A new American gear case is shown on the Falcon. It has an iron frame covered with a continuous one-piece sheet of leather, which is laced over both sprockets and underneath the chain, and on the outside is inserted a piece of transparent celluloid. It has an automatic oiling device, which is

placed on top of the chain in front of the rear sprocket. It is dust-proof and good.

Tires.

Only two novelties in tire construction are shown. One is a leather tire made of cow-hide, tanned by a mineral process, which gives the leather a gray color, making it hardly distinguishable from the regulation rubber tire. This tire contains an endless inner rubber tube. The outer shoe is laced all around on the rim side on a criss-cross plan of lacing. The ends of the outer cover are butted together and held in place by machinery belting studs, and which are in turn covered by a rubber strip to prevent them from chafing the inner tube. The makers assert that it is water-proof, that it does not soften when moist nor harden when dry. They also claim that it is absolutely non-puncturable. It weighs about the same as the regulation rubber tire. It looks as if it might be speedy.

The Ball Tire is an extreme novelty. Ninety separate balls made of rubber are secured to a flanged rim by an aluminum pin inserted in the bottom of the balls. The balls are pressed closely together, so that a substantially continuous tread is obtained, and when the balls are depressed by the weight of the rider, the slight intervening spaces between the balls are wholly closed. The balls are inflated by a pump similar to the ordinary bicycle pump with a hypodermic needle attached. In case of a puncture, the punctured ball is readily removed and a new one inserted.

This tire is certainly practical and should prove popular. Detachable tires of the Dunlop and G. & J. patterns seem to be regaining some of their lost ground, and with their ally, the Morgan & Wright tire, are giving their great rival, the hose-pipe tire, a close race for supremacy. So far as sizes are concerned, inch and five-eighths is the standard. All the makers of hose-pipe tires furnish a great variety of roughened, pebbled, corrugated, embossed treads. Weights have not changed since last season.

Plugs for repairing punctures in hose-pipe tires seem to be out of use, and their place is being taken by quick-drying plastic mixtures of the Vimoid type.

An aesthetic novelty in tires is shown by the Hartford Rubber Company in mixing the compounds used in the tire. Colored pigments are inserted and they are able to furnish smooth surface, highly polished tires to match the colored enamel used on bicycle frames.

Rims.

The wooden rim is absolute and almost alone, only one metal rim, an aluminum one, being shown in the whole show. The Keene Company show some very pretty hand-carved rims in about a dozen different patterns. Colored rims are very much in vogue. The Crescent show their leading models with white rims; the Rambler are showing rims stained dark rosewood. Laminated rims are used more largely than single piece rims. Yankee ingenuity seems to have been utterly exhausted in devising ways and means of joining single piece rims. A step in the right direction is the tendency to make the rims thicker in the center, the radius larger, and rounding the edges more. The tire makers will certainly appreciate the effects of the last two changes.

Wooden Dress and Chain Guards.

Very few metal dress and chain guards are shown. Wooden dress and chain guards with fancy lacings and enameled in different colors or varnished on the wood are used on the majority of ladies' cycles exhibited. The Columbia ladies' wheel is shown with wooden dress and chain guards. Aluminum chain guards in fancy designs are largely in evidence not only being used in the natural color but enameled to match the enamel of the cycles.

Handle-Bars.

Nearly every maker in the show has an adjustable handle-bar. There are also a number of handle-bars exhibited by makers whose speciality are handle-bars. Wooden handle-bars are shown in all conceivable shapes and forms. The adjustable one being the most popular. They have not as yet, however, supplanted the steel bar in popular favor. There seems to be a tendency to do away with the pinch bind and bolt as a locking device for handle-bar stems and use instead thereof internal and expanding clamping devices. Many of them are extremely practical and it can be said that they add to the attractiveness of the cycle by thus being able to dispense with the clumsy pinchbind and bolt.

Grips.

Cork grips with fancy ferrules of rubber or nickel-plated metal tips, are standard, but among the novelties shown are some having braided rattan surfaces, pearl, celluloid, fibre, and there are also shown air cushion grips and pneumatic grips.

Lamps.

Quite a number of electrical lamps are seen at the show, but their future is as dubious as ever.

Brakes.

The Phillips coaster and brake is a combination permitting of coasting while the chain and gear are at rest, and also has a brake, which is set in action by back-pedaling, in the rear sprocket. The balls lock against a square shoulder when the pedals are pushed forward. The instant the pedals are held at rest or back-pedaled the locking ball is released, leaving the outer sprocket entirely loose from a small concealed inner sprocket and the hub of the wheel, so that coasting can be done while the feet hold the pedals at rest. There is, of course, considerable back-lash to the rear sprocket, and it is possible that a sudden attempt at back-pedaling would check the velocity of the wheel so rapidly that a header would be liable to follow. A little practice in manipulating the device, however, and care in back-pedaling would doubtless overcome this last-named objection.

Freaks.

A rear driving chain safety is shown, on which the handle-bars are hinged at the stem, from which a pair of chains operate a pair of ratchets, which carry on axle a large sprocket, and which carries a chain to a small sprocket on the front hub. The ratchets and large sprocket are carried over the front forks on a pair of braces fastened thereto. The gear is 84, and corresponds in size to that used on the rear wheel. The device is operated by alternately pulling up and pressing down the handle-bars. It is therefore a combined front and rear driver, and is the only bicycle in the show combining both pedimotive and manumotive power. Hubs with direct tangent spokes.

Peculiar Construction.

The High-Speed Cycle Company carry a chain from the usual front sprocket to small sprocket, which is fastened to the bridge of the rear stay, and which, in turn, carries an axle having a large sprocket which carries a chain to a sprocket on the rear hub. It is a complicated device, adding cost and weight.

The Eclipse show a radical departure in this method of spoking. The spoke at its hub end has a T-shaped head. The hub carries three flanges on each side, the inner flange being drilled the same as the flanges commonly used. The middle flange is drilled and notched alternately. The outside flange is notched only. In spoking up a wheel all the spokes centre in the middle flange, but are alternately fastened to the inner and outer flange.

Warnings To Be Heeded.

In concluding this review of the mechanical features, novelties and tendencies of the trade, as viewed from a mechanical standpoint, it is well to sound a note of warning. Too many of the makers are following the popular fads and using the large sprockets, making them of too light a pattern. This is not only true in their peripheries, but in the fanciful and intricate designs they place between the periphery and the inner circle where they are attached to the arms of the spider. These light and fanciful designs were well enough in the old style small-sized sprockets. In using the large size sprockets, however, their weight and stiffness should be correspondingly increased or they will not stand up in use. Internal seat posts and handle-bar fastenings, adjustable bars containing a number of extra parts and complications, together with peculiar methods of adjustment. Cranks and bearings are also apt enough if well made and well tested and tried before placing them upon the market. Many of these things do not work any too well when at the show and in the hands of their inventors and designers. It follows that they are more liable to get out of order in the hands of the rider during the coming season, and plague not only the rider but also the dealer and maker.

To the makers using flush joints for the first time, a word of warning is also in order. Flush joints are much more liable to be a source of weakness and trouble than all other forms of brazed joints, and as in bringing any kind of a joint a great deal depends upon the individual skill of the operator, and much more so in making and using flush joints, so that great care must be used in properly designing and testing them.

Too many makers are apt to mistake peculiarity for originality, and are not content to let well enough alone. Many of the old and simple forms used in the detail of construction achieve the same results as well, and in many instances better than some of the new and involved methods of construction. It is not always necessary to go to a great expense in tools and machinery to produce something which is not an improvement on a device already in use, and which has proved practical. The watchword of the day should be simplicity.

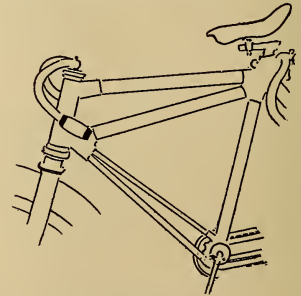
EXHIBITS IN DETAIL.

AMERICA CYCLE CO., CHICAGO. AMERICA bicycles; seven models, including two tandems. Their special new features are new designs of two-piece

crank and axle joined in the centre of the bottom bracket, curved backstays, oval fork crown, with joints extending down the fork side. The crown has also an upper over-laid reinforcement. The truss-frame as used in their tandem produces a very rigid frame and also allows the placing of the front chain in the centre. Naturally enough "Baby" Bliss, with his 508 pounds, who has been so prominently identified with the America, was in attendance, dressed in all his foreign glory and a West End of London suit. The America ladies' bicycle is an entirely new design. It is now fitted with the truss-frame. They also show two straight-frame bicycles, called the Huzzar.

ADAMS & WESTLAKE, CHICAGO. ADLACE Bicycles. They show fifteen wheels, comprising twelve distinct models; three mens' wheels, two ladies', two road racers, one track racer, three tandems, one triplet. They are shown in six different colors. The single wheels have triple arched fork crowns. The tandems have quadruple arched fork crowns. The bearings and all the finishings in these wheels show the same painstaking method of workmanship for which this line is known. This company shows also the X-Rays Lamp, made entirely of aluminum. This has a metal chimney inside, and has a new feature in the way of a double wick and screw and a double locking device by which the wick is held in the position in which it is set. It has also a bracket which will fit either fork or head of any bicycle.

JULIUS ANDRAE SONS & CO., MILWAUKEE. Andrae bicycles. Ten wheels including two tandems and one triplet. For '97, the Andrae shows many decided improvements. A one-piece crank and axle is used. Also flush joints, D rear stays, and a solid seat-post cluster, internal expanders to seat-post and handle bar, and ball retainers to all bearings including the head. Cone adjusting hub bearings are used, fitted with dust proof cases and oil retaining devices. The Quad has many new and distinctive features. The



Andrae Quad Head.

arrangement of tubing at the front being designed with the right idea as to the strain that this portion of a heavy machine must stand. The lines of the Quad unlike most of the machines of this type were very graceful to say the least, and reflect great credit on the Andrae factory, where it was built. The tandems, both diamond and combination frame, are particularly stiff, the steering arrangement being distinctively effective.

ACME MFG. CO., READING, PA. STORMER bicycles; twenty-two wheels, including two tandems. A full line consisting of 24, 26 and 28 inch; also hygienic frames. A convertible tandem, a rounded fork crown, large sprockets and a center line chain tandem with bottom bracket connections of a new design are among the novelties. The wheels present a handsome appearance.

ARNOLD, SCHWINN & CO., CHICAGO, ILL. World Bicycles. Twelve wheels, including a quint, a quad, a triplet and a tandem. The quint, on exhibition is the one used by Johnson in his Parisian invasion, and is a magnificent piece of bicycle mechanism. Flush joints are not new features of this year's World and the World people are proud of it. They used them last year when they were not so common, the World, too, is flush all over, even to the head cones and cups. A triple fork crown is used and inside fastenings to both seat-post and handle-bar adjustments. Round rear stays and rear forks are used. The finish on the wheels is handsome and beautifully ornamental.

AMES & FROST, CHICAGO, ILL. IMPERIAL Bicycles. Nine single wheels, showing a divided crank-axle and the other up-to-date modifications and refinements, worthy of a conservative and non-splurging concern.

BLACK MFG. CO., ERIE, PA. TRIBUNE Cycles. Ten wheels, including three tandems and one triplet. The only sign appearing at this space is a huge sprocket of the famous cycloidal pattern originated by this firm. The sentiment expressed by riders and agents regarding the '96 model Tribunes was to the effect that there was nothing to be modified for improvement's sake and the concern is not one to change for the sake of change. Several interesting touches have been added to the details of construction, however, and the 1897 wheel is thoroughly up-to-date in all the accepted features. An enamel of robin's egg blue, which is entirely novel, is used for the tandems.

BARNES CYCLE CO., SYRACUSE, N. Y. Barnes bicycles; twelve wheels, including two tandems and one quad for '97. The well-seasoned Barnes flush joints and internal handle-bar and seat-post fastenings are retained. Large sprockets, however, are used, and a drop-forged connection on the lower rear fork offset is a very neat mechanical feature. The tandems—one a diamond frame and the other a convertible—are built on exceedingly graceful lines. The extra stay on the latter, completing the diamond frame, being a particularly ingenious arrangement. White, of course, is the leading color in the '97 Barnes, but a few black-enamelled wheels are shown.

BEEBE MFG. CO., RACINE, WIS. BEEBE Combination frame bicycle; seven wheels. The Beebe is novel in that the main portion of the frame is wood,



Beebe Drop Frame.

while the rear forks, head and front forks are of steel tubing. The line includes wheels from 20 to 28 inches. The steel connection clamps have triangular reinforcements which are forced into the wood, thus avoiding chafing or side motion.

THE BUTLER COMPANY, BUTLER, IND. Record Bicycles. Ten bicycles. The high grade Records are fitted with an oval fork crown, one piece crank and axle, and invisible seat-post binders. On the medium grades are used a single piece fork crown, and L cranks, the opposite crank keyed on, and a detachable sprocket. For the ladies' wheels, they have added a thorough reinforcement to the curved tubing, while a continuous chain guard is a decided novelty. All the Record wheels are beautifully enamelled and tastefully decorated.

BUFFALO CYCLE CO., BUFFALO, N. Y. ENVOY and Fleetwing bicycles; nine wheels for '97. The line includes flush joints, oval swaged rear forks, one-piece Fauber patent cranks and axles, with a key device for removing bearing-cases. Either single or double fork-crowns will be furnished. Something new is shown in the front hub. Wheel in the outer flange is cut down flush, narrowing the fork width at least an inch. The Envoy, fitted with a Simpson lever-chain, is an educational exhibit, and has merited lots of close inspection.

BELLIS CYCLE COMPANY, INDIANAPOLIS. It is asserted that the '96 Bellis was so satisfactory, few changes have been found advisable. The most prominent new feature of their '97 model is a two-piece crank with patent draw screw fastening.

BEAN-CHAMBERLIN MFG. CO., HUDSON, Mich. Hudson bicycles; seven wheels. The '97 Hudson has flush joints, oval rear forks, dis-adjusting bearings throughout, L-crank and axle, with a cotter-pin fastening for the off crank, and the crank-bearing group entirely removable from the bottom bracket. An oiling device, consisting of an aluminum sleeve covering the axle. This sleeve is wound with an absorbent that is saturated with oil, feeding directly the balls. Reversible front sprockets are also features of the wheels.

BUFFALO WHEEL CO., BUFFALO, N. Y. Niagara Bicycles. Eight wheels, including two tandems and one triplet. The new features are D-shaped rear forks, a very staunch and effective chain adjustment, consisting of a serrated plate, a sprocket of a new design and a single piece fork crown, something that can almost be classed in these days of two piece and round crowns. The tandems are shown with a centre-driving front chain, the clearance being effected by a forging that adds much to the stability and appearance of the machine.

BAMBOO CYCLE CO., MILWAUKEE, WIS. show four wheels in which the frame is made of bamboo rods and steel connections. Fauber patent cranks and dis-adjusting hubs with a novel twin arrangement of direct spokes are employed. The bamboo effect is thoroughly followed in enameling the metal portions of the frame, including the front fork, in imitation of natural bamboo.

CENTRAL CYCLE MFG. CO., INDIANAPOLIS, Ind. Ben-Hur bicycles. Eight wheels. Their models 25 and 26 the "Extraordinary Ben-Hurs" are listed at \$125. The frame of 1 1/4-inch tubing has flush joints. The front fork is composed of a continuous one-piece tubing of D-shape. It has an outside nickled reinforcement. The rear forks are brazed to the large bottom bracket by one large connecting tube only, thus allowing room for the sprocket without an offset. The back stays are built on a similar plan arching together from the top of the rear wheel and connected from there to the seat pillar bracket by one tube only. The handle-bar stem and seat-post dispense with the usual pinch bind bolt and clamps, being fitted



Ben-Hur Rear Forks.

with a taper internal sleeve. All of the bearings are of the new cup-adjustment style and are of the three point variety. The cranks and axles are of the L-two-piece variety. Model 26 is a duplicate of model 25 excepting that it is of the ladies' pattern and has a straight lower main tube and a curved upper tube. They are superbly finished and bear evidence of great care in their manufacture. Model 23 is of men's diamond frame pattern, having an arched fork crown. It has the L two-piece crank axle, two point cone bearing and is fitted with barrel hubs. It is listed at \$75.00. Model 24 is a duplicate of Model 23 with the exception that it is of the ladies' pattern. It is listed at \$75. Model 21, men's diamond frame, having a two-piece open fork crown. Model 22 is the same pattern in a ladies' style.

COLUMBUS BICYCLE CO., COLUMBUS, O. Columbus bicycles; twelve wheels. The particular improvement and talking point of the Columbus is the original and patented form of detachable sprocket and two-piece shaft that is used. The crank-axle consists of two parts, the hub of sprocket and lock-nut, the two parts of axle, to which the sprocket is attached with a unique fastening, viz., screwed on to the long or left end of a shaft with a 24-thread with a left pitch, are connected by milling with a double-tapered slot in ends of axle with a corresponding double-tapered slot in hub of sprocket, the wheel being fastened when fitted with a union nut slipped over right end of shaft and axle and screwed on to hub of sprocket with a right-hand thread, which draws the tapered ends of the axle together tight, making what the Columbus people believe is the simplest device in use.

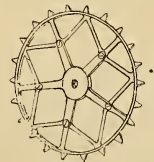
CHICAGO STAMPING COMPANY, CHICAGO. United States bicycles; nine wheels, including two tandems. Among the new features is a new style of ball bearings which they claim absolutely do away with the secondary roll of the balls in making a revolution. Their arched fork crown is attracting considerable attention. They also have an improved chain adjustment and chain guard.

DELP & BELL, ALLEGHENY, PA. COMPANION bicycles. Two machines are shown, one in black enamel with nickel trimmings, the other in green. The features of the Companion are well known. The two riders riding side by side in a sociable way. The frame is constructed so that two

ladies can ride. In its construction the principal feature is the extended rear hub, which brings about a constant changing of wheel base and insures the balancing of two riders of greatly unequal weight.

DODSON MFG. CO., CHICAGO. DODSON bicycles; seven singles two tandems and one quad. a novelty. The Jenks automatic bicycle pump was also shown at the Dodson stand. It is attached to the hub of the bicycle and derives its action from an eccentric disc fastened to the fork. A safety valve is provided that prevents the over inflation of the tire.

EAGLE MFG. CO., TORRINGTON, CONN. Eagle Bicycles. Eight wheels, including two tandems. A new feature is a sprocket built on a cantilever principle, which enables a large-sized sprocket to be used with very little material, and, consequently, light weight. Other special features claimed are new disc bearings peculiarly protected from dust. In



Eagle Sprocket.

their ladies' wheels is shown what they call a "tubular frame." In place of the regulation bar tube running from the head to the bottom bracket tubes of small diameter are substituted, which run parallel to the rear forks, joining them at the intersection of the brace. As these parallel tubes pass the strut they pass through a lug, which is brazed to the strut.

ELGIN CYCLE COMPANY, ELGIN, ILLS. Ten wheels, including two tandems. Three grades are shown, and the high grade Elgin combines internal fastenings for the seat-post and handle-bar, flush joint all over, L crank axle, with tapered end and bolted on crank and disc adjusting for the various bearings and a forged crown of very neat and pretty design. The Elgin is decorated very handsomely, the lining and brush work being very effective.

ELGIN SEWING MACHINE AND BICYCLE COMPANY. Gunning Bicycles; twelve wheels including two tandems. A double, convertible tandem is a decided novelty. It can not only be converted



Elgin Tube.

from a diamond to a drop frame, but can also be separated and used as two single wheels. A new seat post and a new crank fastening, by which the crank is held on the axle by means of a locking cotter pin and large headed screw, shows practical results. Corrugated tubing and nickled frame connections add much to the distinctiveness of the wheel.

THE ECLIPSE BICYCLE CO., ELMIRA, N. Y. Eclipse bicycles. Ten wheels including 1 tandem. The high grade Eclipse is fitted with flush joints, D-shaped tubing on both rear stay and rear forks, an entirely new hub that allows of a direct pull tangent spoke. The spoke is T-headed, inserted into two small holes in a double flange, and is one of the most novel hubs exhibited at the Show. The crown is also new, being the two plate variety, with the upper plate bowed. L-shaped crank and axle, keyed on the one side, and larger balls are used this year in the crank-bearing. The lower rear stay back to and including the cross-piece is the forging, while the '97 sprocket is of a very neat design. The ladies' wheel has a double loop drop frame, with an exceedingly narrow tread for wheels of this type, and the handsome effect of the machine is heightened by the addition of a celluloid chain guard. The 26-inch Eclipse juvenile is a new member of the family, and is as thoroughly high grade as the rest.

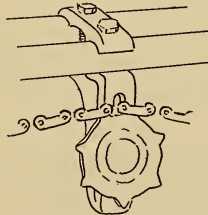
EVERETT CYCLE CO., EVERETT, MASS. Fenway and McCune bicycles. Six wheels. One of the really new features of the show is here—a most unique three-ball bearing on the Fenway which employs three 3/8-inch hollow steel balls on each side of the bearing.

The large balls do not touch each other and are prevented from doing so by a separator which carries three small quarter-inch balls. The makers say that it is the most firmly adjusted and easiest running bearing in the show. The cycles to which these bearings are fitted present a peculiar appearance, the hubs and crank brackets being three inches in diameter.

ELMORE MFG. CO., CLYDE, O. ELMORE bicycles; six wheels. "What have we that everyone else has not?" said Secretary Becker, in reply to the question. "Well, a wheel that stands up; that's something which is not so very general." The Elmore embodies no particularly exclusive features, but for the first time is being made in fourteen models, ranging in price from \$40 to \$75. Hitherto only the \$75 wheel was marketed.

ELLCOTT MFG. CO., TONAWANDA, N. Y. Elicott and Red-Jacket Bicycles. Seven wheels. The Elicott is fitted with disc-adjusting bearings optional round or double plate fork crown swaged tubing and a clever two-piece crank that is held together with a simple clamp which is reached through a man-hole in the bottom bracket.

FOWLER CYCLE MFG. CO., CHICAGO. Fowler Bicycles. Nine wheels, including two tandems. "Nothing freakish, nothing revolutionizing, simply a general bringing of our wheels up to date," was the summary of Manager Slusser; the bringing up to date, of course, consisting of the adoption of barrel hubs and bearings in which the cups are outside and the cones are on the axles; also a two-piece crank-hanger,



Fowler Tandem Idler.

etc. An inside brake on the lady's wheel is a departure. The double drop frame tandem for two ladies, which was a feature of last year's show, has been discarded entirely and will be seen no more. The men's tandems have undergone considerable alteration. An idler adjustment has been adopted instead of the sliding-hanger used last year. The wheel base has been lengthened, and the Czár type of chain and sprocket steering gear made a part of the wheel.

FULTON MACHINE WORKS, CHICAGO. Thistle Bicycles. Three wheels and one tandem. The tandem shows a double setting of rear forks, one above the other, the lower parts of the frame running between the wheels which usually consists of two tubes, which are parallel horizontally. In this machine the tubes are parallel vertically, one above the other. The tandem is centre driving as far as the rear crank hanger. Arthur Gardiner is in charge. The main exhibit of this concern was shown at the Excelsior Supply Co. store on account of inability to secure suitable space.

FOX MACHINE CO., GRAND RAPIDS, MICH. Fox Cycles. Nine singles and one companion wheel. The Fox is distinctive in that the seat-mast tapers from 1½ inches at bottom bracket to 1¾ at the top. The bottom part being ovoid shaped, a manner of construction for which great rigidity is claimed. A new hub, a patented re-enforcement for flush joint which the Fox people are not showing to the public, a new handle-bar clamp and a grooving of the seat-post and a ribbing of the inside of head are among the '97 wrinkles. The last named of course insures the bars against twining and renders adjustment safe, straight and rapid under all conditions. The Fox people, as the originators, are also pointing with pride to their double-tube ladies' wheel, the curved upper bar of which is formed of one continuous piece of tubing from head to saddle joints.

FENTON METALLIC MFG. CO., JAMES-TOWN, N. Y. Fenton bicycles. Nothing remarkably special is their report, save possibly the bearing ad-

justment in the front and rear hubs, for which patents have been applied for. Both axles are provided on either end outside the hubs with a large and small nut, the former being inside the latter. The axle is shouldered or flattened, and the mere loosening of the small outside nuts affects the adjustment. The large nuts are not touched at all, and the alignment of the wheel in its frame and the adjustment of the



Fenton Sprocket.

chain is not affected in any way. The large nuts adjust the chain and do not affect the bearings. The Fenton people have returned to the square crank, which is split and held in place by a parallel bolt. Internal expanders and large balls (3-8) are retained. Flush joints have not been adopted nor has the divided crank axle. The Spencer brake is made a talking point. The Fenton double diamond tandem is braced after original ideas, a D-tube bridge brace running outside on top of head-post to rear upright.

A. FEATHERSTONE, CHICAGO, ILL. ROAD King and Queen, Duke and Duchess, Prince and Princess Bicycles. Nineteen machines, including one tandem, the Roundabout. For this year the Featherstone line has keyed-on cranks, a new detachable sprocket that is held in place by the crank. The tandem is entirely new, and the construction of the lower braces is different from anything yet shown. It consists of two tubes that are spread and allow of an extra brace from the head, making a very strong and rigid form. The adjustment of the front chain is effected by an idler, held in a novel clamp, that makes it impossible for the idler to slip or get out of place.

FRAZER & JONES CO., SYRACUSE, N. Y. Elgin bicycles. Juveniles exclusively, ranging from 20 to 24 inch and listing at \$40. None of the wheels embody particular talking points, the exact proportions of the wheels being one of the few features dilated upon. A handsome little tandem at \$60 is included in the exhibit.

GRAND RAPIDS CYCLE COMPANY, GRAND Rapids, Mich. Clipper bicycles. Six wheels, including one tandem. New features: Diamond-shaped cranks held in place by a nut screwing into the end of the axle, pedals having an oiling device at the end of the shaft, a seat post fastened by means of a rear bolt and shifting wedge which engage slots in the seat-post, a detachable sprocket constructed with so large an opening that it readily passes over the pedal. In the Clipper Special there is a novel hand lever fastening. It is of the expansion type, operated by means of a nut outside of the handle-bars, but is a different arrangement of this class in that it sweats only the middle of the handle-bar stem and not the end of it. This is accomplished by the cutting of longitudinal slots in them which terminate just a little short of its lower extremity.

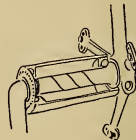
GENDRON WHEEL CO., TOLEDO, O. GENDRON and Reliance Bicycles. Ten wheels. Of the many wheels in the Show, all bearing evidence of more or less improvement, few, if any, show greater advancement than the Gendrons, of which Model No. 23, the \$100 wheel, is, perhaps, the best representative. It is a strikingly attractive bicycle. Its lines do not depart from those in vogue but the proportions have been so nicely gauged that the wheel has "a something" all its own. It apparently incorporates all the fin de siècle in cycle construction, barring the divided crank-shaft. Cotter pins are not employed to secure the cranks, however. Instead, the crank slots and axle ends are hexagon shaped, and fit one over the other, cranks being held in place by screws and soft metal washers. The Gendron people have ever been "strong on bearings" and have fairly outdone themselves on their '97 models. Always believers in the three point bearing they have been unremitting in their endeavors to perfect it and now claim that the pitch of cone and angle of cup which they have adopted makes the

easiest running bearing human ingenuity can devise. To illustrate their claims they show the working of the balls in an enlarged glass hub, a most ingenious contrivance which meant a great outlay of money. The cups are not pressed into the hubs but are cut from the solid bar, and screw into an unsplit bottom bracket; larger balls also being employed—5-16 inch in front bearing and 1-4 in the bottom bracket.

GORMULLY & JEFFERY MFG. CO., Chicago. Rambler bicycles; nine wheels, including three tandems. Although \$20 has been pared from the price of these wheels any one with half an eye can see that neither quality nor appearance has been affected. Indeed, the '97 Rambler is the most attractive wheel which the firm has ever produced. The good features retained are the lap brazing, adjustable and reversible, dished sprocket and crank, the special barrel-crank hanger and, in their own words, "the easy-running bearings, which have perplexed our competitors in the past." Rakishness has been added to the front fork, the crank-hanger has been dropped slightly and a general tuning of lines effected. Flush joints are not features of the Rambler. G. & J. maintain that the fish-molded connections, lap-braced, without



Rambler Fork Crown.



Rambler Dished Sprocket Crank.

drilling, are stronger than the smooth joints. Their outside joints are beautifully ornamented with gold scrolls that set them off to advantage. The particular improvements for 1897 are the improved outside fish-mouth reinforcements at points of greatest strain, the barrel hubs, with solid ball cups turned in them; ball retainers, a dished and reinforced rear fork, making it possible to use larger sprockets; the rear sprocket screwed to the hub with a right-hand thread and locked by a left-hand threaded lock-washer; a reversible seat-post, the horizontal bar of which may be turned on a clamp, either forward or backward, without readjusting the upright tube of the post. This gives a forward and backward range of adjustment of almost 12 inches. Dust-proof bearings, air-tight spring oils, new designs of chains, saddles and pedals, rosewood-finish handle-bars and rims are also conspicuous features. The dress-guard cords on

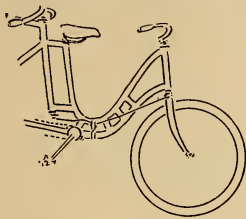


Rambler Crank-Hanger and Dished Rear Fork.

their ladies' machines are laced through wire loops, preventing the cutting of cords. It is worthy of note that not a steel-rimmed Rambler is included in the exhibit. All are fitted with the rosewood rims, a particularly handsome article, to which the tires are attached so snugly that unless they were told none would suspect the tires were detachable. The new Albany tubing is employed for the first time.

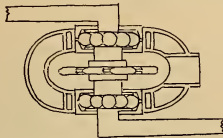
GENEVA CYCLE CO., GENEVA, O. GENEVA Bicycles. Ten wheels, including one tandem. On the Geneva Special the Garde patent two piece crank is a feature; also the disc-adjusting bearings in both hubs and crank-gearing-bearing, and single piece fork crown. In the regular Geneva line a splint crank and detachable sprockets are new this year. The tandem front chain adjustment is rather novel. The crank bearing barrel slides on double rails, and the adjustment is effected by two bolts that regulate the adjustment directly from the front of the machine, making not only a slightly feature, but also one that is most effective.

HAMILTON KENWOOD CYCLES CO., GRAND Rapids, Mich. Hamilton Kenwood, Wellington and "808" bicycles. Fifteen models, including two tandems, four juveniles. Features: A seat-post fastened by a split bushing on the inside of the slat post lug



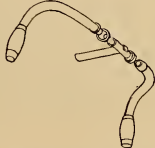
Hamilton-Kenwood Tandem.

which is contracted by means of a block drawn against the face of it with a bolt which is fixed in a clamp behind the strut. The adjustment of the front and rear hubs is made with a cone which screws in the inside face of the hub and is held in place by a



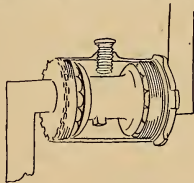
Hamilton-Kenwood Centre-Driven Tandem.

separate collar working on a reverse thread which is on the outside face of the hub. The three points of contact on the hub and one with the cone the reverse is the case. The cone is really a double cone. The face of the ball retainer receives one contact and so



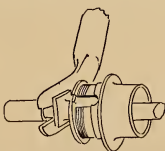
Hamilton-Kenwood Handle-Bar.

acts as a part of the cone, but the balls project above it and make another contact with the cones proper. This arrangement permits of a very simple sleeve being used to retain the balls in the bracket. The divided crank axle joins in the middle on a simple wedge



Hamilton-Kenwood Crank Hanger.

principle and is held in place by being screwed into the sleeve. The cranks are removed by setting up a nut that passes through the bottom of the crank-hanger and engages a block in the center of the sleeve so as to hold it fast and permit the cranks being un-



Hamilton-Kenwood Chain Adjustment.

wound. Another novelty on these wheels is the absence of a true chain adjuster. The chain is adjusted by means of a small buck on the rear axle having a serrated face and which engages with serrations on the inner face in place of the fork ends. The tandem has a new steering device fitted with ball

bearings at the joints of the fork crown and second steering head.

A One-Piece Frame.

HOME RATTAN COMPANY, CHICAGO. Homer and Hero bicycles, the former a \$50, adults' machine; the Hero, a line of juveniles, listing at \$20, \$25 and \$30. The Hero has the distinction of being alone in its class. The entire frame is constructed of one piece of three-eighths steel rod bent to shape and electrically welded at the head and other connections. The machine is ball bearing all over, and in its antique copper finish is certainly unique. A great profusion of wood rims, bars, guards in all shapes, sizes and colors is displayed. The Home people are catering largely to this trade and claim to be in a position to quote world beating prices.

HUNTER ARMS CO., FULTON, N. Y. HUNTER bicycles; eight wheels including two tandems, enameled in the distinctive Hunter color, olive green. A new double fork crown, disc adjusting hubs, large

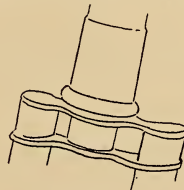


Hunter Crank Axle Fastener.

sprockets and a new crank fastening, which consists of a triangular dog which is held in place by a bolt, constitute the new features. The wheels are clean cut and handsome, the new name plate, typical of hunting, adding a tith to the attractiveness of the wheel.

THE HOWARD BICYCLE SUPPLY CO., CHICAGO. A new wheel geared to 112 for both racing and pacing purposes. They use a 40 toothed sprocket in front and a ten in the rear, which does away with a great deal of friction, once the rider gets under a good headway. They assert also, that it requires no more exertion to propel this high geared machine than does the ordinary wheel, geared to 80. The Howard Specials will be built entirely with large front and rear sprockets.

HAY & WILLITS MFG. CO., INDIANAPOLIS, Ind. Outing bicycles. Seven wheels, including one tandem. The new features introduced by this progressive concern are an improved method of fastening the fork stem in the head of the wheel and a handle-bar of novel construction for the tandem only. The fork stem fastening consists of a hollow lock nut which screws into the head through the center of the handle-bars and engages a thread on the inside of the fork stem proper. This lock nut also fastens the



Outing Fork Crown.

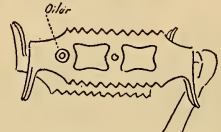
handle-bars. The handle-bars are adjustable and are given the reverse position by simply removing them, turning them around and resetting them on the head after the nut has been removed. The nut can be unfastened by hand and as soon as it is taken off the front forks with the stem can be pulled out readily. The tandem handle-bars run from end of the forks on each side up to the head with such a sweep that the tubing forms a heart. They are called the "Trilby Heart" handle-bars. This concern enameled its hubs the same color as the frame of the wheels.

S. V. HAYWOOD & CO., NEW YORK. The Johnston Two-Speed Gear. This changeable gear has many novel features. The chain is not thrown out of line in shifting, and the hub is claimed to be absolutely dust-proof and self-lubricating. The gear is shifted from high to low or the reverse, by means of a little lever fastened to the rear fork under the saddle.

HYGIENIC WHEEL CO., PHILADELPHIA, Pa. Hygienic cushion frame wheels, complete. Cushion frame adjustable attachments. An internal spring at the top of the rear stays constitutes the cushion, intended to overcome vibration.

IVER JOHNSON'S ARMS AND CYCLE WKS., Fitchburg, Mass. Iver Johnson and Fitchburg bicy-

cles. Fourteen wheels and one tandem. The flush joints and forgings that have been used for years will be retained, but there is much that is new in the Iver Johnson wheels this year. The front forkshaft and crown are made from a single forging, as is the head and head lugs. A squeeze binder or the handle-bar fastenings that is new, neat and rigid. Disc-ad-



Iver Johnson Pedal Oiler.

justing bearings on crank bearing and L-cranks with the off crank keyed on are retained. The hub cones are novel in that they can be adjusted outside the frame line by means of right and left hand axles. The pedals are of a particular stanch design, the oiling being accomplished through the cross bars, bringing the lubricant directly on the balls. A clever burlesque on Tiffanyzed wheels was shown and described by a richly worded placard in Ned Wilcox's happiest vein.

POPE TUBE CO., HARTFORD, CONN. FIFTY high carbon seamless tubes, shown in both round and square patterns. One piece measuring 1 1/2 in diameter drawn to 31 gauge and several test pieces that show some marvelous torturing without the least sign of a flaw or break.

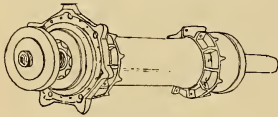
THE INDIANA BICYCLE CO., INDIANAPOLIS. Waverley Cycles. Four models, two men's and two ladies', listing at \$100 and \$60. The \$60 Waverley is practically identical in appearance and construction with last year's Waverley sold at \$85, differing from it only in a few minor points. The \$100 model is an entirely new design. Its leading point is a new device for crank-hanger and hubs, in which the use of threaded cones is entirely avoided, their place being taken by sliding shells, which secure absolute alignment. It is a remarkably simple form. It is also fitted with a new detachable cranks-shaft device and new fork crown, has flush joints throughout and D section tubing in lower rear forks. The tread is 4 3/4, and the ball races are separated to the extreme outside of the brackets. They have a novelty in a chain adjuster device. Both front and rear sprockets are detachable, and they fit their entire product with their well-known Waverley tire. They also, however, give options on other makes of tires. They use an adjustable wood handle-bar, and are using this year a new name plate on which the familiar strip "Waverley" is placed in gilt black letters against a white background. The Waverley Dynamograph, a machine for registering friction of bearings, is shown at one of the stands and attracts a deal of attention.

IROQUOIS CYCLE WORKS, CHICAGO. IROQUOIS Cycles; six singles, two tandems and one triplet, the latter a triple drop frame for three ladies, probably the only machine of its kind in the world, although Manager Jenkins disclaimed anything startlingly original, even speaking of the wonderful triplet as if it were an every-day machine. Their Iroquois is alone and distinctive by reason of its D-shaped front fork. Tubing of the same sort is also employed in the rear frame. A gracefully rounded fork crown and internal expander in seat-post and a particularly handsome wheel enameled a royal blue with all joints and ends nickel-plated, were features of the exhibit.

KALAMAZOO CYCLE CO., KALAMAZOO, Mich. Carriers. Show a full line of children's seats, parcel carriers, baby carriers and mail carriers, which have not been changed materially from their '96 line. A special feature of the exhibit is a new tricycle with both chair and box attachments as desired, for carrying invalids, or for store delivery work. The machine has two forward or steering wheels, and a single driving wheel at the rear. The forward wheels are thirty inches apart, and the wheel base, forty-five inches. The frame is a new style of drop model, which allows either sex to ride. The machine complete weighs forty-eight pounds. It is called the Kalamazoo Carrycyle, illustrated in THE WHEEL last week.

KIRK-YOUNG MFG. CO., TOLEDO, OHIO. Yale bicycles. Six wheels, with high-grade flush joints, D lower rear fork and a two-piece crank that comes together in the sprocket barrel, and is held in place by an outside hexagonal nut. The tubular bottom bracket in which the various frame tubes meet and are brazed on the inside of the hanger, making a very strong connection at this point, is also a feature.

KEATING WHEEL COMPANY, MIDDLETOWN, Conn. Keating Bicycles. Eleven wheels, including two tandems. New features are a twin-roller chain that is distinctly different from anything at the show; a divided crank shaft held together by an effective sleeve construction, a single piece fork crown, a new pedal of feather-weight design, and a



Keating Rear Hub.

direct split seat post that allows of front and back adjustment. On the tandem, several new features are shown. In the driving gear, two chains are used, the left-handed chain running from the front sprocket to the rear, held in place by an idler. The steering device on the combination tandem is a cable fastened to the head of the machine with a short stretch of chain running over a sprocket at the end of the rear handle-bar centre.

THE KANKAKEE MFG. CO., KANKAKEE, Ill. Kankakee bicycles. Fourteen wheels, including two tandems. The few new features of the '97 wheels includes large tubing, all flush joints, expanded seat-post and handle-bar post, aluminum chain and mud guard. On their juvenile wheels they use the one and two piece crank and flush joints.

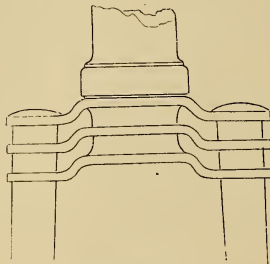
KEENE WOOD RIM CO., KEENE, N. H. Keene wood rims, of both the built-up and one-piece varieties, the former claimed to be non-splittable, and "Guaranteed Against Everything," as the Keene people put it.

H. A. LOZIER MFG. CO., CLEVELAND O. Cleveland bicycles. Sixteen wheels. Among the substantial improvements are adoption of the shaped road braces and stays, flanged sprockets and new pedals, especially a chain, but perhaps the greatest improvement of all is in the crank-hanger group and the bearings. In the crank-yoke hub is removable from the yoke itself. Both cups are formed on the solid bar which forms crank-hanger and permits the hanger being assembled entirely free from the frame. The same idea obtains in the wheel bearings. The idea is ingeniously worked out. The improved chain is in itself very much of a talking point. The rivets and centers are of hard material case hardened, while the sides are of soft steel, this construction making it is claimed a chain that is non-stretchable and therefore always in pitch. Cotter pins as crank-fasteners have been done away with, cranks now being held in place by a flush lock nut. The whole make-up of the Cleveland is of the sort which appeals not only to the eye, but to the critical inspection.

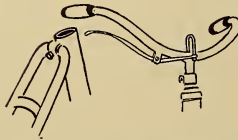
LEAGUE CYCLE MFG. CO., MILWAUKEE, Wis. League bicycles; eleven wheels inclusive of two tandems and one clean lined and bird red sextette. While a general tuning up is observable, comparatively few changes were found necessary, the adoption of a rounded fork crown and a triangular shaped sprocket center or spider, and the substitution of direct tangent spokes for the continuous spokes used last year being most conspicuous. The eccentric chain adjustment which was such a distinctive feature of the '96 League is retained and what is more it is now protected by patents. As is fairly well-known, the adjustment, which is fitted to the League singles as well as the tandems, consists of eccentric plates on both sides of the rear axles; the plates are perforated along the periphery, the adjustment being made by moving from hole to hole.

LUTHY & COMPANY, PEORIA. Luthy bicycles. Six wheels. The Luthy wheel being a new comer on the market, it attracts no more than its share of attention from the fact of being the only wheel in America listing higher than the others. It has many novel features, including an S-shaped crank, particularly fine bearings and an exceedingly high finish. An interesting crowd of listeners was ever present absorbing Chas. Luthy's demonstrations.

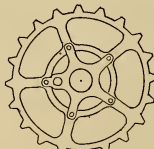
JOHN P. LOVELL ARMS COMPANY, BOSTON. Lovell Diamond and Excel bicycles. Nine wheels. Flush joints, continuous rear stays, triple fork crown and a two-piece crank-hanger, the parts of



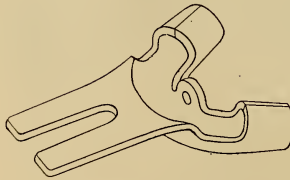
Fork Crown, Lovell.



Seat-Post Cluster and Brake.



Sprocket.



Rear Adjustment.

which are fastened together from the outside, constitute the more important new features. An inside plunger brake is also new. In the Excel line, juvenile wheels are included from 24 inches up.

MARION CYCLE CO., MARION, IND. Halliday and Aetna bicycles. Nine wheels. Two exclusive features are incorporated in the '97 Halliday. On either side of the crank bearing box is fitted a milled knurl cap which when unscrewed and removed over crank exposes the balls, rendering cleaning a matter of sublimate ease. A new saddle post and handle-bar clamp is the other feature. The posts are split and an interior T headed bolt holds them straight and secure. By this mode of construction the use of a pinch bind is avoided. The seat post clamp nut is in the seat mast directly under the cluster instead of in the cluster proper. On the latest Halliday is a semigear case of the Marion people's own design. It is made of aluminum and is felt lined. The Halliday is among the few wheels which have the distinction of not being equipped with a two-piece crank shaft, instead of which, the old method, which for three years has given entire satisfaction, is retained. The cranks are tapered and are secured to a correspondingly tapered shaft held in place by a nut.

The Aetna, in the words of Head Traveller Cody, is simply "a good, strong, plain wheel." It is made for both adults and juveniles. "If you can find anything in the show to beat the latter," said Mr. Cody, "bring them to me, and I will buy them."

THE MIAMI CYCLE MANUFACTURING CO., MIDDLETOWN, O. Racycle. Eighteen wheels, including two tandems. The Racycle Special is listed at \$100, the Racycle at \$75, and Our Bicycle is listed at \$50. The main part of the Racycle Special is of the regulation diamond pattern, differing, however, in the construction of the short rear wheel base. They also use a 29 and 30 tooth front sprocket and 10, 11 and 12 rear sprocket, which are now so popular. The cranks are enabled to do this through their method of constructing the crank-hanger and bearings. By their method of construction the bearings are carried outside of the line of the sprockets and in the boss of the cranks, eliminating all torsional strain and leverage. All the balls in the crank bearing bracket are 5-16. Their Racycle Special is finished with two widths of tread, 4 5-8 and 3 5-8. Owing to their short wheel base they do not find it necessary to rake their diagonal post very much in order to bring the rider directly over the pedals. The handle-bars and seat-posts are held in place by internal lug devices. The cranks are connected by a rifled clutch and sleeve, the adjustment being made from the left-hand side. They have on their front and rear wheels a special locking device through which the wheels can be removed from the frame without disturbing the bearings. They also show a saddle of their own invention, which is made of papier mache, and which is enamelled in different colors.

One of the chief features of their display is a gigantic representation of their crank hanger sprocket and cranks. It is over 8 1/2 feet high. The crank bosses have been cut away and glass fronts substituted, thus showing clearly their method of construction and illustrating the relation the cups, cones and balls have to each other in active operation. Every part of one of the Racycle models is shown from the to the finished state.

McINTOSH-HUNTINGTON CO., CLEVELAND, O. Sunol, King of Scorchers, and Hercules bicycles, all brought abreast of the times, but containing no radical departure from standard ideas. A hundred-dollar King of Scorchers tandem is being featured. From the standpoint of the casual visitor, however, the water bicycle is by far the object of greatest interest. In the exhibit it has been vastly improved since shown last year and the Sunol people get back some of the money they have expended in perfecting the machine or craft, whichever one chooses to call it. As now made, power is communicated by chain gear. Previously a rather awkward fly-wheel performed the service.

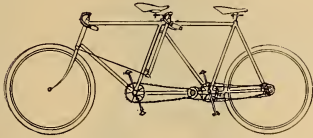
MARCH-DAVIS CYCLE MFG. CO., CHICAGO. March-Davis and Admiral bicycles; sixteen wheels, including four tandems. "Nothing strikingly novel" is the summary of the representative in charge. One of the principle departures from last year is in the crank adjustment. The crank axle is tapered to a so-called kite shape, and fits into a correspondingly shaped hole in the crank, the latter being held in place by a single bolt. Oval rear fork legs and D-shaped rear fork braces are included in the '97 changes. The March-Davis people have discarded the internal fastening of handle-bars and seat posts after a year's trial and returned to the compression clamp. A new pedal, adjusted by an inside cup, both cones being solid on the shaft and in which no checknuts are employed, is one of the "new things."

MONARCH CYCLE MFG. CO., CHICAGO. Monarch and Reliance bicycles; fourteen wheels, including three tandems. Perhaps the most particular change in the Monarch is in the crank-axle group and crank-shaft, now being employed, the off-crank screwing into a collar on the sprocket spider. The bearings are adjusted by the cups, instead of cones, and the adoption of internal expanders in seat and handle bar posts, and of taper tubing in the frame and D-tubing in the rear forks constitute the more important alterations that have been effected during the year. Flush joints have not been adopted.

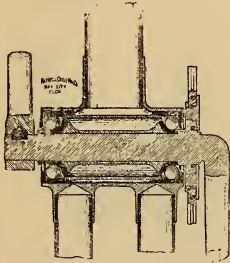
MORADO BICYCLE CO., BEAVER FALLS, Pa. Morado bicycle. Six wheels. Fluted tubing is a new and distinctive feature of the Morado and it is not nearly so odd-appearing as may be supposed. Disc-adjusting bearings are used throughout and the hubs are fitted with a clever dust proofing device, single-piece Pauber pattern cranks are used, and two-piece fork crown.

MASON & MASON, CHICAGO. SHOWING A fine line of '97 models, including two tandems and ten wheels.

NATIONAL CYCLE MFG. CO., BAY CITY, Mich. National bicycles; eight models, including three tandems. As usual the National Company show a number of distinctive features. The general construction of the hanger-bearing is retained, although the locking-nut on the crank-axle has been discarded. The sprocket-fastening device is extremely simple and has the merit of not taking up any space in the width of the thread. Other improvements shown on the single machines are a special fitting directly back of



the hanger, which perceptibly increases the rigidity of the rear frame, and a new seat-post binder which does away with the ordinary bolt for binding the post in the frame. They also show a handle-bar binder.



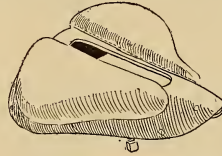
Hanger Bearing.

The National people have departed from the ordinary method of chaining the tandem. They state that their experience in 1896 has proven that the use of three chains, while adding somewhat to the weight, more than makes up in even running and gain in efficiency of power applied.

OLIVE WHEEL CO., SYRACUSE, N.Y. OLIVE Cycles. Seven singles, olive colored enamel. A distinctly new feature, and about the most pronounced feature in this mechanical construction is the method of fastening the two cranks to the one-piece axle. The crank-hanger is turned out with the cups screwed into it, while an inner sleeve through which the axle passes has the cones turned on it. The axle passes through this sleeve. Outside of the cones on the sleeve is a flange showing ratchets which dovetail with complementary ratchets on the eye of the hand crank and the eye of the sprocket. The sprocket slips on directly over the axle end and is, with the crank, fastened by a set-nut which screws on the right hand end of the axle. After the sprocket has been removed the axle pulls out of the sleeve, and remains in the left-hand crank, until slipped out of it reversely, which is necessary because the left end of the axle has a rivet head. The construction affords all facilities for removing axle and bearings offered by the more complicated divided axles. This firm shows also a new changeable gear patented by them.

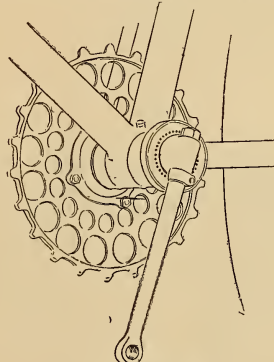
POPE MFG. COMPANY, HARTFORD, CONN. Columbia and Hartford bicycles. Twenty-four wheels including two tandems, and the various new features of which have been so well exploited that little more than a summary is required. Flush joints are used throughout and studs which allow a direct pulling tangent spoke are a decided novelty in hub construction. The studs being on the principle of a swivel, adjusting themselves to any direction of the pull. The front sprocket is screwed on a hollow boss which is forged to the crank axle and brings the chain draft inside of the ball line. The front fork crown is of the two-piece variety, boxed in by nicked plates. The lower rear stays are D-shaped, tapered, while the handle-bar adjustment instead of being keyed on has a threaded clamp adjustment that is most effective. Oiling the bearings is performed in an entirely new fashion, the oil being fed to the balls through a series of felt washers, at the same time making the bearing absolutely dust proof. Black will be the standard and the only color used in the '97 Columbia and Hartford lines.

OVERMAN WHEEL CO., CHICOPEE FALLS, Mass. Victor bicycles. Fifteen wheels including one tandem. A large and comprehensive exhibit. The Victor of this year has many new features. There has been a decided change in the frame, giving it a far more rakish and speedier appearance, the front fork being much straighter, with slightly more head slant. Barrel hubs will also be used this year, and flush joints made with steel forging connections are something in which the Victor people take a pardonable amount of pride. They also offer a new saddle with a broad seat that can be converted into the well-known anatomical pattern that seems to be so popular at the present time by mechanically mounting a pair of felt pads. A double drop frame ladies' wheel is a decided



New Victor Saddle.

novelty in the ladies' line with a frame of very graceful design and handsome lines. The single-tube drop frame is still retained however. The wood rims like other parts in the Victor output is an Overman product and a new joint is used this year, a cross between an interlock and a splice and if solidity of appearance



Victor Crown Hanger.

counts for anything should make this rim remarkably strong where some rims are weak. As in the past the finish of the Victors is superb both as to the nickeling and the enameling. A full line of Victor sundries is shown at this stand, all made with the same attention to detail that marks their line of bicycles.

PEERLESS MANUFACTURING COMPANY, Cleveland, O. Peerless and Patrol Bicycles. Ten wheels, including one tandem. While the wheel has the same general appearance as last year, for '97 it is fitted with an L crank and axle with hexagon taper on the opposite side, the crank being bolted on with a round headed screw. Flush joints are used throughout even to the crown, which has been slightly increased in size over last year's pattern. A pretty conceit is shown in putting the letter P highly embossed on each fork side, making it a new departure in the way of a distinctive name-plate. In the Patrol, they offer an oval fork crown, keyed on cranks, and a detachable sprocket. This year, the wheel is offered in four colors, and is made of seamless tubing throughout.

PEORIA RUBBER & MFG. CO., PEORIA, Ill. Patee bicycles. Eight wheels, including two tandems. New features on the '97 Patee are an expansion fastening for the handle-bar shaft that is operated by a bolt on top of the bar, at the same time locking the adjustment; disc adjusting crank bearings, one piece crank and axle of the Fauber pattern are used. Also a new pedal with a barrel centre. In the tandem the steering is accomplished by two parallel rods with very effective mechanism and so placed that they do not touch the frame on a short turn. The decoration and finish of the machines are particularly handsome.

PENN MFG. CO., ERIE, PA. QUAKER BICYCLES; eight wheels, including one tandem. The most novel things shown on these wheels is a triangular pedal,

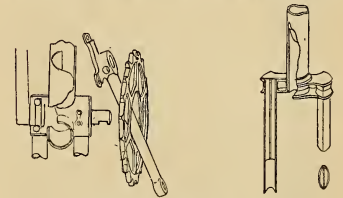
presenting three faces for contact with the foot, so that in whatever position it may rest it adjusts itself readily, and a detachable sprocket-wheel consists of



Quaker Triangular Pedal.

an outer rim, which is bolted to a disc on the axle, instead of being made fast to a three-arm spider, as is common in such cases. The crank-axle has triangular ends, while the cranks have split eyes and are fastened by means of a bolt.

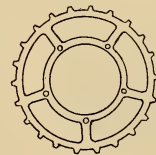
GEO. N. PIERCE & CO., BUFFALO, N. Y. Pierce bicycles; fourteen wheels, all showing flush joints of an original design. They have an L-crank axle, with cups that screw into the bracket, face in-



Crank Hanger, Sprocket and Front Forks.

ward. The cones are threaded on the axle, face outward. A shoulder on the cone projects through the centre of the top, and the adjustment is made by drawing the cone outward. The spokes have a semi-T head, and are fitted into the hub by means of button-hole slots.

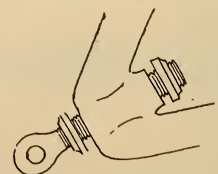
RICHMOND BICYCLE COMPANY, RICHMOND, Ind. Richmond bicycles; ten wheels, including four cushion framed machines, the Richmond people being among those who make an energetic effort to advance this latter type of bicycle. The full nickeled model which forms the center-piece of the exhibit is a strikingly attractive mount. The cushion frame is made in two models, one at \$110 and the other at \$85; and the rigid-frame Richmond at \$100 of course. The Richmond is noteworthy as one of the



Sprocket.

wheels in which flush joints have not been adopted, but it is none the less attractive by reason thereof. No very great changes have been made; of the few, the two-piece crank-axle is worthy of mention. It is dove-tailed, so to speak, the two pieces being held together by a screw which is get-at-able through a hole in the bottom bracket, the hole also acting as an oiler. By simply loosening the screw the shaft may be taken apart, the operation exposing the balls to view, rendering cleaning and flushing of the bearings a matter of small moment. The bearings, of course, are equipped with ball retainers.

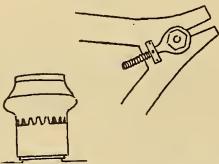
ROUSE, HAZARD & CO., PEORIA. SYLPH and Overland bicycles; thirteen wheels, including one tandem. The new features in the '97 Sylph is a chain adjustment that allows the wheel to be removed from



Overland Chain Adjustment.

the frame without disturbing the nuts; D-shaped rear stays and forks; two-piece crank and axle; internal fastening for seat post and handle-bar and outside reinforcements.

REMINGTON ARMS CO., ILION, N. Y. Remington bicycles; eleven wheels, including one tandem. In these wheels a sleeve or pocket fits into the bottom bracket and is held in place by a set nut passing through the under side of the bottom bracket. This sleeve holds both sets of balls and they are re-



Remington Handle-Bar. Chain Adjustment.

moved with it. The crank and axle form three pieces and cotter-pins are used. One is turned on the axle, while the other is threaded on. The spider of the detachable sprocket is sweated on. The cranks are of the bayonet pattern, originated by this concern. The tandem is of neat construction and has a centre draft from the front to the rear crank-hanger.

THE READING STANDARD MFG. CO., READING, Pa. Reading bicycles. Eight wheels. A feature is made of the divided crank axle, consisting of a hollow sleeve in two parts, which ratchets together in the middle and is held in place by the axle which passes through the centre and is drawn upon the left side with a nut. The sprocket spider and rear crank are in one piece. The cranks are keyed on, Kelly handle-bars are used, and the wheel is decorated by hand.

RELAY MFG. CO., READING, PA. RELAY bicycles. Eight wheels including two tandems. The novel feature of the exhibit is a tandem tricycle with double drop frame. The rear handles are fastened in a post back of the rear seat and encircle the seat in a style similar to that made familiar by the upright bicycle of last year now defunct. The second rider

SYRACUSE CYCLE CO., SYRACUSE, N. Y. Syracuse bicycles, ten wheels, including one convertible tandem, one sextuplet and one single wheel, arranged to carry a fire-extinguisher. These wheels have an L-crank turned out in one piece, with the sprocket spider and a very neat improved rim for the sprocket. The cranks are split at the eyes and fastened to the cranks with binding-bolts. The convertible tandem is a novelty. The front part of it consists of a full drop-frame and a removable top bar. This top bar is fastened to the front steering-head by means of a jaw on the bar, which sets about a lug near the top of the head and has a bolt passing through it. At the rear end this bar clasps the forward seat-post mast, and passing beyond it is bolted to the upper tube from the rear frame in a similar fashion as in front. The forward seat-post passes through this removable bar. In uncoupling the machine so as to use it with the drop-frame front it is necessary only to remove the two bolts, take out the forward seat-post and lay the bar aside. The fire-extinguisher machine has a pair of braces running up from the rear axle at an acute angle with the back-stays; braces passed between the upper ends of these extra works and the backstays, and the extinguisher rests on these horizontal braces. The sextuplet is the one shown last year.

SHELBY CYCLE MFG. CO., SHELBY OHIO, Ideal bicycles and Ideal pedals. Eleven singles in-



Ideal Re-enforcement.

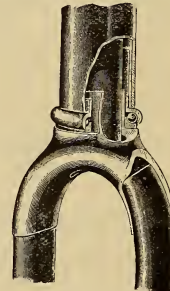
cluding four juveniles. The only novelties shown are Hexagonal rear forks, back stays and handle-bars.

SHERMAN CYCLE COMPANY, SHERMAN, O. Sherman cycles; four wheels. This wheel includes all the up to date wrinkles, flush joints, arched crowns, seat post holder, handle bar expander; also two-piece crank-hanger, which is the concern's special pride. Each crank and one half of the shaft is in one piece, cut diagonally, giving each half almost the full length of the shaft. As shaft has been turned true, and to fit perfectly in the center sleeve before being milled, the two halves will fit the sleeve, and when drawn together with the nut and rod, will expand parallel in the sleeve, making it really more stiff than a solid shaft. The sleeve is made of fine tool, bearing parts ground after hardening and hole lapped true to size, which will make both ball races perfectly parallel. This construction not only makes it perfectly rigid and secure when in use, but also has the great advantage that it can be taken apart instantly by the use of a wrench. No hammering or delacing of parts necessary in putting together or taking apart. All bearings have ingeniously constructed ends which act as ball retainers and which the Sherman people assert reduces the friction between hub and cone 40 per cent. An eccentric chain adjustment, a patented self-adjusting bearing washer and beaded spoke flanges constitute other talking points.

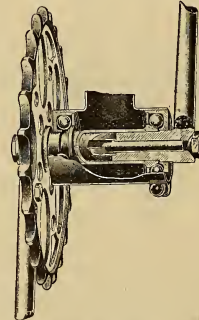
E. C. STEARNS & CO., SYRACUSE, N. Y., and Tourist Cycle Co., Syracuse, N. Y.; show sixteen Stearns wheels, including two tandems, one triplet and a septuplet and eight Tourist wheels. The features are flush joints, with cones on the axle and adjusting cups. The septuplet is a novelty. It is said to be the only machine of its kind ever made. It is claimed to be the largest multicycle in the world. It is centre-driving as far as the rear crank-axle. The hubs on this machine are unique, as they provide for a triple set of spokes. The machine has a triple head, and the trussing of its frame has a very substantial appearance. The rear sprockets are both inside of the rear forks. Amongst the Stearns wheels is a convertible single and a convertible tandem, both of which may be used either as a diamond frame or drop frame. The Tourist wheels show flush joints and all the '97 improvements. The Spencer brake is shown as a feature on both lines.

A. F. SHAPLEIGH HARDWARE CO., ST. LOUIS, Mo. Syracuse and Rugby; eighteen wheels. A line of sundries is also exhibited.

SPIERS MFG. CO., WORCESTER, MASS. Spiers Bicycle. Five wheels, including two tandems. This concern makes its debut on the open market with an exceedingly fine collection of bicycles. Oval fork crowns are used. The two-piece crank-shaft is machined down to a taper and held by a bolt, the cranks being of particularly neat design. An internal



Spier Fork Crown.

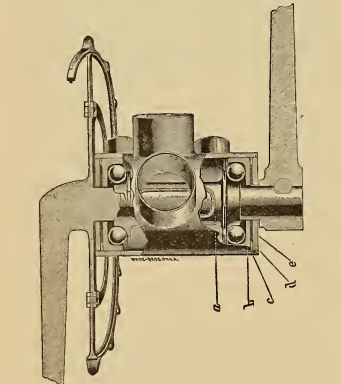


Spier Sprocket.

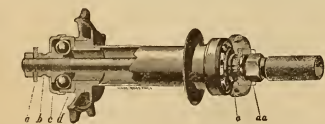
plunger brake is provided, and disc adjusting bearings on all parts of the wheel, also a detachable sprocket of a design that adds very much to the attractiveness of the machine. Taken altogether the Spiers people have a line that should prove a big seller during the coming season.

Only Chain-Less in the Show.

A. G. SPALDING & BRO., CHICOPEE FALLS, Mass. Spalding bicycles and a full line of sundries; fourteen wheels, including one chainless cycle, one hygienic cushion frame and two tandems. The chainless wheel, the only one in the show, is made under the license of the Pope Mfg. Co., and the parts of it are not shown. The crank-hanger construction in the single wheel and tandems is new. The bottom bracket is partially split below and is clamped together by means of binding-bolts. A sleeve containing both sets of balls fits into the bracket. The axle passes through this sleeve, which is held firm by tightening the binding-bolts on the under side of the bracket. A new hub-arranged for direct-tangent spokes, is shown. On the front hub the adjustment is made from the outside of the forks by means of a milled washer. It is on the right-hand side, instead of on the left, as usual, in order to not interfere with the attachment of a cyclometer or lamp on the left-hand side. The chain adjustment on Spaldings is original this year. The rear forks have a jaw, into which the rear axle fits. The lower arm of this jaw has a thread cut on its under surface. Depending from the axle and straddling this jaw is a clip with eyes at its lower end. A bolt passes through these eyes and the threads on it engage with those on the under side of the jaw in the frame. The adjustment is made by the fingers without the use of any tool. Another feature in these wheels is that of having the fork stem drawn from 18-gauge at the top to 12-gauge at the lower end, where it joins the fork-crown, thus doing away with reinforcements. The fork-crowns are new and exceedingly neat. They are of the double-plate pattern, made in two pieces, which fit together with a thimble socket. The Christy saddles have been considerably improved for 1897. Special springs have been placed on the under side of the saddle. They have all been cut away slightly in front to prevent chafing, and the ladies' saddles show a shorter horn.



on the machine instead of reaching out in front to the handle-bars, sits perfectly erect, reaches straight down to them. This tricycle is built low and the tube of the frame is curved so as to provide for an easy mount. In the single wheels a visible ball feature, a dust cap over the bearings, so arranged that when it is removed the bearings are open to view and can



be readily cleaned and lubricated. The rear fork adjustment consists of a slot similar in shape to a shepherd's crook cut in the flattened end of the rear forks so that the rear wheel can be slipped out without the necessity of removing the chain. Inside of the crank-hanger is a sleeve made in one piece with both cones. The adjustment is made by screwing up the cup.

A Bicycle Choice

of six makes of tire, four makes of saddle, three heights of frame, seven, eight or nine tooth rear sprockets, upwards to twenty-three tooth front sprockets, three styles of handle-bars. Moreover, 100 per cent of

Crimson Rim Quality.

That is what we give our customers, and they appreciate it. It is a guarantee that the improvements which we have adopted for 1897 have been carefully and conscientiously tested.

Makers:

**Syracuse Cycle Company,
Syracuse, N. Y.**

CHICAGO CYCLE SHOW,
Spaces 275, 276, 305, 306.

Kindly mention The Wheel.

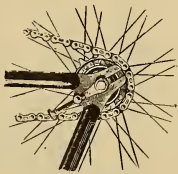
STERLING CYCLE WORKS, CHICAGO. Sterling cycles; seven wheels, including one tandem. The models show the fine workmanship for which the product of this firm is famous. But few material alterations were found necessary. The crank-hangers have been dropped one inch in the road wheels and three inches in the racing wheels. Square cranks are used and D-shaped rear forks. Four more spokes have been added to each wheel, ball-retainers are used in the crank-hangers and hubs and oiling devices are found in the pedals. The rear forks are constructed with gear-case clearance.

SEAMAN MACHINERY COMPANY, MILWAUKEE, Wis. Seaman bicycles; four wheels. Excepting the fork crown, front and rear fork ends and seat post cluster, the Seaman is made entirely of laminated wood, with both Fauber and bolted cranks. Great strength is claimed for the particular form of lamination. The hub bearings are oiled in novel fashion by introducing the oil from the side of the hub directly on the balls.

STANDARD BICYCLE MFG. CO., CHICAGO. Standard bicycles. Ten singles, with flush joints, D tubing, arched fork crown, internal seat-post clamp, and other up-to-date features.

Free Racing Colors.

TRINITY CYCLE MFG. CO., WORCESTER, Mass. Trinity Bicycles. Nine wheels, including two tandems. The Trinity Company is simply the Frank T. Fowler Mfg. Co., under a new name; the change being well timed and calculated to prevent a deal of confusion. It is the concern's first public appearance, and in all fairness it must be said that they have put their right foot forward. The Trinity is full of new features. A rounded arch crown of tubing with a drop-forged outside re-enforcement on top is one of them. Another is a hub for direct tangent spokes. The hub bearings are novel in that they are interchangeable and may be used in either front or rear wheel, and may be adjusted without loosening nuts on axle. The adjustment consists of a toothed washer engaging in teeth in the periphery of the hubs. Excluding the sprocket but four nuts are employed on the entire machine, and these are all of the plain



Trinity Adjustment.

variety, affording a smooth and finished appearance. Among other novel features is an original internal expander in handle-bar and seat-post, diamond-shaped cranks, star-shaped sprocket spiders, swivel chain adjustment on both sides, and on the tandem a worm attachment of front chain located on underside of bottom bracket. A characteristic Fowlerism crops out in the finish of the Trinity racer. Excepting the seat-mast and the rims the wheel is enameled a bright blue. The mast and rims are striped alternately yellow and black, presenting the oddest appearance imaginable. It is Fowler's intention to make yellow and black his racing colors, and to present all purchasers of Trinity racers racing costumes of those hues. Mr. Fowler is also employing structurally re-enforced tubing, with the taper drawn on the outside. Each piece is drawn to an exact length, and being structurally re-enforced, requires no brazing re-enforcement.

RALPH TEMPLE CYCLE COMPANY, CHICAGO. Twenty-one wheels, including two tandems and four juveniles. The juveniles are an exact counterpart of the \$100 wheel. One feature is that the hubs and bearings are the same throughout the entire line, from the cheapest to the highest price. A special feature of the Temple is the crank-hanger assembly and three-point bearings with $\frac{3}{8}$ bars. A novel contrivance is a dust cap that unsews from the face of crank-hanger, thus revealing the balls and cones and rendering cleaning possible without removing the shaft or cranks. Clouser's patent chain is absolutely the reverse of other chains. The center link and side links are alike, being in the form of teeth which engage with small rollers on the sprocket.

TERRE HAUTE MFG. CO., TERRE HAUTE, Ind. Five Schluer separable tandems and three Demasius single wheels. The novel feature in these tandems is the facility with which they can be readily uncoupled and converted into single wheels or vice versa. They are made with both double diamond frame and with a diamond frame behind and drop frame in front. In both models the upper rods of the front and rear frame have a shoulder-joint about three inches from the head. This shoulder-joint is held in place by a binding-collar and bolt. The lower rod in each frame has a joint about two inches above the point where it joins the bottom bracket. This joint consists of complementary plates which form a foot-lock. The flanges of this foot-lock prevent any up and down play, while side play is avoided by means



of two bolts on one plate, which set into sockets on the other. These foot-locks are coupled and uncoupled without the use of any tool, and only a wrench is necessary to loosen the nut of the binding bolt in the collar around the shoulder-joint of the top tube. When uncoupled the forward bottom bracket seat-post, rear bracket and the greater part of the top bar of the front wheel are taken out and put aside. The front wheel head and forks are then joined to the top bar and stud of the rear wheel. The chain is one which can be uncoupled with the fingers, because of the rivets being set in button-hole slots. One of these tandems which has been ridden 3,500 miles, and is still perfectly rigid, is shown at the stand. This tandem aroused much attention and interest, and is not at all impracticable appearing. The equipment is of the highest grade.

E. K. TRYON, JR., & CO., PHILADELPHIA, Pa. Apollo, Tryon Special, Vesper, Cyclo, and a line of juveniles, the Fairy, in all, twelve wheels. New features in the Apollo are round fork crown, L crank and axle, fitted with a taper and the opposite crank lock with a large-headed screw, flush joints, swaged tubing, internal expanders to seat-post and handle-bar fastenings. The Apollo is finished in various colors and makes one of the handsomest medium grades in the show. The tandem is doubly braced in the lower stays and the chain adjustment is accomplished by the idler, which form seems to be the popular way of taking up the slack in tandem chains. The Tryon Special is fitted with double plate fork crown, and with this exception is built on the lines of the Apollo generally. The Fairy line consists of 20, 24 and 26-inch wheels, and with the balance of the Tryon group make a very desirable line.

THE THOMAS MFG. CO., SPRINGFIELD, O. Thomas and Springfield cycles. Show seven singles, including two juveniles. These wheels have an ingenious reinforcement from the bottom bracket outward and at the other joints. It consists of pieces of tubing joined at the center and reaching upward in four directions so as to present four different edges



Thomas Detachable Brake.

against the walls of the tubing. Each piece has the fish-tailed taper. Their crank-hanger is tubular, and has a sleeve fitted on the inside, in which the cups are sweated. The adjustment is made from the outside

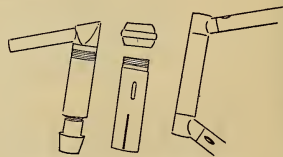
with the cones. The ends of the crank axle are triangular and the cranks are keyed on. The general design shows pains-taking workmanship.

TOLEDO METAL WHEEL CO., TOLEDO, O. Favorite Bicycles. Juveniles exclusively and a talking lot at that, although embodying no particularly exclusive features.

TONK MFG. COMPANY, CHICAGO. OLD Hickory bicycles. Five wheels, including two tandems, all made with laminated continuous wood frames finished in antique oak, burlled cherry veneer and Hungarian oak. The wheels are also fitted with the laminated wood saddles and are good lookers.

"Pocket Brazing."

UNION CYCLE MFG. CO., HIGHLANDVILLE, Mass. Union bicycles; eight wheels. Flush joints form a very conspicuous talking point of the Union, and the manufacturers want it understood distinctly that in the formation of the joints they use forging, because of its uniform density, and freedom from blowholes, decarbonization and other failings. The method of making the joint is also peculiarly Union-ese. "Pocket brazing" is the term employed to describe it, and it is so well thought of that a patent has been applied for. The new method has for its principal feature the shaping of a series of pockets in the projecting ends or lugs of the brackets. The pockets are simply holes, oval shaped. Before the tubing is fitted over the lug, the pockets are filled with flux, and when heat is applied, the brass flows "astoundingly even" in the words of the Union people. This method of construction renders filing unnecessary, and little if any brass is lost.



Union Seat-Post and Brazing System.

Union cranks and crank-shafts are made in one continuous piece, varying from 11-16 at the center of the axle to 7-16 at the end of the crank. The axle is provided with two right hand threads along which the two steel cones are screwed up to shoulders and firmly adjusted there. The axle is put in place by slipping one crank through the barrel of the hanger. The ball cups are screwed into position on threads cut into the hanger. Taper adjustments are employed in both saddle-post and handle-bars. The bottoms of both are threaded and fitted with adjustable tapering ends, and are also grooved upon one side. A sleeve of tubing steel, larger in diameter, having a pocket, is then slipped over, and being slotted and tapered to match is expanded by the forcing downward of the taper.

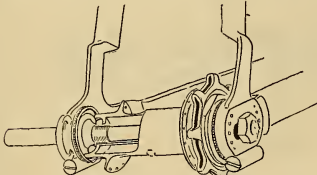
A three-piece arched truss fork crown is employed for the first time. It is not rounded as might be supposed, but now that interest in the rounded form of crown is so great the Union Special of 1938 as used on the track by Harry Tyler, showing that form of crown, and also illustrating the seat and the rear braces on the seat post forging, another point of contention, is exhibited here, simply to prove that the Union people were first in the field with those innovations.

VAN CAMP HARDWARE AND IRON CO., Indianapolis, Ind. Seminole, Rival, Ramora, Pickwick and Roseland Bicycles. The Seminole, which is the high grade member of the family has an L crank with opposite crank held on a taper, and locked with a large headed nut, and single piece fork crown. The finishes are in various colors. The balance of the line embraces medium grades of various prices and design.

THE VANGUARD CYCLE CO., INDIANAPOLIS, Ind. Four models, one with hill climber attached, listed at \$105. One new feature for '97 is the one-piece crank. Square cranks, laminated rims and choice of saddles and tires are offered to the buyer.

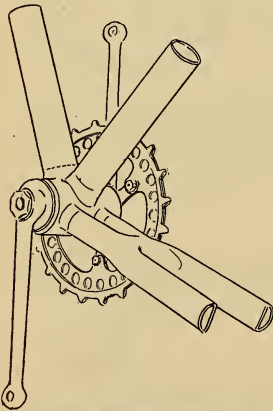
THE C. H. WOODRUFF CO., ELGIN, ILL. Elgin bicycles. Five wheels. The '97 Elgins are built on about the same lines as last year's wheel with few exceptions such as two-piece crank and axle, flush joints, etc.

WESTERN WHEEL WORKS, CHICAGO. Crescent bicycles. Great as was the advance in detailed construction of their 1896 line over their former production, it is still greater in 1897. Their complete line consists of fourteen models, with a total of twenty different heights of frames. All have keyless cranks, ball-retainers and felt washers. The rear forks and back-stays are of D-shaped tubing. The new style of chain adjuster consists of a covered worm by which a round disc with a tooth edge holding the rear axle is



Chain Adjustment.

turned. Notches in the upper rim of the device make it possible to adjust it minutely. The rear sprocket is now made open, the same as the large sprocket. The crank-hanger bracket is a one-piece sheet-steel stamping, absolutely seamless, and requires twenty operations to complete it. The crank-hanger construction is new and readily removable and has a positive alignment, and the adjustment of the bearings are made by the left-hand cup, which is

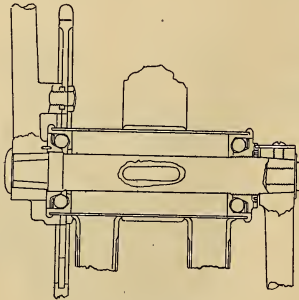


Crank Hanger and Sprocket.

screwed into the bracket and held by an outside clamp under the bracket. White enameled laminated rims are used, and the valve and nipple holes are enclosed in nickled thimbles. The model No. 4 for ladies shows a method of securing pedal rubbers so that they cannot be lost. The centre piece of the exhibit is tandem model No. 3, which certainly is a radical change in combination tandems. The rear rider, who is the pilot, is seated so high above the front rider as to have an unobstructed view of the road. Notwithstanding its high frame it is asserted that it steers and balances more easily than the regulation models with the low frame. It is listed at \$125. The models 7 and 8, their baby models, have 20-inch wheels and 14-inch frames, and at the reduced price of \$30 should be great sellers.

WARWICK CYCLE COMPANY, SPRINGFIELD, Mass. Warwick and Hampden Bicycles. Twelve wheels, including two tandems and one Hygienic cushion frame. New features are single piece crank-axle and square crank beveled on the edges, flush joints and dust proof bearings; D-shaped tubing at the rear forks and rear stays and a shortening of the head to six and eight inches respectively. In the racing machine, there is a drop of three inches in the crank-hanger. On the tandem, the cable steering that operated so successfully last season is still used; the lines of the combination tandem are particularly fetching. Two piece fork crowns are used throughout in all grades, and the popular red Warwick finish still is retained.

R. H. WOLFF & CO., NEW YORK. Wolff-American cycles. Show twenty cycles, including a new triplet of original design which has attracted considerable attention from the mechanical sharps of the show. The models are enumerated as follows: No. 1, racer; No. 2, light roadster; No. 3, roadster; No. 4, heavy touring model; No. 5, ladies' double drop frame, No. 6, ladies' diamond frame, and a double frame diamond and combination tandem; also their well-known Duplex. $1\frac{1}{4}$ tubing doubly reinforced at every point is used in the frame. Tubing is used for all connections and the forksides are of the taper gauge. Both sprockets are detachable. A new method of attaching the cranks to the axle is used. The axle has tapered ends, with two parallel and two concentric sides on which the crank is fitted. The



Wolff Crank Hanger.

screws which close up the oil chambers in the hollow axle extend over the crank and help to fasten them. All the bearings are self oiling and are of the three-point variety. All their axles are hollow and contain an absorbent wick, and are filled with oil through an opening in the end of the axle. The oil is drawn out by centrifugal action as the wheels revolve, a small hole in the axle above the bearings emitting it. Their well-known eccentric chain adjustment is retained. By its use the alignment of the rear wheel is not dis-



Triplet.

turbed, as the eccentric discs do not change their positions in the frame. The pedal has been improved in design and the spokes in their wheels are of wire of their own manufacture, they being large producers of spoke wire. An improved internal roller brake is one of their new features. It is of the plunger variety and instead of the usual spoon they use a roller made of alternate layers of rubber and fibre fastened to a steel shell which partially covers it. All of their



Seat Post.

cycles have spring tempered frames, eccentric chain adjustment, self-oiling bearings, tubular hubs, tubular crank-hangers, which have been exclusive and original features of their product for several years, and are finished in either black, blue or ruby. The last two named being put on by a secret process of their own which secures a transparent iridescent effect. All their single road wheels will be furnished in eight different heights of frames, ranging from 20 to 27 inches.

WANE MFG. COMPANY, LOUISVILLE, KY. Bicycles for the jobbing trade only. Also a line of frames, fittings and sundries.

F. S. WATERS & CO., CHICAGO, ILL. Eight wheels, including two tandems and one juvenile. New features for this year are an arched fork crown, and L crank, with the opposite crank held on by a taper and large headed bolt, Waters disc-adjusting hubs with direct oilers, inside expanders in both seat-post and handle-posts, flush-joints throughout, and D shaped rear forks. A corrugated tube frame was also shown, also a complete line of sundries and fittings.

WHITE SEWING MACHINE COMPANY, CLEVELAND. White Cycles. Twelve models, all high grades except two, which list at \$75. There are a few new features, such as crank bearings and hangers and new fastener caps. The White people have lengthened the head on all ladies' wheels, which they claim gets the handle-bars up to the proper height without showing handle-bar stem.

D. D. WARNER CO., MADISON, WIS. Warner bicycles. Seven singles and two tandems. The Warner was so nearly perfect in '96 that there are comparatively few improvements on the '97 models except triple fork crowns and outside re-enforcements, internal handle-bar and seat-post clamps.

GEORGE WORTHINGTON CO., CLEVELAND, Ohio. Ariel, Halladay, Ellen B., Worthington, Harvard, Adelbert and Featherstone bicycles, in all, 30 machines inclusive of two tandems. The Adelbert line consists of juvenile wheels from 24 inches upward. The exhibit is attractively staged and well ranks as one of the largest in the show.

WINTON BICYCLE COMPANY, CLEVELAND, O. Seven Wheels including two tandems. The new



Winton Fork Crown.

features on the '97 Winton are flush joints, larger sprockets, tapered tubing, an internal handle-bar fastener, a steering head of a single drop forging, two piece crank and axle, and curved rear braces, which while insuring a very narrow tread make it a desirable width for the rear hub. The Winton tandem is built so that the position of the rider is exactly the same as two singles and practically remains the same as last year.

Tires.

AMERICAN DUNLOP TIRE CO., NEW YORK. The Dunlop Detachable Tire for '97 will be the same in its principles as in previous years. It has been changed in detail only. It still has the two wires in each side of the cover, and its inner tube and outer cover. The tube, as of old, is made of pure Para rubber. The shoe of Sea Island cotton. The rubber tread is made of the same old tough and reliable material.

BOSTON WOVEN H-SE AND RUBBER COMPANY, Boston. Vim Tires. Externally the Vim is the same as last year. Its interior construction, however, has been altered somewhat, adding both strength and life. The Vimoid Repair Kit, which is being supplied with all '97 Vim tires, is shown publicly for the first time. It really is not a "kit" as it consists solely of a plastic rubber, which hardens when exposed to the air, put up in a collapsible tube with a threaded nozzle, ready for instant insertion in a puncture. It is not to be confounded with the so-called "puncture preventatives" and "tire tonics." It is simply injected into the puncture and renders the use of plugs wholly unnecessary, a point which is not generally understood.

BALL TIRE CO., NEW YORK CITY. BALL tires. The ball tire is composed of a series of independent detachable balls made of pure Para rubber and secured to the rim in a very simple but positive manner, so that the balls may be separately inflated and can be given any desired pressure that either may require. When one of the balls is punctured it is simply removed and a new one inserted. There are ninety balls in all necessary to completely surround the rim.

A NOVEL CONSTRUCTIVE FEATURE.

The superlatively High-Grade Waverley for '97, which lists at \$5.00, contains numerous constructive features sufficiently different from those to be found on other bicycles, and sufficiently meritorious and practical to immediately attract to itself the studious attention of every one in any degree interested in the progress of bicycle building as a mechanical science. Among all these features, if there is one which deserves more notice than another, it is certainly the new device for crank-hanger and hubs originated in the Waverley factory and used exclusively in '97 Waverley Bicycles. This device introduces a principle by which all parts are readily detachable; and which for lightness, freedom from complication and simplicity of adjustment is unequalled by any similar attachment in present use. By the adoption of this principle threaded cones and cases are entirely done away with, being replaced by a sliding shell, which secures, for the first time in the history of bicycle building, perfect truth and accuracy of alignment. As every machinist knows, all fine graduating devices are a source of difficulty. A perfect thread is difficult to cut, and the hardening process increases its inaccuracy. It is a well-known fact that a threaded cone, even if carefully ground on its own axle, when turned from the position in which it was ground, is likely to be thrown out of truth. In the construction under notice, the hanger cones are ground both inside and out, and it is practically impossible to throw them out of line. Perfect bearings are of vital importance in the running qualities of a bicycle, and by the application of this principle to both the crank-hanger and hubs, a set of bearings is secured for which is claimed greater perfection than ever before attained in bicycle construction. By the use of an ordinary screwdriver, furnished in the tool-bag, the crank-shaft combination can be dropped apart in a few seconds' time, freeing every piece, including the sprocket, and leaving both rings of balls accessible for cleaning. There are few pieces, and nothing to loosen or get out of order. The cones in both hubs are integral with the axles, and being ground true with each other, absolute alignment and concentricity are secured. In removing the wheels from the frame, or in the adjustment of the chain, the axle is not removed or loosened in the hub, and the bearing adjustment is not interfered with, constituting a new and decidedly valuable feature. A small set-screw behind the sliding shell accomplishes the adjustment of bearings, which can be made either before or after the wheels are placed in position. Dust caps containing felt washers fit closely over the ends, and the Indiana Company seem to have at last a dust-proof bearing which will not prove a dust trap. The front and rear axles are made from crucible steel, and the shells from a special cone steel which has proved its reliability by extended use. The bottom bracket is drop forged and accurately machined to a degree of lightness that insures safety. A national actual width of tread of 4 3/4 inches is secured, with ball races separated to the extreme outsides of the bracket, thus decreasing the strain on the bearings to a minimum. All in all, the Waverley crank-hanger, hubs and bearings are the most simple and yet the most perfect of any ever seen on any bicycle.

THE WAVERLEY DYNAGRAPH.

Not for many years has any bicycle house brought out so distinct a mechanical novelty to be used for testing purposes as the Indiana Bicycle Company in the Waverley Dynagraph, which has just made a most flattering debut. The machine is receiving the highest encomiums on all sides, and there can be no doubt that it provides an exceedingly interesting and practical test of the relative amount of friction in different bearings. No machine which accomplishes this result has ever before been perfected, and the Indiana Bicycle Company have already found it of the very greatest value in their experimental department. Waverley Bicycles are, and have always been, built with mechanical excellence as the first and greatest consideration; and the intelligent use of such machines as the Dynagraph and many other testing devices of a similar nature that are used by the Indiana Bicycle Company alone, have done much to make the Waverley of to-day the admirable exponent of the highest type of cycle-building art which it is.

The '97 Waverley ...Bicycle...

Is the Synonym of Satisfaction.

THE THOUSANDS OF WAVERLEY RIDERS who are too well satisfied with their mounts to think of change, and who will continue to ride and recommend WAVERLEYS in '97, form a most significant testimonial. The '97 WAVERLEY is a triumph of mechanical skill, the cumulative result of years of study and experiment, fortified by the tests of actual use. It embodies all that is best and most desirable in bicycle construction. To secure for the rider the highest possible degree of comfort, safety and convenience has been the end which the builders have kept constantly in view. The '97 WAVERLEY is the result. We leave the judgment of its merits to the cycling public, confident of their unqualified approbation. *****

Indiana Bicycle Co.,

Indianapolis, Ind.

Catalogue Mailed Free.
Agents Wanted Everywhere.

NEW YORK TIRE CO., NEW YORK. Samson single tube and Ixion double tube tires. The '97 product embodies a number of improvements over the well-known '96 tires. One of the new features is a milled tread, extending over the entire wearing surface, so constructed that what looks like a thoroughly non-slipping tire is produced, without creating a suction where the tire comes into contact with the ground. Another feature is a thickened and special reinforced tread, which increases the wearing qualities, and at the same time decreases the liability of puncture, without diminishing the resiliency. They also make the Samson tire with a rough tread, which extends across the full portion of tread only and is of a beautiful design and finish. This style of tire can be had if desired. They also make a complete line of juvenile tires in 26 inch, 24 inch and 20 inch.

NEW BRUNSWICK TIRE CO., NEW BRUNSWICK, N. J. Volt, New Brunswick, Messenger, Trim and Meteor tires. A full line of single and double tube tires. The Volt with its basket tread, is of course, the leader of the line, while a heavy 2 1/4-inch single tube tire which the New Brunswick people show should prove a common-sense offering to those who desire comfort for a tandem tire, rather than a slight decrease in weight. These tires weigh from four to six pounds, depending altogether for which purpose they are to be used, and if the prediction of those who have watched the cycle trade accounts for anything, the demand for a tire of this size this year will be quite considerable.

NEWTON RUBBER WORKS, ELLIOTT, MASS. Newton tires. Show a full line of single and double tube Newton tires, in weight varying from 2 to 4 pounds per pair, also tires for Quads, Quints and Sextuplets. The Newton single tube tire is shown with an inner tube that is loose on the bottom or inside, so in case of a bad gash in the tread it is possible to cut open the tire and repair it from the inside, and afterward closing it in such a manner that it still retains the single tube feature. A line of laced inner tube tires is also shown in many varying weights and diameters.

HARTFORD RUBBER WORKS, HARTFORD, Conn. Hartford single tube tires. Show a line of single-tube Hartford tires of varying weights. An extra heavy tire for tandems and extra hard usage is an addition to the line. For repairing purposes a rubber solution that is merely injected into the puncture and which hardens after exposure to the air; a repair outfit intended for large punctures where a plug is necessary are shown. The latter consists of a simple cutter and digs a clean hole, making it an easy matter to insert a tackedhead plug.

L. C. CHASE & CO., BOSTON. Chase tough tread tires. A large exhibit of this now universally known tire is shown, and while it is by no means claimed that it cannot be punctured, yet by the use of two extra strips of duck on the tread, treated with a certain toughening compound, the chances of puncture are greatly lessened. Nothing but the finest Para rubber is used, and the roughened surface adds to the tire's non-slipping qualities.

MECHANICAL RUBBER CO., CHICAGO. Tiger tires. The tires are shown to an advantage befitting and their formal introduction, so to speak. They are as hardy, too, as the name implies. Tiger A has an extra ply of fabric on the tread for hard service, and the Tiger B intended for tandems has four extra plies on the tread.

B. F. GOODRICH CO., AKRON, OHIO. Goodrich Single Tube Tires. Made with both smooth and corrugated treads. The tire is also now being made with a thread fabric, adding materially to its life and resiliency. The Jiffy repair tool, one of the rubber injecting type and intended as a substitute for plugs, is largely in evidence.

INDIA RUBER CO., AKRON, OHIO. India single tube tires. A well made, strictly business tire, the feature of which is the peculiar narrow tread which has caught the public eye in the public prints and has been the means of exciting a wonderful amount of curiosity and attention.

PALMER PNEUMATIC TIRE CO., CHICAGO. Palmer tires. This famous hose-pipe is shown in sections and in various stages of construction. Little room for improvement has been found in this article for the last couple of years. The only change from the 1896 design has been an increase of a few ounces in the weight.

WEAVER CYCLE MATERIAL CO., NEW YORK. Kennedy and Pickwick tires. Both single tubes, which are soft-finished inside instead of being calendered, a construction which, it is claimed, affords a better grip for repair plugs.

INDIANA RUBBER CO., INDIANAPOLIS. Single tube and G. & J. detachable tires. Made with both rough and smooth treads the single tube being formed with a constrictive fabric.

Parts and Fittings.

A. L. MOORE CO., CLEVELAND, O. A bewildering array of about everything necessary in the construction of a bicycle. Steel stampings, flush joints electrically welded, D shaped rear fork end stampings, King pedals, the bearings of which are made on the same principle as those in the bicycle proper; also Spinaway and Grothe pedals, Grant hubs, Cleveland Hardware Co. forgings, Standard Tube Company electrically welded fork ends and braces, chain adjusters, brake rods, endless pedal frames, and a great display of Elwood tubing, showing the various processes from the solid billet to the finished product are included in the array. The Elwood people claim the distinction of being the only Americans who pierce their own billets. Samples of the finished tube, crumpled in all conceivable shapes and yet showing no breaks, add to the interest of the exhibit. Kells saddles were also well displayed. They show the padded article on an aluminum frame and a saddle made entirely of aluminum; also a saddle built entirely of spring steel and equipped with a novel and simple tilting adjustment. Kundtz laminated and inlaid rims, also Kundtz balls, guards, and pretty much everything else in that line generally in evidence. The Moore Company are selling agents for the Kundtz people. They guarantee the rims and will replace any that may be broken through any cause whatsoever, even by contact with a railroad train. Torrington chains of six grades also form a portion of the Moore exhibit. All are of the Figure 8 pattern. The Torrington makers do not believe in the letter B model because of its not being interchangeable.

INDEPENDENT ELECTRIC CO., CHICAGO. Parts and fittings. The brazed tubing and fork-sides made by the Standard Tube Co., Toledo, O. which is formed by a novel manner of dove-tailing and which is also lock-jointed and lap brazed, electrically brazed at that, is being made one of the leading features of the concern's stock. The Meyers adjustable chain, the Mitas metal castings and the Independent barrel pedal made to conform with the big tubing now employed and which has been vastly improved, are also pointed to with a special pride. The same is to be said of the Chantrell chains and the Page saddles. The latter deserves to be better known. It seems to incorporate a common sense compromise on the various efforts to produce a soft seat. It is padded, the pads consisting of what may be vulgarly described as resembling honey-comb trim. On the face it does not appear that it could become sodden or saggy, the form of the rubber assuring a quick return to its original shape. Lowentront's United States wrench in four patterns, Fauber and Bolte one piece crank shafts, D tubing and forgings both finished and in the rough and a plentiful assortment of rims and handle-bars are in evidence. In the profusion of material is a crank-shaft for detachable sprockets which may be used with the ordinary sprocket, i. e. that which does not require a spider, although spider sprockets are also carried in stock.

IVEN BRANDENBURG-BURGESS CO., NEW YORK, Rochester and Chicago. Brandenburg pedals, Lobdell wood rims and bars, Sager saddles, Lefebvre chains, H. D. Smith forgings, Thor hubs and crank-hangers, Scraton forgings and Morse-Keefe spokes. While very complete and affording a wide range of selection, the most commendable article, perhaps, is the Brandenburg improved pedal, the frame of which is made in one piece, without welding, brazing or riveting of any sort. The centre is turned from a solid bar and the hollow pins in the end serve as oilers. The Thor hub has also undergone refinement. The ends of the shells are spun over, and with the oil tube form the ball-retainers. The Thor crank hanger of the two-piece variety is extremely simple. It is separated and removed from the bracket by loosening one nut on the sprocket side. Sager saddles are shown in twenty-four different patterns, including, of course, the new anatomical model and the improved pneumatic seat, the top of which is now made of one piece of leather without seam. The Lobdell wares are distinctive in that the wood is compressed in the bending.

Dies for the Repairer.

C. H. BESLEY & CO., CHICAGO. BESLEY Combined Stock and Die, Helmet Oil and Helmet Bronze Metal. The first named is of particular interest to the repairer. In buying dies it is usually necessary to purchase them in sets at a cost of about \$7.00. The Besley article can be purchased separately at a price of 40 cents each, and as both stock and die are combined, and are practically sold for the price of the die, there is no necessity for constant change of dies.

The Helmet Oil is a solid lubricant, an imported vegetable substance, put up in collapsible tubes. Hitherto it has been used on machinery, but for some time this Company have been experimenting with it on bicycle bearings with such good results that they are now offering it for sale. Owing to the duty exacted, it costs considerably more than most articles, but it is claimed to be worth every cent of it.

Helmet Bronze metal, sold in sheets or wire, is designed to replace steel wherever springs are necessary. The fact that it requires no tempering, is non-rusting and can be bent into almost any shape, makes it worthy of consideration.

G. E. STRAUSS, NEW YORK. SARTUS HUBS. The exhibit consists of a mammoth fac simile of the hub marketed by this concern, built on a scale of one foot to an inch, and complete in every respect, even to the sprocket and chain. The balls are 2 1/2 inches in diameter, the bearing case 16 inches in diameter, and constructed so that the ball is visible, being illuminated by electricity from the inside. It represents nine months' work and is over five feet in height. It is turned by a dynamo, and as a working model, it is a huge success. It weighs 1,265 pounds. Although termed a hub, the hub itself differs little from the conventional, the special feature being a ball retainer in which the balls are set, each independent and out of contact with its neighbor, the retainer rotating with the balls. It is designed to obtain a perfect rolling action of the bearings, the mammoth Sartus being used as an object lesson.

MILES TOOL WORKS, HAMILTON, OHIO. Bicycle machinery. In the display are two new perfecting machines, one a sprocket drilling, tapping and forming machine, the other a hub forming machine. The sprocket machine is built in column form like a drill press. In the spindle is set a reversible chuck, into which two different tools, such as a drilling and facing tool, can be affixed at one time. In front of the table of the drill is a knee mounted with a slide into which any formed tool suited to the working of facing sprockets can be fitted. This feeds horizontally by means of a worm and gear, three changes of feed being provided. The hub forming machine is furnished with two changes of power feed driven by gearing and operated by a quick-motion hand-lever. It enables the operator to drill the hub from a solid bar at the same time that the flanges are being cut on its end. It is claimed that each of these machines gives an increased capacity of nearly 100 per cent.

Formed with Shoulders.

SPAULDING MACHINE SCREW COMPANY, Buffalo. Parts, fittings, pedals and Spaulding & Pepper tires. Flush joints formed of shouldered seamless tubing constitute their leader. The tubing is first shouldered and into the open shoulder is driven from the under side a solid reinforcement or thimble over which the tubing is slipped, pinned and brazed. It makes a smooth neat joint. These connections are made for crank-hangers, seat posts, and handle-bars. Indeed, it is the aim of the concern to supply, in their own words, "flush joints of all sizes, shapes and angles." A three piece fork crown and samples of Chantrell chains and Spaulding, Kensington and Buffalo pedals and S. & P. Tires, are features of the display. For the first time the tires are being made with corrugated treads of several designs.

NEWCASTLE TUBE COMPANY, NEWCASTLE, Pa. Newcastle tubing in all forms, gauges and sizes, including round, oval, square, D shaped and the six and eight sided article, comprises the exhibit. One of the talking points of the Newcastle people is that their tubing is drawn bright, the polish and smoothness not being acquired by artificial means. They show a sample of their round tubing which had been placed upright in a vise and crushed down until it coiled as neatly as if it had been machined in that form. Despite the enormous pressure the tubing shows no cracking, whatsoever, on the edges, proof of its toughness.



A Line Not Equaled.

**SUNOL,
HERCULES, STELLA,
AMERICAN K. O. S.
AMERICAN Q. O. S.**

Agencies are being
rapidly taken.

HAVE YOU MADE APPLICATION?

Let us supply your entire
line, and save you many
complications in orders
and accounts.

Prompt Service and Good Treatment.

See Our Exhibit in

Spaces 156, 157, 158 and 159, Chicago Cycle Show ;
Spaces 9, 10 and Z, main floor, New York Cycle Show.

THE McINTOSH-HUNTINGTON CO., 41 Champlain St., Cleveland, O.

Kindly mention The Wheel.

D D D

“D” Lower Rear Stays, bent and tapered.
“D” Rear Fork Ferrules, shouldered.
“D” Reinforcements.....

**FLUSH JOINT CONNECTIONS
FULL SET.**

... MADE BY ...

Crosby & Mayer Co., - Buffalo, N. Y.

Kindly mention The Wheel.

THE HEATH-QUIMBY CO., MINNEAPOLIS, Minn. In addition to their already very large line of bicycle sundries, such as toe clips, pumps, locks, etc., this concern in displaying new specialties include the Harvard bicycle holder, sprocket lock, Atom cyclometer, which they claim is the cheapest, strongest and best, and is covered by a guarantee that is second to none. The Harvard holder with locking attachment is made of high grade crucible steel, properly polished and highly nickel plated. Retail price 50 cents. The sprocket lock is very neatly engraved front and back, self-locking, weighing but one ounce, having 12-inch nickel-plated steel chain attached. T. H. Cranston & Co., Chicago, are agents for their entire line.

CROSBY AND MAYER, BUFFALO, CYCLE fittings and parts representing the goods manufactured by Lewis Rasetler & Son, Hathorn Mfg. Co., P. & F. Saddle Co., Fibre Buckskin Company and Bay State Mfg. Co., Cork Specialty Works, U. S. Projectile Co., Fay and Bowen, James Duckworth, Hamilton Tube Company, Springfield Drop Forging Co., American Merchants' Mfg. Co., Cleveland Brazed Fork and Tubing Co., Morse Mfg. Co., and L. M. Jones Co., Bridgeport Chain Co., Bridgeport, Conn.; Myers detachable cycle chain in five finishes; as its name indicates it is for quick repairs. The departure from the usual is a chain with aluminum bronze side plates, the block and rivets being of tool steel drawn to gun-barrel bronze color.

SPENCER BRAKE CO., NEW YORK. INVISIBLE brakes. This well-known brake, which has created so much favorable comment and scientific discussion for the past year, is shown in two styles: the coil on the crank axle, which is entirely invisible and worked by a button on the handle-bar grip, and the plunger brake, which is invisible with the exception of the plunger, which comes down through the head tube, and is also worked by a button. The Spencer brake has been considerably improved over the original model. A new method of connection between the grip and crank axle has been arrived at, which does away with the piercing of the fork stem. On the plunger brake a new spout has been devised, which has a renewable rubber contact.

DAVIS & STEVENS MFG. CO., SENECA Fall, N. Y. Cyclone pumps of all sizes and patterns, wood bars, spokes and nipples, and a new wood grip, selling for \$30 per thousand and "going like hot cakes," as the Davises and Stevens representatives affirm, and a new lamp, the Cyclone, a kerosene burner, at a medium price. While Davis & Stevens are known mainly because of their Cyclone pumps, they are now entering largely into the sundries and fittings trade, and will shortly carry complete stocks of both. To further this branch of their business, they have established a Chicago depot at No 28 West Randolph street, in charge of O. P. Workman.

INDIANA NOVELTY MFG. CO., PLYMOUTH, Ind. Wood rims, handle-bars, mud and chain guards, in all manner of finishes, both plain and colored. A new split clip is used for the bars, wherein a single bolt clamps the bar most effectively, and allowing a sufficient space for any shrinkage in the wood. A 2 piece rattle horn bar was also shown, with metal center connections. A distinctive feature of the Indiana rim is the introduction of eyelets of nickelled steel. It is claimed that this makes the rim absolutely waterproof at the spoke holes. A full line of eyeleted chain and mud guard was also shown.

H. LAUTER, INDIANAPOLIS. EVERYTHING in the shape of wood that is used in a bicycle, handle-bars, rims, guards, and bent wood saddle cantles, all supplied in any color that fancy may dictate. A leather gear case with nickel trimmings and wood frame is one new production of the Lauter factory. Another is a dress guard made of wood and designed in fetching scrolls. Among the various finishes is one termed the "Lauter special," technically, walnut burl, but to the average eye, it resembles nothing so much as tortoise shell.

NIAGARA CYCLE FITTINGS CO., BUFFALO. Parts and Fittings. A complete line of Niagara pedals, spokes, nipples, grips, sheet steel frame connections, and every piece of metal, leather, rubber or cork which goes into a bicycle. The distinctive features of the exhibit are a pair of old Niagara pedals made in 1894 which have run 5,000 miles without repairs. This is authenticated by documents. A pair of feather weight racing pedals, made by the Niagara Company in 1895, which have been ridden 8,000 miles and are still in good condition, are also shown.

THE BOSTON WOOD RIM CO., BEDFORD, Mass. Wood rims and handle-bars, both plain and laminated. Beautiful specimens are shown in natural wood and colored finishes, also veneers of varied colored woods. A distinctive novelty in handle bar construction were those made of laminated stock, with alternate layers of maple and natural purple amaranth. In the twist that was necessary in the formation of the bar, is produced a very handsome and rich effect. Fitted with wooden grips of the same material, it made a striking departure.

I. A. WESTON & CO., SYRACUSE, N. Y. Hubs, built-up wheels, spokes, nipples, handle-bars and tires are shown. The Weston hub in various sizes and designs with a new oiling device is on exhibition; also complete line of Weston built-up wheels, likewise bottom brackets, complete with bearings and single-piece cranks and axle, and a full line of Duguid saddles in 9 styles.

BALDWIN ADJUSTABLE CHAIN CO., WORCESTER, Mass.; Baldwin adjustable chains. This chain is too well-known to require detailed description. The new connecting link in which the rivets are retained by an S-shaped piano-wire spring, doing away with both nut and bolt, has proven successful, and the chain as now furnished is as easily detached and attached as the conventional pattern.

MOORE CYCLE FITTINGS COMPANY, HARRISON, N. J. Parts and fittings, all of which, with the exception of wood rims and steel balls are the product of the concern's own factory. The stock includes everything necessary in the make-up of a bicycle, fully machined and ready for assembling. A feature of the exhibit are two display boards with various portions of a bicycle virtually dissected, and all ready for the brazing furnace.

CHICAGO TIP AND TIRE COMPANY, CHICAGO. Parts and sundries, comprising the articles made by the Elastic Tip Co., the Indiana Novelty Co., Bonsalite Box Co., Snell Cycle Fittings Co., the Wire Goods Co., Shelby Steel Tube Co., and New England Cycle Supply Co. While showing such common-place objects as cycle fittings, the exhibit was very prettily arranged.

LEWIS TOOL CO., NEW YORK. A FULL line of steel slide bar vises. A feature is the Active vise, made especially for holding bicycle frames and their tubing of all kinds, without danger of crushing or marring. These are wood-faced, and can be revolved to any desired position when gripping frame is loosened.

KELLY HANDLE-BAR CO., CLEVELAND, O. Handle-bars and parts of bars, brakes and supplies. Bar is divided and pivoted at middle where surface is serrated and locked together with a screw. Ten practical shapes may be obtained from the bar, which admits of the use of a brake. Also show a line of Kells saddles.

CYCLE IMPROVEMENT CO., WESTBORO, Mass. Janney pedals. A neat and complete line of this well-known pedal is shown in both ladies' and gentlemen's types. A particularly handsome pair, finished in gold plate, showing the possibilities in this direction, seem to be the chief attraction of the exhibit.

G. L. THOMPSON MFG. CO., CHICAGO. Stampings and fittings. A complete line of locks, adjusters, cups, cones, clamps, fork crowns, hubs, sprockets, and practically all parts of a machine are shown. The features of the exhibit are the electrically welded hangers and the head-lugs.

W. H. FAUBER, CHICAGO. FAUBER ONE-piece cranks, for both single wheels and tandems; also a line of Fauber sprockets, all time tested and true and so well known to the trade that in these days of experimental divided axles more need not be said.

FAIRBANKS WOOD RIM CO., BRADFORD, Pa. Laminated rock maple rims, guards and handle-bars, in all finishes—natural, plain and polished. A laminated bar is made with alternate layers of walnut and maple, and is about the only article which departs even slightly from the usual type.

RUDOLPH & KRUMMEL MACHINE WORKS, Chicago. Bicycle machinery. The display including a spoke header and bender, spoke threader, rim truer, chain stretcher and grinder, and a machine for making link joints.

WORCESTER FERRULE MFG. COMPANY, Worcester, Mass. Sheet metal stampings, consisting of frame connection, cups, cones, etc. Among the new features is a line of flush joint stampings made in eight different sizes.

SNELL CYCLE FITTINGS CO., TOLEDO, O. Bicycle parts. A complete line is shown including seven bicycles made from different patterns of their parts. Much ingenuity and excellent workmanship is displayed in the treatment of the parts.

REED & CURTIS MACHINE SCREW COMPANY, Worcester, Mass. Curtis pedals. Show a line of pedals of the improved 1897 pattern.

WHITNEY MFG. CO., HARTFORD, CONN. Bicycle chains and chain machinery. The new chain is called the Wizard.

CROWN ELECTRICAL CO., ST. CHARLES, Ill. Crown chains in both B and Figure 8 models.

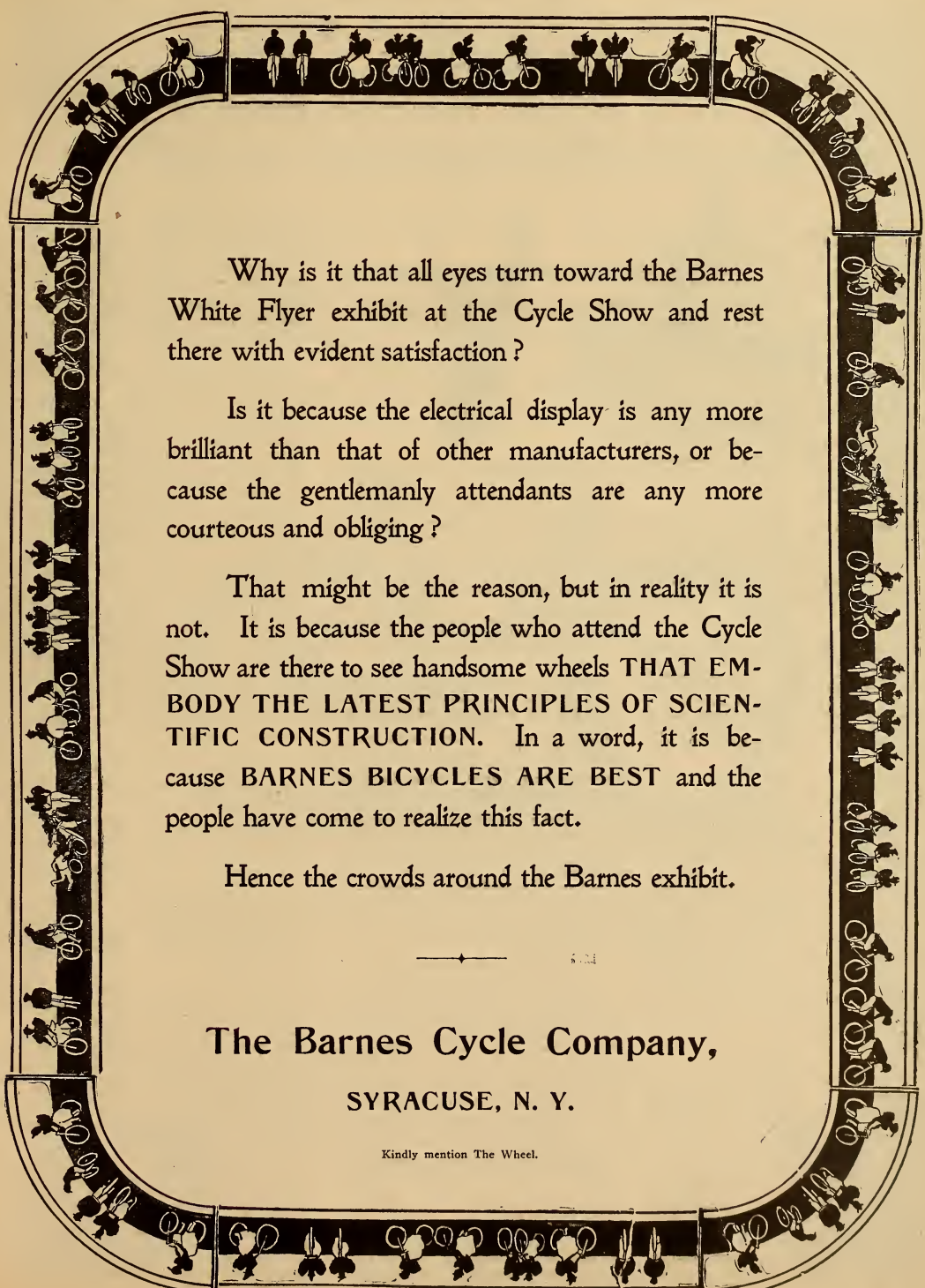
Saddles.

HUNT MFG. CO., WESTBORO, MASS. SADDLES. The Hunt hygienic saddles are shown in eight models for 1897. They include both padded and very broad saddles, as well as modifications of last year's models with minor improvements. They are very handsome in appearance, and no effort has been spared to use the very best material. Model XX has a depression of cantle, which is a distinctive feature. A neat form of adjustment cap has also been adopted. Four patterns of extra width are shown, 10 inches wide; the men's saddle being 10½ inches long and 10 inches wide, and the ladies' being 9½ inches long and 10 inches wide. In post clamps the Hunt Co. is, as usual, well to the front. The Diamond clamp shown is one of the most simple and effectual devices yet seen. One screw binds the seat to the post, bringing the seat as low down to the post as possible.

MESINGER BICYCLE SADDLE CO., NEW YORK. Saddles. The principal changes in this well-known saddle shown in the '97 model are noticeable at a glance. The V-shaped opening in the center of the saddle is narrower and longer than in the '96 pattern. The pommel of the saddle is very much narrower than in the old model, while the back is much wider. An entirely new style of forged clip for attaching the saddle to the seat post is used, in which the set screw attaches the saddle to the post, while a separate nut attaches the clip to the springs of the saddle, whereby the tilt can be adjusted without loosening the saddle from post. There is no projection in the back of the '97 saddle, as there was in the '96 model, and the tension screw, for making the seat hard or soft as desired, is in front. The main feature of the Mesinger, "the rattan base," is preserved.

BECK BICYCLE SADDLE CO., NEWARK, N. J. Beck saddles. The line comprises solid leather top pattern with extra narrow pommel, solid leather top with depressed center, the Hygienic laced and adjustable pad styles, in all fifty-one finishes of various kinds in fourteen colors are shown. The Beck Saddle Spring is novel in the fact that the front end is twisted vertically, allowing a very narrow nose and soft pommel. In the pad saddle it is possible to widen or narrow the pads to suit the requisites of the rider by means of a slotted T shaped spring.

GILLIAM MFG. COMPANY, CANTON, O. Saddles. Thirty-six models in all, "and not a freak in the lot," according to the Gilliam representatives. Every saddle is of a new pattern, that is, the tops are of new design, different from those employed last year. The Gilliam Hygienic saddle is, however, the star of the stock. It is padded and has a base of rawhide, not laced. The Gilliam low down clamp and direct seat-post, both of which are known and undeniably clever, are featured. Fifty different styles of tool bags are also included in the exhibit.



Why is it that all eyes turn toward the Barnes White Flyer exhibit at the Cycle Show and rest there with evident satisfaction?

Is it because the electrical display is any more brilliant than that of other manufacturers, or because the gentlemanly attendants are any more courteous and obliging?

That might be the reason, but in reality it is not. It is because the people who attend the Cycle Show are there to see handsome wheels **THAT EMBODY THE LATEST PRINCIPLES OF SCIENTIFIC CONSTRUCTION.** In a word, it is because **BARNES BICYCLES ARE BEST** and the people have come to realize this fact.

Hence the crowds around the Barnes exhibit.

The Barnes Cycle Company,

SYRACUSE, N. Y.

Kindly mention The Wheel.

ROGER L. McMULLEN & CO., CHICAGO, Forgings, Garford, Hunt & Brown saddles, Diamond chains, Diamond tires, stampings, special steel, etc. A new flush joint made with two pieces of seamless tubing for the head is shown in the C. J. Smith line handled by this concern. The upper and lower tubes are fitted into the head tube with a thimble piece and are spun into conformity with the interior. The Garford saddle has new pads made of felt with leather cover. The Brown saddle shows a deeper dishing and is made almost in facsimile of the cow boy saddle. A coil spring has been added in the rear of the hunt saddles. In the Diamond chains the figure 8 pattern has been done away with and a new B shaped link substituted.

BECKLEY, RALSTON COMPANY, CHICAGO, formerly Gordon & Buckley. A full line of cycle machine, among them 100 different patterns of saddles; the most prominent being the Wheeler Reform and the Gordon saddles, the latter with a padded back on a solid base and with a soft and pliable nose which is not obtained by the use of the pneumatic pad. The Church Handle-Bar Expander, which is operated by a single nut, is also a prominent feature of the line.

F. A. HOLLENBECK & CO., SYRACUSE, N. Y. Saddles. The Hollenbeck saddle, made in two sizes, 8½ and 10½, and in other styles with padded pommels. Two new patterns of springs are furnished. A new tilting clamp is attached, which allows the saddle to be placed very low on the frame, if so desired. The saddle has a perforated sheet steel foundation, ¼-inch felt pads, the whole covered with fine leather, black or colored.

BUTLER & WARD, NEWARK, N. J. BICYCLE saddles in twenty-five styles, ranging from the conventional hard-leather top to the double-pad variety. An especially desirable design for heavy riders is shown. It is fitted with heavy spiral springs at cantel. The four new clips and variety of colored tops are proof that the firm is up to date.

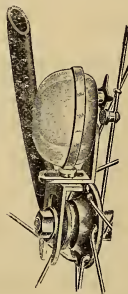
CUTTING & KAESTNER, CHICAGO. CUTTING pneumatic saddles, in three styles. The saddle differs from the conventional in that all pressure is avoided on the pelvic bones by cutting away the centre of the saddle, and really setting the rider on a skeleton and pneumatic saddle-shaped rim. For '97 a felt guard is placed around the bottom gear, preventing all chafing of the rubber tube on the metal base.

Saddries.

SCHLESINGER MFG. CO., CHICAGO. SUNDRIES. A line of cyclometers, saddles and handle-bars are shown. The saddles include the well-known Royal anatomical spring cushion, a saddle which has independent pads, resting on the wide, flat spring in a raised position, which permits a perfectly free action of the legs and an easy motion in every direction. Under the weight of the rider, the saddle automatically assumes the shape of the body and prevents discomfort. Provision is made for adjusting the saddles sideways, to widen the saddle or narrow it as desired. The Climax cyclometer for '97 has many improvements. It is simple and lighter; registers 10,000 miles, and also has a trip or day riding recorder. It is a midget in size and weight and a giant in strength and perfection. The Royal adjusting wood handle-bar and clip has no projecting nuts or screws at the stem.

P. & F. CORBIN, NEW BRITAIN, CONN. Bicycle Bells. In all thirty-six styles, ranging from a small single stroke to a high priced electric bell are shown. The line is too well-known to merit mechanical description, but a novelty in the shape of a pneumatic striking bell is food for the curious, and will no doubt strike the popular fancy. By pressing a bulb a small striker is forced against the gong. This principle was used in a bell-ringing piano, and attracted a large share of attention. For '97, the Corbin bell has been improved even over their last year models, and embraces a line that covers all prices. The new double stroke bell is a particularly valuable addition to the line, as it is well known that this form of bell is the most difficult of all to manufacture.

NEW DEPARTURE BELL CO., BRISTOL, Conn. Bicycle bells, Lucas lamps, Sykl footpump and trouser guards are shown, a most complete line. This well known bell is offered not only in nickel but enameled in various colors, the intention being to furnish it to match the tint of the wheel. The Lucas Lamp line this year will be kerosene burner, and with the possible exception of the cheapest pattern will be finished in nickel, thus breaking away from the English idea of an enameled lamp. The Sykl pump is a small tool bag Sundry that is used as a foot pump. It folds into a very small space and can be very easily carried on the machine in an ordinary tool bag. The New Departure Bell Line embraces



thirty-six bells, from a single stroke bell to one that is fastened to the rear stays and run by a friction of the tire. This bell is particularly adapted for tandems, and a connecting rod is so placed that it can be used either by the front or rear rider. The double stroke bell is also new this year, and is of a mechanism that does away with much of the rattle and annoyance so common to bells of this style. As always, the New Departure Exhibit is very handsome and among the most effective in the Show. A chromatic chime of bells is rung and with the assistance of two other musicians continues to attract a never-ending crowd around the stand.

EUGENE ARNSTEIN, CHICAGO, IS SHOWING an improved steam vulcanizer which surpasses anything in the market, he emphatically affirms. Also some twenty shades of baking enamel, comprising the very latest shades, such as apple green, old rose, lavender, willow green, golden tan, etc. Five sizes of enameling ovens and an entire new line of transfer ornaments, especially designed for the bicycle trade. Another special feature of Arnstein's exhibit is the showing of how transfers are applied, also the latest method of repairing tires on the Arnstein Vulcanizer. Mr. Arnstein is marketing the Kauffman Acetylene Gas Lamp. The operation of this lamp is exceedingly simple. The inner chamber is filled with calcium carbide and the cap screwed on. The outer chamber is then attached and filled with water. The gas is immediately generated and can be lit with a match. There is no possibility of an explosion. The charge of carbide lasts six or seven hours, the cost of the charge being only one cent.

Howard Raymond Interested.

CHALFANT NOVELTY CO., KENOSHA, WIS. Cycle specialties. The Clarke keyless lock, one of the Chalfant novelties is a distinct departure from the conventional. It incorporates the combination principle, but is operated by spring push buttons on the side. One thousand and thirty-two combinations are possible, any one of which may be worked in the dark after one learns the buttons. The Built-to-Reach clamp, as it is called, which enables the saddle to be secured to the frame of the bicycle, is another novelty. A baby carrier completes the line of specialties as at present arranged. The Chalfant concern is a recent institution which is apt to become more prominent by the personnel of Howard E. Raymond, Vice-President of the Sterling Cycle Works, who is largely interested.

CUSHMAN & DENISON, NEW YORK. OILERS, the Star and Perfect. A novelty is a number of Perfect pocket oilers in silver. The Perfect has been improved by a change in the packing of the valve as well as in several minor details. The Star, intended to go with second grade wheels, also shows improvement, resulting from further experience.

C. A. TAYLOR TRUNK WORKS, CHICAGO. Bicycle Trunks. To their large line the Taylor people have added a trunk for quads and tandems. They report that the demand is now running for trunks having a capacity of three and four wheels instead of for one machine as in previous years, and they are meeting the demand, of course. Their four-wheel trunk measures but 27 inches across. A special and patented feature of the Taylor trunks is a continuous malleable edge riveted along the bottom, instead of pockets. A box in the bottom is being provided for pedals and detached parts instead of the pockets as in previous models.

H. M. ROSENBLATT & CO., PHILADELPHIA, Pa. Saddles, tool-bags and handle-bar straps. The special feature of the exhibit is the hygienic saddle with patent springs. When a stiff saddle is desired, the lower spring can be removed at a moment's notice. The bicycle handle-bar strap is a novel and excellent device for carrying packages on the handle-bar. When not in use, it can be rolled up in compact shape and turned over behind the bar. Their line of padded saddles includes the "Stella B" which they claim to be the only juvenile one on the market. The opening under the pads permits the latter to conform to the shape of the pelvis.

ALBERT WILLEY, CHICAGO, ILL. ENAMELING ovens. The Enterprise oven is made of heavy galvanized steel, double seamed and riveted together. It has double walls containing a dead air space which is a good non-conductor of heat. This space contains braces, and the two walls are firmly bolted together. Another style is called the "Garden City" oven. It is similar to the Enterprise, except that it has but one wall; the door, however, is double walled. All ovens that are furnished will supply 320 deg. Fahrenheit, or more, in a few minutes, which heat can be maintained almost indefinitely. The burners can be fitted to gas or gasoline.

ALADDIN LAMP COMPANY, NEWARK, N. J. Lamps. The Aladdin lamp for '97 has many new features. The lens and oil cup are attached to the body of the lamp by a hinge, and fastened by a sliding catch. This makes it impossible for either to become loose. There are two springs on the new lamp, one above and one below, which tends to steady the lamp on the wheel while in motion. Either of the springs can be removed and replaced without the use of solder or rivets. The oil-well has been enlarged, and when filled with signal oil, will burn from twelve to fifteen hours. By means of a patent attachment the lamp may be lighted in the strongest wind without dismounting from the wheel.

Small and Beautiful, but Useful.

VEEDER MFG. CO., HARTFORD, CONN. Veeder cyclometers. At least thirty cyclometers are shown in various finishes, as silver, gold, old-copper, bronze, gun barrel, etc. The cyclometers are handsomely engraved and embossed in fancy designs, making the useful little instrument as beautiful as an ornamental watch charm. The improvements this year consist in an enlargement of the figures and the addition of a 10,000 mile instrument. By means of a small dynamo, these cyclometers are tested to a speed of a mile in three seconds, and for a few minutes some were run at the speed of a mile in one and a half seconds, speaking volumes for the efficiency of the mechanism.

TURNER BRASS WORKS, CHICAGO. CHAIN guards, hand braces, handle-bar stems, clamps, chain adjusters, lamp brackets and lacing fittings. The chain guard for '97 will be of especial interest to lady riders, as it is made of aluminum, and while very strong, is extremely light. The handbrake is an exceedingly ingenious device, and will undoubtedly find favor. Handsome souvenirs were presented to all ladies visiting the booth. At another booth the Straight-Turner brazer was exhibited. It is claimed for this brazer that it will braze the most difficult joint in less than five minutes.

N. N. HILLBRASS COMPANY, EASTHAMPTON, Conn. A complete line of bicycle bells comprising twenty-five styles ranging from the single to the electric stroke. The dome pattern is of a new design. In shape it resembles somewhat a double bell, the theory being that the point of contact with the post being further removed from the edge of the bell allows more vibration and increased sound. The bells are handsomely nickled and a gold plated line also forms part of the exhibit.



The "BOLTLESS SYLPHS."

\$100.00

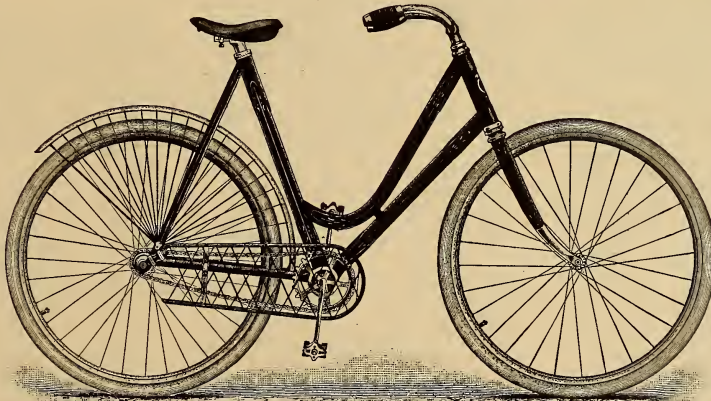
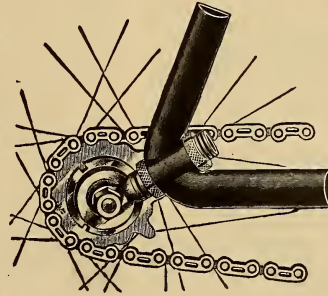
Their distinctive features and improvements for 1897 are what make them the leaders of High-Grade Bicycles.

Detachable sprockets (no bolts)... New device for clamping seatpost and handle-bar... Two-piece crank... Complete new device for attaching rear wheel to frame, at the same time forming chain adjuster (see cut)... All new and patented features of our own.

Built of highest possible grade material, combined with the finest workmanship.

Guaranteed the Easiest-Running Bicycles Made.

Tandem, \$150.00.



1897 "Boltless" Sylph, \$100.00.

OVERLAND CYCLES, the most reliable, high-grade, popular-priced machines manufactured. Best material... Up-to-date improvements... All sizes, diamond and drop, \$75.00, \$50.00 and \$40.00.

A Complete Line, Established Reputation, Long Experience,
Makes our agency valuable.

We are renewing contracts and desire new agents where not represented.
EXCLUSIVE TERRITORY. Catalogue Free.

Watch for the Orange Crown!

Call on us—At Chicago Cycle Show, Spaces 71, 72. - - - At New York Show, Spaces 461, 469, 486.

ROUSE, HAZARD & CO.,
MAKERS,
PEORIA, ILL., U. S. A.

Kindly mention The Wheel.

Factory, Peoria Heights.



UNITED STATES MFG. CO., FOND DU LAC, Wis. Sundries. United States cyclometers in two models, Model 1 with trip dial, and No. 2 without it. United States lamp brackets and United States odometers are shown. The feature of the exhibit is the trip cyclometer. The testing machine was in operation during the week, running at a high rate of speed to show how the mechanism of the cyclometer stood the severe strain. The lamp bracket for 1897 is reversible for right or left axle, and is instantly removable, leaving only a small clip attached to the axle. It has corrugations at either side which prevent the lamp from being jolted off or out of position. Odometers and lamp brackets were also shown.

H. R. HAMILTON & CO., CHICAGO. RECORD Cyclometer, brought out last year, has been vastly improved. Its special feature is a trip dial, which records up to 100 miles, and may be set back at will. On the under side is the 10,000 mile register. Formerly it was necessary to lift up or reverse the machine to read the figures. It is now being made with a hinge so that the cyclometer itself may be turned over with the finger and the total mileage easily deciphered. The two dials are perfectly independent of each other. Hamilton & Company are believers in hands; those on the Record are very prominent and render reading from the saddle very easy.

THE PLUME & ATWOOD MFG. CO., CHICAGO, lamps, show a line consisting of their three well-known illuminators, the Banner, Climax and Jim-Dandy. Radical improvements have been made in the '97 Banner, among them being removable top burner and reflector and a new wick locking device. The Climax is new this year. The Banner and Climax have a patented wick-locking device, used on no other lamp. It prevents the wick from dropping by a jolt and extinguishing the flame. They are all specially constructed to burn kerosene oil.

STANDARD MACHINE COMPANY, CHICAGO. Lamp brackets and toe clips. Something distinctly new in the former is shown in the form of a somewhat horn-shaped bracket; the horns close somewhat like a pair of scissors, allowing the lamp to be slipped over. When it is in place the horns open and the prongs securely lock it, absolutely preventing any danger of its falling or being jarred off. Another bracket may be used with equal facility on either head or fork, and two styles of steel and two of wire toe-clips are included in the exhibit.

HAYS & DILLY, MUIER, MICH. THE Dilly Bicycle Spring and wall-holder. The spring is an automatic balance device attached to the fore crown and rear lower tube. It is much larger than devices of a similar nature, and the claims for its value are many. The wall support shown is adjustable and takes up but six inches of room on the wall and can be pushed aside when not in use. It is finished in enamel and nickel.

ROSE MFG. CO., PHILADELPHIA, PA. Neverout lamps. In explanation of the name, the firm assert that it will positively stay lit no matter how much it is jolted. It burns kerosene and is warranted non-explosive. A strong point is made of its freedom from grease and its steady light secured by a properly focused, double convex photo lens, backed by a powerful reflector.

EAGLE LOCK COMPANY, TERRYPVILLE, Conn. Bicycle locks. Ten designs. In addition to the regular well-known line, five new patterns were shown. A combination lock, one that is opened by the number of clicks in turning which makes it possible to open it in the dark, is very much of a novelty. The others are all sprocket locks well made and of handsome shape.

WATERBURY WATCH CO., WATERBURY, Conn. By means of an electric-motor are running 157 cyclometers at a speed of one mile a minute, which shows accuracy of recording. Another motor runs speed indicator attached to the wheel which indicates from one to thirty miles per hour. They are displaying a full line of watches, those that can be used on the wheel, for the wrist, or for ordinary wear.

HITCHCOCK LAMP CO., WATERTOWN, N. Y. "Happy Thought Bicycle Lamps," which burn kerosene or any other illuminating oil and which have a burner that spreads the flame. One of the lamp's features is a reversible oil tank.

W. H. FROST, NEW YORK CITY. GEARCASES. Mr. Frost shows what he claims to be the only gear-case patented in America and made here for the trade generally. It consists of two discs with flanges which are joined over the large sprocket and a similar arrangement over the smaller sprocket. Running between are two compartments of elastic rubber enclosing respectively the upper half and lower half of the chain. These rubber compartments measure about one and a half inches on each surface. The outer one of the two discs enclosing the large sprocket, is detachable and slips off over the crank and pedal, so that the sprocket can be removed, the bearings cleaned, or the axle taken out. The weight of the entire device is said to be only twelve ounces.

BROOKS SPRING SEAT-POST CO., CHICAGO. Spring Seat-Posts. Brooks' Seat-Post for 1897 has been largely improved. In shape, size, width and general appearance it is similar to the ordinary solid seat-post. Running down the tube is a cleverly devised, specially tempered spring which takes up considerable of the vibration while riding. It can be attached to any saddle or any saddle-post tube. It can be adjusted to suit the weight of different riders by simply screwing nut up or down with the special key.

BETTS' PATENT HEADLIGHT CO., NEW YORK. Twentieth Century lamps, which are now made with stiffer springs. The top cap of the lamp is slightly higher, allowing of greater combustion, and a new wire lens fastening device, that does away with the retainer used last year, is employed. In addition to the aluminum and the nickel finish, they are also furnished in enamel. A tandem lamp, with a hooded lens, is a valuable addition to the line.

STANDARD WATCH COMPANY, NEW YORK. Cyclometers in four styles and a Tachometer or speed gauge. The newest form of standard cyclometer for '97 is of the barrel pattern, registering 10,000 miles. The regulation line is also shown. The Tachometer is a watch shaped instrument that fastens to the fork of the machine, and the mechanism is operated by the friction from the tire of the front wheel, telling at a glance the speed at which the machine is traveling.

RUBBER PAINT CO., CHICAGO. ENAMELS. A new line of baking, colored enamels, showing all the colors so popular last year, and a number of new colors which may be said to be practically new creations. It is shown in the booth how to test enamels to prove whether they will stand the rough usage to which they are put when applied to the frame of the wheel. Twenty frames were shown in different colors.

BROWN-LIPE GEAR CO., SYRACUSE, N. Y. '97 model Bi-Gear, shown on Barnes, Stearns, Rambler, Outing and Dayton wheels. Improvements are dust-proof ball bearings throughout, stronger axle, new spring oil cup between the spoke flanges, and improved ball cups and cones. All parts of the Bi-Gear are shown to explain the internal construction and the improvements over the '96 model.

GEORGE W. COLE & COMPANY, NEW YORK. Bicycle sundries, including 3-in-1, a brush top chain lubricant, bicycle wall stand, a wire home trainer, toe clips, etc. The home trainer is made entirely of heavy wire, the weight of the rider pressing the tire tightly to a wooden roller, the friction can be increased or decreased by lowering the roller.

THE ROCHESTER BICYCLE COMBINATION Holder Co., Rochester, N. Y., show a novelty in the form of an automatic out-of-sight parcel carrier, which is constructed of folding wires secured to head post instead of to the handle bars, as are usual. They also show the well-known Lund pneumatic bicycle grip.

MATTHEW AND WILLARD MFG. CO., Waterbury Conn. M. & W. bicycle lamps. This is a new lamp having many excellent features. A newly patented reflector and lens cause it to throw an uncommonly bright light. It burns kerosene, and the wick is locked so that it cannot drop down.

HARRIS TOY CO., TOLEDO, O. PERRY Pneumatic Saddles. The Harris people have taken over the manufacture and marketing of the Perry, formerly controlled by the Pneumatic Saddle Co., of Chicago. The saddle is one of the most radical and best-looking found in the hall.

AMERICAN CLOCK CO., BOSTON, MASS. Cyclometers. The feature is new Century Run, independent trip cyclometer for '97, with separate register for century trips. The dial can be easily read from the saddle.

ATWOOD MFG. CO., AMESBURY, MASS. The Atwood Light. This concern shows a large exhibit of lamps, both in brass and nickel finish. The '97 lamp is if anything an improvement over that shown last season, and the addition of jewel slide lights adds to its appearance. A ground lens is used. The swinging bracket that allows the wheel to be set at any angle without spilling the oil is a good feature that has been retained. An effective demonstration of the stay-lit qualities of the Atwood light is effected by means of a shaker, which jars the lamp violently without putting out the light.

S. D. CHILDS & CO., CHICAGO. FRAME ornaments and sundries. A full line of name plates, frame ornaments, aluminum chain guards, pedals, lamp brackets and toe clips are shown. The chain guards are exhibited on two Gladiator singles and a World tandem. These machines also have attached the new axle and lamp brackets and a number of frame ornaments. The samples of name plates are mounted on bicycle hubs and show a variety of design and finish.

WESTCOTT-JEWELL CO., SENECA FALLS, N. Y. Cycle holders, hangers and stands. Their most important exhibit is a hanger for railroad baggage-cars, as used on the New York Central & Hudson River Railroad. It admits of the storage of the greatest number of bicycles in the smallest amount of space and still prevents them from coming in contact with each other. Stands and hangers for the house, store and out-door use are shown in numerous styles.

MANHATTAN BRASS CO., CHICAGO AND NEW YORK. Cyclops Front Light, Unique and Dazzler Lamps, all kerosene burners. The Unique is novel in that the body of the lamp is made in the form of a sphere, opening on the diagonal in such manner that access is easy to every portion for cleaning. The line of lamps shown by this company are graded in price, affording latitude which is so necessary in these days of varied demand.

DUNBAR FOLDING CRATE CO., STOCKBRIDGE, Mass. Crates. The Dunbar folding crate is simple, strong and cleverly devised. It will fit any make of wheel. It locks firmly together with one small bolt and locking attachment without the use of any tool. When taken apart it collapses and can be folded compactly together. It is made from kindred white wood, nicely finished, and the metal part from rolled steel, japanned.

THE SOLAR ACETYLENE LAMP CO., 84 Market street, are showing a new acetylene gas-lamp, the features of which are syphon and water-trap. This is a shut-off box same as an ordinary gas-jet. The water-trap in the bottom works automatically, taking the gas back that is made a minute and a half after gas is shut off. In this respect it resembles the safety-valve of a steam-engine.

WESTERN ELECTRIC COMPANY, CHICAGO. Acme Electric Lamp. The lamp has a dry battery and a parabolic reflector. The bulb can be run from one cell of a primary battery. A rheostat on the head of the lamp regulates the current construction. It is very simple, being made of four cells, each cell burning three hours. A new set of cells can be had for twenty cents.

TRENTON WATCH COMPANY, TRENTON, N. J. Trenton Cyclometers in four styles, including 10,000-mile large, 10,000-mile small and 1,000-mile large and small. Instead of being made with star underneath as last year they are now made with worm. The Trenton's improved clip is being featured.

BRIDGEPORT GUN IMPLEMENT CO., NEW YORK. A complete line of '97 sundries, including stands, lamp brackets, pedals, saddles, lamps, locks, clips, pumps, bells, whistles, grips, and a host of others. Conspicuous among the articles displayed were the Tally-Ho lamps, Ray cycle seat, Star pedals and lantern bracket and Simplicity Stands.

ROBERT H. INGERSOLL & BROS., NEW YORK. Watches, cyclometers and sundries. The Ingersoll cyclometer registers "one thousand miles for one dollar." It is a cheap cyclometer, but none the less a good one. In watches a full line is shown, with a variety of attachments whereby the timepiece may be fastened to the handle-bar.

LATE WIRE REPORTS.

STRAUSS SPECIALTY CLOTHING CO., CHICAGO. Showing a very fine line of bicycle and golf clothing, which includes the latest styles and fabrics. In the way of inducement to the bicycle rider this concern are giving out certificates which when presented to any retailer that handles their goods will entitle the holder to a discount of 15 per cent. Patterns can be selected at the Show.

NATIONAL WHEELMAN'S SUPPLY CO. Providence, R. I. Tire repair outfit, which consists of an elastic plug that is stretched over a metal point; on its release the plug expands filling the puncture completely, forming a rubber head on the outside as well as the inside of the tire. At the same time the rubber being in a state of expansion in the puncture itself, effects a complete repair.

D. O. WALLACE CO., CHICAGO. ECLAT Cleaning Compound. A liquid preparation which the Wallace people have sold to the manufacturing trade for some years, but which this year is being offered to the general public in 25c. bottles. It cleans with equal facility all the wheel, the enamel, the nickel and the cork grips. It is also a rust remover.

J. D. WARREN, CHICAGO. SUNDRY CABINET. A convenient piece of furniture for retail bicycle store, consisting of a cabinet of different size drawers and shelves, intended to hold the various sundries that enter into the stock of a retail store. The front of the drawers are enclosed in glass, allowing a sample to be displayed.

ECLIPSE CEMENT AND BLACKING CO., Philadelphia. Wood rim cement, solid and liquid lubricants, illuminating oils, tire tape and one of the newer repair kits for single-tube tires. This consists of a tube containing a rubber substance which hardens when exposed to the air, and which is intended as a substitute for plugs.

C. M. DILWORTH, CHICAGO. SHOWS A safety rocking support of wire that permits the wheel to be stood parallel to the wall. Also a combination bicycle lock constructed on the same principle as a safe lock of an unlimited number of changes. A pneumatic pad for the handle-bar is also shown.

YALE & TOWNE MFG. CO., STAMFORD, Conn. A complete and extensive line of their well known cycle locks. The locks are shown in an infinite variety of designs, size and finish. The models for 1897 show very little change from 1896, the well-known sprocket locks being almost perfect.

CHICAGO SELF-SUPPORTING PANTS CO., Chicago, Ill. Cycling garments. Trousers have two U-shaped elastic gores over the hips, holding them in position without the use of a rigid belt. They conform perfectly to the body, yielding with every slight motion of the athlete or cyclist.

BERRANG & ZACHARIAS, ASBURY PARK, N. J. The B. & Z. brush top chain lubricant. Several improvements over the original model are shown; made in smaller sizes and with caps to protect the brush, and also in a new style to fit in small tool-bags.

F. E. MYERS & BRO., ASHLAND, O. BICYCLE stand and home-trainer. A combination article made of metal, and somewhat resembling a notched buckawag, inasmuch as it folds up in a similar manner. It is so well braced that one may mount the wheel without danger of the stand toppling over.

CUTHMAN, ULMAN & SILBERMAN, CHICAGO. Turnip Bicycle Breeches. A combination garment, i. e., which is provided with a cuff and may be worn walking length or be taken up and given every appearance of golf or riding breeches. It is cleverly contrived.

NORTH CHICAGO KNITTING WORKS, CHICAGO. Sweaters, hose and racing suits, in all sizes and colors. A double seated racing suit and a new lady's golf hose of extra length and in which the garter is woven were the new things displayed.

AETNA WAX MFG. CO., NEWARK, N. J. L. A. W. Bicycle Cleaner. "The Best" enamel polish, in three colors, red, white and black; the Bikegraph, a white chain lubricant; the Aetna tire renewer, a preparation to renew old and stockworn tires.

M. J. FITCH PAPER CO., CHICAGO. PAPER Bags for bicycles and a waxed paper for wrapping parts are the wares the Fitch people are offering to the cycle trade.

HENLEY MFG. Co., RICHMOND, IND. HENLEY bicycles. Two singles, two tandems and one triplet, a likely lot, indeed one of the tandems is a double drop frame for two ladies, and the triplet, in the words of Representative Shinn, is "the first built in the State of Indiana." No particularly radical changes have been made. The divided crank-hanger has not been adopted. The axle ends are octagon shaped and the cranks octagon slotted. In addition to the usual fastening, an additional precaution in the form of a pin in the crank which fits into a slot on the shaft is provided, and while the crank may work loose, by no possible means could it fall off or become detached from any cause. An oiling device consisting of a supplementary tube in both crank-hanger and hub, and which carries the oil directly to the balls instead of allowing it to lubricate the axles, is one of the talking points. On the tandems an ingeniously dished sprocket is employed affording the same tread both front and rear.

W. L. STEWART, WILDERMING, PA. ROLLER brakes. The essential feature of which is a fibre roller, designed to bring the friction inside the roller.

FURLONG CYCLE TIRE & SHIELD CO., ST. LOUIS. Furlong tires. The Furlong is a single tube with a ridged and flat or square tread, honeycombed to prevent slipping. It is claimed that the ridge keeps the tire off the ground at all times and as there is practically no flattening, that punctures are so unlikely as to make the tires puncture proof.

KOKOMO RUBBER CO., KOKOMO, IND. Defender and Sunlight tires. The Defender is a single tube, the Sunlight is made in both single and double tubes. They embody no material departures from the conventional, being the very best tires that money can produce, so the Kokomo people assert. They are made in both red and natural color and with smooth and roughened treads. The Kokomo concern is probably the only rubber works who make the fabric for their own tires, "an item of interest not generally known. They are seeking to avoid plugging of their tires. As a substitute for the plug, they supply a repair kit, a single tool containing a rubber substance which hardens when exposed to the air. The nozzle of the tool is merely inserted in the puncture, a drop of the composition squeezed out and the air does the rest.

CYCLOID CYCLE CO., GRAND RAPIDS. Cycloid bicycles. Five wheels. Excepting triangular reinforcements and the use of binding nuts instead of clamps in the handle-bar and seat-post, there are no particular alterations in these wheels.

MORSE MACHINERY CO., CHICAGO. MORSE Flexible Grips. A coiled spring covered with flexible rubber, designed, of course, to absorb vibration and to relieve the hands and arms.

LOVELL WRENCH COMPANY, BRIDGEPORT, Conn. Lovell wrenches, no strangers to readers of THE WHEEL. Fits any shape of nut, having one end constituting a regular sliding wrench and the other end forming a box wrench for use on hexagon or reverse nuts.

CENTRAL LAMP CO., CHICAGO. CENTRAL lamps. Unusually good value for the price, \$2.00. It is formed of solid brass, nickelled. All parts are riveted, no solder whatever being used. Has a genuine lens which really magnifies; burns kerosene, if necessary. The oil reservoir is attached to the body of the lamp by catches on the bottom in a manner which seems to effectually prevent its falling off.

CARTER & MOWELL, CHICAGO. "SPEEDER and hill climber." The contrivance is shown attached to an ordinary chain geared safety, and consists of a supplementary chain gearing running from the front hub to the head of the wheel. It is operated by a pumping motion of the handle bars, and in various designs has been exhibited at previous shows by ingenious gentlemen who have expected to revolutionize the trade or a part of it.

ALBANY MFG. CO., ALBANY, IND. SEAMLESS tubing. The Albany is the concern in which Messrs. Gormully, Coleman, Smith and other cycle magnates are interested, and this, its first formal bow to the public. The tubing looks well and is well, there is every reason to believe. It is claimed to be the only American tube, bar one, drawn by hydraulic power.

PARKHURST & WILKINSON, CHICAGO. Cycle material. Excluding the stock of forgings and fittings of all kinds which are displayed, Parkhurst & Wilkinson are making special features of the University Oscillating saddle, the two parts of which move up and down with the motion of the legs. The saddles are made of both wood and aluminum. A new clamp for wood handle-bars in which there is a circular wedge with no teeth to cut the bar, is another novelty. But of the various things that are shown, the new crank-hanger and bearings this concern are showing to a select few, is perhaps the item of most interest, as it is one of the innovations of the show. No threads whatsoever are used. One cone is solid on the axle, the other solid on sprocket and axle. The cups are solid in the hub. The right sprocket crank is placed over the axle and forced in until the proper adjustment is secured. The wheel is fastened by a taper screw or plug.

FRANK DOUGLAS, CHICAGO. DOUGLAS bicycles. Six wheels. In the larger models few changes have been made, the most important being a patented retaining ring in the bearings. Of greater import, perhaps, is the addition of a line of juvenile wheels to the Douglas output. They are good-looking and bear evidence of careful workmanship. A padded saddle of Douglas design and a direct seat-post having a flanged lip in which the wire or base plate of the saddle rests are other introductions.

HUNTER ARMS CO., FULTON, N. Y. HUNTER Bicycles. Eight singles and two tandems. A new feature is a tandem which is centre driving throughout the whole, with double wheel in the rear. This double wheel consists of two actual wheels set into one double hub, which is of one piece and has only two sets of bearings. The threads of the two wheels are about 1-2 inches apart. Its weight is about 42 pounds.

MANHATTAN BRASS CO., NEW YORK. Lamps. They show a full line, including the well-known Dazzler, Unique, the improved Cyclops and the improved Frontlight. The Cyclops is made entirely of brass, handsomely nickel-plated and will burn continuously from eight to ten hours. The Dazzler is also made of brass and is of new design.

CHICAGO HANDLE-BAR COMPANY, CHICAGO. Seamless steel tube bars; thirty shapes; both adjustable and rigid seat-posts; tubing bent and cut to length and a line of built-up wheels and frames. A novelty shown is termed a ventilated handle-bar, made of perforated tubing, with the end of the bar bent into shape to serve as a grip.

JENKINS CYCLE COMPANY, CHICAGO. Napoleon and Josephine bicycles. Six singles, three tandems, one triplet. No changes of importance, is the report. "We do not make changes simply because they are changes. We adhere to what we know has given satisfaction," was the summing up of the Jenkins people.

MESINGER BICYCLE SADDLE COMPANY, New York. Mesinger saddles and Hulbert pneumatic brakes. Six new styles of saddles have been added to this line for 1897, none differing from the main principle, the rattan top, coil springs under the rear is the principal new feature.

CHALLENGE MFG. CO., CHICAGO. CHALLENGE Adjustable Handle-Bar. A special feature of which is the ease with which it may be adjusted without the use of a tool and without dismount.

LIGHTNING CLEANER MFG. CO., CHICAGO. Lightning Cleaner. A compound put up in boxes and intended for use on enamel, nickel, chains and the leather parts of a machine.

ARLINGTON U. BETTS CO., TOLEDO, O. Red Cross rubber goods. A complete line of cements, tire-patching material, tire vulcanizers and enameling ovens.

W. J. TAYLOR, CHICAGO. SEAT-POSTS. Twin cylinder spring seat-post is a simple, durable attachment which fits any bicycle and can be attached to any saddle.

THE CO., UNADILLA, N. Y. HOLDFAST sundries: luggage carriers, bicycle hoists, trouser guards and lacing cord.

NEW ENGLAND MFG. CO., CHICAGO. THE famous bicycle oils, enamels, cements and sundries, and repair kits.

MORGAN & WRIGHT, CHICAGO. M. & W. Tires. Although it is not in evidence at their stand, the fact that Morgan & Wright are making and marketing a non-slipable rough tread tire will be of interest. It is hand made and reputed superfine. M. & W. are also doing an extensive trade in the manufacture of tires for motor vehicles. In their regular type of tire no alterations of any importance have been made. They are as "good" as ever.

MERCHANTS AND MFRS'. WAREHOUSE, Chicago. "Everything that goes into a bicycle and all kinds of everything" constituted the exhibit as the representative in charge amply expressed it. Among the "everything" were Person's saddles, Indiana chains, Winona wood rims, guards and handle-bars, Duplex saddles, the Boulevard lamp, McCool seamless tube, Brown brazed tube, Union drawn steel, Walker & Ehrman pedals, flush fittings, forgings in the rough and also machined and nickel-plated, repairers' tools and all manner and sizes of sprockets, spiders, cranks, etc. The line of sprockets includes all sizes of those technically known as "boiler-plate," most cycle fittings people carry them in specific sizes. One of the new things which the Merchants and Manufacturers are working to the fore is the Plew saddle, which has a padded base and a pneumatic nose. "Its nose is soft" is the catch phrase they are seeking to instill in the public mind.

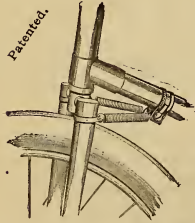
THE AMERICAN WALTHAM MFG. CO., WALTHAM, Mass. Comet bicycles. Eight wheels, including one tandem. Of course the three ball bearing, which consists of three balls held in what is termed a "separator" and which must not be confounded with the three point bearing, is one of the chief features of this wheel. It has already been extensively exploited, but the fact that it requires no oiling whatever and that all Comets are devoid of oil holes is not generally known. Square cranks and a detachable crank shaft which is removable in a marvelously short time are departures from the conventional. The shaft consists of a solid axle with sleeves having tapered jaws on each end projecting into the cranks and which does not bottom. The whole is secured by tapered nut which screws into the axle end. One of the singles is fitted with a Simpson chain.

TERRE HAUTE MFG. CO., TERRE HAUTE, Ind. Schluer Separable Tandems and Damascus bicycles. The Schluer is, of course, a distinct novelty and attracted unlimited attention. It is not nearly so impractical appearing as one might expect of a machine which can be converted from a tandem to a single machine and vice versa, and will stand a deal of investigation. It is made in both drop and diamond frames, the material and equipment being of the very best. The Damascus wheels are of the regular type and are made in singles only.

PREMIER DISSATISFACTION.

Bridgeport, Conn., January 26, 1897.—One of the largest stockholders in the Premier Cycle Company, of this city, is dissatisfied with Receiver John C. Cassidy, of New Jersey, and has made application to have him removed on the ground of inattention to the business. Yesterday morning the attorney of Llewellyn H. Johnson, who owns a little less than half the stock, filed papers in the application to have the receiver removed, and the matter will probably come up for hearing at the next short calendar session. It is charged that Receiver Cassidy is engaged in other business and he is unable to give the bicycle business the attention it requires, leaving it in the hands of others who, it is alleged, are not capable of carrying it on.

The lances used by the German Uhlans are now made from cycle tubing, it being both lighter and stronger than wood.



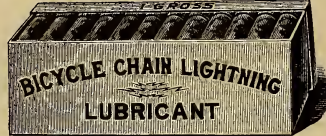
Patented.

Bicycle... ...Balance.

Insures safety. Wonderful in its results. Will balance wheel perfectly and keep wheel straight ahead. Weighs only two ounces. In ordering, give size of tubing.

Price, Nickel-plated, \$1.00.
Gold-Plated, \$5.00.

If not found at the dealer's, any of the above can be sent by mail.



It excels after five years' trial. Clean to use. Best of them all. Price, Box of Red, 25 cents; Stick of Yellow, 10 cents. LIBERAL DISCOUNT TO THE TRADE.



Patent allowed.

Extra Handle Grip.

Supplies a great need. Permits rider to change position. Absorbs perspiration and preserves handle-bars. When ordering, give size of handle-bar. Price, per pair, 35 cents.

THE SPECIALTY SUPPLY CO., 150 Fifth Ave., New York.

THE FAIRBANKS BICYCLES

LIKE . . .

Fairbanks Scales...

EXCEL IN
QUALITY AND
WORKMANSHIP.

BRANCHES:

Albany, N. Y.
Buffalo, N. Y.
Boston, Mass.
Philadelphia, Pa.
Pittsburg, Pa.
Baltimore, Md.
New Orleans, La.

Agents wanted for unoccupied territory.

THE FAIRBANKS CO., 311 Broadway, N. Y.

Kindly mention The Wheel.

THEY STAND THE TEST



All the desirable features of a high-grade
wheel will be found
on our

'97 SPECIAL

ECLIPSE BICYCLE CO.
ELMIRA, N. Y.

TOO BIG TO ADVERTISE.

It is an unfortunate thing when either a man or a business concern becomes possessed of the I'm-the-only-pebble-on-the-beach idea. Unfortunate for them, unfortunate for all they come in contact with. The cycle trade has more than one example of this sort of affliction, to put it not too strongly, the nearer you come to the top of the pile the nearer you come to these "only pebbles." It might not be amiss for these sufferers, and those who think of imitating them, to read carefully, and digest the following evidence in "Hardware," which, while it is directed to another line of business, fits the cycle trade's case to a T:

There are certain classes of goods which a few years ago were counted among the leading specialties and handled by every jobbing house in the country. Why? Because they were advertised in every trade journal of sufficient importance to reach the trade which the manufacturer desired to supply. During the past few years of comparative stagnation, when expenses of all kinds were reduced, the value of advertising was not sufficiently appreciated, and it suffered with the rest of the programme.

Does the manufacturer think he can say "the world is mine," even as it was only a few years ago, and that the slumbering traffic will resume the old channels without any of the previous concerted efforts on his part? If so, therein will lie his grievous error. His own particular line has probably been dropped entirely, and similar goods usurp the place he at one time held so securely. This he will find is a fact to be met only by heroic treatment.

In too many instances stocks of goods are greatly reduced under a lessening demand, assortments are decreased, corresponding goods of other makes are shipped by the jobber in place of those ordered—the wholesaler preferring to take the chances of a return, rather than the certainty of a top-heavy stock with no demand—and the retail dealer usually accepts the substitution without comment, finding a market for what he receives. Even if it displaces something previously popular, he accepts the situation because his orders were only for quantities too small to incite captious criticism.

Many of our manufacturers will find this state of affairs existing this season especially, and unless they inaugurate a "hustle" by organizing an aggressive campaign, they will have to doff their beavers to some smaller, but more energetic, competitor. One fact should not be lost sight of—we are a nation of readers. The dealers' wants are constantly augmented and directed by the well merited and alluring advertisement smiling at him from the interesting columns of his usual trade paper.

The manufacturer who has something meritorious to sell the hardware dealer—who is himself awakening from an apathy of several years' duration—and who doesn't conceive how important it is to exploit his products in the papers which touch his trade more nearly, will doubtless realize, when it is too late, that "he is not the only pebble on the beach."

CHANGING HER PEDALS.

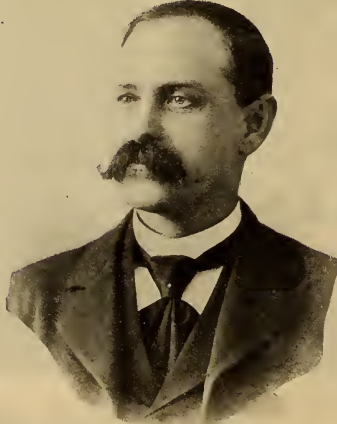
It is perfectly natural woman should forsake the piano for the bicycle—it is merely a change of one pair of pedals for another pair of the same thing.

SOMETHING OF A GENIUS.

When but 10 years of age Sterling Elliott, now the President of the League of American Wheelmen, had the "bicycle fever," and built a four-wheel wagon that was propelled by the rider turning a crank just in front of the seat. The speed of this vehicle was about two miles an hour. Its peculiar construction attracted wide-spread attention round about the section of Michigan in which young Elliott lived.

The inventive genius of the League's President again showed itself at the close of the war, when he made a two-wheel velocipede from cuts seen in the newspapers. With this improved means of getting about he soon parted with the "four-wheeler," and every day was seen pedaling o'er the dusty roads of Southern Michigan.

When the ordinaries made their first appearance in the West Elliott was soon master of the "up-in-the-air-wheel." That was the beginning of the seventies. His bicycle mania continued to increase with age, and in '85 he built a tricycle with wooden wheels, which later emerged into the quadricycle and later into the hickory bicycle. The last-named machine had many believers on account of its elasticity and durability, but the manufactur-



STERLING ELLIOTT.

ers found that it cost too much at that time, when they had to compete with cycles costing much less and made of wire.

Sterling Elliott, or rather a youngster who subsequently was so named, was born in Michigan in 1852. His father was a miller, which may in a measure account for the naturally good-natured way in which Elliott has always accepted life. His view of life is certainly pleasant and philosophical, especially at the present time when the political smoke of the battle at Albany soars o'er Boston's blue sky.

In addition to an inherent liking for liquorice root and sweet flag, he had a natural taste for things mechanical, and no other boy in his neighborhood produced miniature water-wheels and the like in greater variety or numbers. At the age of 19 he went away from his home and kindred to learn the carriage-builders' trade. Many have been the useful machines that have been solved by him as he lay upon a restless bed with the ray of the pale moon to produce a shadow of his inventions upon the papered wall.

Offices of high degree and conspicuous prominence have been showered upon him, and still he wishes more and has good prospects of attaining them. He is not a great talker, but has the happy faculty of saying something, when he does speak, that cuts ice—if the term is allowable.

HOW IT STRUCK HIM.

After all, Mr. Editor, to the man attending his first cycle show, as I have just done, the really significant exhibit there is the enthusiasm. It goes beyond everything that any similar occasion has ever brought to light. Not only those who attend the show, but the very exhibitors, who might be supposed to have become hardened to the subject by this time, display an ardor and interest that is simply unparalleled. They sing the praise of their respective wares in no perfunctory key, but as if they really believed in what they were saying.

Never before have I been where such a display of effervescence pure and simple has been exhibited, and never before have I seen it proceed from so many different sorts of people. The cycle fever has not yet been fully diagnosed; its microbe has not yet been discovered, and no remedy has been prescribed for it, but one thing is certain, it is no respecter of persons. Even if he hasn't felt it yet himself, everyone must acknowledge its power, as I have had to do, for he is only too well aware of its effect upon others.

I know of a family, not a thousand miles from where I am seated writing these lines, that boasts of but two cyclists, yet that family is at present torn asunder by a serious quarrel, and all because one of the riders sings the praises of the "Never-say-die" tire, while the other swears by the "Can't-be-punctured." The feud began one night at dinner not long since, when the two got to discussing the respective merits of their favorites. It soon developed into a regular vendetta, that will probably only be settled at the point of the tack.

Another example of the deadly power of cycle fever was shown the other day when a heretofore non-rider announced her intention of "taking to the wheel." "Well, promise me this, Bessie," said her friend, who had not yet been conquered by the wheel, "and that is, that you won't put on bloomers." Bessie looked thoughtful. "Ah, my dear," she finally replied, "the wheel rides right away from all preconceived notions and prejudices. There's no knowing what I'll do when I once get on a wheel."

Bessie is a knowing girl, too.

J. S. FERMOY.

TAKEN LITERALLY.

"I understand that Italian wheelmen burn candles in place of oil in their lamps. Did you when you toured through Italy?"

"Certainly; in Rome do as the Romans do, you know."

"What! Burn Roman candles! Well, I guess not!"

NOT THE SAME THING.

"What do you mean by saying I wrote only tramp jokes? You know I deal with nothing but cycling subjects."

"I didn't say you wrote tramp jokes. I said your jokes were on the bum."

"Oh!"

AGENTS RECOGNIZE, AND CRESCENT RIDERS ARE CONVINCED, THAT NO BETTER BICYCLE IS MADE THAN THE

White Rimmed Crescents.

THE FINISH IS SUPERB, EQUIPMENT UP TO DATE, CONSTRUCTION THE STANCHEST, AND MATERIAL THE FINEST.

They Are Fast—They Stand Up.

DON'T FAIL TO EXAMINE THEM WELL WHEN YOU VISIT THE NEW YORK CYCLE SHOW. WE WILL OCCUPY THE FOLLOWING SPACES: 248, 249, 250, 251, 252.



WESTERN WHEEL WORKS,

CHICAGO.

NEW YORK.

GRANDEST OF DRIVES.

Where the Extension of the Riverside Drive Will Carry the Users of That Famous Road.

Once, many years ago, of a June afternoon, a man of the type which is called "man of the world," lay lazily in the tall grass on the slope which bends from Claremont to the Hudson, and mused: "How funny that we should run all over Europe, extol its land and waterscape, and that we should neglect this which we have here at our doorstep."

The Claremont, you know, is that hotel situated at the north end of Riverside Drive. It is on a high bluff and commands a splendid view of the Hudson and down the Hudson, while on its left is the frowning majesty of the Palisades, and to the east a totally different scene, there being here no verdure

house, and all who have read the beautiful inscription, about the flowers which, like man, cometh up in the morning and in the evening are not, will not easily forget it. The stone which marked the resting-place of "Harold a graceful child" is now cracked and broken—uncared for.

But this Claremont Bluff and this head of Riverside Drive is not all. Stretching away beyond this there is new beauty, as yet undeveloped. But far-sighted citizens are even now planning to invade this virgin territory with a new boulevard which shall stretch from Claremont, up along the Hudson to Inwood and even further. Very few New Yorkers know that this belt of country is almost primeval, that it is thickly wooded and wonderfully hilled. One can there find as much beauty, even of a rugged sort, as can be found in the conventional mountain resorts.

One brilliant afternoon, THE WHEEL scribe,

finding a direct connection with Riverside Drive possible.

Walking down from Claremont and along the Boulevard, one comes to the gateway of the proposed new driveway, at about 130th street. It would indeed be a surprise to many New Yorkers if they knew the character of this hilly country which they have so often gazed upon from the Claremont. Located there is a house which is the saddest example of the decay of former greatness at which the camera was ever pointed. Once it must have been a beautiful home; but to-day it exhales gloom. The sun strikes its floors and marble mantel through window and door cranny. The breath of a giant would blow it to ashes. Near it, the day our scribe was there, was a shabby and gone-to-seed specimen of the equine family who matched the house as closely as both had been the creation of an artist in antiques.



green, but the blinking, sparkling lights of Harlem shoddom, the backbone of the marketplace being 125th street.

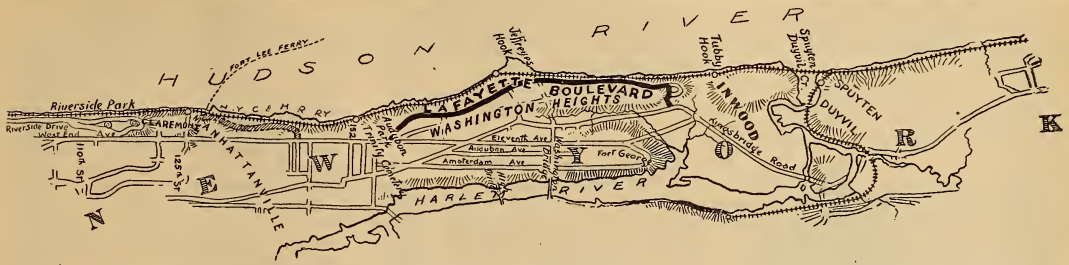
This old Claremont, before it was refurbished and in the old early days before Riverside Drive was Riverside Drive, and when it was only a country road, penetrable only to those persevering ones who sought nature at her best, had an atmosphere of romance, of historic beauty. The story of this at present fashionable inn will repay the investigator. For the present it may be said that it once sheltered an English nobleman, and was long his residence. In the old days, in the tree branches in front of the hotel, was a carved wooden bust of the "Good Queen Bess." At the side of the house, overlooking the Hudson, is the tomb of a child who once smiled and made merry the

much desk-worn, and THE WHEEL artist, ever ready to seek fields and pastures new, took their cigars and their camera and strolled over this territory, which will be fresh and attractive and beautiful in the eyes of New Yorkers when the Park and Riverside Drive have become common places.

In order to start well, the scribe and the artist betook themselves to the Claremont Bluff, and looked longingly northward. Immediately above Claremont is a great dip, or valley, as is shown in the picture, and beyond that is a hill which shows the commencement of the proposed new boulevard. The valley so plainly shown in the picture is entirely devoted to business—and a poor sort of business at that. All wheelmen who have crossed Fort Lee ferry have ridden through it. It is proposed to span these two bluffs, thus mak-

Stretching away north of this is a series of old homesteads, extending from the road down to the river, many of them occupied by New York merchants. Most of the tenants have seen New York grow up to their country places, so that they have lost their privacy and their quiet beauty, for the sound of city life now surges even up to their doorways, and it would not be difficult for the majority of them to move away, especially as their land has increased enormously in value. In fact, they have formed an association for the purpose of building a boulevard through their property in order to enhance its value, and to make it of benefit to the community. At present its beauty is lost behind ramshackle fences.

A few snap shots will give an idea of the character of this territory. One shows a



Moorish summer-house built on the estate of the late Oswald Ottendorfer. It sweeps the Hudson and is a perfect gem of architecture in its way, with its many-colored tiles, its gilded dome, its wonderful tiled floors, its beautiful stained glass windows, and the splendid harmony which characterizes it, both in general and in detail. It is a Moorish palace in miniature. But it has served no purpose of enjoyment for these many years.

These homesteads or country places extend—with one or two exceptions—from 130th street to 152d street, where the road is cut off by the Trinity Cemetery. Here a detour must be made to the Boulevard. At 153d street commences Lafayette Boulevard, which extends from this point up to Inwood, and connects with Kingsbridge road, as shown on the map. Here, indeed, there is wild beauty in profusion. At every point of view one is struck with the great solitude of the place; its fresh ruggedness. At points there are great ravines; again there are glimpses of the river, and here and there are boulders of massive and grand proportions. Occasionally, a carriage containing some adventurous spirit penetrates to the place, driving along the two miles of freshly-made road; but, as a rule, New Yorkers do not know the place, or else they do not go there because they cannot "see and be seen."

One picture, showing the church, is the view where the road joins the Kingsbridge road. Another shows a palatial residence on the Lafayette Boulevard. Again is shown a splendid boulder, and north of it, the wooded hills. One other view, which riders will readily recognize, shows 155th street looking up from the river. On the right is the cemetery wall.

THE WHEEL recommends that the boulevard, and asphalt-butterflies should occasionally leave their exhibition grounds and go up to this new and unexplored territory. Here

they will see where future fashionable New York will air itself. Public attention is now being called to the possible developments of this neighborhood, and a movement will soon be



made in order to build a proper boulevard connecting Riverside Drive and the Claremont with Inwood. The proposed road will, no doubt, meet with some opposition from those who have some petty interests which are likely to suffer. But when this system of boulevards is completed, New York can point to it as being the most beautiful continuous roadway in any American city—and possibly in any foreign one, as well.

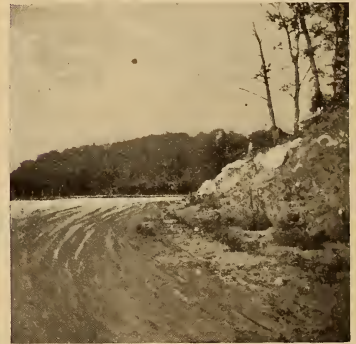
WANTED SOME EXERCISE.

A man, 75 years of age, and his wife, five years younger, in an English institution for the aged, recently requested the authorities to let them have a tandem bicycle, as they felt the need of exercise.

When the earth flies up and smites the nervous novice, he then finds out that "the world do move."

HOW IS THIS FOR TRICK RIDING?

A new number on the programme of a Berlin circus is attracting widespread attention. It is called the "Mysterious Star," and the production includes two male artists. A large disk is fastened to the ceiling of the circus, leaving but a small space for a track on top of the disk, which is invisible to the audience. On the lower surface of that disk a bicycle rider rides upside down, and holding a trapeze suspended from his mouth, a partner goes through a series of trapeze exercises at that startling height, and under very difficult conditions, for the rider continues riding around his track forward and backward, irrespective of the work of his companion.



SURELY, THIS IS HAIR-RAISING ENOUGH.

The effects of the Cycle Show are already plainly evident in Chicago. Wheels cranio-logical have begun to buzz in a most alarming fashion since wheels cyclicular have hummed in the aisles of the Coliseum. A gentleman, billed as "one of the veteran mechanical engineers of Chicago," has finished his model for a new kind of race track. The scheme, in brief, is to start a rider at an elevation of 85 feet, send him down an incline, and around the inner side of a vertical circle. The rider, in finishing the course, turns once over, hanging head down when at the highest point of the ring, and being held to his track by nothing more nor less than centrifugal force. It looks chimerical, says the Chicago critic, but the model proves the mechanical possibility of the scheme, whether men and women will ever dare try it or not.

The first hollow forks for a bicycle were made by Meyer & Co., of Paris, from the sword scabbards of the French cavalrymen.

There is something to be said in favor of indolence when a man is too lazy to scorch.

WOMAN AT THE SHOW.

From the Chicago wheelwoman's viewpoint the cycle show was an unqualified success. For weeks she had been in a state of expectancy as to what new things the show would bring out to make her favorite pastime more delightful, and for weeks to come she will talk about what she saw at the exhibition.

There are plenty of men who firmly believe, notwithstanding the popular interest taken by women in cycling, that no woman is capable of learning anything about the technicalities of cycle construction; some of them go even further and assert that she has just sense enough to learn to mount, dismount and ride gracefully, but that, if anything goes wrong with her wheel, she is as helpless as a baby.

To those poor, benighted individuals who held such opinions the cycle show was a revelation. From the time the doors opened on one Saturday night until they closed a week later, all sorts and conditions of women and girls crowded the huge arena.

The first thing that the average woman did when on the inside was to fight her way to the space occupied by the manufacturer of the wheel that she rode. She gazed at the exhibitor and his assistants as if expecting to see a crowned head and a waving sceptre; then she mustered up courage to step inside the booth and say exultingly, "I ride your machine."

The suave exhibitors after the first day learned a wrinkle or two; one was to impress every woman who made this statement that it was a great favor for her to ride that particular wheel, and the outcome was that the woman went away a lively, living, walking advertisement for the wheel and its maker.

Nearly all of the women were on familiar terms with the bicycle, and the next move was to push from booth to booth in search of novel accessories. The names of the makers and machines, tires, saddles, bells, lamps and luggage carriers fell from women's tongues with the same ease and rapidity that Mother Goose's rhymes do from childish lips. To the very few women who are yet outside the Chicago cycle cult and who went to the show on a souvenir hunt, these experts were marvels of cycle lore.

EXACTLY SO.

"The demand for legislation regulating the classification of bicycles by the railroads," remarks the New York "World," editorially, "grows out of what is virtually a public necessity of the large cities. Where railroads refuse to carry bicycles as baggage on full-rate tickets they not only work to deprive city life of one of its greatest pleasures, but themselves of a passenger trade that is capable of almost indefinite extension."

WHAT SHE WROTE AND HE ANSWERED.

After considerable hesitancy, and much tearing up of note paper, she wrote:

"Ene, mene, mine, mo."

Buy me a wheel, my good old beau."

Without a bit of hesitancy, and with a truthfulness which was almost brutal, he wrote back:

"King William was King James's son,

You'll get no wheel, for I've no mon."

And that ended it.

SUCH QUEER THINGS DO HAPPEN.

Things just happen that way. You can't explain why it is that in large cities where they have electric lights and Raines laws that such awfully weird things transpire, nevertheless they do, and they keep right on transpiring, too.

Now no one outside of New York, nor in it for that matter, at any distance from Seventh avenue, would ever have thought when she dismounted from her wheel, carefully balanced it against the curb, and vanished through the doors of a neighboring "family resort," that such a nice, refined-looking machine would become intoxicated; but it did.

The result was when she came out of the "family resort," full of hair-pins, and happiness, she had no sooner mounted and pushed

PROTECTING "COLD SPOTS."

The "cold spots," meaning thereby the surface areas of the rider's anatomy peculiarly susceptible to cold, are principally the nape of the neck and the lower part of the back of the head, the front of the abdomen and the shins. The acute discomfort and the sense of impending disaster which results from the steady play of a current of cold air upon the neck from behind are well-known.

The necessity of keeping the abdomen warmly clad is also generally carried into practice. Curiously enough, few of those who wear cycling costume are conscious of the danger they run by exposing the usually inadequately protected shins to currents of cold air. People who wear stockings, such as Highlanders, golfers and cyclists, should take

NO OTHER DRINK THAN WHISKEY.



MR. JACKSON PARKE (of Chicago)—Will you join me in a drink, Colonel?

COL. CANE-TUCK (of Louisville)—Sorry, sah, but I've quit drinking; but for sociability's sake, I might take a bottle of beer.

the wheel away from the curb, than she found that she had no control over the dissipated machine.

Up the avenue it sped in a series of devious swoops while she waded her gray bloomers and white spats in the air as signals for assistance. At Twenty-sixth street her wheel arose upon its hinder extremity, bucked twice, reared and rolled, depositing the rider in the gutter, whence the gallant policeman rescued her.

The inebriated machine lay helpless and motionless where it had fallen. To the policeman she became emphatic and sonorous in her language, so she was taken to the station house, where she told the sergeant that if he would let her go she would have her bicycle gold-plated as an insurance against inebriety. Notwithstanding her ingenuous offer she was locked up, and at Court next day the possession of a drunk and disorderly wheel cost her a \$10 fine.

the precaution of turning the thick woolen material down over the shins, the better to protect them against loss of heat, though, incidentally, the artificial embellishment of the calves may not be altogether foreign to the manoeuvre.

It is an instance of how things work together for good. It does not, of course, follow because certain areas are peculiarly susceptible to cold that a chill may not be conveyed to the rider's nervous system from other points. Prolonged sitting on a stone, or even on the damp grass, is well known to be a fertile source of disease; and wet, cold feet are also, with reason, credited with paving the way to an early grave for many a rider who boasted he was too tough to get knocked out by a mere cold.



VISIT SPACES
Nos. 121, 122, 135, 136,
.. at the ..
New York Cycle Show.

Iver Johnson and Fitchburg Cycles

ARE THERE IN A VARIETY OF STYLES
AND FINISHES. SO ARE SPECIMEN FORG-
INGS AND TUBING, AND EXAMPLES OF
BRAZING AND FACTORY METHODS. . . .
WE WANT TO BRING YOU PROSPERITY.

IVER JOHNSON'S
ARMS AND CYCLE WORKS
FITCHBURG, MASS.

C. J. GODFREY, 11 Warren Street,
General Agent
New York, New Jersey and Pennsylvania.

Kindly mention The Wheel.

IN THE GLARE OF PUBLICITY.

The wheelwoman is, unfortunately, not yet a private individual. She is public property. No "dark, unfathomed caves" nor "desert air" for her. Her blushing must, under existing conditions, be done in the full light of open day and under fire of many curious and inconsiderate eyes. The time will probably come when things will be different, but it is still in the future.

No matter how insignificant a woman may be, nor how inconspicuous her garb, nor how desirous she is to escape notice, she is sure to attract attention upon the bicycle. Under other circumstances, such as walking, driving or riding, no one would dare to stare at or to criticise her, and this too, no matter how gay her gown nor how demonstrative her demeanor. But cycling seems to make her open to comment of the most open sort. The entire army of pedestrians, cabmen, street car drivers and small boys feel privileged to stare at her and pass remarks.

"Her saddle's too low," she hears a critical car driver say as she speeds past; "Say, missus, hev ye swallowed a ramrod?" inquires an urchin from the vantage ground of the curbstone, while the driver of a big dray hears her conscientious "ting-ting" and observes: "Look out! Good girl!"

Non-cycling women regard her with mingled amazement and amusement. She is public property, open to all kinds of comment and criticism. The only ones who don't join in the general jeering and staring are the other wheelfolk. They, both men and women, skim past with an indifference that is oh, so welcome to the poor wheelwoman, who in her novitiate suffers the slings and arrows of such outrageous fortune at the hands of others.

Her one hope, therefore, is that the time will soon come when she will no longer be a novelty; when all the world will be awheel, and when the pneumatic tire will bind humanity together in a common sympathy greater than any yet known or dreamed of.

THE "BEAUTIFUL" AND THE BICYCLE.

If the would-be poets who perpetrate sonnets about the beautiful snow would only mount a wheel and attempt to ride it the day after a snow storm there would be more suicides and less poetry. Perhaps this would be all for the best. What a shock it would be to the tender susceptibilities of these gentlemen to behold the Dago disciples of Maud Muller heaping up the alleged "beautiful" for their cycling selves to meet disaster upon! Wheelmen have no more use for snow storms than they have for spring and snow poets. When the latter come down from their exalted perches and go to writing sonnets to the bloomer girl, and apostrophes to the racer, the pneumatic and the cycle shows, then, and not until then, will they command the attention and admiration of the wheelman.

SURPASSES THEM ALL.

It was the not irreverent inquiry of a clergyman after he had mastered the art of riding the bicycle: "Why was not man born on wheels?" This is the natural inquiry of everybody who has learned to ride well. There is no other means of travel that gives to the rider the sense of getting there in the same degree.

CYCLER AND SAMARITAN.

A certain wheelman went down the road from Jerusalem to Jericho to break a road record. He fell among thieves, who robbed him and beat him and left him for dead. A good Samaritan, passing by, mounted upon an ass, rather than a wheel, clapped spurs to the animal he rode and galloped away, lest he should be sent to the House of Detention as a witness while the thieves were released on bail.

Moral: The Perceiver is worse than the Thief.

STILL NEW-LEAFY.



"Well, here we are again! Same as last year, suppose, placed your entire surplus in Europe, eh?"

"We have shipped just ten wheels abroad, so far."

"Only ten? Things must look blue to you when compared to '96."

"No; just as bright, the only difference is that I swore off truth-swelling on January 1; that's all."

PRICE OF MISSING FINGERS.

From Paris comes a peculiar story which has been decided in court in favor of the defendant. A cyclist brought his machine to a cycle dealer to have it cleaned. In the absence of the principal, an apprentice offered to attend to it, and while doing so injured his right thumb, which had afterwards to be amputated. His father claimed 15,000 francs from the employer, a demand which, as stated above, was rejected.

DO YOU BELIEVE THIS?

India has a species of gourd—the wallyghian—which, in its green state, is often used by native wheelmen as a temporary substitute for a damaged pneumatic.

JUST SUITED HIM.

That he belonged to the first ten in Chicago's "300" there couldn't be the slightest doubt. The way he wore his soft felt hat on the side of his head, and threw wide back his long frockcoat so the electric lights could bull's-eye on the six-carat stud that reposed on his cross-barred shirt-front, all told the story. He was right in it, and he knew it, this of course having reference solely to his social "in"-ship; as to that same "in"-ship, cyclingly considered, he was only on the threshold. He strolled up to where a home-trainer was staged and opened the ball with:

"I say, there, what is that machine? Eh?"

"That's a home-trainer," replied the attendant.

"Yes? What is the price? Eh?"

"Twenty dollars!"

"Oh, that's cheap, is it not? I saw a wheel over there for a hundred, don't you know! Eh?"

"It's to ride on at home," explained the patient attendant.

"Oh, that's it? Well, I guess I'll take that one. I'll ride half a mile every day before breakfast and won't have to go out. Well, that's great! I hate this bracing morning air and I love wheels, although I don't know how to ride, you know! Send it home to me! I'm just tickled to death over it."

And before the gasping attendant had recovered from the glare of the six-carat and the yapness of the order, the swell had vanished in the murkiness over toward Grace avenue way.

WHEREON SHE IS SEATED.

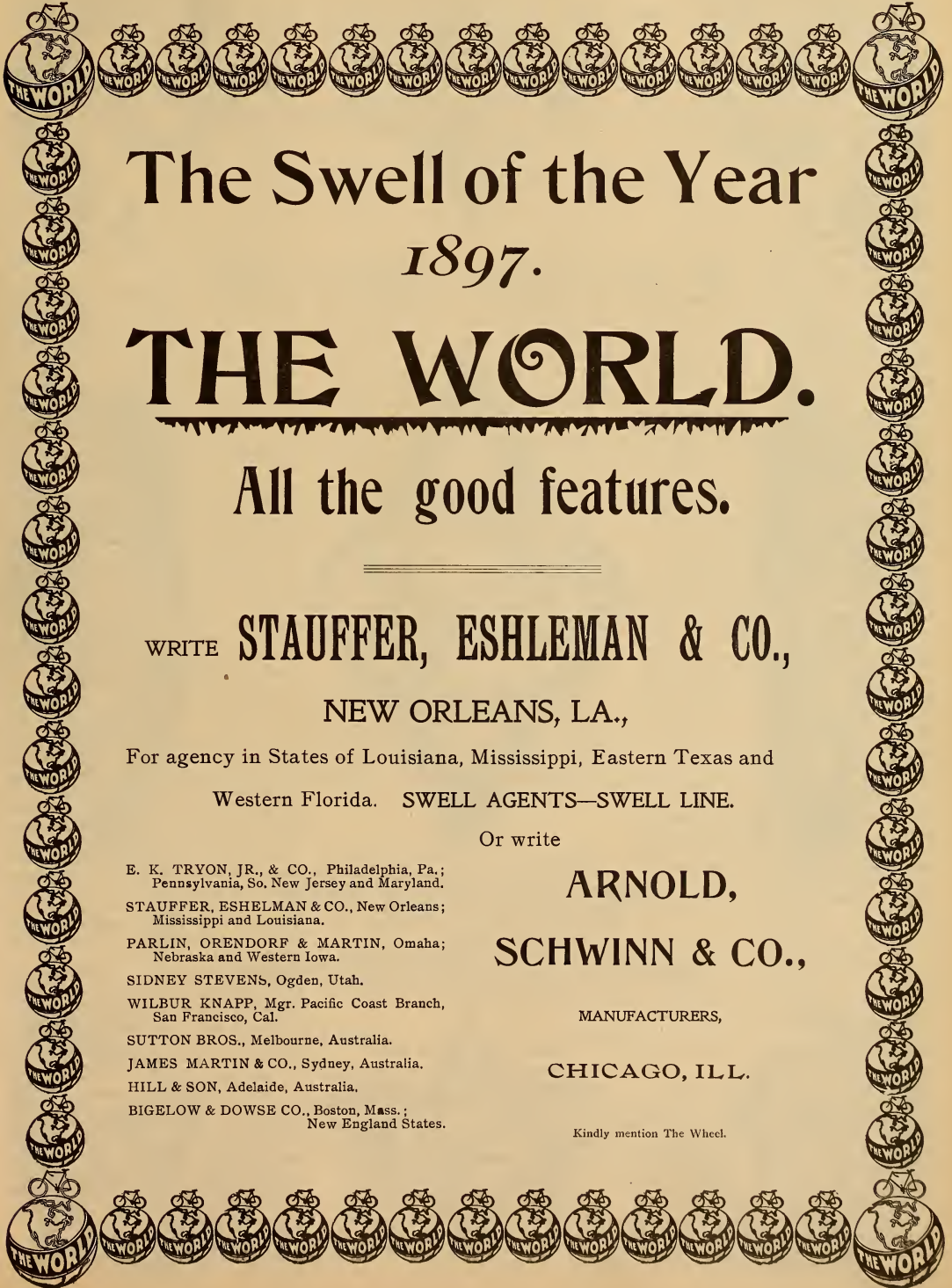
In the beginning, and in fact until the present day in a less pronounced fashion, the favorite argument of the Grundytes in opposing women riding the bicycle was that it was dangerous and unladylike for women to forsake the side-saddle of conventionality for the less cumbersome pad-saddle of progressive-ness.

Not one Grundyite in a thousand knew how such an outrageous thing as the side-saddle ever came into use by women; perhaps if they had they might have been less certain that it was the only proper form of seat for women. To Anne of Bohemia, eldest daughter of the Emperor of Germany, who married Richard II., of England, must the introduction of the side-saddle be credited. Previous to her appearance, all Englishwomen bestrode their horses in manly fashion; but, on account of a deformity this German bride was forced to use a side-saddle, and the custom became general.

All which goes to prove that the pad-saddle, not the side-saddle, as claimed by the Grundytes, was the original woman's saddle. Whether this was true or not your modern wheelwoman cares not at all. She tried the wheel and its saddle, found both to her liking, and Grundyism and precedent worried her but little thereafter.

TO LIVE A LONG LIFE.

Doctor Holmes says that the lamp of man's life has three wicks—brain, blood and breath—and to turn down any one of them makes the other two get out. Breathe pure air, eat considerately and give the mind its quantum of recreation is the Doctor's prescription for a long life. This prescription is best compounded at the drug store of cycling.



The Swell of the Year
1897.

THE WORLD.

All the good features.

WRITE **STAUFFER, ESHLEMAN & CO.,**
NEW ORLEANS, LA.,

For agency in States of Louisiana, Mississippi, Eastern Texas and
Western Florida. SWELL AGENTS—SWELL LINE.

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- SUTTON BROS., Melbourne, Australia.
- JAMES MARTIN & CO., Sydney, Australia.
- HILL & SON, Adelaide, Australia.
- BIGELOW & DOWSE CO., Boston, Mass.;
New England States.

Kindly mention The Wheel.

FOR THE CREDIT BUREAU.

A Plea Made for Its Support and Extension
by an Able Advocate of Its
Usefulness.

It seems to me, Mr. Editor, that the trade at large does not appreciate the admirable features of the Cycle Board of Trade's Credit Bureau, for if the trade did appreciate this money-saving feature of the Board, the Bureau would be more widely patronized than it is, and would be broadened and extended to its fullest possible extent. To come to the point, and to prove that this department of the cycle trade's national organization is a much-needed one, the cycle and sundry makers of this country must learn to avoid sales, and this means the complete overthrow of the underlying principle upon which the cycle business seems to be conducted, and brings me to the only fundamental basis upon which a credit bureau may be safely successful, and that is the obligation on the part of every member to refuse goods to all those who upon inquiry are shown to be unworthy of credit.

Then comes with it the second proposition, which is to secure credit to deserving agents and others. No power on earth can increase the sales of cycles or sundries in any community beyond the wants of that community, and if we refuse to sell them to the unworthy, the avenues of trade as well as profit will be opened to the deserving agent by a law of results that requires no argument to defend.

Of course, some will say at once, if we cut off the irresponsible or the incompetent dealer, how shall we dispose of our product? But on this they forget that the wheels and equipment they sell are now virtually articles of necessity and as such will find a purchaser for value whenever they are needed, and they will surely receive the value for which they have labored, if they will stop the channel of unlimited and unwarranted credit to the dealers without responsibility, which now makes it possible for the consumer to procure their products by easy payment or no payment at all, both of which are eventually your loss.

The preservation of the deserving agent and dealer is the destruction of the incompetent and unworthy, who not only defrauds the trade of the value of the goods with which they have supplied him, but by his incompetency, his utter lack of business ability, robs the better man of his profits and prevents him from the natural growth in business to which he is entitled.

The two objects to be attained are so nearly parallel that I feel safe in saying that the accomplishing of one secures the other; and the only sure way to both is by co-operation.

To secure this, as I have already indicated, requires a reversal of what seems to be a basis of action in one department of our trade, but is not impossible.

One of our largest commercial agencies recently made a careful analysis of the causes and extent of failures among business men, which resulted in the publication of the fact that 85 per cent of the men who engage in business fail from some cause, and that 47 per cent of the causes for failures was incompetency, arising from lack of knowledge of the business in which they were engaged, lack of business training, lack of ability to discriminate in the matter of extending credits, and lack of economical common sense.

Add to this that 27 per cent. fail from want of sufficient capital to conduct business, and you have the fact that nearly three-fourths of the names which the trade places upon its books may some time be placed on the loss account for all or part of the amount which they may the owe the trade at the time of their failure.

This large body of cycle dealers are of necessity the means through whom we must market our product, and therefore we are at their mercy to the extent of our ability to acquire definite and positive knowledge of their responsibility, and it often occurs to me that we exercise less care and discrimination in the selection of the factors for the distribution of our product than we do in the much less important one of the transportation of our product, where even a slight difference in responsibility and security will weigh in favor of the best.

If in the natural course of cycle trading the buyer should come to the seller just as the borrower always comes to the lender, I could see the possibility of arranging a plan of credit upon an individual basis; but as we in the wheel trade reverse the natural order, and seek the debtor, we naturally extend credit as a means of securing business for ourselves rather than grant credit as a favor to the debtor, and therefore are blinded as to the real facts by our eagerness to secure a customer.

With this condition of business to meet it can need no argument on my part, Mr. Editor, to show that collective knowledge, based upon actual experience, is the only safeguard, and this leads to co-operation. If we can cooperate, then to do so within the lines of this association is the natural method. The National Board of Trade of Cycle Manufacturers needs to gain life by its work, or it must die its natural death.

How to do the work is only a secondary consideration, but I am free to say that a plan for successful co-operation will rapidly follow the trade's desire for it, and the proper understanding of this credit question cannot fail to create a growing demand for the Credit Bureau of the Board of Trade.

E. O. S.

"MADE IN GERMANY."

Permission has been asked of the Berlin authorities to place two hundred and fifty tricycles on hire on certain places in various parts of the German capital, for which privilege, if given for fifteen years, an annual payment of \$7,500 being offered by the petitioners. The charges for hiring these tricycles would be five pennings (one cent) per ten minutes during the day, and twice that amount at night.

TAKING OUT AN INNER TUBE.

In removing the inner tube of a pneumatic care should be taken not to damage it by pulling it too hard. If the tube sticks the tire should be kneaded to loosen the tube from the outer cover. It may even be necessary to remove the tire from the rim to do this.

TO THE KANGAROOS.

The value of the cycles and cycle parts imported into New Zealand during the three months ending with September 30 last was \$71,300.

WHEELS AND WINGS.

Wherein They Are Both Close Akin When
Weight Carrying Comes Into the
Question.

Following the theory first exploited by A. H. Overman in an interview published in THE WHEEL several months ago, in relation to the distribution of weight in bicycle construction being similar in comparison to the wings of a bird, the Overman Wheel Co. have issued a circular on the subject, in which they say in part:

Bicycles are made to go. Anything which interferes in the slightest degree with their going qualities must be rejected.

Many lessons in the A B C of mechanics are taught in nature.

If a goose were required to carry two pounds of weight to London she might readily undertake the work provided the weight was centrally located; but she would find it utterly impossible to carry two ounces of weight attached to the tips of her wings.

The same principle applies to the distribution of weight in bicycle construction. The wheels are the wings of the bicycle, their axles are the pinion joints, and their rims, the feather tips. The rims and tires travel farther, faster, and at a greater mechanical disadvantage than any other part of the bicycle; they should, therefore, be of the lightest possible construction consistent with strength. Wood rims and single tube tires make fast and easy-going bicycles.

It is probably true that five pounds of weight can be carried on the frame easier than five ounces can be carried in the tires and rims.

The most sensitive location for weight on a bicycle is at the periphery of the wheels. This is but the A B C of mechanics, and must be taken into account.

Even though a tire were punctured once in 500 miles, it would still be far better to have it run easily and rapidly through the 500 miles than to load it down with weight to prevent this puncture, and thus make it logy and heavy throughout the entire distance.

Heavy fly wheels are used in machinery, which, with a high momentum, act advantageously as balance wheels.

No such condition exists in bicycle riding. The momentum is far too low. The balance wheel is a tedious load to start, and is only useful to compensate for the inequalities of the application of power, and only useful for this owing to its great weight and high velocity.

In bicycle riding we are, if you please, continually starting the wheels, but the constant friction of their tires on the road prevents any perceptible gain from high momentum, as in the case of the balance wheel. There is, therefore, no gain but only loss from heavy rims and tires.

While the frame of a bicycle moves forward 71-3 feet on 28 inch wheels, each ounce of weight in the tires moves in a cycloid path 91-3 feet, or more than 25 per cent. farther than the frame. This work is all done by direct application of power from the leg.

Hence the great necessity for keeping the weight which is to be moved through the greater distance, as light as is possible.

The majority of wheelwomen are not young.



NEW YORK.

BOSTON.

WE ARE THE TALK

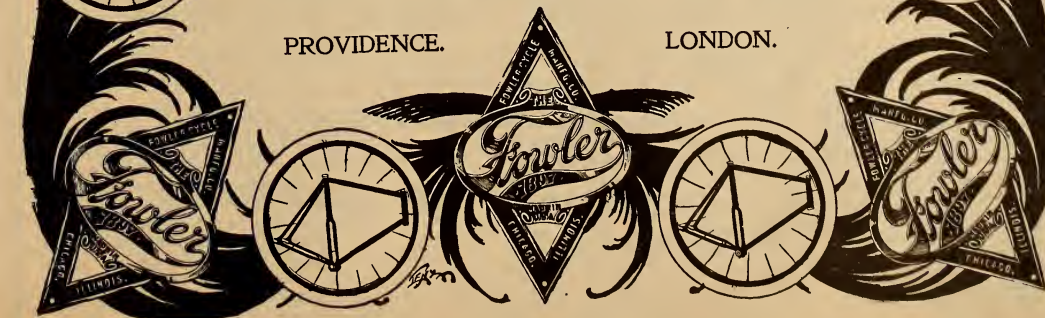


OF CHICAGO.

Fowler Cycle Mfg. Co., Chicago.

PROVIDENCE.

LONDON.



EMANATIONS FROM UNCLE EPH.

Dah ain't no heahahftah in dis hyar bysickling, chile; de prisant am etahnal.

Yo' termorrah's ride am tol'ble safe ef yo' rides terday ez ef yo wan't er gwine ter hab none.

Hit am er ma'v'lis t'ing how brazen-lak some o' we uns kin look er good reserloooshin in de face w'ile we's smashin' ob hit all ter findahs.

De rider w'at nebah takes care ob his own bysickle am de man am makes de mos' rema'ks about de condishun ob his neighbah's wheel.

Some folks goes froug cyclin on de principle ut dey's de on'y ones w'at's got any rights on dah road er any right to 'xpec' fa' treatment.

Ef some o' dese hyar racin' men was ez scrup'lis ob dah amooorism ez dey is moutfy er-talkin' about hit, dey'd hab mo' ter talk er bout—"n dey'd do less talkin'."

"Taint'n allus dem ez hab de mos' in cyclin' dat manages ter hol' on to hit de longes'. De cullud old-timer don' git bald nigh ez quick ez de white ones docs."

MERELY A PASSING EPISODE.

The "Human Balloon," who was resplendent in a cycle suit all-wool-and-three-yards wide, stood in the stand posing, and distributing catalogues, in the midst of which labors he was approached by a gent from the Stock Yards who opened up this way:

"Say, Jumbo, be you a rider?"

"Yep," replied the fat man.

"Wot d'yer ride?"

"A wheel, o' course."

"Has yer gut it with yer?"

"Not here."

"I'd give a quarter to see yer get on."

"Ah, g'way!" And the fat man became angry.

"I'll bet a half," yelled the Stock Yards gent, who was a red-hot sport when he had the telling of it, "thet yer blow the air into yer tires, fer there's no one that has a pump strong enough to fill 'em full enough to keep from bursting when you are on the wheel. I'd give seventy-five cents to see yer fall off, and then I'd give yer a dollar for the wheel. You're prunes, sure!"

Then he made his escape easily, as the Human Balloon is not good at sprinting.

ACCORDING TO THEIR LIGHTS.

Four of them went into the Auditorium to wash the soot out of their throats. After the usual preliminaries, consisting chiefly of "What'll yer have?" by all hands, a call for menus was in order to answer a "Whatcher-got?" inquiry:

"Let me see a programme?" said the racer.

"Where's your catalogue?" queried the manufacturer.

"Got a price-list?" was the way the buyer put it.

"I'll take a rate card," declared the editor. Then silence, close study and finally a half-muttered order to the attentive waiter by one of the party, followed by a chorus of "That'll do for me," from the remainder of the party.

And then the important show function of "having something" had been fairly started.

The day may not be so very far off when the world will see as many cycles upon water as it now sees upon land.

SIXTEEN TO ONE IN A CYCLE.

London, Jan. 16.—What do you think of this? It is the invention (?) of a gentleman who runs the Bennett-Scorcher Bessemer Steel Cycle Co., of St. Albans, who sell what is probably one of the lowest grade machines in England. Here are a few of his claims for the monstrosity:

"This startling invention is just such an improvement to the present cycles as the present cycles are an improvement over the old bone-shaker, or pneumatic tires are an improvement on the old solid ones. This is a cycle on rollers, with the earth as a plane. A cycle geared to 150 inches is propelled as easily as an ordinary cycle geared to 60 inches; one-third only of the power is required. A mile a minute may be accomplished with this cycle. This is practically a frictionless machine, all wheels and centres as a watch, nothing binding anywhere; chainless, whereas one set of ball-bearings were used to revolve this wheel, 17 sets are now in use to do the same work. The heavier the rider the faster he goes. The wheel is full of activity.

"This cycle is so much easier to propel than the other, because the circumference is divided into 16 parts, and is composed of 16 smaller wheels, only one of which at the same time is in contact with the ground, which offers the resistance necessary for propulsion. When the small wheel comes in contact



with the ground the ordinary propelling power obtained from the crank is augmented by the weight of the rider. The weight of the rider is perpendicular to the centre of the small wheel, which is under him. Immediately the toothed wheel is turned ever so little by the larger toothed wheel from the crank, the weight of the rider is lifted off the centre of the small wheel under him; this coupled with the power put forth by the rider onto the pedal causes the smaller wheel under him to, as it were, slip from under him with tremendous velocity (the heavier the rider the greater the velocity) onto the next small wheel.

"It is the same slipping from under your motion that a learner on roller skates feels when the hind wheels of the skate slips forward from under him, his weight goes off the centre and he loses his equilibrium and goes onto the back of his head with great force (the heavier the man the heavier he falls), but in the present instance, with my cycle, the equilibrium is maintained, and the cycle is propelled forward with the energy thus created. If the skater could have only kept his equilibrium, he would have gone forward as fast as his skate traveled, instead of being left behind on the floor.

"This slipping movement occurs 16 times to each revolution of the wheel, and a machine geared up, say to 150 inches, or 5 times, causes 80 of these small wheels to gain impetus in this way for one revolution of the crank, which will clearly demonstrate the vast speed to be obtained from this cycle. Its

value for hill climbing is obvious. Instead of having to turn a large wheel, fresh impetus is gained at each sixteenth part of the revolution, making the wheel climb a hill with great ease."

Of course the idea is practically an impossible cycle, as instead of acquiring speed it simply annihilates it, the sixteen fast-running wheels which are fixed to the solid rim of the main driving-wheel merely revolving on their individual axes without communicating any forward motion to the machine. I am told that the inevitable company has been formed to exploit it. The world is not yet barren of fools, you see.

SHORTER CREDITS COMING.

There can be no denying that, for its own good, the cycle trade has in the past been too liberal with its credits. "Hardware" comes close to the mark with this:

"We are pleased to note in the interest of the cycle trade, that an effort is being made to bring this important industry where the common methods and prevailing customs of other business ventures can be adopted by the jobbers in bicycles with some hope of profitable results. Meetings of the wholesale dealers have been held in some of the Western cities, where they have agreed between themselves that credit on bicycles should be limited to "60 days." Should this be persisted in, and adopted generally by the wholesale dealers and manufacturers throughout the country, it would assist in keeping the retail dealer's mind more constantly upon his collections than has prevailed hitherto, resulting in more cash sales being made."

PLENTY LIKE HIM.

"He says he went around the world with his wheel."

"Well, I guess he did."

"But I never knew he was much of a long-distance rider."

"He isn't."

"Then how could he—"

"Oh, he had it packed when he left New York to go aboard the steamship, and it wasn't unpacked until he reached home again. But he tells the truth when he says he went around the world with it. He wouldn't lie about a little thing like that."

LIKED THEM TO BABES.

"Remind me of a lot of babies," snorted the elderly guest at the Auditorium Hotel, as the windows in the neighborhood of the cafe rattled from the explosive cheer of a party of showites putting the finishing touches on a sour-mash fresco.

"How so?" said the man along side of him, who wanted to give him a chance to complete his story.

"Don't do a thing but yell and drink and never sleep. That's just what babies do."

IS THIS NOT SO?

If women can be convinced that wheelmen are sincere in declaring that they have found by experience that the "rational dress" uncovered a multitude of deficiencies in the female structure which, in skirts, they suspected of containing the potentialities of perfect symmetry and unattenuated loveliness—why, in that case the trousered sisterhood are doomed. For those who are quickest to adopt the new habit are least of all fitted to show off well in it.

THE AMERICAN
BEAUTIES
OF 1897.



The Hudson Bicycles

Chas. A. Siegel Mfg Co.

FACTORIES KENOSHA WIS.
CHICAGO OFFICE 285 WABASH AVE.

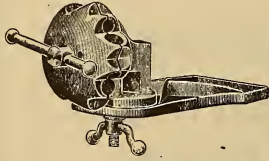
Address all correspondence to
Kenosha.

EASTERN AGENCY,
HERMANN BOKER & Co.
NEW YORK.

CHICAGO AGENT
GEO. L. MAGILL
285 WABASH AVE.

HERE IS A HOLD-FAST.

Here is the Star bicycle vise, made by the Hollands Manufacturing Company, Erie, Pa. No repairer, or workman in a cycle factory, will need be told that this vise is one of those famous "long-felt want" fillers. Not only can

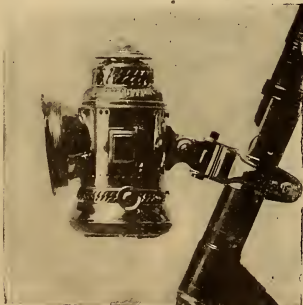


the tube or frame, by means of this vise, be held in any desired position, but the change from one position to another is easily accomplished, while at no time can the tubing be crushed or marred in any way. The vise will hold tubing $\frac{3}{8}$, $\frac{1}{2}$, 1, $1\frac{1}{4}$ and $1\frac{1}{2}$ inches in diameter. It is sold with or without the bracket, the bracket not being sent unless ordered.

NEEDS NO BRACKET.

An interesting feature of the '97 Hitchcock lamp is that it requires no bracket. Each lamp is supplied with two sets of clamps, on the head and fork, with which it is attached to the wheel by the mere turning of a screw. The clamps are so constructed that by means of a knuckle-joint the lamp can be tilted in any position. Another feature is a reversible oil-tank, which allows the rider to use the lamp on the fork and either side of the wheel, and by means of the tank being reversible the wick-raiser can always be placed on the outside. The lens has been improved in quality and is so arranged that it can be easily removed and cleaned. Attention has been directed to an improved system of draft, on which idea the body of the lamp is constructed. The company explain the lamp's construction as regards draft as follows:

By means of an outer and inner cylinder we take our draft in at the top of the lamp, bring it down to the top of the oil-tank, where it



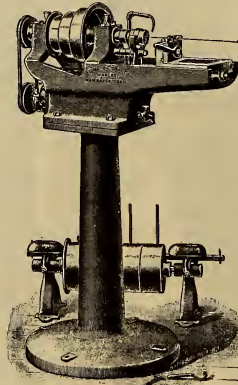
meets another draft which comes in over the top of the oil-tank. These two drafts meet at the bottom of the flame and by means of our burner, which is particularly constructed for our lamp, the draft is forced onto the flame so that it is spread out, square topped, and by means of this forced draft, we get an extra amount of oxygen which makes the flame clear and bright.

As unwise and as dangerous as scorching is many riders still seem bent on doing it.

AN INSTANTANEOUS THREAD-CUTTER.

Some one has said that "to the writing of books there is no end;" a suitable paraphrase thereof, in cycle construction, would be "to the cutting of threads there is no end." That this may be rapidly and accurately accomplished the Geometric Drill Company, New Haven, Conn., have come forward with a machine designed for threading spokes, axles, small screws, bolts, and the dozen and one other parts of a bicycle which demand thread cutting. The cut, herewith, shows the machine.

It has a capacity of cutting threads from 3-16 inch diameter down to and including No. 17 wire gauge. The manufacturers also fit the machine with suitable equipment for other classes of thread cutting, ranging in size up to and including 3-inch diameter. The machine is fitted with the company's patent self-opening and adjustable screw cutting die head. The machine is also equipped with an



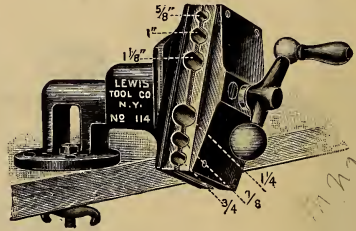
improved pattern of automatic oil pump, which insures a sufficient flow of oil at all times. The vise for gripping and holding the work while being threaded is operated by a hand lever so arranged that the operator of the machine can, by a slight downward pressure of the left hand, close the vise and at the same time carry the slide forward, bringing the work into contact with the threading dies. The thread is cut almost instantly and the dies spring open automatically, releasing the thread. The slide is then drawn back by the operator and at the same time a slight upward movement is given to the hand lever, which opens the holding jaws and allows the work to drop out. The slide is connected by a very simple mechanism with a die head, and so arranged that as the slide is brought back the threading dies are closed automatically. The right hand of the operator being free to feed the machine, very rapid manipulation is possible. The machine can be furnished with an iron column, as shown in the engraving, or for mounting upon a bench, as preferred.

BEATING AROUND THE BUSH.

Referring to cycle clubs for women, a contemporary asks: "Are women clubable?" Not with impunity in this country; they are not. Even the common law, which permitted correction by husbands with a switch not larger than the finger, frowned on employing a club for correctional purposes.

PUTS THEM IN THE HOLE.

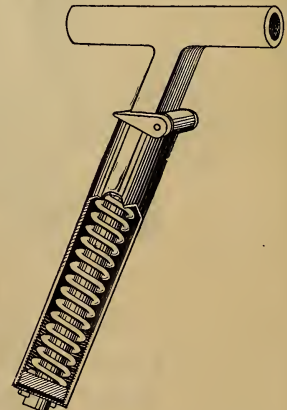
Who has not heard of the difficulty of fitting a square peg in a round hole? Yet how many repairers and workmen attempt this very same thing every time they are called upon to grip round tubing with a square-



jawed vise. To obviate this, the Lewis Tool Company, of 44 Barclay street, New York, have brought out the Active vise shown herewith. This vise is made especially for holding cycle frames and thin tubing of all kinds without danger of crushing or marring. As shown in cut, the jaws, which are wood-faced, can be revolved to any desired position when gripping crank is loosened; as there is a hard wood plate between back jaw and face of body, the friction is sufficient to hold work firmly in position when slight pressure of screw is applied. There are adjustable spiral springs in body of vise that hold the jaws back against the wood plate when they are loosened from work, preventing the jaws from revolving too easily and adding to the friction between the jaws and the body. These vises are sold to be mounted on bench or with adjustable post. The holes in the wood faces can be bored to any size ordered.

WILL ABSORB VIBRATION.

Another spring seat post that has just been placed on the market is illustrated below, the invention of Jos. N. Smith of Detroit. It is a practical arrangement with a roller bearing, intended to impart comfort to the rider and at the same time is handsomely and well made. The relative position of the seat post brings



the greatest pressure on the back part of the post, and recognizing this fact a strong steel roller is placed at this point. The claim for the post is that there is no friction, vibration or squeak. It is owned and manufactured by Jos. N. Smith & Co., Detroit, Mich.

WHERE NEWS IS PLENTIFUL.

Toledo, O., Jan. 26.—If anyone has any doubts as to Japan's rapid strides in civilization and appreciation of the world's progress, he need only be told that the royal family of that land has ordered two Toledo-made wheels, to have such ideas dispelled. Joseph L. Yost has received an order for a special Falcon, which will be ridden by the Mikado, and within two days of that order the Lozier Company was ordered to build a Cleveland wheel for the crown prince. It goes without saying that these two wheels will be the very finest that have ever left this town of wheels, so far as elegance of mountings goes.

There is good reason for thinking that Alex. McDonald has been recalled from Australia by cable. Recent reports from the Antipodes are to the effect that McDonald has greatly disappointed his American friends and backers, and that his work, instead of improving, has been growing steadily worse for some time. It will be remembered that his work in this country was always against time, and that he made some extraordinary records, so very extraordinary, that many people are still wondering how they were made. When Mr. France made up his mind to send McDonald to Australia with a Viking mount, it was expected that he would make the people on the other side sit up in amazement, but he has done nothing of the sort.

A. J. Rummel, of the A. J. Rummel Arms Company, of this city, is arranging to put out a new wheel, to be known as the Rummel Diamond. Mr. Rummel is well known as a general agent, but up to the present time he has kept out of any of the many manufacturing opportunities that have been thrown in his path. He expects to make a high-grade wheel that will retail for \$75.

These are busy days at the Yost Manufacturing Company's plant. At present a full force is working ten hours a day, but before this week is over the number will be increased to 350. The present product a day is from 100 to 125 finished wheels. A shipment of 75 wheels will soon be shipped to Belgium. The Yost Company send their bicycles direct to Holland, Switzerland, Italy, Germany and Russia.

On Thursday last, the Viking people received an order from Adelaide, Australia, for fifty of their wheels. Fred A. Peters writes: "Had I arrived in this country six months earlier, I could have secured orders for 3,000 for this year's trade."

The new '97 Viking model for ladies is just out. This wheel is particularly attractive, the lines being widely different from last season. The frame is closer to the ground, giving far more room for the rider. A new feature is an aluminum chain guard. Other points are a round fork crown, the two-piece crank axle mentioned recently in THE WHEEL, and the flush joints. Nearly all the foreign orders are fitted with brakes.

IN LESS TIME THAN THAT.

Sarcey, the great French writer, says that in twenty years a man who can not ride a bicycle will be looked upon as a curiosity equally as great as the man who has never ridden in a railroad train.

TROUBLE IN THE HAREM.

"Your Highness!" exclaimed the Grand Vizier, as he rushed into the royal presence and flung himself at his sovereign's feet.

"Arise," was the gracious response. "You needn't prostrate yourself."

"I can't help it. This is a case of nervous prostration. Zobeide—"

"Yes—the queen of the harem—"

"Is on a rampage. She is looking for trouble with a searchlight and a Gatling gun, Your Majesty. She says that unless she is treated with more consideration she'll make Your Majesty's brow a candidate for a toupe and turn the palace into a discordant crimson wilderness."

"What's it all about?"

"That last costume you sent her from the milliner's."

"Why, it has been in style these hundreds of years. Everybody knows what a Turkish lady ought to wear. There can't be any trouble."

"Yes. She says the bloomers are all right. But what she wants is the diamond frame wheel that goes with them."

MORGAN & WRIGHT TIRES ARE GOOD TIRES

In 1896 One Repairman
Successfully repaired 284 out of 300
punctures in the M. & W. Quick
Repair Tire.

In 1896 M. & W. tires held
All world's records, 1/4 to 10 miles;
unpaced world's records, 1/4 to 50
miles; all American records, 1/4 to
100 miles; all American hour
records, one to twenty-four hours;
all world's records (6) made on
the National Circuit; four out
of six L. A. W. championships, and
521 out of 695 prizes on the
National Circuit.

MORGAN & WRIGHT
CHICAGO

HEELING THE SALVATIONISTS.

"Did you hear about the new orders which have just been given the members of the Salvation Army Cycle Corps?"

"No. What were they?"

"All riders are to place only their heels on the pedals when riding."

"Go 'way! What was such a fool order as that ever given for, I'd like to know?"

"So they would be sure to save their soles, of course."

HIS TIME IS COMING.

Again the horse is indebted to the bicycle. A pneumatic collar has been invented for him, both wales of which are made like flattened tires and provided with a valve for inflating purposes. To view the gentle, charitable and polite truck driver road-hogging with a tire pump in one of his back-pockets, and a repair outfit in the other pocket will be worth going a long way to see.

If names went for anything, which they do not, the cyclamen would be the floral emblem of the cyclamen; but it isn't.

"BICYCLESTOPS" ILLEGAL.

A new word has been coined in connection with cycling in Philadelphia. It is "Bicycle-stop." A "bicyclestop" is the sort of stop a cyclist makes when he does not want to stop at all, but is compelled to, as, for example, at a railroad crossing, when a train is approaching. Instead of dismounting many riders circle around and keep in the saddle until they can continue on their way. This is what a Philadelphia lawyer terms a "bicyclestop," and which, according to several judges, is illegal. This fact was brought out on Monday in a decision handed down by Judge Mitchell, of the Supreme Court. The case in point was that of Marion Robertson against the Pennsylvania Railroad, and duties of bicycle riders in crossing railroad tracks are plainly set forth.

On October 21, 1893, James A. B. Robertson, while riding a bicycle, was struck and killed by a train of the Pennsylvania Railroad Company at Morrisville. His widow, Marion Robertson, brought suit on behalf of herself and children to recover damages against the railroad company in Common Pleas Court No. 2. When the case came on for trial President Judge Pennypacker entered a non-suit on the ground of contributory negligence on the part of the deceased. An appeal was taken to the Supreme Court, which has affirmed the decision of Judge Pennypacker.

Judge Mitchell says:

"The facts in regard to the deceased's negligence are not disputed. He was riding a bicycle, and when he came to defendant's road, which at that point had four tracks, a freight train was passing, for which he had to wait. He did not dismount, but made what the appellant calls a 'bicyclist's stop,' by circling on his wheel round and round at a distance of from five to ten yards from the tracks, and when the freight train had passed he started across without dismounting and was struck by a train coming in the opposite direction on another track.

"The real contention of the appellant is embodied in the proposition that the circling round and round constituted a legal as well as a 'bicyclist's stop.' No such proposition can be entertained for a moment. The law requires a full stop, not only for the sake of time and opportunity for observation, but to secure undivided attention, and the substantial and not merely perfunctory performance of the duty to look and listen.

"Considering the ease of dismounting and the control of the rider over his instrument, a bicyclist must, under all ordinary circumstances, be treated as subject to the same rules as a pedestrian.

"We do not say there may not be cases of accidents by broken gearing, or steep grade or other casualty which will require a modification of the application of such rule, but these cases will be exceptional and must be decided on their own facts when they arise.

"The general rule to be applied requires that a bicyclist must dismount, or at least bring his wheel to such a stop as will enable him to look up and down the track and listen in the manner required of a pedestrian."

DEAR LITTLE THINGS.

English juveniles vary the monotony of spitting in the faces of passing wheelmen by throwing handfuls of sand in the eyes of trustful riders.

DISGRACED HIS NAME.

Prompt action on the part of the newly organized Cycle Board of Trade of Long Island has resulted in James Egan, a former Brooklyn cycle dealer, being sent to jail for 25 days, and the discontinuation of a questionable business. Egan and his partner, H. T. England, kept a cycle store at 1130 Bedford avenue, last summer. They advertised to sell any high grade wheel for less than list price. This advertisement was injuring the trade of the credited representatives of the large manufacturers, and some steps had to be made to stop it. A deposit of \$25 was paid by a representative of the trade of Brooklyn for the delivery of a wheel in ten days. Egan gave a receipt for the money, and in a few days he and his partner left for Europe. About a month ago, Egan returned to Brooklyn. The Board of Trade took immediate action, which resulted in the arrest and conviction.

AFTER FOREIGN TRADE.

Without much hullabaloo the Warman-Schub Cycle House, of Chicago, have quietly gone into a systematic attempt to create foreign trade for their goods. They have established a London branch at 10 Manor Road, with a warehouse at 19 South Side, Clapham Commons. E. L. Warman, a brother of J. L. Warman, one of the principals of the home house, is manager. The entire European trade will be handled from this London branch.

The house expects good business will find its way to them through former customers of J. I. Warman, who, previous to his residence in America, was an important factor in English trade.

IN THE LAND OF LITTLE COST.

Anent the strike in the Dunlop factory for an advance in the operatives' wages, it is said that the number of hands employed is 1,250, making the profit for each hand \$5,000 a year. The male hands, who are skilled workmen, want an increase of \$1 on a weekly wage of \$5.75, and the women a fifty-cent increase on \$1.50, \$2 and \$2.50 a week. The men are determined and are singing that old Docker's song of "Rickety, Rackety Crew." They have a cry in "A shilling out of the £200 that we earn," which is winning the sympathy of their fellow workmen all over England, it is said.

WHEN THEY DISAGREE.

Some idea of what an important part lawsuits play in tire manufacture may be had by the record of the Dunlop Company up to date, which is about as follows: 56 decisions have been granted against infringers, 11 injunctions have been obtained, 17 verdicts are yet pending, and 70 actions entered into are yet awaiting trial. A total of one kind or another of exactly one gross of decisions, injunctions and verdicts, with other counties to be heard from.

EVERY DEALER JOINED.

Every dealer and agent in Meriden, Conn., came together last week and formed a local Cycle Board of Trade. Officers were chosen as follows: President, F. D. Smith; Vice-President, H. L. Allen; Secretary, A. W. Poundman; Treasurer, A. D. Meeks. A committee was appointed to arrange for a cycle show.

FIT FOR HEAVY-WEIGHTS.

To meet the demand for tricycles for use by very heavy men weighing from 200 to 300 pounds, the Tinkham Cycle Company have designed the Tinkham "Special" tricycle, herewith shown. The frame of this machine



corresponds to a 28-inch bicycle frame, and it is guaranteed to stand any rider that cares to get on it. A considerable number have already been sold, and may be seen on the streets of New York, Philadelphia, and other cities. Besides this, the Tinkham Cycle Company manufactures five styles of ladies'



men's, and combination tricycles of various sizes. Another novelty in cycle construction produced by The Tinkham Cycle Co., has been called the Tinkham Hansom. It is a neat little vehicle arranged something like a modern cab with room for one passenger behind and the driver in front.

CAUGHT RIGHT ON.

"Did Kolumadder have any trouble learning to ride?"

"Of course not! Ain't he an expert accontant?"

"Certainly he is, but what's that got to do with learning to ride a bicycle, I'd like to know?"

"Made him sure his first trial balance would be successful, didn't it?"

DUNLOPS EVERY SHOW.

In addition to exhibiting at the Chicago and New York shows, the American Dunlop Tire Co. will have displays at the Philadelphia, Boston, Pittsburg, Denver, Detroit, Providence and Reading shows.

GENERAL JOBBING BUSINESS.

At St. Paul, Minn., on January 16, the Windsor Cycle Co. was incorporated with capital stock of \$10,000. The company will manufacture cycles and sundries and conduct a general jobbing business in the Northwest.

AN ENTIRELY DIFFERENT ASPECT.

In the somewhat complicated case of Boyer versus Rosenblatt, one account of which appeared in THE WHEEL, December 4, '96, Messrs. Furth & Singer, attorneys for H. M. Rosenblatt & Co., state that the other, and the real facts of the case were these:

In August last Boyer, who had formerly been employed by H. M. Rosenblatt & Co., came to their factory to be re-employed, bringing with him Mr. Printz of Reading, but the latter was introduced as a customer of the house under the name of Reber. During the visit arrangements were made for the employment of Boyer for the coming season; samples were selected by him, and the entire process of the factory inspected by them. After they left the samples were sent to Boyer, who pretended to be out on the road selling them for H. M. Rosenblatt & Co., instead of which he gave the samples to Printz to manufacture like goods, and Printz used our samples to sell his own goods, with the connivance of Boyer, who not only did not sell for us, but sold for Printz, and upon demand failed to return the samples. Printz was arrested and indicted for conspiracy with Boyer to defraud us out of the samples, and to injure us in the conduct of our business, and that case has not been tried. Boyer was indicted and tried for larceny as bailee of the samples, and the case was dismissed on the ground of no jurisdiction, as it could not be proven that Boyer converted the samples to his own use in the county of Philadelphia.

FRANCE BAWLS FOR MORE BALLS.

French balls are numerous and popular in America during the social season, this whether they be terpsichorean affairs or only table-dehotishly bibulous ones. It may come to pass that American balls may become not only fashionable, but a necessity, in the French Cycle trade, which is threatened with a lack of those small but indispensable adjuncts to the smooth running machines of the present day. The price has just risen, according to a leading article in a French trade paper, from 75 cents per gross to \$1 per gross. It is further calculated that 30,000,000 balls will be wanted in France this year, all of which should prove gratifying news to American ball-makers.

MOTOR VEHICLES AT THE BOSTON SHOW.

Several leading manufacturers of motor carriages have decided to make exhibitions at the coming cycle show of the Boston Cycle Board of Trade. The spaces for the display of their being run during certain hours of the day and evening. The demands for spaces have been so great, and continue to be received in such large numbers, that it has been decided to turn the gallery into exhibition spaces.

A UNION ACQUISITION.

Plans are being arranged by the Union Cycle Mfg. Co., whereby their interests in Greater New York and the Orange, N. J., riding district will be looked after in a more thorough manner than ever before. The company has secured the services of L. H. Porter, formerly of Porter & Gilmour, who will open as headquarters a store on Warren street. Mr. Porter is well-known in the trade and is popular among the clubmen of New York and vicinity.

SAMSON TIRES

DON'T



AN INDICATION
OF PERFECTION.

Waste Your Money, Mr. Dealer.

Any bicycle manufacturer will supply you with wheels equipped with Samson Single-Tube Tires **without extra cost.**

MONEY CANNOT MAKE HIGHER GRADE TIRES
THAN

Samson Single-Tube Tires.

At Chicago Cycle Show, Spaces 29 and 56.

At New York Cycle Show, Spaces 281, 282, 295 and 296.

NEW YORK TIRE CO.

BRANCH HOUSES:

Boston	Buffalo	Chicago
Toronto	Louisville	Denver
Philadelphia	Cleveland	St. Louis

MAIN OFFICE:

59 & 61 Reade Street, New York.

Kindly mention The Wheel. 57610

SAMSON TIRES

First Honors at the Chicago Cycle Show.

.... THE PUBLIC THE JUDGES,

and much praise and comment were bestowed on the "old reliable"

HAMILTONS AND KENWOODS.

"The Wheels With Lifelong Bearings."

The REAL EXCITEMENT and TALK OF THE SHOW.
Their CONSTRUCTION and BEAUTIFUL APPEARANCE caused it.
A live firm, we are. Know us?

Branch Houses:

30 Rue Amelot, Paris, France.
52 Park Sq., Boston, Mass.
203, 205, 207 S. Canal St., Chicago, Ill.
413 16th St., Denver, Col.
124 Main St., Oshkosh, Wis.

General Agents:

World Manufacturing Co., New York, N. Y.
Loxan-Gregg Hardware Co., Pittsburg, Pa.
Harber Bros. Co., Bloomington, Ill.
Henry H. Van Brunt, Council Bluffs, Ia.

General Distributors for KENWOODS
in New England, New York and
Eastern Pennsylvania, **WORLD**
MANUFACTURING CO., 80 & 82
Reade St., New York, N. Y.

Kindly mention The Wheel.

Hamilton-Kenwood Cycle Co.,

GRAND RAPIDS, MICH.

THREE FACTORIES IN ONE.

CHICAGO SHOW, SPACES 258, 259, 260 and 261.

NEW YORK " " 33, 34, 35 " 36.

Rubber Tire Association.		National Board of Trade of Cycle Manufacturers, 271 BROADWAY, NEW YORK.		National Bicycle Wood Rim Manufacturers' Association.	
President, THEODORE A. DODGE.	First Vice-President, L. K. MCCLYMONDS.	President, R. L. COLEMAN.	First Vice-President, R. P. GORMULLY.	President, E. S. MEAD.	Treasurer, N. D. DOUGHMAN.
Second Vice-President, GEORGE T. PERKINS.	Treasurer, GEORGE F. HODGMAN.	Second Vice-President, GEORGE H. DAY.	Treasurer, W. A. REDDING.		
	Secretary, KIRK BROWN, 504-506 West Fourteenth Street, New York.	Secretary, ERNEST R. FRANKS, Mercantile Agency, Collection Department and Information Bureau.		Secretary, W. W. STALL, Bedford, Mass.	

DOMESTIC CYCLE SHOWS.

- February 6-13—New York, Grand Central Palace; Ernest R. Franks, 271 Broadway, New York.
- February 20-27—Boston, Mechanics' Building; C. W. Fourdrinier, 46 Stanhope Street, Boston.
- February 20-27—Philadelphia, Pa., Second Regiment Armory; W. M. Brewster, President, Local Board of Philadelphia, 911 Walnut Street.
- February 20-27—Pittsburg, Pa.; Wm. M. Justice, Secretary, Local Cycle Board of Trade, 705 Penn Avenue.
- February 20-27—Denver, Colorado; Robert Gerwing, Secretary, Local Cycle Board of Trade, Denver, 1727 Stout Street.
- February 20-27—Cincinnati, Ohio; F. M. Thomas, Secretary, Local Board of Cycle Dealers, care White Sewing Machine Co., Race and Shillito Streets.
- February 22-28—Binghamton, N. Y.; W. F. Cady, 187 Water Street, Chairman of Binghamton Athletic Association.
- March 1-6—Omaha, Nebraska; W. L. Burgess, Secretary, Omaha Cycle Board of Trade, 313 So. 15th Street, Omaha, Neb.
- March 1-6—Syracuse, N. Y.; H. E. Maslin, President, Cycle Board of Trade of Syracuse, care E. C. Stearns & Co., Syracuse.
- March 1-6—Cleveland, O.; George Collister, President, Local Cycle Board of Trade, 317 Superior Street.
- March 2-5—Providence, R. I.; W. W. Whitten, President, R. I. Cycle Dealers' Board of Trade; W. W. Whitten & Co., 148 So. Main Street.
- March 2-6—Detroit, Mich.; Wm. E. Metzger, Vice-President, Detroit Cycle Board of Trade, 232 Woodward Avenue.
- March 2-6—Reading, Pa.; John W. Spangler, Secretary, Reading Local Cycle Board of Trade, 600 Penn Street, Reading, Pa.
- March 6-13—Baltimore, Md.; Alfred Ely, President, Local Cycle Board of Trade, 8 W. Baltimore Street.
- March 6-13—Brooklyn, N. Y.; A. M. Franklin, Secretary, L. I. Cycle Board of Trade, 6 Third Avenue, Brooklyn, N. Y.
- March 8-12—Rochester, N. Y.; Joseph J. Mandery, Secretary, Rochester Local Cycle Board of Trade, 83 East Main Street.
- March 18-20—Williamsport, Pa.; A. H. Andrews, Melbourne Cycle Co., Williamsport, Pa. (Williamsport Cycle Dealers' Cycle Show.)

FOREIGN CYCLE SHOWS.

- January 23-30—Glasgow, Scotland; A. G. Rennie, Secretary, 49 Lilybank Gardens.
- January 22-30—Birmingham, England, Bingley Hall; Chas. Wheelwright, Secretary, Lucifer House.
- January 23—Vienna, Austria; Steiner Hoenicks, Manager.
- February 1-7—Edinburgh, Scotland, Waverly Market; A. K. Dempsey, Secretary 82 Leith Street.
- February 1-15—Vienna, Austria; Winter Velodrome, 14 Kaentner Street.
- February 3-6—Nottingham, England, Albert Hall; B. Richards, Secretary, Nottingham Athletic Social Club.
- February 6-20—Manchester, St. James' Hall; Northern Counties Exhibition Co.
- February 27-March 6—Leeds, England, Town Hall; Northern Counties Exhibition Co.
- March 14-19—Glasgow, St. Andrews' Hall, Northern Counties Exhibition Co.
- March 15-21—Brussels, Belgium.

TRADE CHANGES.

CALIFORNIA.

Lodi.—Lillie Bros. will establish a bicycle factory. Los Angeles.—D. R. Collins discontinues. San Diego.—Hannahs & Cobb. Attached \$324. Sanata Anita.—J. A. Hankey, a bicycle dealer on North Main street, went into voluntary insolvency. His liabilities are \$2,000 and his assets \$1,000.

CONNECTICUT.

Ansonia.—The Ansonia Cycle Co. sold out to Roy Holbrook.

Bridgport.—The Liberty Cycle Co. filed articles of association. Subscribers, John Holder, Harry G. Shepard, Wm. F. Wilson, Willard I. Allen, Geo. F. Carroll. Capital stock, \$100,000.

Bridgport.—Franklin Sammis, clothing and bicycles. Assigned.

Hartford.—The Hartford Cycle Co. has erected a new building containing 2,440 square feet for enameling and another containing 1,419 feet for pickling.

Middletown.—Worcester Cycle Mfg. Co. The plant operating at Worcester will be removed to Middletown, and the entire manufacturing business of the Company will be done at this place.

Putnam.—J. E. Taylor & Co. succeeded by J. E. Taylor Corporation.

DISTRICT OF COLUMBIA.

Washington.—The Pope Mfg. Co. are erecting new three-story building on Fourteenth street, N. W. J. Hart Britain is the local Columbia agent.

FLORIDA.

Daytona.—F. C. Crandall Co. Sold bicycle business to J. S. Herbert.

ILLINOIS.

Chicago.—Auburn Cycle Co. Judgment \$186 appealed.

Chicago.—Beckley-Palstan Co. has been incorporated for \$20,000 by W. L. Beckley, G. D. Beckley and J. C. Palstan. The Company will manufacture and sell material and goods used in the bicycle trade and in the manufacture of bicycles.

INDIANA.

Plymouth.—Plymouth Cycle Co.'s plant sold by the receiver to the mortgages, Bass & McDonald, of Fort Wayne, for \$15,000.

IOWA.

Des Moines.—Kenyon-Cooper Cycle Co. Sued \$33.

KANSAS.

Medicine Lodge.—Chase & Coan succeeded by the Chase Hardware Co.

MAINE.

Augusta.—W. C. Miller. Assigned.

Bangor.—E. M. Estabrook is fitting up a salesroom for ladies' bicycles on the second floor of his place of business at 22 Harlow street.

West Paris.—The Bicycle Wood Rim Co. enlarging their business, and expect to turn out 800 rims a day within a month.

MARYLAND.

Baltimore.—J. H. Strohmeyer and R. L. Gill were appointed receivers for the firm of Ives & McClenn, upon the filing of a bond for \$3,000.

MASSACHUSETTS.

Westfield.—The bicycle factory of the Lozier Co. is almost completed, and machinery will soon be installed.

MICHIGAN.

White Cloud.—James Cycle Co. Chattel mortgage, \$4,000.

Detroit.—The Anderson Cycle Co. have opened their new store at 233 Woodward avenue. Their principal makes are the Anderson, St. Clair, Wayne, Northwest, Wayne, Jr., and the Anderson tandems.

MINNESOTA.

Minneapolis.—A. A. Hanson Cycle Co. succeeded by Wirtensohn Bros.

St. Paul.—Windsor Cycle Co. Incorporators: A. Lyon, H. C. Peterson, A. A. Moe, John Schneider, Jr., and N. F. Shabert; capital, \$10,000.

MISSOURI.

St. Louis.—The E. C. Meacham Arms Co. will handle the wheels of the Marion Cycle Co., in addition to other well-known makes.

St. Louis.—Canfield & Sachtleben. Additional suit vs. them \$1,581.

NEBRASKA.

Gering.—Burton & Morse succeeded by Burton & Pattison.

NEW JERSEY.

Newark.—Belvedere Cycle Co. incorporated by Arthur S. Baldwin and Theron Baldwin, New York; Josiah Sexton, E. Orange, N. J.; to manufacture and sell bicycles, vehicles and accessories. Capital, \$150,000.

Trenton.—Tomlinson & Stahl, manufacturers, succeeded by H. E. Stahl.

Westfield.—Scriven & Hand. Dissolved. W. P. Scriven continues.

NEW YORK.

Binghamton.—T. M. Symonds, bicycles, succeeded by T. M. Symonds & Co.

Brooklyn.—Haney Mfg. Co., cyclometers, chattel mortgage \$1,260.

Buffalo.—Wm. D. Knowles, manufacturer, chattel mortgage \$200.

Buffalo.—Johnson Cycle Works damaged by fire; loss \$4,000.

Elmira.—Francis Hurth. Five chattel mortgages filed, covering all stock, fixtures, etc.

New York.—Crescent Die & Tool Works (Wm. Bonner). Judgment \$16.50. Execution issues.

New York.—Hodgman Rubber Co. Two additional judgments, aggregating \$20,141.13.

New York.—G. S. Bothwell, 66 W. 125th street. Chattel mortgage, \$700.

New York.—Lurie & Ross, bill of sale for \$2,195.

Rochester.—The Punnett Cycle Co. has filed its annual report, as follows: Capital stock, \$20,000; debts, \$8,000; assets, \$28,000.

White Plains.—L. E. Holden will reopen the old cycle business of the Empire Cycle Co. He solicits correspondence from manufacturers.

NORTH CAROLINA.

Wilmington.—Thos. H. Wright & Co. Claims returned worthless.

NORTH DAKOTA.

Hoople.—M. A. Hewitt, hardware and furniture, sold out stock of furniture, and will hereafter devote his attention to the sale of shelf hardware, stoves, bicycles, etc.

OHIO.

Bucyrus.—T. M. Drolesbaugh. Confessed judgment \$61.25.

Cincinnati.—Frank T. Miles Co. Assets appraised at \$3,284.65, exclusive of doubtful and worthless accounts.

Geneva.—Madison Wheel Factory. Directors, C. S. Southwick, R. K. Ritscher, N. D. Bailey, P. A. Johnson, J. J. Davett, F. S. Ingersoll and Thos. Foley.

Toledo.—The Harris Toy Co. will manufacture the Perry pneumatic saddle on a large scale.

Toledo.—Toledo Cycle Supply Co. H. H. Nelson, a director, has retired.

\$75.00 AND \$50.00

Bellis
CYCLES

SEE OUR FULL LINE AT

CHICAGO SHOW,

Spaces 522 and 523.

BELLIS CYCLE COMPANY,
INDIANAPOLIS, IND.

Kindly mention The Wheel.

Take a piece of iron pipe, draw an air-tight rubber tube inside, bend the pipe into circular form and join it. You then have a tire. Inflate it. The pneumatic principle is there, but you would not know it, because iron pipe is not the right material to use. You want something elastic.

Take a piece of mosquito netting, make a tube of it and use it in place of the iron pipe. When inflated, the netting will burst. This is not right either. It is elastic, but not strong enough.

These are two extremes. Somewhere between them is to be found just what is right for the purpose. You will be sure to get it in the

Flexifort
(TRADE MARK) INNER TUBE TIRE

AND

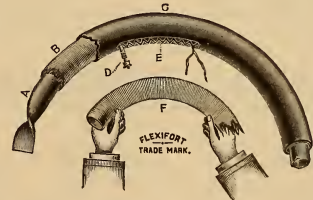
CONQUEROR
HOSE PIPE TIRE

These tires are the production of brains, skill and long experience.

Our Inner Tubes for all makes of tires are recognized as the very best in the market by all who use them.



MANUFACTURED BY



- A.—Air Tube.
- B.—Circular Woven Fabric.
- C.—Outer Rubber Covering.
- D.—Valve Stem.
- E.—Laced Opening.
- F.—Showing Circular Feature of Tubular Seamless Fabric.

MECHANICAL FABRIC CO., Providence, R. I.

THE ORIGINAL MANUFACTURERS of PNEUMATIC TIRES in the UNITED STATES.

Write us for Catalogues, Samples and Prices.

Kindly mention The Wheel.

OHIO.

Toledo.—The headquarters of the Valentine bicycle concern will be removed from the Berlin Block to the old Dauntless factory. The plant will be 40x100 feet, occupying two stories.

Cleveland.—A new factory is going up on the Nickel-Plate West End. Bicycle appliances will be made.
Newark.—Messrs. F. Owens, J. Mills, F. Harrington and W. G. Taafel have formed a company here for the manufacture of bicycles and doing bicycle repair work. The building at 12 and 14 West Church street has been leased and the erection of an additional building in the rear has commenced.

PENNSYLVANIA.

Eric.—W. W. Hunt. In sheriff's hands.
Girard.—W. E. Kratzke, bicycles, reported conveyed real estate.

Harrisburg.—H. W. Techmeyer, bicycles and sewing machines. Sold out to Geo. W. Sparks, of Steelton, Pa.

Philadelphia.—Weise, Bowen & Derr. Dissolved, Weise and Bowen continuing, Derr starting separately.

Beaver Falls.—The directors of the Morado Bicycle Co. met this afternoon and decided to put the works which have been idle for several weeks in full operation this week.

Providence.—Kendall & Pownall, bicycle parts, succeeded by W. H. Pownall.

VERMONT.

Brattleboro.—T. J. Hildreth has begun the manufacture of bicycle handle-bars at his carriage factory on Elm street.

WISCONSIN.

Milton.—G. E. Osborne has purchased the bicycle business of Babcock & Son.

Antigo.—A. B. Millard will handle Monarch and Defiance bicycles for the season of 1897.

Fond du Lac.—P. E. Pope. Assigned to J. E. Reeves.

Janesville.—E. S. Babcock sold out to G. E. Osborn.

CANUCKS AND CYCLE CARRYING.

The Grand Trunk and Canadian Pacific roads have put in force a new regulation regarding bicycles and fares. In future wheelmen will be charged a tariff for the transportation of their wheels, varying according to distance, in proportion to the rate paid for the passenger's ticket. Where the cost of the ticket exceeds \$90 the fee for carrying the wheel will be 6 per cent of the ticket rate. For less distances the rate will be larger, no fare being less than 25 cents. Bicycles will be carried on passenger trains only when passengers accompany them.

PENNSYLVANIA MAKES A PLAY.

Pennsylvania has come to the conclusion that it is time that a representative of that State should be honored with one of the higher offices in the League, and accordingly Vice-Consul T. J. Keenan, Jr., of Pittsburg, is being talked of as a candidate for the First Vice-Presidency. A letter has been sent to each of the thirty delegates by Chief Consul Boyle, asking him to vote for five men, who are to form a committee to decide between the two candidates for the Presidency, to the end that the best interests of Pennsylvania shall be served in the decision.

TO CHECK BICYCLE STEALING.

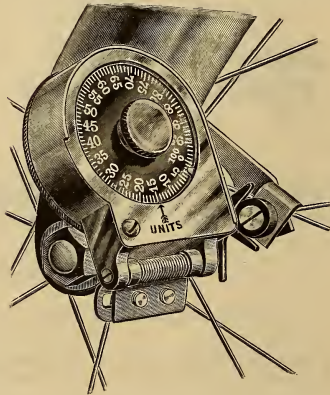
While New Jersey and Michigan are fighting for the free transportation of bicycles by railroad companies, Massachusetts is working diligently for the passage of a bill that will cause bicycle thieves to repent at leisure in jail. The bill is extremely simple and to the point. It reads:

"Whoever steals a bicycle of the value of ten dollars or more shall be imprisoned in the State Prison not less than one year nor more than five years."

CAN BE READ FRONT AND BACK.

A notable change, and one that should meet with popular favor, has been made in the Record cyclometer, manufactured by H. R. Hamilton & Co., Chicago. The instrument is now made so that it may be reversed on its bracket without detaching it from the wheel, permitting the rider to examine the ten thousand miles permanent record scored on the back.

The makers claim that by putting the ten thousand mile dial, which the rider does not



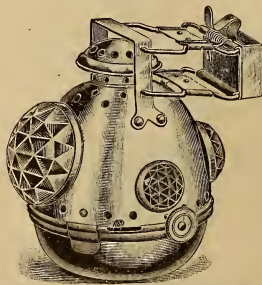
often look at, on the back of the instrument, it gives them the whole face to use for the hundred mile trip record, which the rider wishes to read from the saddle. As it is only necessary to note the position of the hands, the cyclometer is easily read as far as it can be seen.

The makers have also greatly improved the appearance of their cyclometer, and state that it is one of the most handsome, as well as accurate and durable cyclometers on the market.

WANT TRIAL ORDERS.

As an inducement to secure trial orders from repairmen and those who build cycles in limited quantities, the Anderson Cycle & Mfg. Co., Detroit, are making some attractive offers. The firm carry a complete line of about everything necessary in the construction of a bicycle. A new 40-page catalogue of parts and sundries will be sent to any address.

THE FIREBULL.



This lamp is strictly a danger signal, for use either in front or rear of wheel. Made by the Cycle Danger Signal Co., N. Y.

THREE M'S IN FUTURE.

The Sheridan Cycle Company, of Newark, O., has been reorganized on broader lines, and will hereafter be known as the Morse Metallic Manufacturing Company.

DOING AWAY WITH RAGS.

Rags are all right in their way, but as a tire-cleaner they are not to be compared with the Perfect Cleaner, the handy and inexpensive little device being marketed by Butler & Co., Aqueduct Building, Rochester, N. Y. The Butler article was made specially for the purpose, is small enough to be carried in the tool bag or pocket and is meant for all time. It fits the tire perfectly, and being so conveniently carried, it is always at hand for use before the muddy wheel is trundled into the hall or room. It is made of sprung brass, nickle-plated and lined with rubber, and in an emergency may be used as a brake.

Another of Butler & Co.'s productions is their adjustable holder, designed for use in halls, stores, churches, etc. It is made of nickled copper and is secured to the wall. It will hold the wheel at any angle, and when not in use may be turned out of the way. The holder, too, is splendid value for the money.

TRIGWELL HUBS.

Trigwell Bros., No. 32 Market street, Chicago, are making a specialty of hubs, and are turning out an extra fine article in that line. The hub is made of best material throughout, with dust-proof and ball-retaining washers. The projecting ends of cones are hexagon-shaped, a point that will be appreciated.

As will be seen, the cups and cones depart from the conventional, but the brothers Trigwell warrant them to be not only unbreakable, but assert that they form the lightest running bearing that can be constructed. They say that the reception accorded their product has been not only encouraging but gratifying.

PUT THERE TO STAY.

A returning cycle tourist, who has just arrived from a long wheel trip through Japan, proudly exhibits on one arm the L. A. W. emblem, and on the other arm his club's badge, both exhibits being excellent examples of the artistic Japanese tattooer. This might be considered as an excellent example of one man's indelible devotion to cycling institutions.

IN A HAY-SEED HOUSE.

Nice progressive people, the citizens of West Virginia! A bill to limit the speed of all cycling within the State of West Virginia to a maximum of 10 miles per hour, and compelling all riders of the bicycle to dismount when meeting a horse or being overtaken by one, has passed its second reading in the State Senate, and will shortly become a law.

CLEANING OIL CANS.

In oil cans which have been long used, a gummy deposit is likely to accumulate, impairing the oiler's usefulness. This can readily be done away with by filling the can with turpentine or kerosene. If such cleaning is not done the best of lubricating oil will be spoiled when placed in contact with the deposit noted.

THOSE DEAR, DEAR CHILDREN.

The noisy and boisterous boy may be very dear to his mother, and well beloved by all the members of his family, but the public is not of his family, a fact he should remember when he sallies forth on a wheel.

BACKING UP HIS OPINIONS.

They were on a tandem, and he'd been telling her what a rider he was. Finally she said: "You think pretty well of yourself, don't you?"

But he wasn't bluffed, not he, for he came back with:

"If I Dear me, yes! I think I'm not far from an angel."

He was close enough to whisper this.

KIND OF CRUSTY IN HIS ANSWERS.

"What makes you wear those green-goggles when you are riding?"

"To protect my eyes, you fool. You don't think I wear them to prevent my getting saddle-sore, do you?"

NAMEPLATES

We are now prepared to take contracts for Nameplates for 1897.

Sketches submitted of new designs, or prices quoted on the plate you are now using.

WE ALSO MAKE A SPECIALTY OF

STEEL LETTERS and FIGURES for Stamping Steel, STENCILS FOR BICYCLE CRATES, Etc., Etc.

SEND FOR CATALOGUE.

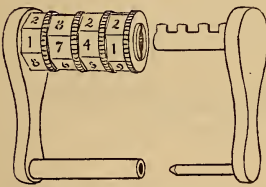
C. H. HANSON, 40, 42, 44 CLARK STREET, CHICAGO, ILL.

Kindly mention The Wheel.

"The LITTLE WONDER"

A NEW COMBINATION LOCK, WITH NEW FEATURES.

POSSESSING OVER 5 000 DIFFERENT COMBINATIONS, SO MAKE YOURS WHAT YOU WILL



PATENT APPLIED FOR.

Made of best material, of best workmanship; very effective. Small, light, durable, and easy to adjust. Locks sprocket and chain together firmly; is highly nicked, with black enameled figures, so combination can be readily seen at night. No keys to bother with or lose. The only perfect bicycle lock on the market, which you may secure, postage prepaid, by mailing us \$1.00, with name and address, or by applying to general dealers.

For agencies apply to **WM. H. BRODIE & CO., 39 and 41 Cortlandt St., New York City.**



Kindly mention The Wheel.

THE BARKER Cycle Exhibition Stand.

FOR THE SHOW.

Pronounced the success of the Chicago Show, and used exclusively by sixty-five exhibitors.

Finished in all colors of enamel, bronze or nickel.

Order direct from manufacturers.

BANKER BROS. CYCLE CO.
Highland and Centre Aves.,
PITTSBURG, PA.



Special Seamless Tubes

FACTS OF SPECIAL IMPORT.

It is impossible to make a "live" bicycle of low carbon "dead" steel. The life or constitution of a bicycle is in the frame, and safety, strength and longevity are assured by using

Hercules Special.

ADDRESS,
Hercules Seamless Drawn Tube Co.
OFFICE: POSTAL BUILDING, Room 513, NEW YORK. WORKS: GARWOOD, NEW JERSEY.
Kindly mention The Wheel.

The **Luthy Wheel** \$150.

WE GUARANTEE THE LUTHY WHEEL TO BE:

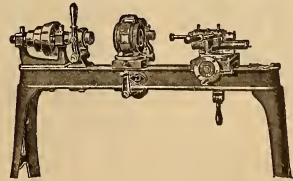
THE HANDSOMEST IN DESIGN AND FINISH.
THE BEST IN MATERIAL AND WORKMANSHIP.
THE MOST PERFECT IN ITS LINES AND BEARINGS.
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NEW PATENTS.

575,327. Bicycle Head-Light Lantern. Charles M. Bump, Bay City, Mich. Filed March 9, 1896. Serial No. 582,354. (No model).

575,327. Track Attachment for Bicycles. August G. Dehlin and Benjamin C. Clark, Seattle, Wash. Filed September 10, 1896. Serial No. 605,378. (No model).

575,347. Wheel for Bicycles. William Hamilton, South Bend, Ind., assignor of one-third to Andrew J. Hamilton, Globe, Ariz. Filed May 28, 1896. Serial No. 593,483. (No model).

575,382. Ball-Bearing. William B. Smith, London, England. Filed June 9, 1896. Serial No. 594,511. (No model).

575,398. Apparatus for Winding Tires. Frederick W. Haestis, Boston, Mass. Filed May 4, 1896. Serial No. 590,136. (No model).

575,406. Bicycle Seat. Charles E. Wheeland, Seattle, Wash. Filed April 10, 1896. Serial No. 586,897. (No model).

575,490. Pneumatic Tire Inflator. Joseph Savoie, Central Falls, R. I. Filed October 28, 1895. Serial No. 597,215. (No model).

575,445. Rubber Tire. Elias L. Toy and Albert T. Holt, Akron, O. Filed September 26, 1896. Serial No. 607,021. (No model).

575,453. Bicycle Support. Charles L. Benedict, Amherst, Canada. Filed July 18, 1896. Serial No. 599,077. (No model).

575,465. Railway Velocipede. James Dolovan, Three Rivers, Mich., assignor to Roberts, Throp & Co., same place. Filed September 24, 1896. Serial No. 606,832. (No model).

575,477. Bicycle Chain. Arthur W. Gregory, Morristown, N. Y. Filed June 23, 1896. Serial No. 596,663. (No model).

575,509. Bicycle Seat Otis K. Newell, Boston, Mass. Filed July 16, 1895. Serial No. 599,373. (No model).

575,520. Bicycle Chain Cleaner. Eney Grupelli, New York, N. Y., assignor of one-half to Pasquale Nardi, same place. Filed April 11, 1896. Serial No. 587,174. (No model).

575,528. Trollopepede. Frier C. Smallwood, Louella, Mo. Filed April 16, 1895. Renewed July 20, 1896. Serial No. 599,910. (No model).

575,529. Bicycle. John C. Stephens, New York, N. Y. Filed June 16, 1896. Serial No. 596,730. (No model).

575,533. Handle-Bar Joint for Cycles. James P. Ottaway, Bournemouth, England, assignor to Henri Nelson Harness, London, England. Filed December 28, 1895. Serial No. 573,621. (No model).

575,536. Tourist's Bicycle Bag. James A. Swanson, Everett, Mass., assignor of one-half to Axel W. Franklin, Malden, Mass. Filed July 6, 1896. Serial No. 593,119. (No model).

575,542. Cycle Saddle Attachment Boss. John B. Brooks, Birmingham, England, assignor to J. B. Brooks & Co., Limited, same place. Filed September 19, 1896. Serial No. 606,390. (No model). Patented in England September 24, 1894, No. 18,690.

575,551. Pneumatic Tire. George C. Moore, Worcester, Mass., assignor to the American Tire Co., Limited, Toronto, Canada. Filed September 26, 1895. Serial No. 593,735. (No model).

575,554. Apparatus for Repairing Wheels of Bicycles. Edmund B. Owen, Jersey City, N. J. Filed July 2, 1896. Serial No. 597,894. (No model).

575,559.—Shoe (Bicycle). Joseph S. Wallner, Brockport, N. Y. Filed April 18, 1896. Serial No. 588,101. (No model).

575,586. Bicycle Tire. Henry Bingham, Melbourne, Victoria. Filed August 6, 1896. Serial No. 601,915. (No model).

575,611. Elevated Track Cycle. William H. Martin, Mobile, Ala. Filed May 5, 1896. Serial No. 590,363. (No model).

575,613. Pneumatic-Tired Wheel. William Merton, Murricksville, New South Wales, assignor to Kelson King, Sydney, New South Wales. Filed October 1, 1896. Serial No. 607,564. (No model).

575,624. Carousel. Milton T. Weston, Kenton, Ohio, assignor to the Halcyon Cycle Company, same place. Filed, August 22, 1894. Serial No. 520,970. (No model).

575,631. Cycle-Saddle Attachment Boss. John B. Brooks, Birmingham, England, assignor to the J. B. Brooks & Company, Limited, same place. Filed September 19, 1896. Serial No. 606,389. (No model). Patented in England May 28, 1894, No. 10,235.

575,634. Pneumatic Hub. Harry R. Collins, South Bethlehem, Pa. Filed January 16, 1896. Serial No. 575,730. (No model).

575,647. Bicycle Garment. Frederick Hooper, London, England. Filed September 5, 1896. Serial No. 605,016. (No model).

575,648. Composition for Repairing Leaks in Pneumatic Tires. Charles S. Howe and John W. Langley, Cleveland, Ohio. Filed May 19, 1896. Serial No. 592,233. (No specimens).

575,655. Bicycle Lunch Box. Edward N. Lomas, Mount Vernon, N. Y. Filed July 9, 1896. Serial No. 598,601. (No model).

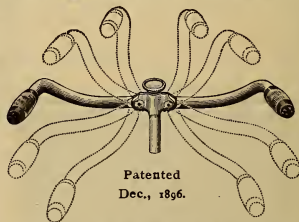
DESIGNS.

26,542. Bicycle Handle. Ulysses F. Henderson, New Lebanon, Pa. Filed December 16, 1896. Serial No. 615,932. Term of patent 7 years.

SPALDING SPREADING OUT.

The sporting goods and cycle business at 1013 Penn avenue, Washington, D. C., carried on by M. A. Tappan, has been purchased by A. G. Spalding & Bros. It will be conducted as their Washington branch under the management of E. H. Towle, formerly of Newark, N. J.

Challenge Adjustable Handle-Bar.



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The most perfect adjustable Bar yet invented. Handles can be raised from lowest to highest point without dismounting. No tools required. Grips retain the same alignment at all times.

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 MANUFACTURING CO.,**
 SENECA FALLS, N. Y.

Our Space at the Chicago Show, Nos. 129 and 130.
 At the New York Show, Nos. 260 and 261.
 Boston Cycle Show, Space 267.

Kindly mention The Wheel.

HUMBER AND THE CYCLE SHOW.

Humber & Co., America, Limited, announce that during the progress of the New York Cycle Show at the Grand Central Palace they will hold an exhibit of their 1897 models at their uptown salesroom, Forty-second street and Fifth avenue, where Mr. A. O. McGarrett, manager of their New England sales department, with Mr. H. A. Woodward and Mr. E. W. Clement will be in attendance.

At their downtown depot, 318 Broadway, will also be held an exhibit, and in addition to their 1897 models will be shown five makes of 1897 English Cycles and one 1897 Acatene (French Chainless) purchased by Mr. Elliott Burris, at the Stanley and National Shows in December.

Mr. Chas. K. Alley, New York manager for Humber & Co., will be in charge at 318 Broadway and will be assisted by Mr. Harry Hall, Mr. George Clough and Mr. C. M. Dally, Jr.

Reputable and select agents desirous of securing the representation of Humber's would do well to call and examine their 1897 models during the week of the Show at either of the above addresses and interview the gentlemen who represent Humber Quality.

* * *



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HIGHEST WORKMANSHIP, BEST MATERIAL, MOST COMFORTABLE AND HYGIENIC, are a few of the points of merit of the celebrated **WHEELER REFORM SADDLES.**

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THE WHEELER SADDLE CO.,

**189-191 Larned St., West,
 DETROIT, MICH.**

The Wheel

AND
CYCLING TRADE REVIEW



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VOL. XVIII, No. 25.

NEW YORK AND CHICAGO, FEBRUARY 5, 1897.

WHOLE NO. 407.

ONLY PARTLY ORGANIZED.

The Completion of the Retailers' National Association to Be Effected During the New York Show.

After several years of intermittent and sporadic talk, the retail cycle dealers of the country, or rather a fair representation, thereof, "got together" during the Chicago show, in response to the call of the St. Louis Cycle Board of Trade, a most progressive organization which has handled itself in a manner that commends it to other similar bodies.

At the Chicago meeting a good start toward the formation of a National Association was made, but the projectors wisely decided to leave the final moulding and rounding out until a meeting during the New York show, when the Eastern trade might more strongly voice itself.

The first meeting was held at the Del Prado Hotel on Thursday afternoon, with R. L. Hill, of St. Louis, in the chair and John McCargo, of St. Louis, as secretary.

After general discussion it was determined to endeavor to form a National Association, and a committee, consisting of Messrs. Roach, of San Antonio, Tex.; Hannan, of Denver; Canfield, of St. Louis; Anderson, Chicago; Schumann, Memphis, and Crowther, of Pittsburg, was appointed to draft a constitution and by-laws and report at an evening session.

The attractions of the Coliseum proved too much for a majority of the dealers, and consequently there were not more than forty or fifty persons in attendance at the night meeting, which convened at 10.30 p. m.

The Committee on Constitution and By-Laws reported, and a constitution was formally adopted, and a temporary organization effected by the election of these temporary officers:

George E. Hannan, Denver, president; George Collister, Cleveland, O., first vice-president; W. E. Roach, San Antonio, Tex., second vice-president; H. T. Hearsey, Indianapolis, Ind., treasurer; John McCargo, St. Louis, Mo., secretary.

Inasmuch as a majority of the dealers present were from the West, it was determined that this organization should be only a temporary one for the purpose of proceeding to work immediately.

At a meeting of the temporary officers, held on Friday evening, it was wisely resolved to issue a call to the dealers for a more general meeting at the New York show, and all dealers throughout the country will find it to their advantage to be present at

this gathering, which will probably be held on Thursday during the week of the New York show.

Headquarters will be at the New Manhattan Hotel, and the local Boards of Trade throughout the country, as well as those dealers who have been prominent in organized effort in the past, will be communicated with personally in an endeavor to secure as large an attendance of representatives as possible.

It is the intention to have the entire country thoroughly represented, and in order to secure this desirable result the plan of government as outlined will be arranged for by the appointment of a National Executive Committee or Board of Control. The country will be divided into six districts, as follows: New England, Eastern, Central, Southern, Western and Pacific. Three representatives will be elected from each district by the members thereof, these eighteen representatives comprising the National Executive Committee or governing body.

In the election of officers the same geographical distribution will be observed, the idea being to give each section adequate and proper representation.

The objects of the organization are mutual co-operation and assistance, looking toward the maintenance of a legitimate trade as against the curbstone broker, auction house, department store and irresponsible dealer, together with a co-operation with local boards.

So far, the large manufacturers, whose control of branch stores renders their co-operation desirable, have expressed themselves in sympathy with the movement, and the meeting in New York should result in the launching of an organization capable of effecting much good.

WILL MAKE WAR ON ALL INFRINGERS.

If you are using a cycloidal sprocket not of Black manufacture, be on your guard.

The Black Mfg. Co., Erie, Pa., who have made the cycloidal sprocket a feature of their Tribune bicycles, have won their case and will shortly start on the warpath. After three years of fighting, they have just been notified that the Court of Appeals at Washington, the court of last resort, has affirmed their patent on the sprocket.

While the struggle has been going on the cycloidal has come into considerable use, but now that the law has decided their quarrel just and title clear, the Black people propose proceeding against all who have infringed their rights. The proceedings will be instituted at once.

IVER JOHNSON, NOW.

English Capitalists Said to Have an Option on the Big Plant in Fitchburg.

London, Jan. 22.—In addition to the very persistent rumor of the sale to a syndicate of the European rights of the Morgan & Wright tire, I am now in a position to assert, that the capital of the company which has actually been formed will amount to \$7,500,000. Further, I can say that George Lacy Hillier, whose name cannot be an entirely unknown quantity in America, is even now on his way across in connection with this deal.

I have also been told, with some appearance of circumstantiality, that an English syndicate has bought or retained an option to buy the business of the Iver Johnson Co., of Fitchburg, Mass., and that in all probability Hillier has crossed with a mission to investigate matters there also. I am told that English accountants and experts have crossed to make a survey and valuation of the Fitchburg business.

Morgan & Wright reaffirm their emphatic denial of a foreign deal of any kind.

When seen regarding the report affecting his concern, E. H. Wilcox, of the Iver Johnson Co., smiled, said he knew all about it, but that he was not in a position to answer questions or give information.

If Mr. Hillier is in the country he has succeeded admirably in keeping his light under a bushel.

NEW JERSEY'S FIGHT BEGINS.

At Trenton on Wednesday of this week, a hearing was given to the New Jersey Division's bicycle baggage bill. After hearing Chief Consul Kireker, I. B. Potter and others the hearing was adjourned, despite the protests of the wheelmen, to Feb. 17, at the request of the Erie Railroad's attorney. Chief Consul Kireker's argument was lengthy and logical. His telling points were that railroad companies transport without charge 150 pounds of baggage for each passenger, and should do the same for wheelmen; that the service is charged for in fixing the rate for carrying the passenger; that bicycles are baggage, and have been so held in Missouri, while the Legislatures of New York, Rhode Island and Ohio have declared that bicycles are personal baggage.

The railroads will be given a hearing on the date above mentioned.

WILL TRY AGAIN.

An Effort to Re-establish the Sale of an English Wheel Here—Dunlop's 160 Law Suits.

London, Jan. 19.—The Rudge-Whitworth Extension in the form of foreign subsidiary companies, reported a week since, is confirmed by a circular which the company has issued to its shareholders on the subject. Among other things it states that an American company, after the style of the Humber, will be formed. The veterans of the American world will recall that the Rudge bicycle once practically controlled the American market.

It is likely that the law courts here will soon be choked with tire litigations, the Dunlop Company having issued no less than 160 writs, most of them for infringements of the various patents held by the company, but many for alleged deviation from the tires on which licenses have been granted. The Palmer vs. Dunlop case which, as I have before reported, is a matter in which the former concern claim that the latter are infringing the patent for a fabric first adopted in the Palmer tire, is expected to open shortly. All the directors of the Dunlop Company have been subpoenaed as witnesses by the plaintiffs.

The next flotation of any importance here is that of the Triumph Cycle Company, of Coventry, which has been built up by the energy and ability of two anglicised Germans, Messrs. Schulte and Bettiman, inside of five years. The present capital of the company is £50,000, and last year it paid a 20 per cent dividend. Its £1 stock stands quoted at £1 15s. as I write. The new capital will probably be £200,000, as the works have been largely extended since that dividend was earned.

Another flotation to be expected is the Cycle Components Tube Company, which Mr. Hooley bought from the Cycle Components Manufacturing Co. some months ago for £50,000, and will now seek to float for his customary quarter million, by throwing in some other business, such as another tube or fittings company.

The cycling press was circularized last week by Mr. A. W. Gamage, who is by this time amongst you, on the question of trusts in the cycle trade. He asserts that he was approached by American firms with the view to forming a trust in certain cycling accessories, but refused, and no doubt his visit to your shows has been actuated by the desire to buy for himself such American accessories as he desires to push here. Gamage is no puny buyer, so that any firm successful in securing his custom may rest assured that he won't buy lamps in half-grosses or wrenches by the dozen.

As the Duryea motor has not been, it is alleged, treated fairly by the "Automotor," a weekly periodical, published by Henry Sturmeier, its editor says, in the interests of the motor car trade—in the interests of the British Motor Syndicate, Mr. McKim asserts—Mr. McKim, who is the English representative of the Duryea Company, has commenced the publication of a new organ, entitled the "Automotor and Horseless Vehicle Journal,"

with the avowed intention of "showing up" the Lawson game. Mr. McKim asserts that he has challenged Mr. Lawson to produce a four-wheeled motor of equal horse power to race the Duryea for a stake of £5,000, but Mr. Lawson has declined, although offering £2,000 towards a prize fund for a Motor Car Derby.

The first of the big provincial shows—Dublin—opened on Saturday, the Earl of Mayo performing the initial ceremony, while, later on, the Lord Lieutenant of Ireland with Countess Cadogan were interested visitors, and ultimately purchasers. It is the third of its series, and eclipses both the previous efforts in size and success. It is held in the buildings of the Royal Dublin Society, under whose patronage the world-famous Dublin Horse Show is held each autumn at Ball Bridge.

Birmingham Show opens on Thursday next, but, in view of the slackness in the retail trade at present, as compared with last year, the trade is rather inclined to run quietly at the remainder.

COMING OF THE SIMPSON.

The Much-Exploited Chain Finally Taken Up by an American House—May be Made Here.

For such a well exploited article, the Simpson lever chain, which has disturbed England for more than a year, has been slow in reaching America. Several sample chains have been seen, but it has remained for the Weaver Cycle Material Company, No. 101 Reade street, this city, to undertake its sale and advancement. Messrs. Oviatt & Harness, representing the Simpson Engineering Works, are en route to America to perfect the arrangements with the Weaver people, who have in view the manufacture of the chain.

The chain will be in evidence at the New York Show, and is well worth close inspection. Its action is unlike any other chain in use, and is not generally understood. It will mystify the unmechanical.

Contemporaneous with this announcement, the Weaver Cycle Material Company make public that they have become a \$100,000-fully-paid-in concern. Incorporation papers have been applied for and are expected this week. The directors will be: Thomas F. Kennedy, J. A. Weaver, Sr., P. S. Tolman, J. A. Weaver, Jr., all of New York, and Mr. King, New Jersey. The officers will be: Thomas F. Kennedy, president and general manager; J. A. Weaver, Sr., treasurer; F. S. Tolman, secretary; J. A. Weaver, Jr., vice-president and general superintendent.

TALKED ABOUT GOOD ROADS.

Wine and wit flowed with the more matter-of-fact subject of good roads at the first annual dinner of the Good Roads Association, at the Clarendon Hotel, Brooklyn, on Thursday night of last week. Numerous prominent Brooklynites were present, while Albert H. Angell, the president of the association, presided. Mayor Wurster, in the course of his speech, said the work of improving Glenmore avenue and the return cycle path was largely due to the work of the Good Roads Association and to Alderman Clark. Other speakers were Park Commissioner Dettmer, Commissioner Willis, Norman S. Dike and Bridge Trustee James A. Sperry.

WANT HIGH GRADES ONLY.

The Progressive South Africans Will Have Nothing Else—Two Alert Yankees Blazing the Way.

Johannesburg, Dec. 27, 1896.—Among fields hitherto open to American bicycle builders none have been better than South Africa, a fact not unknown to some of them. It is now two years since "Tony" Affhauser, of North Adams, Mass., astonished the natives of Africa by riding a 21-pound wheel from Cape Town to Johannesburg, a distance of 1,014 miles. He was the first to undertake this ride, and to convince Colonials, Free Staters and Transvaalers of the merits of lighter wheels and wood rims and other up-to-date improvements. Yet not to his opportunities did the manufacturer pay heed, nor attempt to supply this market.

It is now about eighteen months since G. H. Clapp, of Boston, undertook to interest American manufacturers of all classes of goods in this African market, to which, to his surprise, he also found an indifferent ear. Although some were willing enough to sell him goods, they themselves did not care to come to the market, which they might have had for the taking.

One year ago it was impossible to buy here a bicycle of English manufacture of less weight than 28 or 30 pounds, unless it was a racer, and no amount of correspondence would persuade manufacturers with unlimited capital and an overproduction to come here, save through some export or commission firm, who did naught but find the customers who would have found the manufacturer without their aid.

This state of affairs has led to the formation of a company, the idea of which was to supply a natural demand for the best grades of American cycles. As might have been expected the two Yankee pioneers at once became the most interested in the movement, and thus it was that the Yankee Wheel Company, of South Africa, Ltd., with a capital of £20,000 was started. With two such men as Affhauser and Clapp holding fully one-half of the paid-up capital of £20,000, an illustration of what the company will do can be better surmised than foretold.

Already the invasion of Johannesburg has been so marked that the English houses have awakened to the demands that they have not supplied, and they are being pushed by their new rivals. The Yankee Company, through Mr. Affhauser, has established live agencies in remote parts, and Mr. Clapp is looking well to the organization of the principal cities, where the best repair shops and workmen will appeal to riders generally. This network of agencies throughout Africa means much hard work, and an overcoming of natural prejudice, for which the promoters deserve credit. The manufacturers at home have, in this connection, shown themselves short-sighted. It has come to the position where it is needless for the American builder to now come here unless he is invited, for already the country is well represented, and the market is well supplied. Only high-grade wheels will sell, because the people will have the best; and than this population, there is none who better appreciate the best in bicycles.

Johannesburg is shortly to have a new cement track, with good straights and correct bankings, but the present track, with its sucked-orange shape, is very fast.

The Wheel

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Notice to Advertisers.

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FACTS IN THE CASE.

ON the eve of the National Assembly meet, THE WHEEL considers it a duty, even though to some it may have the earmarks of overdoing the thing, to say a final word on Potter and his creed. He is by no means a sure winner, otherwise why the bungling activity of his political bureau; otherwise why the splurge and wriggle and ink-deluge of his army of ready writers? There is a big chance to defeat him, a big chance to snuff out his selfish use of the League. Elliott's honesty and earnestness and enthusiasm are permeating factors. The work of THE WHEEL is surely making itself felt. Here and there, in the city and in the backwoods, vote-owners are looking askant at Potter, are less sure of him day by day, are more suspicious, are more fearful, are less willing to trust the League to him and to his promised coterie. Should he win he will win only by political methods, not by merit, not by character, not by service—only by promise, by purchase. His support will be paid for, his victory will be bought.

But, say you, what is the specific objection, the cognate and definite cause of THE WHEEL'S opposition? What sort of Ethiopian is really in the wood pile and, by the by, is not Potter only the greater through opposition, since to win opposition one must have some ringing and positive qualities? Unfortunately it is that opposition to Potter cannot be made specific, cannot be coined in a sen-

tence or covered in a breath. It is general. For instance, he poses as a martyr for League work when, day by day, he is advancing his personal, professional and political fortunes; while purporting to be an enthusiast for roads, for wheeling and for the League, he is simply a non-confessing soldier of fortune, who has obtained from its treasuries more money than any other one man in the organization. He wants the League, the whole League—he wants it for Potter. If he gets it—and he has a fair chance—he will show you what he will do with it. It will be the L. A. Potter, and he will put it to many uses. They will be multifarious, ingenious and unsuspected, and they cannot be catalogued here—only it will not be the same League; the chief enthusiast-for-revenue-only will have come into his own and the League will be a spoils-to-the-victor organization from Portland to Portland. It will no longer be an association of gentlemen interested in one cause and bound together for mutual interest. It will be a for-personal-profit-only organization with an admirable example of that creed at its head.

The opposition is not specific, certainly not, otherwise defeat were easy. Our hero is a chameleon, a promise-breaker, a disrupter, a hounder-of-enemies, churlish-minded, himself the whole thing, brooking no opposition, hurling defiance occasionally, but usually flattering, cajoling, coaxing, many-sided, evanescent to all, to friends and enemies alike.

The statement so often annexed to Potter—his loyalty to his friends—what rot it is! Of genuine and lasting loyalty there is nothing—only payment for service rendered and payment only so long as unquestioning service is given. He has no loyalty—he makes friends only to use them, then to drop them. Dunn, Luscomb, Burdett and all the rest of them, they are all against him—all, that is to say, except two—the one George R. Bidwell (and Bidwell is behind Potter for the present only and only for political self-interest), the other one, Willison, whom Potter dragged through fire and mire last year—of whom Potter said—well, perhaps you know the story, and if it was told of you one year you would not support that man the next year, nor would you ever support him, never at any price.

A big man, Potter? No; only a man of certain attainments in a certain place—a specialist in a suitable situation. There are in many wards, in many cities in America, droves of men who, along the lines of politics, political methods, manipulation, running the machine, easy bosses, smooth men, and that kind of thing, would so far outclass Potter—well, there is simply no comparison. No, Potter is not big; but Potter is the one particular man in the League who has made the League a business. Its possibilities (to

him) are his breakfast, his dinner, his supper. He is at the League (for Potter) all the time. Other League men pay their dues, believe in the organization, and are enthusiastic League workers, and they would go great lengths and make unrequited sacrifices to help cycling, to help the League. But they do not expect revenue for their performance. They have other interests; they gain their livelihood otherwise. The League with them is a sentiment. They pay their money and Potter takes his choice. And that is how Potter comes to have stature. In brief, he is a continuous L. A. W. performer, a vaudevillian of some order.

In conclusion, THE WHEEL reiterates its belief in Elliott's candidacy, and re-expresses its hope for his success. He is openly honest. When he goes out of League office, many things will be the better for his having been in office. When he goes out, something of the League will still be left. The same is not certain of the other candidate. The one plank in his platform is well concealed self-advancement—advancement, progress and Potter, at all cost and any cost.

And if the purple should be put upon him, what a spectacle then for the cloud of verdant assistant-wire-pullers and button-pressers who now attend him—how the truth will dawn upon them when first their Richard sneers—"I am not in the giving vein to-day."

EARLY SHOWS OR NONE.

THE WHEEL'S wired editorial bird's-eye view of the Chicago Show, as regards profits, probabilities and future shows, hit off the situation exactly, though but three show days had been counted. From Tuesday until Saturday the opinion voiced in THE WHEEL gained in strength, increased a hundredfold and finally became general.

It is now a certainty that the questions of "no show" at all, or one show only in November, will be most carefully discussed at the Board of Trade meeting held in New York next week, and decisive action will undoubtedly be taken. All that is wanted is a leader; all that is wanted is a strong few to put their names on paper, or put their best feet forward and take a vote on the readjustment of the show business.

A big majority of the trade would undoubtedly vote for no shows at all, but a very much bigger majority will vote for no shows in January and February. The trade have seen the folly of such late dates, the inanity of such an expense, the foolishness of holding up the agency trade until that time, and probably never again will shows be held as late as they were this year.

A very large part of the trade, however, will not relinquish their belief in shows, belief in their good, and in their stimulating

effects on the bicycle business. Besides, there is a general disinclination to make any radical change; that is, to go from late shows to no show at all, and next season will probably witness a compromise in favor of one National show to be held early in November. A large number of bicycle makers will support this position, and they will be reinforced and strengthened by the parts, material and specialty men, all of whom are anxious for a November show.

The impulse behind the no-show movement is based entirely on the results of the Chicago exhibition. The show practically created no business at all. Here and there agents were seen and signed, but practically the show was a non-business affair. The public were amused; the exhibitors were bored. Not only were they themselves fatigued, but their time was wasted and their pocketbooks were depleted. It was a general, all-around loss.

THE WHEEL is not in favor of passing a "no show" resolution at the meeting to be held in New York next week. THE WHEEL believes that shows may be of some advantage if held at the right time. It also believes that the trade can afford to indulge in them if the trade has done good business; and if 1897 is a prosperous season—as THE WHEEL believes it will be—a large number of manufacturers will be in favor of a show in November next. The trade should come out, to a man, and sign in favor of no more shows in January and February, leaving the question of November show to be taken up after the approaching season has become a matter of history.

WHY THIS DODGING?

"DENY everything" is now the battle cry of Mr. Potter's "Campaign Committee."

In an "official denial" they descend to surprisingly barefaced lying, and they know it. They do not deny that they raised a campaign fund, but they juggle the truth so lightly as to assert that they have no candidate in training for the L. A. W. presidency or for the official refereeship. It is true that they have very wisely called off their candidate for chairman of the Racing Board, but that they accepted the defeat of their anti-racing crusade in good faith is proven untrue by private utterances of many of the delegates, Mr. Potter's man Friday, Mr. Belding, among them. Only last week the gentleman almost frothed at the mouth when the subject was discussed, and launched into a rabid anti-racing tirade. The committee denies that they desire to affect the Bulletin contract, although Mr. Potter himself so told a WHEEL representative, and a petition to that effect was in circulation, and in another paragraph they themselves admit it. They deny that they are

after Secretary Bassett's scalp, or that they desire National headquarters located in New York, although it has been common talk in the Vanderbilt Building for months. They say that they have a "warm regard" for the "genial secretary," and then refer to him as "manager-in-chief of his neighbor and official boss."

The whole document suggests that the committeemen are in dire straits and have lost all sense of self-respect. THE WHEEL has driven them into a corner, and for men with a cocksure thing, they are squirming as few men have squirmed before.

If Mr. Potter is defeated, he will have his ridiculous committee to thank for their assistance to that end.

STAND BY THE SABBATH.

WHEN America is fifty or one hundred years older, cycle racing on the Sabbath may be looked upon as proper. We are a progressive people; changes of custom are not impossible, and it may be that it will come about.

Certain Western States, or rather certain people in certain Western States, are eager to bring it about at once. They will invoke the League of American Wheelmen to set its stamp of approval on their efforts, and failing, there is a well-defined movement to secede from the organization and attempt the accomplishment in view, a movement the depth of which is not appreciated in the East. We have small faith that the League will render the service prayed for. We have less faith in the success of any secessionist movement which has Sunday racing for its corner-stone.

Regardless of one's personal views, the League cannot afford to give more than respectful ear to those who will speak in favor of the motion; it seems out of all question that it should or will grant its approval in any manner whatsoever. To do so would endanger the peace and welfare of the organization; would bring down the righteous wrath of press and pulpit, and alienate the moral support and goodwill of the better classes, whose support and goodwill is most desirable, and will do more damage than can be repaired in a decade. The time is not ripe; the conditions are not auspicious; the motion should be crushed promptly and unmistakably. No bolt that may result can do much harm. Secession from the League has been tried time and again, and in each and every instance to no purpose. All have flashed in the pan. A like fate awaits the movement now in view.

TRADE CATCH WAS SMALL.

THE non-business character of the Chicago Show, as indicated in the first few days, was not changed throughout the week. The big men had the pleasure of meeting their

agents and of entertaining them, and there was a deal of interchange of good-fellowship among men who had never met before. In many cases old scores were wiped out and grievances were settled, very often through the medium of "hospitality." But throughout the week agents were not present in large numbers. It may have been the cold, or it may have been the lateness of the show. But, whatever it was, they were not there. The show goes down in cycling history as the top-notch function of its kind; away and beyond any other cycle show ever held from the standpoint of the spectacular. From a business standpoint it was the poorest show ever held.

It is time to let down the bar. The L. A. W. will be made none the worse by the admission of professionals to membership. The professional of to-day is not the professional of ten or even five years ago. Most of them were, until recently, members of the organization, and few have changed their skins since crossing the imaginary dividing line. If they were good enough then, they are good enough now. We hope the National Assembly will vote to admit them, and more than that, hope, if there be again in the legislative body upstairs who will make the discussion of the subject an occasion for shameless prattle of their caste or social distinction, that there will arise some champion who will mercilessly drive the prattlers from the floor.

"State rights" is an alluring term, but delegates to the National Assembly who favor transferring the control of racing to the Division Racing Boards had best look well before they leap. With thirty or forty different bodies empowered to suspend, transfer, professionalize and otherwise punish and discipline racing men, chaos seems not far removed. It is an unwise and dangerous experiment, and no man who has the best interests of cycling at heart can wish the attempt well. We cannot believe that it will attain. Racing is an affair of the nation, not of the State.

Discussing the merits of their candidates by rival supporters of Messrs. Elliott and Potter, has grown to be very much like a dog fight in a flower garden—nothing is settled but the flowers.

The man who gets to the front in racing seldom stays there long enough to wipe his forehead and look around.

Hope is a pleasant acquaintance for a racer, but is an unsafe trainer, a fair starter and a good pace-maker.

The great work of many people in cycling is to improve the methods of other people in cycling.

MR. POTTER!

Now doth the busy Isaac B
Employ each shining hour,
To try and gather voters in
To sustain his waning power.

Mr. Potter wants THE WHEEL to "let up."

For Mr. Potter's sake THE WHEEL wishes it might do so. We know that he has aspirations—that there is a political future carved out for him. We know that his cycling career is but a stepping-stone to greater things, and we dislike to do aught that will make the stone the slipperier, for when the time comes we expect to support Potter in attaining these greater things. In the field of stern politics, nearly all are tarred with the same brush and the support will come easy and graceful. In his present capacity, that of candidate for the L. A. W. presidency, we are unalterably opposed to him and refuse to "let up" or be turned from our course.

We know Mr. Potter—know him long and well, and not wholly unkindly. We know his virtues and his faults—some of them. In anger no thunder cloud is blacker; none more threatening; none gives out more vicious fire; none growls more ominously, nor bellows more vigorous defiance. In his pleasant moments or moments of regret, no sun is warmer, none mellow or more mellowing.

But Mr. Potter is a man of moods. Sunshine chases the clouds. Clouds chase the sunshine, and constantly. This fitfulness, this fretfulness, makes him what he is.

He has played the part of Caesar, but he has played Brutus the oftener.

In the present campaign he is again a Brutus. He is playing false to one to whom his word was pledged, to one who had all cause to believe him a friend and true, Sterling Elliott. But he as easily turned from Luscomb, from Dunn, from Burdett, from Willison. He smote them all. Last year we told Mr. Elliott that Potter would seek to slay him. We knew the man. We know him now. No paper crown, no flowers with which creatures of his own making may strew his path can deceive.

We know the throne upon which he is reared, the New York Division. We know of what it is constructed; we know upon what it rests—appeals to the vanities and weaknesses of human nature. He established himself with the cycling space-writers by appointments to office and with transportation at the Division's expense to a League function. He dropped them when the establishment had been accomplished. He created one hundred empty-honored consular offices where ten had served before. He created a decorative bureau, where all who wished might decorate themselves with so-called "honor badges." He touched all the chords of human vanity, and all responded to his great glorification. It is not to his discredit, but rather is tribute to his cleverness, which none can gainsay, and which has helped make him the hero which he seems to the common people.

To those with whom he has dealt longest and most direct he is no hero, but simply common potters' clay, molded largely by the public prints. His public career is strewn with broken promises, with violations of faith, with intrigues, with subterfuges, with innuendo, with insincerity, with more or less labored "explanations."

To gain his ends, to make out a strong case, he permits nothing to stand in his way.

If he does not entirely forget his promises and professions of friendliness or faith, he either uses or abuses them, adroitly, as a rule. Clever at "unintentionally" dropping a word, or belittling an idea or individual, he cares little whom or what it affects if it serves or appears to serve his purpose. Happy in expression, theatrical in pose, and equally clever at "explanation," an earnest knitting of brows, a kindly hand on the shoulder and a mellowing tone too often serve to placate those whom he has offended, if not grievously wronged. Apparently he knows his strength in this regard and depends upon it. Oppose Mr. Potter and you will feel it. Fall gracefully into his ways, gracefully accept his issues and you are his.

Warm-hearted and generous to those who serve him, he is surrounded by a corps of worshiping servitors, each ready to do his bidding and to believe their king can do no wrong. They are dazzled, but not illuminated by the glamour that surrounds him.

We have basked in the sunshine of his smiles. We have come under the shadow of his clouds. But we have been illuminated. We neither fear nor hate the gentleman. We know his ways. We think we know his place. It is not in the presidential chair of the League of American Wheelmen. We are more loyal to the organization than to the man. Mr. Potter's ways are those of the professional politician—that world meant for statesmen, but alas! filled with those who, to gain their ends, stifle all or nearly all the nobler instincts in the human breast. Mr. Potter has employed and is employing those methods in careering in the L. A. W. He is bringing them to a degree of professional perfection. We see no reason for it. We regret it. We discountenance it. Our opposition to Mr. Potter is deep-rooted because of it. He would fill offices not on a foundation of merit in men, but on a basis of a delivery of votes and by reason of political services rendered. He is a political schemer and plotter, a violator of pledges, a political Brutus.

Men's hearts are not door-mats, the League of American Wheelmen is no stepping-stone and the National Assemblyman who is true to the impulses which nature instilled within him, and to the people whom he represents, will not be deceived by the newspaper halo which hovers over the candidate from New York, and will rebuke him with an adverse ballot. He has ground his pledges of loyalty under foot, has trampled on men's hearts—his very opposition to Mr. Elliott is in that light—and has made the L. A. W. his stepping-stone; he has done this so often that a rebuke is needed and we hope will be administered.

In contrast to Mr. Potter, Sterling Elliott can well afford to stand on the platform: "I am no politician. I desire rather to be known as an honest man, striving to do right." And all who know Mr. Elliott know that it is a fitting platform.

If ever there was an honest, upright, God-fearing man who truly strived to follow the dictates of his conscience, Sterling Elliott is the man. We have never known him to engage in but one despicable act—it was during last year's campaign—and Mr. Potter was a prime factor in the case. R. G. B.

If a "dark horse" should slip into the presidential chair it need cause no surprise. The West claims to be well organized, and has an idea that it can dictate matters.

WHY THEY WERE WORRIED.

If there is anyone in the New York Division in position to enjoy the political goings-on, it is the members of THE WHEEL's staff. They are as spectres to the components of the "inner circles," and their bare presence at a League gathering is sufficient to excite rumors, and to give some of the ringsters connoption fits.

At the annual meeting of the L. A. W. Consulate, two weeks since, this was nicely, if amusingly, illustrated. The Consulate, it must be understood, is officered and dominated largely by Messrs. Belding, Eckert, Frobisher, Pitman, Townsend and others who worship at the throne. Mr. Townsend is the Senior Consul and presiding officer. Why he was ever chosen is a mystery. He is a newcomer and has rendered no conspicuous service to the L. A. W., despite the fact that he is a member of the Michaux Club, a vehement speaker, a leader of cotillions and a general all-around society man, who knows all about "chappies" and "pink teas." As Senior Consul he was simply a "figure-head," which some members of the Consulate decided should be removed. An opposition ticket was reported, and a WHEEL man, who is also a member, but who knew absolutely nothing of "who was who" or "what was what," attended the meeting. The night was very stormy and a slim attendance resulted.

When THE WHEEL man was discovered Mr. Pitman reported the fact to Mr. Townsend, and several whispered confabs occurred in the far corner of the hall. Mr. Townsend then called the meeting to order. He instructed a calling of the roll, then changed his mind and asked all present to rise. While they were standing, Secretary Frobisher counted and stated that there were forty-three members present, seven short of a quorum. The Senior Consul gave voice and announced "no meeting." One member undertook to suggest a short wait, but Mr. Townsend replied that he had already waited twenty minutes, and there being no quorum he could listen to nothing more. He put on his hat and overcoat and departed. Mr. Frobisher, with the books, followed; likewise Messrs. Belding and Eckert. Mr. Pitman remained.

"Well, we blocked your game pretty nicely, didn't we?" he said, gleefully, when he encountered THE WHEEL man. The latter didn't know what he was talking about and said so, but the rugged old veteran insisted that he was "on," whatever that meant.

After the departure of the "worshippers" several indignation meetings were held, and it appeared as if Townsend had not a friend in the hall. Five minutes after he left there were more than enough to form a quorum. Dr. R. Ottolengui, who was Junior Consul until he resigned, was present, and he did not mince matters in pronouncing the administration "dead wood." He asserted that three of the four committees had never held a meeting since they were appointed. Finally a call for a special meeting was signed by a majority of those present. It was considered by the Board of Consuls last week. At this gathering it came out that THE WHEEL's representation was an augury of ill omen for Mr. Potter, a "game" to injure his chances for the L. A. W. presidency. THE WHEEL man's club, a loyal League club for ten years, was at the bottom of the "deep, dark conspiracy!"

Accordingly, and as the Consulate is "absolutely free from politics," the Board of Consuls decided, in order that Mr. Potter's boom be given no room for damage, that the meeting and election be held in March, after the presidential contest will have been decided.

As the call for a special meeting was strictly regular, and stipulated a time—ten days—within which the meeting was to be held, it is a question if the Board is not overstepping the bounds of the constitution, but as few have seen that document little is known of its provisions. It is to be hoped, however, when the Consulate does meet, that a change of some sort will be made. It is needed sadly. Nearly all the present officials were among those who helped wreck the Cyclists' Federation, and prophecies that they will do as badly in the present instance are free and open.

MORE ANTI-POTTER RECORDS.

Boston, Mass., Feb. 2.—The "Boston Sunday Journal," of January 31, published an article in its cycling news criticising the statement sent out by the New York Campaign Committee in behalf of Mr. Potter. It says he was paid a handsome sum by the New York Division for his efforts in behalf of the Liberty Bill, that the book Potter wrote on "The Law of Cycling," originated from Charles E. Pratt, of Boston, the first president of the League; that the \$1,000 paid him by the L. A. W. for writing the volume on "The Gospel of Good Roads," was far too much, and that many Boston wheelmen say that "Good Roads," the magazine he was paid \$5,000 per year to publish was of doubtful value, and reference is also made to the \$5,000 law suit of Potter vs. the L. A. W. over the publishing of the magazine.

The "Journal" says that the so-called "Potter Guide-Board Law" was patterned after the Massachusetts law, and that the "Armstrong Bicycle Baggage Bill," in vogue in New York State, might be greatly improved.

BUT THE DOG WOULDN'T MOVE.

It is understood that Mr. Potter has purchased a commutation ticket good on any train running between New York and Philadelphia. It is also stated that his typewriter has instruction to write not less than twenty-seven letters per week informing the Pennsylvanians that New York's League meet vote is cornered in his office awaiting their "advices." New York had an enlarged idea of itself and imagined that it could wag the whole dog. It has discovered its mistake, and its consequent distress is positively laughable.

IN A STATE OF CHAOS.

Despite their campaign fund, New York's ridiculous "Campaign Committee" is pawing the air. Even on the eve of election—it occurs next week—they scarcely know where they are. A rebuke to the pretentious pretenders is almost as necessary as a rebuke to the professional pledge-breaker whom they are supporting or attempting to support.

POTTER AS A RECORD BREAKER.

If Mr. Potter should be chosen president of the L. A. W. he will break at least one of his records. When the time comes he will go out of office on good terms with the outgoing president—himself. Up to date he has "fallen out" or broken faith with every man who has occupied the executive chair since he became a factor in League politics.

MODELED AFTER MASSACHUSETTS.

Potter Goes to His Rival's State for His Good Roads Bill—Plums that He May Pick.

Be quiet there! The New York Division's press bureau is at work. In a day or two it will begin delivering grist and another paper laurel will bedeck the brow of their chief. Clever man that he is, he has begun his "driving campaign for good roads" on the eve of the L. A. W. election. The bill was introduced at Albany on Tuesday last—not to help his presidential chances—perish the thought!

The bill is practically a counterpart of the one passed by the Massachusetts Division three years ago, but, of course, the "press bureau" will say nothing about that. It would reflect credit on Sterling Elliott. Neither will the bureau say aught of how the bill is calculated to feather the Potter nest. As a Highway Commissioner at \$5,000 per year, a Republican Assemblyman at \$1,500 and an L. A. W. Chief Consul at \$1,650, all expenses paid and with time to dabble in his law practice, it will readily be seen that Mr. Potter's unselfish "cycling enthusiasm" is likely to prove an unusually profitable investment.

Mr. Potter also helped along his campaign last week by attending the annual dinner of the Brooklyn Good Roads Association. He was introduced as "the next president of the L. A. W." He had attended but one other gathering of the organization, and then only to characteristically smirch and knife a friend who had stood by him in an hour of need.

The bill at Albany was introduced by Senator Higbie. It provides for the appointment of a "State Highway Commission," to consist of three members, to be confirmed by the Senate, one of whom shall be a civil engineer. (Mr. Potter is a civil engineer.) They shall serve for three, four and five years respectively, as the Governor shall order. Each commissioner shall receive \$5,000 annual salary, and the commission shall have \$10,000 for office expenses annually.

The commission shall determine upon the best method of constructing roads, and shall advise county, city, town, or village officers of their conclusions. The commission shall hold a public meeting at least once a year in each county of the State, and co-operate with highway officers throughout the State and furnish plans and directions for improving public highways and bridges.

The road construction contemplated by this act being for a substantial and permanent roadway, the State Highway Commission shall cause plans and specifications of such roads or sections of roads to be thus improved to be made either for Telford, Macadam, or good gravel roadway or other suitable construction, taking into consideration climate, soil and materials near by where the road or section is to be built or improved, and the extent and nature of traffic likely to go upon such road, specifying in each section or subdivision the kind of road a wise economy there demands. The improved or permanent highway or roadway of all roads so improved shall not be less than eight nor more than sixteen feet in width.

The commission shall designate what road improvements shall be subject to State aid. A Board of Supervisors, by a majority vote

or upon the receipt of a petition representing two-thirds of the value of property, shall determine whether roads approved by the State Commission shall be improved. Upon the receipt by the State Highway Commission of a board's approval of any road improvement there shall be advertisements for bids.

This proposed law is to take effect immediately, and provides for the levying annually of a State tax of one-tenth of a mill, to be known as a State highway tax. The money thus raised is to pay the State share of the expenses of highway improvement. The tax provided in the bill would raise annually \$436,000.

AN ESSENTIAL POTTERISM.

No galled jade ever winced worse than Mr. Potter since THE WHEEL turned the light on his anti-racing attitude and brought his own utterances to bear on the subject. He is squirming and wriggling in a manner painful to behold, and his "press bureau" is working overtime in order to make the public believe that after the defeat of his anti-racing amendment last year, Mr. Potter believed the matter settled forever and aye. Unfortunately Mr. Potter made an address immediately after the tremendously adverse vote had been announced, in which he publicly predicted the growth and return and eventual triumph of the idea. A convenient failure of memory is an essential Potterism.

WHAT MR. POTTER REALLY DID.

The New York "Campaign Committee" says that Mr. Potter's election means "a driving campaign in behalf of good roads." Measured by what he did in New York during the past year, this means that the driving will be done without horses. In this State he did nothing tangible—his Good Roads Committee spending the enormous sum of \$10. As chairman of the National Committee, we believe he did less. It is stated that he did not have even letter heads printed until six weeks ago. Another weighty reason for his election, according to the committee, is that Albany County, in which the contest will be decided, is Mr. Potter's "native heath."

SHOULD NOT BE REPEATED.

Whatever they may do at Albany it is hoped for the sake of the Empire State that New York's National Assemblymen will not repeat the shameless tactics of their predecessors. The spectacle of a body of men, supposed to represent the brains of the Division, blocking a meeting by leaving the hall that they might wrangle among themselves and then sending to Mr. Potter for instructions, was a sorry if not ludicrous sight, not easily forgotten.

A MUCH PEDDLED OFFICE.

To be a vice-president on the Potter ticket will be in the nature of accepting "leavings." Despite the flamboyant spreadeagleism and cocksurenness of his campaigners, they have been peddling the offices from one end of the country to the other. Conolly, of Illinois, Holm, of Missouri, Collins, Boyle and Keenan, of Pennsylvania, Spencer Williams of Massachusetts, and the Lord only knows who else have had opportunities to refuse it.

The aristocracy of cycling is the Swiss rider—coasting down the Alps makes them men of long descent.

VICTOR BICYCLES

THE STANDARD FOR QUALITY.

Do not miss our exhibit at the
NEW YORK CYCLE SHOW.

WE SHALL OCCUPY SIX FULL SPACES

Near the centre of the building

WITH A FULL LINE OF
1897 VICTOR BICYCLES,

Showing all the fine points of construction that combine to
keep the VICTORS in the lead. Our representa-
tives will be pleased to explain to you why

VICTORS SELL FOR \$100.

And why they cost more to build than any other bicycles.

We shall also exhibit at the Boston Show in
Mechanics' Hall, February 20-27.

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BUTLER BANGS BALD.

Tom Butler has picked up the gauntlet flung down by Bald and awakened from the state of dormancy that has seemingly enveloped him since he returned from France. Bald's talk has roused his ire, and, like Cooper, he is now after the Buffalo rider's scalp. The repeated assertions by Bald that he was willing to ride any man in the world for a series of three one-mile heats, paced or unpaced, for \$1,000 or \$5,000, has set Butler's tongue wagging in thorough pugilistic style. He says:

"I have read Bald's challenge and will accept at once. I have the money and think that I can win with comparative ease. I am willing to meet him on any third-of-a-mile track in the world and run the three heats in one day, paced or unpaced.

"In my mind, Bald has done a vast amount of boasting which he cannot back up. Right away a letter goes from me to accept Bald's challenge, and I will begin training soon for the race, as I think he will take me up. I have no preference, and if Bald desires to race me in Jacksonville I am willing. The sooner the dispute over the '96 American championship comes to a definite head the better. It is my hope that I am the first to accept this challenge. When on the circuit last season it did not seem very difficult to win from him when we raced for blood. My experiences abroad have proved valuable to me, and if this match comes off, you can bet your life I will make use of some of the points which came to my notice while I was on the Paris race-tracks."

PRINCE'S PRODIGIOUS PLANS.

John S. Prince has succeeded in organizing a company at Chattanooga, Tenn., for the purpose of constructing a coliseum and he announces that his Southern circuit scheme will now be consummated. The circuit has been arranged to open at Memphis, the dates being as follows: April 2 and 3; Nashville, 5 and 6; Chattanooga, 7 and 8; Atlanta, 9 and 10; Montgomery, 12 and 13, and then around again, two days in each city for seven months, closing the latter part of November.

From sixty to eighty people will follow the circuit from city to city, he asserts, and at each meet in every city purses aggregating \$400 will be put up, making a total of \$40,000 for the season.

SHOCKED THE CHICAGO MANAGERS.

Albert Shock's entry in the Chicago six-days race has been refused. It is alleged that Shock made a proposition to Hale and others who are named as starters in the race to agree to ride in the contest, but at the hour of starting, when the expected crowd assembled, to demand of the management that 50 per cent of the receipts of the race be given to them for riding. This came to the knowledge of the promoters, and the game was promptly nipped in the bud by returning to Mr. Shock his entrance fee and blank.

BANKER WILL SELL WHEELS.

Geo. A. Banker has renounced the race-track. He will remain in Pittsburg and devote himself to business. He has secured the agency for the Humber cycles, and with his brother Arthur will push the sale of those machines in Western Pennsylvania.

CORONER WITH AN EYE TO BUSINESS.

Plans are being arranged at Nashville, Tenn., for the erection of another Coliseum. The track will be six laps to the mile and have an asphalt surface. Coroner J. C. Lambeth is the moving spirit behind the enterprise. The track and building are to be constructed upon his residence site, directly opposite to the Centennial grounds. The idea is to use the residence, which is a large two-story frame, for club-rooms and training quarters for the riders, trainers and patrons of the track. The Coliseum building is to be so constructed as to take in the residence as a portion of it, thereby rendering it convenient and easy of access both to the riders and the public. A large lawn in front, with numerous shade trees, provides an excellent promenade ground and will be a pleasant retreat from the amphitheatre during the hot weather.

PHYSICIANS WILL ATTEND.

An effort will be made by the promoters of the coming Chicago six-days' race to minimize the objectionable features, from a humane point of view, which marked the New York race. The right will be reserved to remove from the track, at any time, a rider who is thought to be unfit to proceed further. Physicians will be constantly in attendance to care for the riders, and, in addition, Dr. C. E. Greenfield and Dr. Paul Bloomer, two eminent practitioners, will make personal examinations of the contestants' vital organs—hearts, lungs, kidneys and livers—before the race and during its progress. These examinations will be of interest to the medical profession, and a number of prominent physicians have signified a desire to assist in them. The exact effects upon the riders in a six-day race will in this way be determined scientifically.

EARNED HIS MONEY.

Stanley Barrows, the Denver man, who claims to have ridden a mile by the aid of a gale of wind in something like a minute, has received \$500 from Gormully & Jeffery Manufacturing Company, offered to the promoters of the race meet at which the fastest mile in competition should be ridden by an amateur. At the meet promoted by Barrows, A. B. Hughes rode the mile in 1 min. 47 4-5 secs. Barrows, fearful that he might lose the cash, succeeded in having Hughes "thrown" into the professional class shortly afterwards, together with several of the pacers. He kept this up, and effectually prevented any one from equaling the record.

IS AN OLD HAND AT THE GAME.

Although C. M. Murphy, the Brooklyn professional, has been an active follower of the race-track for seven years, he has announced his intention of again entering active competition. He proposes to follow the circuit this year and thinks he will occupy a high rung on the ladder at the close of the season.

TAILS TO THE COMET.

Negotiations are being made by the American Waltham Mfg. Co. to secure Sanger, Gardner and Miller, the Chicago indoor rider, to ride the Comet next season.

OWEN HAD HARD LUCK.

As a direct contrast to the recent "frosty" meet at Buffalo, arranged by the managers of the barn-storming foreign riders, over 2,000 spectators attended the Rambler B. C.'s indoor meet at the Arsenal, Buffalo, on Saturday night last.

In addition to the numerous Buffalo riders, several Brooklyn and New York riders were present. The sensation of the night was contributed by the Parkside Wheeling Club, whose champion, Duer, was barred from the five-mile race because his chain broke in his heat. The accident happened outside of the ten-yard limit, so the men were not recalled. Although Owen, of Brooklyn, stopped, thinking the start a false one.

When the final was called a cry was started for the introduction of both Owen and Duer, and it gained in volume until the rafters were shaken with the shouts. No heed was paid to this. An instant after the start without the two men the sound of the Parkside drum and fire corks was heard, and the members of that club proceeded to march out of the Arsenal in a body.

In the final of the mile both Owen and Duer went down in a spill. Hard luck also followed Owen in the final of the two-mile race. In attempting to overhaul Denniston in the finishing spurt his wheel came in contact with the Buffalo rider's, and Owen went down. Owen claimed a foul, but it was not allowed. Denniston afterwards proffered the prize to Owen, but the latter refused it. The final of the five miles resulted in a see-saw for position until the last half, when the New Yorkers, Brown and Henshaw, secured it and held it until the end. Summary:

One Mile Novice.—1, W. Ray; 2, P. L. Hagen; 3, F. Aiple. Time 2:53.

One Mile.—1, W. A. Brown; 2, W. D. Cleland; 3, E. E. Denniston. Time 2:40 2-5.

Two Miles.—1, Denniston; 2, C. P. Henshaw; 3, E. D. Stevens. Time, 5:37.

Five Miles.—1, Brown; 2, Henshaw; 3, Dennison. Time, 14:12 2-5.

One Mile, 2:40 Class.—1, E. C. Haynes; 2, W. M. McHatten; 3, W. G. Webster. Time 2:42 3-5.

PONTECCHI PLUCKED THEM.

Last season Pontecchi, the Italian racer, was accused of crooked riding by some journal or other. Pontecchi, Italian like, waxed exceedingly wrath at this, and brought the writer of the accusation up before the courts. The following astounding sentence has just been passed on that very unfortunate reporter by his judges, or whatever you may call them, viz., seven months' imprisonment and \$150 fine. This kind of thing is very liable to discourage free criticism of Italian racing men by Italian papers.

MORIN VANQUISHED BY BOURRILLON.

At the Veleddrome d'Hiver, Paris, Sunday, January 16, the long-talked-of match between Bourrillon and Morin took place in the presence of 10,000 spectators. In the first heat (1,000 m.) Bourrillon won moderately easy by about a length. In the second series (2,000 m.) Morin was proclaimed the winner by inches only. In the run-off (1,000 m.) Bourrillon again scored, amidst the greatest of applause. The racing all the way through is described as straightforward, and undoubtedly the best man won.



PALMER TIRES

There is not such a great difference in the general appearance of a high-grade bicycle and one of inferior quality. Shape and size are common to both. Enamel and nickel cover a multitude of defects.

A cheaply constructed bicycle may have a first-class saddle, or some other good single part, but a cheap wheel is never fitted with Palmer Tires. They are too expensive. • • • • •

The distinguishing mark of an 1897 high-grade bicycle must be apparent to the eye. That mark will be a pair of Palmer Tires. • • • •



The Palmer Pneumatic Tire Company,

• New York and Chicago. •

DIFFERING DOCTORS.

Rival Physicians Treat California's Sabbath Day Racing Disease in a Variety of Ways.

California is divided on the Sunday racing question. While the members of the Northern Division are clamoring for State local option, the Southern Division is opposed to the whole idea. A month ago Robert M. Welch, the California member of the Racing Board, issued an open letter in which he plead for Sunday racing in the strongest language and now comes C. C. Monaghan, Chief Consul of the South California Division with a communication, which he has sent to all the Assembly delegates, in which he earnestly urges that the League should maintain its present position on the question. He explains that he wants the situation of South California understood so that an intelligent vote can be taken. His letter reads in part:

There has been in circulation during the past two months a rumor to the effect that all of the Western divisions, particularly California, were very desirous of Sunday racing. We will state that at the annual meeting of the Board of Officers of the South California Division, held December, 1896, at which the entire board were present, a resolution was adopted declaring that the Board of Officers were unalterably opposed to the granting of local option for Sunday racing, and that we use our best efforts to defeat such an amendment at the coming National Assembly.

The League is organized primarily to protect wheelmen and to secure better roads. And one of the greatest inducements held out to the people for membership is that even if the League controlled racing, it never sanctioned Sunday racing or allowed pools to be sold on its tracks. The strength of the organization depends, not upon the amount of racing that we have, but upon the amount of work that is accomplished for the benefit of wheelmen and League members particularly.

The League of American Wheelmen was not organized, nor is it continued to make money out of racing. They simply control racing to give to the people of this country a sport free from all stigma.

It matters not what personal feelings we may have on the subject, whether we would attend a race meet or not given on that day, the fact remains that to a large percentage of our membership the granting of sanctions on that day would be obnoxious. And whether in Maine or California the same broad rule should govern our organization.

There was organized in Southern California last summer what was known as the Wheelmen's Racing League, for the purpose of giving Sunday race meets at Santa Monica, a seaside resort of Southern California. But, notwithstanding the fact of the immense advertising of these races, the largest paid attendance on any Sunday was 250.

If race-meet promoters and racing men desire Sunday racing, there is nothing to hinder them from riding on that day without the sanction of the League. Let them give Sunday racing on their own responsibility and if it proves a success it will then be time enough for the League to legislate on the subject.

If the settling of the Sunday racing proposition by local option is a good plan, why not

settle all matters in such a way? For instance, why not allow a division that so desires to draw out entirely from the jurisdiction of the racing board? Or allow each division the right of deciding whether the race-meet promoters should be obliged to go to the racing board for sanctions? Or allow those Divisions that desire it to have race-meets at which women are allowed to compete? Or allow negroes to join any Division desiring them?

In fact, if the project of local option is carried out, of which Sunday racing is the opening wedge, there is no need of the national organization whatever; allow each State or division to run its own business without regard to the others, and you have the project of local option carried to a logical conclusion.

This is in direct opposition to the prevailing opinion in San Francisco, as will be seen from the following from a correspondent in that city:

"Nothing proves the fact that Sunday racing is the only loophole out of the racing difficulty in this State better than the history of the Velodrome in this city. The track is, without a doubt, the best track of its size in the world, and fully as good as the best four-lap tracks in the country, and yet, despite the fact that the racing has been of the top-notch order, the race meets that have been held on the track have been financial failures. And why? Simply because Saturday afternoon is the busiest of the seven in this city, and the middle classes, from whom race promoters derive their patronage, cannot get off on that day to attend the meets.

"It is on Sunday that Californians take rest and recreation. Church in the morning (for many) and pleasure in the afternoon (for the majority) is the usual observance of the Sabbath in this great State. Baseball, cycling and other outdoor sports attract the people. A baseball game in this city between teams of little known ability have been known to attract 20,000 people on Sunday afternoon. Why should not a first-class race meet, with such cracks as Terrill, Wells, Foster, Jones, Downing, Zeigler and a host of others almost equally as well known advertised to appear, get some of this patronage?"

POOR ROADS, NO TOLL.

A test case is to be made by Baltimore cyclists as to the right of the toll roads to collect fees, when the surface of the roads are not kept in proper repair. The charters of the roads provide that unless the roads be kept in good condition for traffic no toll may be collected. The wheelmen will urge that as the Reistertown pike is not fit for cycling, the company should be instructed by the Court to collect no further toll from wheelmen until the road is repaired.

NO ROOM FOR WABLERS.

Ex-President James R. Dunn has written to General Porter in regard to the participation of cyclists in the inaugural parade. General Porter replied that the difficulty of assigning cyclists to a position will be too great to overcome in a marching parade.

A general "moving-up" and renumbering of League membership is in view, to fill the gaps caused by failures to renew.

LONE STARS.

They Will Still Twinkle in the Texan L. A. W. Firmament, Sunday Racing or Not.

Dallas, Tex., Jan. 28.—The local correspondent of some of the Western cycle papers has undertaken to express the sentiment of the L. A. W. members and riders of this State on the Sunday racing question, and has led the public to believe that Texas must have Sunday racing or the Division would secede. This correspondent affirmed that a long list of signatures had been secured to an independent organization if this was not carried in their favor, but the writer has been unable to find any of these intending secessionists, other than those for whom the writer in question is tooting a horn. The cyclists who started this hoax are interested in a track built during the past year, and which has not proven a paying investment. The investors want Sunday racing because they believe it will help their pocket-books. They are also vexed at the L. A. W. because the racing rules have been enforced at quite a cost to themselves; they are now agitating the riders to organize independently.

While all admit that Sunday racing will draw larger "gates," yet not many are in favor of it, and none are so determined as to drop their membership in the L. A. W. in the event this privilege is not granted the States desiring it.

This Division has in the past few months grown from 200 to over 500 members. Mr. Potter is hardly likely to get the Texan vote at the National Assembly. Chief Consul Earnest will cast the entire vote of the State.

PLANNING TO BE REAL GAY.

Philadelphians have what they think is a big scheme for an entire week of sport. The National Regatta is to be held on the Schuylkill River Friday and Saturday, August 13 and 14. In anticipation of securing the League meet, the Quaker enthusiasts are figuring on holding the meet during the same week, from Monday to Thursday, thereby permitting the cyclists and oarsmen to enjoy each other's sport. The Philadelphians, or part of them, look at it in this light:

"The meet will draw many thousands, and so will the regatta. Many's the man who would like to see both. Oarsmen coming from distant points can put in the entire week, and what is more, can get used to the course. But take the visitors in general, and it will be found that the two big events will be a greater attraction than a championship in one particular line of sport.

There is another happy way of looking at this arrangement. August is a popular vacation month, and the second week particularly so. Attendance will be greatly increased by this alone, and many a true-blue sportsman would experience thrills of delight at the thought of taking in both meetings during his vacation.

WILL QUITE NATURALLY WIN THAT WAY.

The mail vote to decide the place for the next League meet will be counted to-morrow in Boston and the result at once announced. Despite New York's attempt to coerce the Quakers it is the general belief that Philadelphia will "win in a walk," to use a race-track term.

A BICYCLE
 "BUILT LIKE A WATCH"
 SEND FOR CATALOGUE

34,388
 Miles on a
Sterling
 (PALMER TIRES)
 ridden by
E. N. ROTH,
 OF CHICAGO,
 in '96.

At the
Eastern Exhibition
 You will see the wheel
 That stood this
GREAT TEST.
 Applies Everywhere.

STERLING
 CYCLE WORKS CHICAGO. ILLS.

Kindly mention The Wheel.

DENVER HEADS THE LIST.

Gormully & Jeffery have finally announced their '96 awards, the richest ever offered, as follows:

For the fastest mile by an amateur on a G. & J.-tired Rambler, A. B. Hughes, Denver, Col. Time, 1.47 3-5. Prize, the \$1,000 Tifanized Rambler bicycle.

For the promoter at which the performance was accomplished, the Silver Wheelmen, Denver, Col., \$500 in cash.

For the greatest mileage on Rambler bicycles, the Rambler Bicycle Club, Detroit, Mich., \$400 in cash. Record, 400,000 miles and over. Second, Lincoln Cycling Club, Chicago.

For the greatest individual mileage on a G. & J.-tired Rambler, \$200 in cash; in dispute and to be settled by a special arbitration committee.

For the greatest individual mileage on a G. & J.-tired wheel other than a Rambler, A. Phillips, Lincoln, Neb., \$200 in cash. Record, 10,012 miles on an Imperial bicycle. Mr. Phillips weighs 240 pounds and is upward of 50 years of age. Second, W. M. Townsend, Syracuse, N. Y., on an Ideal, 9,000 miles.

Two-minute souvenirs for doing a mile inside that time will be awarded to A. B. Hughes and W. W. Ondkirk, both of Denver. Of the 3,000-mile gold souvenirs nearly 900 were awarded, practically every State in the Union being represented in the distribution.

AND HE WAS PAID FOR IT.

Mr. Potter's "Campaign Committee," none of whom, by the way, can point to any particularly noteworthy accomplishment except nominating themselves for office, has issued an "address." It itemizes ten cycling occurrences in which Mr. Potter rendered more or less service. The committee, however, very conveniently fails to state that the unselfish Mr. Potter was paid handsomely for doing much of the work, or that he has drawn from the L. A. W. in salary or "allowances" more than any other one man in the entire organization.

THANKS TO THE WATER BOARD.

For the convenience of cyclists the Jersey City Street and Water Board have laid asphalt on various streets from the Pennsylvania Railroad ferry to the Kill Von Kull, at Bergen Point, making a continuous stretch of smooth riding to the Hudson County Boulevard. The route is from York and Hudson streets, through York to Mercer to the Viaduct, which connects with the Boulevard.

REGARDED AS UNCONSTITUTIONAL.

Macon, Ga., has a bicycle tax of \$1.00 per annum. The wheelmen of the city have organized to fight the ordinance on the ground of unconstitutionality. The case will be tried in the Superior Court.

TRYING TONAWANDA.

The Ellicott Mfg. Co., formerly of Buffalo, N. Y., have moved to Tonawanda. Their line consists of the Ellicott at \$100 and the Red Jacket at \$75.

GOT MIGOTTI.

The Weaver Cycle Material Company have contracted with Migotti & Co., No. 3 Elizabeth street, Vienna, Austria, to represent them in Austria, Austria-Hungary, Roumania, Bulgaria and Turkey.

ANOTHER ANTI-ECKITE.

Another blow for Eck! Weing, of Buffalo, one of the crew that went abroad with him, is berating him now. "I think," says Weing, "that all my chances for making a reputation in foreign countries were shattered by Eck. He let me go just when I was negotiating to have a match race with Cassac, the French crack who defeated Platt-Betts. I felt perfectly confident of being able to defeat the Frenchman. Eck gave me no credit for my work abroad. Really, I did better than either Johnson or McDonald. I won all of my match races, and they cannot say as much. Then I was getting into the best possible form when Eck threw me aside. I think that Johnson will do better to get away from the manager as soon as he can."

FREAKS TO BE FEATURED.

Some queer sort of racing will be seen at the French Racing Men's Syndicate meet to be held in Paris this month. Among the proposed events is a handicap for all machines and multicyles, a high wheel race, motor tricycle contest, bone-shaker race, one for mixed quad teams, two men and two women on each machine, and a match between J. Grimes, the Cleveland heavy-weight, and a five-year old boy. Several other novelties are to be added to this programme.

THE FINAL SPLUTTER.

New York, February 1, 1897.

There will be a meeting of the League of American Racing Cyclists at the New York Show during the week of February 8th. The object of the meeting is to wind up the affairs of the organization. A large and full attendance is earnestly desired.

Very truly,

W. H. KIRKPATRICK,
Secretary and Treasurer.

HAVE BEEN "MATCHED."

Louis Gimm and Teddy Hale have been matched to ride a 100 mile race at Cleveland, to-morrow night. They will then proceed to Pittsburg and take part in the six days' race which will start on Monday.

ANOTHER SICKENING SIXER.

Beginning February 8 a six-days' race will start in the Grand Central Rink, Pittsburg, under the same management as promoted the recent grind at Madison Square Garden. The contestants will ride from noon until midnight each day, 72 hours in all.

INDUCER OF SWEDISH TIRED-FEELING.

W. F. Sager, of Denver, and John Lawson, of Chicago, known as the "terrible Swede," have arranged a 25-mile unpaced match race, to take place at Denver in May. The race will be for \$500 a side.

TWENTY-FIVE HUNDRED CAPITAL.

The Chicago Cycle Racing Association has been incorporated with a capital stock of \$8,500. The incorporators are Bernard Stein, M. D. Thackaberry and L. M. Courter.

MAY THEY BE EVER HAPPY.

Many of New Jersey's prominent cyclists will visit Trenton on February 10th, to attend the wedding of Secretary-Treasurer James C. Tattersall to Miss Ida M. Dunbar.

BRAVEST OF THE BRAVE.

Talk not to me of heroes who've achieved fame with the sword,
Of the Spartan chief Leonidas, who braved the Persian horde.
Nor yet of Arnold Winkelried, who bared his dauntless breast,
And gathered in the foe-man's spears, while his comrades did the rest.
Speak not of bold Jim Bludso, who held the bow ashore,
While the passengers were landed, and then fell to rise no more;
Dwell not on ancient martyrs, who faced death unflinchingly,
For when it comes to courage, they're not a patch to me.
The gallant deed that I'm to do will ever live in fame,
And countless millions yet to come will reverence my name;
A more courageous act than mine the world will never know,
For I've promised to criticise exhibits at the coming Cycle Show.

A CHANGE OF BASE.

Charles Barnes, who has for a long time been connected, in an executive capacity, with the Merchants' & Manufacturers' Warehouse, and previously with Parkhurst & Wilkinson, has become connected with R. B. McMullen & Co. Mr. Barnes will travel in this connection, and will take care of Syracuse and adjacent territory.

WILL BE STAMPED WITH APPROVAL.

At the New York Show the New Brunswick Tire Co. will give away as souvenirs a pocket stamp box, large enough to hold 20 or 30 stamps in such a manner that they cannot become stuck together. It is finished in enamel, green, gold and silver. On the back is given the postal rates for the United States, Canada and Mexico.

ECLIPSING THEIR RECORD.

A full complement of men are working day and night, six days a week, at the Eclipse Bicycle Co.'s works, Elmira, N. Y. The company is busy with foreign orders, and have sent 475 machines to Australia, 50 to South Africa, 340 to England and smaller shipments to other countries during the past few days.

GOOD TIRES SELL WELL.

It is a pretty thoroughly established fact that Morgan & Wright last year sold 65 per cent of all the tires sold in America. While all of the manufacturers' orders are not yet placed, Morgan & Wright state that their addresses show they will again obtain that percentage of all the tire business.

SPECIAL PHOENIX SHOW.

The Stover Cycle Manufacturing Company will not exhibit their well-known Phoenix line at the New York Cycle Show, but it can be seen at their salesrooms, Nos. 575-577 Madison avenue, during the Cycle Show week.

HANEY'S NOW ON HAND.

The Haney cyclometer factory is now turning out the instruments at the rate of 5,000 per day. Oliver, Strauss & Co. desire the fact made generally known, as they say interested parties have been zealously spreading reports of non-deliveries.

AT THE CHICAGO SHOW.

The modern cycle show is such an all-embracing affair, that only a bicycle of the most signal merit can attract to itself any marked degree of attention. The great kaleidoscopic drama at Chicago contained so many bicycles worthy of commendation, and the general standard of excellence was so uniformly high, that for any one bicycle to enchain special and careful study from the throng of visitors was to be counted as a striking testimonial of that wheel's worth.

This fact forms, perhaps, the strongest evidence yet offered that the new models of the Waverley wheel are, both in appearance and construction, to be counted among the finest examples of cycle-building art ever placed before the public. The debut of the 1897 Waverley at Chicago was a most successful one in every respect. The \$100.00 Waverley was one of the most admired bicycles at the show; and the interest and intelligence with which hundreds of people each day examined its novel constructive features plainly showed that it is certain to win great favor with the very best class of buyers. And it is, indeed, from any standpoint viewed, a wonderful machine. No bicycle was ever placed upon the market which embodies in its construction so much that is entirely novel and distinctive, and at the same time thoroughly practical. There are no "faddy" or freak points about the new Waverley. Every feature is constructed upon logical, mechanical principles, with the object of promoting the comfort and durability of the wheel to the highest possible point. Exceptionally fine in grace of appearance and excellence of finish, it is not one of those bicycles that strikingly illustrate the old adage that beauty is only skin deep. There are too many bicycles to-day in which correct construction is sacrificed in favor of external beauty. But the makers of the Waverley believe that a graceful and handsome exterior should be but an earnest of superior internal worth. Fine enamel was never intended to cover a multitude of constructive sins, but to enhance the effect of high quality material conscientiously and effectively used in the construction. In the Waverley, mechanical and artistic excellence go hand in hand. Neither is sacrificed to the other, each being as it should be, the other's logical corollary. Waverley worth certainly speaks for itself and in no uncertain tone.

One of the chief factors in the constructive worth of Waverley wheels is to be found in the fact that from the greatest part down to the least, every portion of the bicycle is built in the Waverley factories. In these days, when so many much vaunted bicycle plants are little more than extensive assembling rooms in which the bicycle turned out is simply an agglomeration of parts, collected from the four quarters of the globe, such a fact as this means much to the buyer. It is most certainly impossible to attain the best results in this kind of bicycle building, unfortunately but too prevalent. A bicycle should be a harmonious whole; not a haphazard combination of more or less discordant parts. Each part of a bicycle, no matter how small and apparently insignificant, must attune and harmonize with every other part, if the highest type of mechanical and artistic construction is to be achieved; and no one can critically examine the new Waverley models without realizing that each part of these superb machines is so well proportioned with the others, that the completed bicycle is the essence of well balanced strength and un-demonstrative taste. It is a familiar saying that the really well dressed man is he whose costume is not a contrast of incongruous details, but a blending of harmonious details into a finished and tasty whole. In somewhat the same way it might be said that the Waverley bicycle is a harmonious blending of fine constructive features into a machine, every part of which is in full accord with every other part. Tires, chains, saddles, pedals, spokes, handle-bars, tubing, in short, every portion of the Waverley bicycle, is built expressly for this use in the Waverley plant. The construction of each and all is supervised, watched and tested by the same mechanical expert. Each part is made to work smoothly and in conjunction with every other part; and their combination into the completed Waverley bicycle gives to the public the most thoroughly and carefully built wheel in the field to-day.

THE MAN OF MODEST MEANS.

There is more and more attention being paid each year to the buyer of modest means, who desires a thoroughly high-grade wheel at a price within the reach of his purse. And for this class there can be no better mount than the new \$60.00 Waverley, a near relation of the 1896 Waverley, differing from it only in a number of minor improvements which make it even a better machine than that sold last year for \$25.00 more. Such value as is found in this wheel is rarely offered, indeed, for so small a sum. It is not necessary to dilate upon the merit of last year's Waverleys. They have won a reputation of their own, and one of which their makers have no need to be ashamed. It is practically this machine, which can now be built more economically on account of the fact that no new machinery is needed in its construction and that the workmen in the Waverley factories have attained great facility in its manufacture through a season's experience, that is offered at \$60.00, and it should find a wide field of action. No better wheel for the money was ever built.

Waverley Worth Speaks for Itself



Waverley Bicycles

... are worth **SELLING.**

Waverley Bicycles

... are worth **BUYING.**

Waverley Bicycles

... are worth **RIDING.**

WHAT MORE

COULD BE SAID?

Waverley Bicycles Run Easiest

Catalogue
mailed free.
Agents wanted
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504-506 West Fourteenth Street, New York.		Mercantile Agency, Collection Department and Information Bureau.	

DOMESTIC CYCLE SHOWS.

February 6-13—New York, Grand Central Palace; Ernest R. Franks, 271 Broadway, New York.

February 20-27—Boston, Mechanics' Building; C. W. Fourdriner, 46 Stanhope Street, Boston.

February 20-27—Philadelphia, Pa., Second Regiment Armory; W. M. Brewster, President, Local Board of Philadelphia, 911 Walnut Street.

February 22-26—Pittsburg, Pa., Wm. M. Justice, Secretary, Local Cycle Board of Trade, 703 Penn Avenue.

February 20-27—Denver, Colorado; Robert Gerwing, Secretary, Local Cycle Board of Trade, Denver, 1727 Stout Street.

February 20-27—Cincinnati, Ohio; F. M. Thomas, Secretary, Local Board of Cycle Dealers, care White Sewing Machine Co., Race and Shillito Streets.

February 22-26—Binghamton, N. Y.; W. F. Cady, 187 Water Street, Chairman of Binghamton Athletic Association.

March 1-6—Omaha, Nebraska; W. L. Burgess, Secretary, Omaha Cycle Board of Trade, 313 So. 15th Street, Omaha, Neb.

March 1-6—Syracuse, N. Y.; H. E. Maslin, President, Cycle Board of Trade of Syracuse, care E. C. Stearns & Co., Syracuse.

March 1-6—Cleveland, O.; George Collister, President, Local Cycle Board of Trade 317 Superior Street.

March 2-5—Providence, R. I.; W. W. Whitten, President, R. I. Cycle Dealers' Board of Trade; W. W. Whitten & Co., 148 So. Main Street.

March 2-6—Detroit, Mich.; Wm. E. Metzger, Vice-President, Detroit Cycle Board of Trade, 232 Woodward Avenue.

March 2-6—Reading, Pa.; John W. Spangler, Secretary, Reading Local Cycle Board of Trade, 600 Penn Street, Reading, Pa.

March 6-13—Baltimore, Md.; Alfred Ely, President, Local Cycle Board of Trade, 8 W. Baltimore Street.

March 6-13—Brooklyn, N. Y.; A. M. Franklin, Secretary, L. I. Cycle Board of Trade, 6 Third Avenue, Brooklyn, N. Y.

March 8-13—Rochester, N. Y.; Joseph J. Mandery, Secretary, Rochester Local Cycle Board of Trade, 93 East Main Street.

March 18-20—Williamsport, Pa.; A. H. Andrews, Melbourne Cycle Co., Williamsport, Pa. (Williamsport Cycle Dealers' Cycle Show.)

FOREIGN CYCLE SHOWS.

January 23-30—Glasgow, Scotland; A. G. Rennie, Secretary, 49 Lilybank Gardens.

January 23-30—Birmingham, England, Bingley Hall; Chas. Wheelwright, Secretary, Lucifer House.

January 23—Vienna, Austria; Steiner Hoenicks, Manager.

February 1-7—Edinburgh, Scotland, Waverly Market; A. K. Dempsey, Secretary 82 Leith Street.

February 1-15—Vienna, Austria; Winter Veldrome, 14 Kaentner Street.

February 3-6—Nottingham, England, Albert Hall; B. Richards, Secretary, Nottingham Athletic Social Club.

February 6-20—Manchester, St. James' Hall; Northern Counties Exhibition Co.

February 27-March 6—Leeds, England, Town Hall; Northern Counties Exhibition Co.

March 14-19—Glasgow, St. Andrews' Hall, Northern Counties Exhibition Co.

March 15-21—Brussels, Belgium.

TRADE CHANGES

CALIFORNIA.

Los Angeles.—The Gomer Agency Co., has attached for \$138.

Los Angeles.—Geo. W. Tower, sold out by the sheriff.

COLORADO.

Colorado Springs.—Dr. W. W. Arnold, reported withdrawn from the Colorado Springs Cycle House.

CONNECTICUT.

Bridgeport.—L. H. Johnson petitions for removal of J. C. Cassidy as receiver of Premier Cycle Co., on the ground that he is diverging from the business for which the Company was organized.

Bridgeport.—The Vulcanized Bicycle Handle-Bar Co., new establishment at 465 Water street.

DELAWARE.

Wilmington.—Receivers of the McDaniel & Merrihue Bicycle Co. filed inventory showing value of stock and fixtures to be \$3,800. Chancellor Nicholson orders sale of goods and chattels.

DISTRICT OF COLUMBIA.

Washington.—Geo. W. Riffe, W. James Slater and John Waerner, Jr., composing Enterprise Cycle Co., have dissolved partnership. Riffe and Slater retiring. The business will be continued under the old name, by Mr. Waerner and Louis J. Driggs, at 812 Fourteenth street, N. W.

Washington.—M. A. Tappan, who handled Spalding athletic goods at 1013 Pennsylvania avenue, has sold out to A. G. Spalding & Bros. About February 15th, Mr. Tappan will open a new store at 1339 F street.

GEORGIA.

Augusta.—Gus Beall. Damaged by fire, \$1,000; insured.

ILLINOIS.

Chicago.—John Grant Co., assigned. Correct assets, \$20,000; liabilities, \$4,000.

Kankakee.—Kankakee Mfg. Co., judgment rendered favor of Phoenix Trimming Co., of Chicago, \$228.89. Also sued in Chicago for \$1,000, by Albert N. Funke.

INDIANA.

Indianapolis.—W. R. Watson & Co., dissolved.

Marion.—Allen Bros. Purchased by Halladay Cycle Co.

Plymouth.—Smalley Bicycle Works. Sold to Boss & McDonald, of Fort Wayne, for \$15,900.

IOWA.

Cresco.—Graf Cycle Co. Purchased by J. L. Y. Henley.

Oskaloosa.—A. E. Colwell has succeeded to the entire bicycle business of Colwell & Thomas.

MAINE.

Saco.—The Newell Mfg. Co. organized to manufacture and deal in bicycles; capital stock, \$500,000, \$30 paid in. Officers: Pres., Charles A. Meserve, of Boston; Treas., Otis K. Newell, of Boston.

MASSACHUSETTS.

Hudson.—Alfred E. Prescott. Chattel mortgage, \$1,000.

Quincy.—Quincy Bicycle Works. Purchased by Stevens, Freeze & Co.

MICHIGAN.

Detroit.—Acme Safety Emery Wheel Co., notice of dissolution.

Jackson.—Derby Cycle Co. have moved into their new quarters on North Jackson street.

MINNESOTA.

Minneapolis.—A. A. Hansen Cycle Co., reported succeeded by Wirtensohn Bros.

Minneapolis.—P. J. Donohoe & Co. closed on an execution for \$2,740.

MISSOURI.

Kansas City.—M. W. Hatch gives bill of sale to his interest in the business of Hatch Bros. for \$3,000.

St. Louis.—The St. Louis Bicycle Exchange (E. and A. W. Pequegnat) will commence the manufacture of St. Louis Special bicycles in the Charles Building on Mill street.

NEBRASKA.

Wakefield.—N. E. Lingren gives a chattel mortgage for \$100.

NEW JERSEY.

Newark.—Automatic Cycle Fitting Co., incorporates same as Howard Chainless Bicycle Co. Authorized capital, \$25,000.

Newark.—Max Bros., burned out; insured.

Newark.—Ernest H. Towle, bicycles, reported moved to Washington, D. C.

NEW YORK.

Amsterdam.—Farnsworth & Wilson Machine Co. sold out to Budd Bros. Mfg. Co., of Glens Falls.

Canandaigua.—John N. Willys, sold out at auction.

Columbus.—Richer & Pope, new firm.

New York.—Patrick Donnelly, judgment favor of Spalding-Bidwell Co., \$102.54.

New York.—Liberty Cycle Co. Auxiliary receiver discharged, the affairs of the receivership having been settled, the entire assets having been sold to John Holden. Receiver has a balance of \$1,422 on his hands.

New York.—Chas. K. Starr. Judgment, \$1,031.

New York.—New York Sporting Goods Co., incorporated by R. Nelson and S. B. Snyder, of New York; T. B. Tilton and J. E. Murray; to manufacture bicycles; capital stock, \$5,000.

Niagara Falls.—R. Smith & Co., of Cleveland, contracted for a new \$18,000 bicycle factory on Cleveland avenue. The building will be four stories high, and work will be begun at once. Cheap bicycles will be made.

Rochester.—Mayer Mfg. Co. Judgments aggregating \$1,700 and chattel mortgage \$2,000, filed against Chas. W. Mayer.

OHIO.

Circleville.—The Pickaway Wheel Co., new concern. Cincinnati.—Western Wheel Works against Frank T. Miles, assignee. Judgment in favor of plaintiff.

Cleveland.—The Winton Bicycle Co. will be reorganized for the manufacture of horseless carriages, etc. Capital stock will be \$1,000,000.

Toledo.—The Oak Cycle Co. (G. Vosburg and W. N. Boyle) has established itself at Oak and Earl street.

Toledo.—The Truman Cycle Concern, now in the hands of its new owner, H. Smith, with T. B. Terry as manager, has settled down to active business, and will turn out about 500 bicycles by February 10th.

Toledo.—W. H. H. Smith is being sued by the Brewer & Ward Co., of Newark, N. J., for \$406.43, claimed to be due for goods delivered to the Truman Co. Payment was guaranteed by the defendant; hence the suit.

OREGON.

Roseburg.—Carl & Richardson, dissolved. Business continued by T. K. Richardson.

PENNSYLVANIA.

Erie.—Erie Cycle Co. sold out by sheriff.

Pittsburg.—P. J. Donohoe & Co., closed by sheriff.

TENNESSEE.

Nashville.—The Lowndes Mfg. Co., new store at 314 S. Cherry street.

TEXAS.

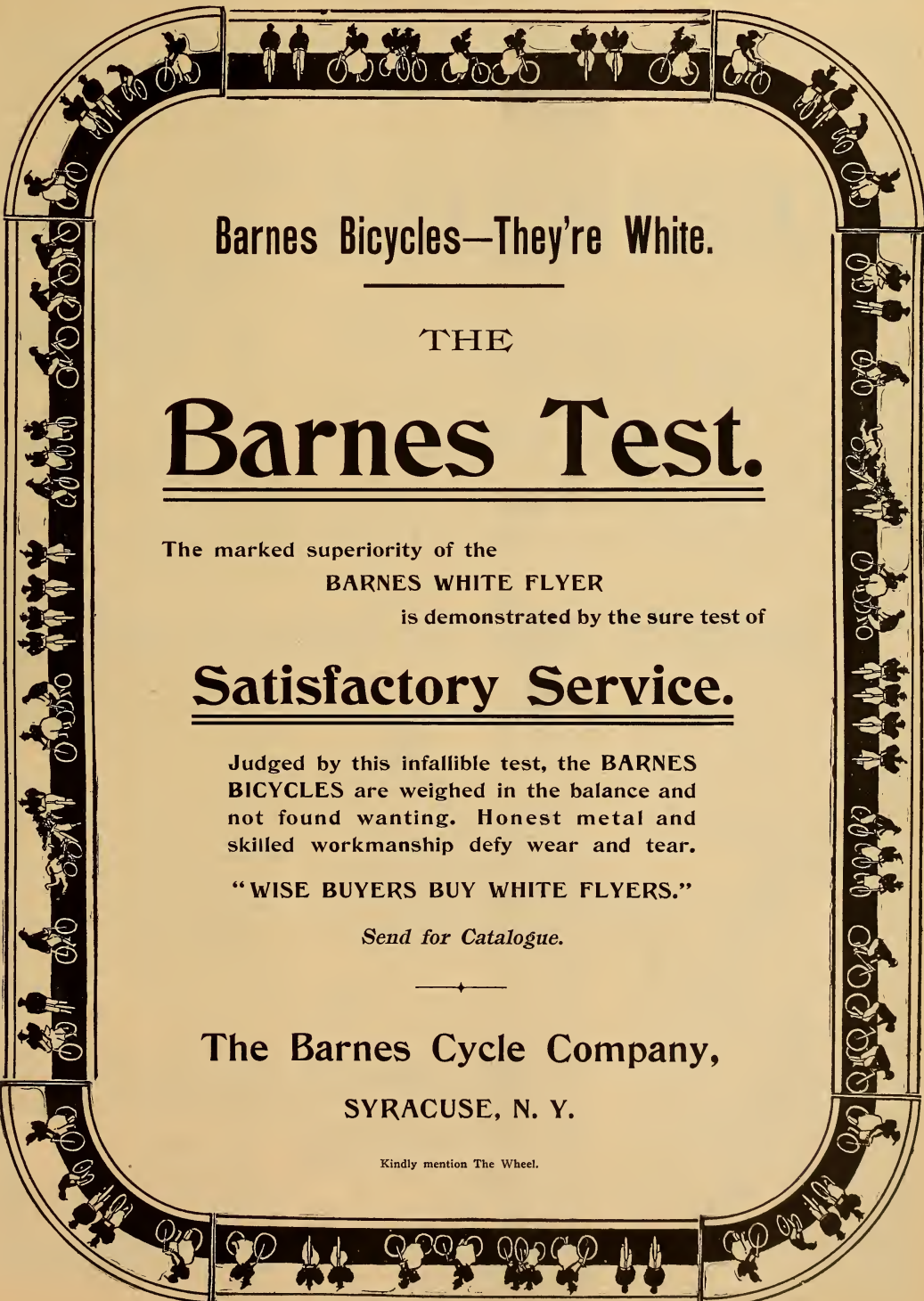
Denison.—The Texas Bicycle Co., incorporated by R. S. Legate, J. B. McDougal and A. Zingraff.

Waco.—Woodworth Cycle Co., name changed to Southern Cycle Co.

WISCONSIN.

Milton.—M. C. Whitford and L. P. H. Rood; new partnership.

Milwaukee.—E. S. Potter & Co., dissolved.



Barnes Bicycles—They're White.

THE
Barnes Test.

The marked superiority of the
BARNES WHITE FLYER
 is demonstrated by the sure test of

Satisfactory Service.

Judged by this infallible test, the **BARNES BICYCLES** are weighed in the balance and not found wanting. Honest metal and skilled workmanship defy wear and tear.

"WISE BUYERS BUY WHITE FLYERS."

Send for Catalogue.

The Barnes Cycle Company,
 SYRACUSE, N. Y.

Kindly mention The Wheel.

CYCLERIZATION OF CINDERELLA.

Cinderella was sad indeed. The tears coursed down her cheeks as note by note she picked out her piano lesson. She stifled sobs now and then, and vainly tried to think of the lesson only, and not of her great disappointment. She was young, with a complexion as fair to look on as any ever seen. Her voice was as a wild bird's, and her words were wise. Yet she was sad.

She had two sisters—mean, hateful things, who, though exceedingly comely to gaze upon, were selfish and little inclined to give Cinderella a taste of the pleasures to which they were accustomed. They cast scorn and derision upon poor Cinderella when she asked if she, too, might go to the grand parade opening the new cycle path from King Solomon's mines to Damascus, which they were to attend.

"The idea; you!" said they. "What would you wear? What would you ride?"

Poor Cinderella burst into tears. It was too true. She had neither wheel nor becoming costume. But the tears did not melt the sisters' marble hearts. They had merely smiled and gone.

Scarcely had the echo of the door slamming died away when "Ting, aling, aling, aling," rang the little electric door bell, and a moment later a maid came into the room with a card on the silver plate. Cinderella hastily brushed a tear from her eye and read:

MISS NEW FAIRY.

A minute later Miss New Fairy was shown in. Miss Fairy was different from anybody that Cinderella had ever known, yet she was not different in a describable way.

"Cinderella," said the visitor, in a voice sweetly baritone, "Cinderella, you are sad. You need not tell me why, for I know. You dropped a penny in my tin cup the other day when I mutely begged behind a wheezy lay hand-organ. I am a fairy—an up-to-date one—and as I know your wish—Presto! Change!"

The footstool and a china vase with a piece chipped out of it became a bicycle, the song that Cinderella sang became wheeling songs, and leggings lay where a pair of gloves had been.

"Ah!" exclaimed the fairy, as she looked over the newly created wheel, "that missing bit of china has caused a missing part in the wheel made from it. See, there is no pedal here! But no matter; here is an extra one that I brought in case of accidents. Now go to the parade."

Joyfully Cinderella sprang away, and only a few short minutes had elapsed when she came back with her hateful old spirits discarded and arrayed in lovely style—a style that outdid her sisters for splendor—with a wheel that outshone theirs and a grace that none could equal. With a merry laugh she sprang lightly into the saddle, for she had ridden her sisters' wheels on the q. t., and away she scorched up the asphalt pavement toward the new cycle path. A warning voice came floating after and whispered in her ear: "Stay no later than 3 o'clock, lest a greater sadness overtake you."

A wondering populace paused to gaze after the beautiful Cinderella and her magnificent equipage. The parade that was to open the path was about to start, and a hush fell over the throng as the grand marshal, the greatest

of the great riders, stood up on his wheel's handle-bars and looked the paraders over, a way grand marshals have in Damascus. Who was to ride by his side and lead them all? Who but the prettiest and most handsomely arrayed girl there? For a moment a look of dissatisfaction dwelt in the great rider's eyes, and then he smiled. The two sisters of Cinderella found themselves observed by the marshal, who gazed upon them favorably. Still he was perplexed, for the two sisters were equally beautiful, and he could not choose. At this moment a vision, approaching at a two-minute gait, swung around a far corner as if winged, and rode straight at him. Without a pause or a glance to right or left Cinderella, for it was she, rode up to the marshal and gazed shyly into his eyes.

"Ready! Forward!" shouted the marshal, and the parade began, with Cinderella in the place of honor. The sisters were filled with envy.

On and on rode the mighty host, Cinderella in a heaven and the marshal in a sea of bliss. All went well until, snap! and a pedal parted from the crank on Cinderella's wheel.

STICKS TO THE SADDLE.



How Wyndcifer makes sure no one will ride off with his machine when he leaves it for a minute.

The very pedal, too, that the fairy had given her after she had found the magic wheel was incomplete. Into the dust knelt the great rider to repair the break, and, as he held the pedal in his hand admiring its beauty and the smallness of its size, the clock in the old church tower began to strike three.

"Zip!"

Cinderella fled, cycles, across the vacant lots, while the bewildered marshal stopped and looked about him, seeking the beautiful creature who had been riding beside him. At last his glance fell to the ground, and there lay the fairy's extra pedal, which was not enchanted, like the gloves, the song, the china bowl and the footstool. Picking up the one memento of his late beautiful companion, the marshal resigned then and there, and went disconsolate to the city, proclaiming through the evening papers that she whose foot fitted that pedal he would marry.

Myriads came, but went away again. The two sisters came, too, hoping that they might win the greatest catch of the age, but alas! As for Cinderella, she wept and wept, and the tears made her cheeks fairer than ever. One day, as she was riding in an elevated

train, a tear coursed down her cheek. It was at a dull hour, and few were in the car, but it happened that among the passengers was the late marshal, on his way to the West to begin life over again. He saw the tear on the maiden's cheek, and his heart was softened. He folded up his newspaper and shoved it under his satchel strap. He was picking a bit of lint from his coat sleeve when the guard stuck his head in at the door and shouted: "Slimspity-umst!"

A moment later the car gates slammed back and the guard shouted:

"Step lively, lady. Can't wait all day."

A wrinkled, decrepit old woman limped into the car and sat down beside Cinderella. Presently she leaned toward Cinderella and looked beseeching.

"What can I do for you?" asked Cinderella.

"Return me that extra pedal I lent you."

Cinderella knew then to whom she was talking and burst into tears. The great parade leader divined the situation instantly. Unstrapping his satchel, he yelled:

"I've got it!"

The other passengers thought so, too, though of course they did not know what he referred to, but Cinderella brushed the tears from her eyes and the fairy smiled. The parader did not go West. Cinderella has the finest bicycle in America. The fairy is a frequent visitor at her flat, and is always warmly welcomed, whether she appears as a beggar or a bloomerite. As for the two sisters, they have lived unhappily ever since.

MULTUM IN PARVO.

It is a mistaken idea in these days of wheel touring that a woman can never go any place without a trunkful of clothes. Your wheelwoman has long since proven this a fallacy. A young Normal School graduate, who went on a European cycle tour last summer, thus tells what her luggage was, and how it was carried:

"We purchased half a yard of black silesia and two yards of half-inch-wide ribbon. Then we returned to our hotel, put four clean handkerchiefs in the toe of one bedroom slipper and into the same at the other end an extra pair of stockings. In the interstices we put a comb, a tooth brush, a nail file, a small piece of soap and a portion of tooth powder. Then the full slipper went inside the empty one and a nightgown was tightly wrapped about both and tied with a shoestring. One or two post-cards and a washcloth completed the tout ensemble, which was then pinned in the aforesaid black silesia and tied with part of the ribbons, the rest serving to secure the bundle to the handle-bars."

It may, perhaps, not be necessary to state that a steamer trunk containing a few more articles than the above enumerated ones was kept ahead of the Normal School party, and usually overtaken every second or third day.

SNUBBING A BUSYBODY.

"Short of wind, eh?" said the man on the sidewalk to the wheelman who stood panting beside his wheel at the top of the long hill on Riverside, which he had just ridden up despite a half-deflated rear tire.

"No; nothing of the kind, I assure you. There's plenty of wind here—always is in winter, but I've left my pump home, so I can't force any of it into this tire of mine, where it is most needed."



... THE ...

“AMERICA”

“TRUST ⁱⁿ
the
RUSS.”

It's the shape of frame that makes “The AMERICA”

“As Good as Its Name.”



GENERAL DISTRIBUTING AGENTS.

Adams & Hart, Grand Rapids, Mich.
A. C. Anderson Cycle Co., Toronto, Ont.
Bradley, Clark & Co., Minneapolis, Minn.
David Bradley & Co., Council Bluffs, Ia.
Bradley, Wheeler & Co., Kansas City, Mo.
David Bradley Mfg. Co., Bradley, Ill.
E. B. Emery & Co., Boston, Mass.
J. H. Fall & Co., Nashville, Tenn.

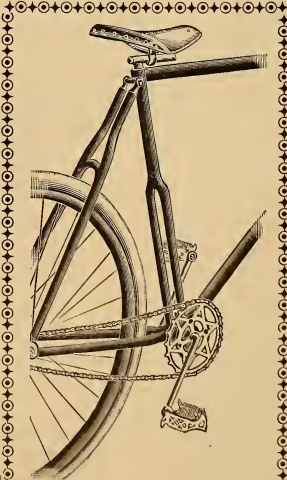
H. L. & E. E. Hunt, Pittsburg, Pa.
Mt. Royal Cycle Co., Baltimore, Md.
E. K. Tryon, Jr., & Co., Philadelphia, Pa.
The Union Nut & Bolt Co., New York City, N. Y.
The Hawthorne & Sheble Co., Ltd., London, Eng
Lamson Store Service Co., Ltd., Sydney,
Australia.
Lamson Store Service Co., Ltd., Melbourne,
Australia.



America Cycle Mfg. Co.,

FULTON AND JEFFERSON STS.,

CHICAGO, ILL.



SOME SWEATER STATISTICS.

Showing How That Now Universally-Worn Garment Came Into Popularity and High Favor.

It is difficult to tell just where the sweater originated. THE WHEEL man has made diligent inquiry among the large dealers in New York, and has not found one who would venture a positive statement. They were as bad as the naked soul of Tomlinson, whimpering before the gates of hell. They had "read, and thought, and heard," but none of them knew. Most of them said that sweaters were first used in England. They are a development, two or three thought, from the big heavy guernsey that sailormen wear. One man said they came from Germany, where they were commonly used as wraps in cold weather.

But wherever they came from, it was generally agreed that they developed from the old jersey. The jersey is a mighty serviceable garment, and is occasionally in use yet among the breed of cyclists that gloats over the glories of the old ordinary days. But it is made of woven goods, whereas sweaters are knitted. It was but a step from the one to the other, and the man who first took it must have made a very great fortune if he had had any suspicion of the popularity of his device.

Primarily, of course, the sweater is an athletic garment. Its main service is to prevent taking cold. When a man has done "stunts" on the track until he is in a lively perspiration there is nothing so handy as a sweater for his cooling off. It takes up the perspiration and it prevents him from getting cool too quickly. Everybody who has ever seen a football game knows how it works. The use it gets on a football field is a type of the cycling uses to which the sweater is put. In cycling it keeps a rider warm on a cold day and cool on a hot one. In fact, in any athletic sport it plays an important part. But the fact which explains the great sale of sweaters is that the garment has got beyond the point where it is worn by athletes and wheelmen only. Now everybody who has to work in the cold uses a sweater. You see half a dozen sweaters in crossing City Hall square once if you go in the morning or evening.

The man selling peanuts from a pushcart has one on under his coat. The newsboy who trots along ahead of you jamming an extra into your eyes wears one. The bootblack who stands on the corner has a very heavy one, to keep him warm with his much standing still. The gripman on the cable car, and the conductor, too, under the waistcoat of his uniform; even Col. Waring's white-duck-clad street sweeper wears one. A man sitting on the big flagstone sidewalk, chipping it full of grooves to keep the footing good, wears a sweater to keep him warm. Part of the padding under the big blue coat of the policeman is a heavy sweater. Mail-cart drivers, truckmen, plumbers, gas and steam fitters, carpenters, masons, housesmiths, beggars, and organ grinders all wear sweaters. A man found by a policeman lying dead drunk in the gutter in a Harlem street the other day wore a big dark blue sweater over his vest.

This general use of sweaters is a thing of recent growth. Just as it took a long time for cyclists to appreciate the availability of the garment for their purposes, so it took a longer time for the common run to understand that

a sweater might have some practical use besides its value as a wheel garment. Twenty years ago sweaters were unknown almost in this country. They came in gradually, and the stocks imported by the big sporting goods houses were sold to the larger colleges. Then the price was high, and there was practically only one kind. As the college men spread their use, and the wheelmen found out what a good thing a sweater was, the imports grew until it began to be profitable to manufacture them here. At first they could be imported for less than it cost to manufacture them in this country. But with the growing demand new machinery was devised for knitting them, and now there is almost no importation. They can be made cheaper, more serviceable, and more suitable by American workmen in American shops. The largest shops are in Brooklyn, and there are probably more sweater knitters there than in all the others combined. One factory alone employs 300 hands and the machines are kept constantly busy. The sweater has done much for the health and comfort of the cyclist; by the same token the cyclist has done much for the popularizing and increased use of the sweater.

AN ULSTER AND BLOOMERS.

The bloomer question has at last begun to agitate the minds of the more advanced persons of rural neighborhoods. The editor of an esteemed contemporary, devoted solely to local interests, published weekly in Ulster County, New York, dismisses the question in this way:

"Some of our readers must put some faith in what the 'Southern Ulster' says, by way when they want me to explain through the paper, we are always willing to meet the desired mind to what little we know about everything that is manufactured in this world, some say they never see bloomer them some live back in the country so we will try and illustrate the bloomer so the many readers of the 'Southern Ulster' can form some idea how they work, so we will use a few technical or Mode de Paris terms in describing the bloomer dress thus: 'It is a pair of trousers very baggy at the knees, abnormally full at the pistol pockets, and considerably full where you strike a match. The garment is cut de-collette at the south end, and the bottoms tied around the ankles or knees to keep the mice out. You can't put it over your head like you do your shirt nor around you like a corset, but you must sit on the floor and pull it on just as you do your stockings, one foot at a time in each compartment. You can easily tell the right side to have in front by the buttons on the neck band.'

"Them that has used them say they are most elegant in all out door performances the bloomers has come to stay we rather should think by what we have heard from the bloomer girl. We should think they would knock the spots out of a dress in riding down hill, skating, jumpin' in snow banks all out door sports."

SCARED OF MICROBES.

It's queer how the average wheelman, who takes all sorts of chances around cycle show time with the miscellaneous drinkables which the bar affords, is the very man who worries dreadfully when off on a summer day's ride if he thinks the water he gets isn't absolutely pure.

DR. KATHERINE'S COMMENTS.

Whenever woman wishes to have herself, her belongings or her possibilities passed upon by a supreme court, the bench of which is filled with learned Portias, she has the Sorosis give a verdict, which verdict is forever final. If it be favorable, nothing can ever afterwards occur to make woman doubt of its merits; if unfavorable, the thing condemned crawls promptly out of sight, dies in disgrace and is never henceforth heard of. All of this, and more, too, is the opinion of the members of Sorosis. Under these circumstances this learned and autocratic organization's opinion of the bicycle is worthy of due notice and some attention. At the annual meeting on Tuesday Dr. Katherine G. Townsend championed cycling thusly:

"I speak of the bicycle," said Dr. Townsend, "both as an enthusiastic wheelwoman and professionally. It has seized upon all classes of society, upon all ages and conditions of men, women and children. It is used by the sick to make them well, by those who are tired because it rests them, by the rested because it tires them, by the fat because it makes them thin, and by the thin because they want to get fat. The bicycle is a favorite in this world, and it has come to stay. 'Physician, wheel thyself,' is what the makers tell us; and the general opinion of the medical profession is that it is one of the most healthful exercises, not only for the muscular system, but that it is equally good for heart and lungs. No person with a cardiac affection should ride a wheel unless advised by a doctor, though many heart diseases are benefited by the exercise. It also aids digestion, stimulates nutrition, and cures nervousness in many forms. As yet no perfect saddle has been made for a woman. Most women ride with their saddles too low. If the leg does not have full reach the faulty movement of the sewing machine is the result. The erect posture is the most graceful and natural, and the only one that allows the heart and lungs to act naturally. The wearing of a corset on a wheel should be denounced in the strongest terms. A corset waist is permissible, or a band; but to mount a hill in a tight corset is courting death. Women should learn to glide off and not jump from a wheel. They should not ride when tired or ride until tired out; they should eat frequently on long runs, and avoid alcoholic stimulants. Wheeling, if properly taken, is an excellent means of mental and physical diversion, and is an agent in moral culture that answers the place of beer gardens, saloons, and similar places where companionship is sought."

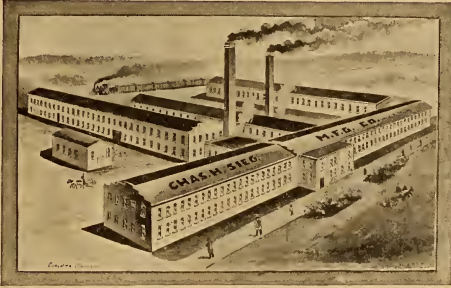
FOLLOWING HIS LEADER.

One of those mysterious somebodies who are continually popping out from somewhere, saying something smart, and then popping back into nowhere in particular, has said: "True happiness is found in pursuing something, not in catching it." All this may be true, but it would be difficult to convince the scratch man in a mile race with the limit man on the 200-yard mark, that this idea of happiness is a correct one.

A LA MODE DE TROTTER.

"I don't like cycling," said the unconverted trotting horse worshiper, "and it is very lucky I don't; for if I did like it I should indulge in it, and I can't endure it."

American Beauties grow here—bloom everywhere.



A plant that IS an American Beauty.

IN
REALITY

THERE'S
NOTHING
OF THE

WONDERFUL

IN OUR
SUCCESS
WITH THE

WINDSOR, \$100, AND PACIFIC, \$60....

Why? There's too much young blood, energy and determination to excel in the make-up of the manufacturers to be contented to assemble old-fogy ideas and call it a wheel. Every part that enters into the construction of a "WINDSOR" is the best, and is always just a little "ahead of time." "WINDSOR" features are invariably a mark for others after the "WINDSORS" get into the market. "WINDSORS" are in front, not in ranks.

"Imitation is the highest recognition of superiority."

NEW '97 "WINDSOR" FEATURES

(WE NAME ONLY TWO OF
MANY NEW POINTS):

The New Fork Crown—Solid, oval (arch), drop forged, re-enforced—the acme of strength, beauty, and the practical solution of the fork-crown problem.

The Watch-Case Dust Caps cover the bearings with the nicety and exactness of the finest watch-case fitting; easy to remove; adds 50 per cent to the life of a wheel.

CHAS. H. SIEG MFG. CO.

Factories: Kenosha, Wis.

Chicago Office: 285 Wabash Ave.

Address all correspondence to Kenosha.

Eastern Agency,
HERMANN BOKER & CO., New York.

Chicago Agent,
GEO. L. MAGILL, 285 Wabash Avenue.

Send 2c. stamp for copy of "WINDSOR" Wheel Waltzes.

Kindly mention The Wheel.

HIS PIGEON-TOE THEORY.

The Learned Doctor and the Beautiful Young Woman were standing all equipped for an afternoon's ride, while they waited for the second assistant janitor of the flat to appear with their wheels, which were stored in the subterranean caverns where janitors have their lairs, and from whence the grocery boy starts his wild yell up the speaking-tube to the suffering tenant five floors above.

The Learned Doctor had a theory—whoever saw a doctor who didn't have one of some kind or another?—that riding a bicycle was productive of pigeon-toed pedal extremities. This theory the Learned had just been expounding to the Beautiful when she and he reached the sidewalk, there to await the slow and stately movements of the second assistant.

"But I was thinking of adopting rational dress," stammered the Beautiful Young Woman. "There, now, you know it all, and I never, never will wear bloomers if I am going to display my two feet inclined toward a fixed point."

"Pshaw!" said the Doctor. "What is the difference if everybody's feet look that way?"

"The difference is the odds," was the somewhat abrupt reply. "But tell me, why is it that people ride pigeon-toed?"

"My theory of the matter is this," said the Learned Doctor. "New riders are instructed to use only the ball of the foot on the pedal. The heel is never to be employed. Were the heel to be pressed on the pedal, exactly the opposite would result, and the feet would be inclined to stick out at right angles. However, to return to the subject, people are instructed to pedal with the ball of the foot. By and by the foot gets tired in one position, and the rider shifts it a little. Ninety-nine times out of one hundred he shifts the foot so that the pedal is nearer and nearer to the ends of the toes. Now, the nearer the toes get to the pedal the more pigeon-toed you will become. If you try to ride a wheel by using the toes alone you will be surprised to see that you cannot keep it going more than a minute or two without having your feet turn in amazingly. At least that is my experience and the result of my observation.

"This, in part, is due to the fact that you try to evade the joint where the pedal is fixed to the wheel, and thus save scraping your ankle. Often there lodges considerable grease and dirt around the pedal at that point, and no rider wants to ruin clothing. So far as men are concerned, I am firmly of the opinion that all who try to ride a bicycle in long trousers pave the way for becoming pigeon-toed. Women are prone to ride with their toes turned in, because of the shape of their legs and the further fact that few of them are seated properly upon their wheels. I have had young women tell me that they felt themselves becoming pigeon-toed, and the only way they could prevent it for the time being was to stop and reset themselves. As soon as they got back to the old position on the saddle they found their toes as bad off as ever."

"It's all very horrid," said the Beautiful Young Woman.

"I assured you of that before I began," was the reply. "Now notice these two ladies coming directly toward us. One of them wears the rational costume. Do you observe the way in which her saddle is pitched forward and the fact that she almost hugs her handle-

bars, and, too, note her feet. The tendency to turn in the toes is not as strong as it is with some, but a slight fault is manifest. See that man across there? He is trying to ride his wheel home without soiling a pair of trousers. See how badly his feet are turned from their natural position."

"It's really too bad," exclaimed the Beautiful Young Woman with something like a sob in her voice. "It's the best sport that ever was devised for woman, and now look at it. First, the newspapers, who have nothing else to write about, tell us about the bicycle face, then the bicycle nod and bicycle hypnotism and bicycle bloomers, and bicycle neck, and now bicycle feet, and I'm sure that I wish I

ENTER THE POOR BASEBALL PLAYER.

Is there anything in the world the bicycle hasn't either ruined, killed or injured? If there is let it be promptly trotted forth to become the ninth wonder of the world. Here comes the baseball player, or rather his manager, who deposes as follows:

"No batsman can hit so well if he rides a wheel. It is also said to be injurious to the base running. Fielders are also more faulty in their judgment on fly balls. The constant strain to which the eyes are put in watching the movements of the wheel and in looking out for pedestrians and wagons and all obstructions, it is said, blurs the vision to an extent."

APPEALED TO HIM.



"Hockstein! I show you der vinest ding in der show, ain't it? A dree-ball bearing, eh?"

was a man, and then I wouldn't care what it was, for men are thick-skinned old things."

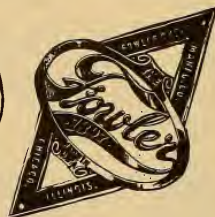
"True," said the Learned Doctor, "true, true—that is, all except the man part. It is just as I told you. If bicycle riding keeps on growing in popularity, it will come to pass that ye shall know the riders by their overlapping feet."

Then the Learned Doctor and the Beautiful Young Woman rode away, and the Learned Doctor made a heroic effort to keep his feet at a proper angle, while the Beautiful Young Woman—she covered hers with her skirts and kept one hand on the skirts so they couldn't fly up, while the second assistant janitor wended his way to the corner, there to invest in a couple of beers the ten cents the Learned Doctor had given him as a tip.

How very interesting! Likewise how very idiotic! Baseball managers will do well to leave arguments of this kind to gentlemen a trifle more erudite than they are likely to be.

SUED THE FAIR LILLIAN.

For a long time it has been understood by the chappies that Lillian Russell owned some sixteen bicycles, including a gold-mounted one, and that every firm in the trade had made her a present of one of their own make in return for the advertising the gift would yield them. Unfortunately this story has been punctured in one instance. Lillian has been sued in the Eleventh District Court for a bicycle sent her by a local manufacturing firm, who wanted either \$100 or the bicycle.



NEW YORK.

BOSTON.

We Won't Set the World on Fire.

Don't want to see it go up in smoke just yet, but we will increase the happiness of a large percentage of the men and women who inhabit the world by mounting them on

DISTRIBUTING AGENTS.

Janney, Semple & Co.,
Minneapolis, Minn.
Entire State of Minnesota,
Northern and Eastern S. Dakota,
Northeast Iowa.
J. A. Johnston,
Pittsburg, Pa.
Western Pennsylvania

DISTRIBUTING AGENTS.

Reeves & Chavannes,
Baltimore, Md.
Northern Maryland and Delaware.
Fletcher Hdw. Co.,
Detroit, Mich.
Entire State of Michigan,
Northern Indiana, Northwest Ohio.



Lee-Clarke-Andresen Hdw. Co.
Omaha, Neb.
Entire State of Nebraska,
Northern Kansas, Northwest
Iowa, Southwest S Dakota,
Colorado.

C. C. Stoltz,
Marion, O.
Marion, Crawford, Wyandotte,
Hardin, Logan, Union, Delaware,
Morror and Seneca Counties,
Ohio.

They Will Be Proud of Its Beauty.

Will smile over its easy running, feel a sense of sweet security in its solidity, and highly commend its general worth and peerless merit.

FOWLER AGENTS DO NOT COVET OTHER LINES.

PROVIDENCE.

LONDON.



TELLING IT TO HER FRIEND.

"Did I ever tell you about the last time I rode a wheel without a brake?" asked the girl with the mouth full of hair-pins, as she gave her hair a final twist, and then began filling it pin-cushionwise from the hair-stickers between her lips.

"Oh, I don't know," said her friend with the fashion magazine, "you've told me so many things about your wheel experiences that really I can't be expected to remember all of them."

"Well, this is funny, and I'm just going to tell it to you again, that is, if I ever did tell you of it before. Charlie Spoonmore took me out to try a new tandem he had just bought, and for some reason or another the brake wasn't just what it should be, so he took it off, and we went for a ride without it.

"Going down the long hill on Riverside Drive Charlie couldn't back-pedal strong enough to hold us, while I had my feet on the coasters. The first thing I knew we were going down that hill a mile a minute.

"I don't know how we ever reached the bottom alive, but of course we did, or I wouldn't be talking to you now. When it was all over I fainted. Charlie, man like, rushed over to one of the drinking fountains, filled his cap with water, ran back to where I was, and threw the water all over me, just ruining my new hat, and making me look like a drowned rat. I was so mad at him that I just insisted on going right home, and I never spoke a word to him the whole time we were riding back.

"When we got back to the riding academy I went up stairs to change my soggy riding costume for my street dress. When the colored woman who has charge saw me she said: 'For de law's sake, Miss Nellie! what'cher bin doin'?"

"I told of the accident, and explained the cold-water cure I had experienced: 'Bless yer, chile, dat is too bad!' she protested. 'Didn't young Mr. Spoons done do nothin' else fo' to cure dat faintin'?"

"When she learned that the extent of the cure was condensed into the cold-water shock she took me to one side and confided to me the following remedy for future faints: 'Well, now, it is jes' too bad dat dey don't know nuff to get de right stuff. De nex' time dat you is faintin', honey, you jes' tell dem to sen' to de drug store and get five cents' worf ob de romantic spirits of pneumonia, and dat'll stop de faints jes' as shore as you is a livin' woman.' Now wasn't that funny?"

But the girl with the fashion magazine was sound asleep and did not answer.

TOEING THE MARK.

"I want to marry your daughter," said MacSprocket to old Coynchaser, the ex-champion hundred-miler. "Can't you give us a start in life?"

"Sure!" said the old pro., carefully opening the front door, after seeing that the heavy boots he wore were ready for action. "How would you like a flying start?"

But MacSprocket did not wait to answer.

RARELY COMBINED.

A union of energy and wisdom, with an unflinching determination to excel his fellow speedmen, is what is necessary to make a great racer.

TWISTED INTO CYCLE FLAVOR.

Perhaps you may want to show your intimate acquaintance with the Poets, and prove same by quoting from them allusions to the wheel. If such be your vanity the following may come in handy:

We'll guard your person while you take your rest, And watch your safety.

—Tempest.

I like the new tire—excellently.—Much Ado About Nothing.

Out of this nettle danger we pluck this flower, safety.—I. Henry IV.

Speak, brother! hast thou hurt thee with the fall?—Titus Andronicus.

Let a post angel start with thee And thou the goal of earth shalt reach as soon as he.

—Titus Andronicus.

Ring your bells.—King John.

Turn, turn, my wheel! turn round and round Without a pause, without a sound.

So spins the flying world away.

—Longfellow.

Patchin' our patent self—blow up again!—James Russell Lowell, Biglow Papers.

I would give all my fame for a pot of ale and safety.—Henry V.

Your firm, elegant rascal, that can rise and stoop almost together,

Shoot through the air as nimbly as a star;

Turn short as doth a swallow;

And be here and there and here and yonder all at once.

—Ben Jonson.

WHY HIS THREAT WAS HARMLESS.

They were out riding together.

"Will you marry me?" he asked.

"No. Why should I?" she replied.

He could not answer this, and they rode on in silence. After a few blocks this became monotonous, and she said:

"I will leave you here." Her intention plainly being to give him the shake. He wanted to argue the case, regarding shoo-ness and himself as not being on speaking terms, but she was obdurate and declined to arbitrate. Then he hissed:

"Going to shake me, eh? Well, I guess not. I'll follow you to the utmost ends of the earth!"

"No, you won't," she replied, getting a firmer grip on her handles, and carefully scanning her toe-clips to see that they were ready for prompt service.

"I won't, eh? Well, why not, I'd like to know?" queried he.

"Because I'm not going there," she said, as she shot down a side street, turned into the cycling throng on the Boulevard and was there lost to sight.

IT ALWAYS WINS.

The politician shook his head emphatically. "There's no use getting up a platform, as far as I am concerned," he said. "I shall not run for office on a platform this time."

"But, my dear sir," protested the party manager, "it is necessary in order to get the votes."

"Nonsense," replied the politician. "Not any more it isn't. I shall make my race this time on a pneumatic tire, capturing the wheelmen's vote with a good-roads cry and a bicycle-as-baggage shout."

And history proved that that was exactly what he did do.

SOMETIMES HE IS PREJUDICED.

If you really want to know what an ice-wagon the wheel you are riding really is, take it to the rival agent for valuation.

UNCLE EPH'S LITTLE LESSON.

I haint no b'leiver in dis goin' to dah ant fur wisdom. If us folks what rides de by-sickle, and wese puty much all de folks dey is dese days, wants to study things fur our own good, we doan' have to go foolin' 'round no ant-hills; deed we don't, chile, we kain git our teachin' right round near to de stable. Fur instance:

Fum de hoss: Not to be mo' afearid ter kick fo' good reason 'n yo' is ter plow yo' furrer. Hit am all in er day's work.

Even if yo' does feel balky, yer better git outen de way o' public opinion 'fo' dey builds er fish under yo'.

Fum de cow: Allus ter keep yo' face towa'd er man wa't yo's afearid on; 'cept in de case ob bein' in a race wid him; den yer had bes' turn yer back on him, hump it, an' nebber let him see yo' face no how.

Fum de dawg: Ter love yo' fricen's, but ter sleep wiv one eye er-jah, jus' de same.

Fum de roostah: Even if yo' doan' know who's licked, ter crow just de same.

Fum de tomcat: Ter keep de hours ut soots yo' callin'.

Fum de mewl: Ter do nuffin' hasty, but we'n yo' does anyting ter do hit all-fiahed quick.

Fum de rabbit: En case o' doubt, ter run fer cover fus' and ax yo' questions ahtah-wa'd.

Fum de bevah: Ter tell de truf I doan' think anybody could learn much from him. He do mo' useless dam buildin' 'n I ebah cud see mawtal use fo', an', sides, he wuk w'en 'e don' hev ter.

PUNISHING WHEEL PINCHERS.

A bill introduced into the Massachusetts Legislature makes imprisonment for from one to five years the penalty for stealing bicycles. No doubt the luckless wheel owner who finds that a thief has eloped with his machine feels as if the rascal ought to have not less than twenty years in jail. But that is scarcely a good reason for singling out wheel thievery as a crime to be treated in distinction from any other larceny.

If the laws of Massachusetts which are designed to prevent stealing do not provide sufficiently severe penalties to discourage the crime, then they ought to be amended so that all classes of property shall have equal protection. Far-seeing wheelmen will distrust special legislation to fit special cases in their behalf, when a general law ought to answer all reasonable requirements.

THIS BRAND IS NUMEROUS.

Two of a kind—both fools—the man who rides upon the steps of another's wheel, and the man who is seated in the saddle of the machine upon whose step the first fool is riding.

LOOKING FOR A DECISION.

"I say, Tellem, I'd like to ask your advice about my racing next season."

"Well, what do you want me to do, per- or dis-suade you?"

RUNS INTO MONEY.

It has been estimated that the enormous sum of \$157,000,000 will be spent on bicycles and bicycling in Great Britain alone during the present year.



The Swell of the Year
1897.

THE WORLD.

All the good features.

WRITE **STAUFFER, ESHLEMAN & CO.,**
NEW ORLEANS, LA.,

For agency in States of Louisiana, Mississippi, Eastern Texas and
Western Florida. SWELL AGENTS—SWELL LINE.

Or write

**ARNOLD,
SCHWINN & CO.,**

MANUFACTURERS,

CHICAGO, ILL.

E. K. TRYON, JR., & CO., Philadelphia, Pa.;
Pennsylvania, So. New Jersey and Maryland.

STAUFFER, ESHLEMAN & CO., New Orleans;
Mississippi and Louisiana.

PARLIN, ORENDORF & MARTIN, Omaha;
Nebraska and Western Iowa.

SIDNEY STEVENS, Ogden, Utah.

WILBUR KNAPP, Mgr. Pacific Coast Branch,
San Francisco, Cal.

SUTTON BROS., Melbourne, Australia.

JAMES MARTIN & CO., Sydney, Australia.

HILL & SON, Adelaide, Australia.

BIGELOW & DOWSE CO., Boston, Mass.;
New England States.

Kindly mention The Wheel.



MAHOMET NO ANTI-CYCLIST.

The culminating triumph of the wheel will come when it has divorced the Arab from his steed of poetry and romance—his "stallion shod with fire." The Paris papers print news from the French Soudan to the effect that the bicycle is making its way there, and that it has impressed the natives more than any other article imported into that country from Europe. The Mahometan member of the French Chamber of Deputies was interviewed about the matter and said that the Koran had nothing to say against the wheel, as the Prophet had not foreseen its invention; but he did not think the Arabs would ever dream of forsaking their fine horses for it.

OF, FOR, AND BY THE PEOPLE.

In all the jubilation over cycling's greatness let no one forget one important fact, that it was the masses, the toilers, the warp and woof of the nation, who have popularized it.

Cycling is the pastime of the people. They adopted it at sight, and made it possible that the millions of dollars invested in this interest, should every dollar of it receive its just reward.

CERTAINLY NOT FLATTERING.

The Rev. Dr. A. C. Dixon, in his sermon on Sunday last, said:

"In my boyhood I thought the most beautiful sight was a beautiful woman on a beautiful horse. There are degrees of ugliness, but I think the ugliest sight is a woman on a bicycle. Nevertheless, my daughter rides one. If she wants to be ugly, why I am willing she should be. If you young women want to be ugly in the fresh air don't let my opinion interfere with your bicycling."

There have been many things said about cycling which contained less truth than some of the words of the Reverend Doctor above quoted.

THE ACME OF PROGRESSIVE WOMANHOOD.

Elkhart, Ind., has probably one of the most successful women managers in the country. About a year Mrs. Otis D. Thompson was elected by the directors general manager of the Acme Cycle Company, and at once assumed the management of the plant, which is a large one. She was new to the business, but was energetic, and it did not take long for the directors to find out that under her management business was rapidly increasing, and that the success of the company was assured. Mrs. Thompson has many admirers in Elkhart, is prominent in society and is considered a remarkable woman.

GIVING THE JONAHS A CHANCE.

Englishmen take their pleasures sadly. A British wheel club, in arranging for its list of annual prizes, included a medal for the member who succeeded in accidentally puncturing the tires of his wheel the greatest number of times. Here would seem at last to be one prize-winner whose winnings will not be blazoned on the advertising and trade-puff pages of the wheel papers by the maker of the tires the winner won on.

FLEEING HAYSEEDS NOW.

During the year 1896 19,551 stolen bicycles were reported by one cycle protective association against 13,068 in 1895—an increase of nearly 50 per cent. A noticeable feature of the stolen wheel reports by this association is that in 1895 91 per cent of the thefts were committed in the largest cities of the United States and Canada, while in 1896 51 per cent occurred in villages and towns.

ONE THEORY, PLUS ONE TRIAL, EQUALS ONE ASYLUM.



"This beats having to time scorchers."



"Well, I don't know."



"Multiplying!" "Revolutions!" "Approximately!" "Help!"

GIVING A HOT ARGUMENT.

"Are you superstitious?" asked a racing man on meeting another of his kind at the cycle show.

"Well, I didn't use to be, but I am now, when it comes to believing in dreams," answered speed-maker number two.

"You do; why what makes you believe in anything so foolish as that?"

"I dreamed night before last of a conflagration, biggest one you ever saw, and I'll be blessed if next morning I didn't receive notice from my tire people that I had been fired from their team, and everyone I met roasted me besides."

BEATS WALKING ALL TO PIECES.

Depending upon the riding of a bicycle for one's living, may not be a very high calling for the one dependent, as those who object to professionalism have stated, but certain it is that it can not be correctly classed as among the lower walks of life.

ONE NOCTURNE OF THE NILE.

"Ah! my Toney, you will always love me, won't you, dearest?"

Notwithstanding the fact that Cleopatra's taper fingers were tight-held in his strong right hand, and her brick-bronze hair floated around him like a lurid dream, a shadow of annoyance flitted across Antony's cameo-like profile.

"Yes," he said, when he had banished the shadow, "I shall always love you, unless"—Pattie gazed up at him with there's-a-trouble-coming look in her eyes.

"—you become, as of course you will, addicted to that bicycle riding game, and wear

But he stopped there, reassured by her expressed belief that she was taking no chances with the Egyptian Charlotte Smiths, and then together, through the long, dusky twilight, they sat in happy silence, drinking in the lotus-laden breezes from the sleepy Nile.

The value of cycle exports from Great Britain, whole or in parts, amounted last year to \$7,500,000.

HORSE AND HORSE.

"Why on earth do you spend so much time going from stand to stand collecting catalogues and asking the price of the wheels when you have no intention of buying a bicycle?" said Mr. Snorter to his better half.

"For the same reason," she answered, "I suppose, that you sit around the house every evening reading the sporting extras and figuring out how much you might have won if you had only bet. It is a sort of mental diversion."

RASPING REPARTEE.

She came down like a thousand of brick; it was a clear case of side-slip.

"Did you fall?" said her escort as he dismounted, and proceeded to help her up.

She was mad clear through; who wouldn't have been? With a voice like one-half of a saw and file duet she said:

"Oh, no. I always sit down here to rest."

At the Chicago Cycle Show

Our handsome line of Syracuse Crimson
Rim Bicycles created much enthusiasm,
and were duly admired and appreciated
by the throngs who crowded our booth.

Crimson Rim Quality

was a conspicuous feature of the SYRA-
CUSE Exhibit.

Watch Out For Us at the New York Cycle Show

Spaces 47, 48, 49 and 50.

Makers:

**Syracuse Cycle Company,
Syracuse, N. Y.**

Southeastern Distributers: { SUPPLEE HARDWARE CO.,
Philadelphia, Pa.

Kindly mention The Wheel.

TRADE TO THE NORTH.

Vancouver, B. C., Jan. 19.—Cycling news in general being at a premium at this time of the year, a few remarks on the trade will probably not be amiss. In Vancouver, the event of most importance and interest, so far, is the opening of a shipping depot by the Good Bicycle Company, of Brantford, Ont. Two hundred Brantford bicycles, now on their way from the factory, are to be placed in stock in this city. The expected arrival, daily, of these machines has necessitated the removal of the Brantford representatives from their present quarters into more spacious warehouses. This shipping depot will supply all British Columbia, the interior in particular, and, if urgently required, wheels will be shipped to Australia from this point. Chas. Kendall, their agent for the past two years, will, as manager, still continue to further the "Redbird" interests.

F. E. Gould, assistant treasurer of the March-Davis Cycle Manufacturing Company, of Chicago, was recently in this city, and re-appointed C. Cocking agent for their machines for this season.

A. J. Dallain, of Victoria, B. C., has been appointed agent for the Province of British Columbia for the Sterling bicycles for '97.

Mr. Spera, of Messrs. Cornell, Spera & Co., wholesale bicycle jobbers of Winnipeg, Man., arrived this year on his annual business trip to the coast much earlier than in previous years, and is now going gradually from town to town, traveling eastward again. Mr. Spera had no cause to complain at the volume of business he transacted with the various agents of the wheels he represents throughout this Province.

Thomas Dunn & Co., Ltd., hardware merchants, of Vancouver, are agents for British Columbia for the Evans & Dodge bicycles. R. H. Casswell, their traveler, reports having appointed agents in nearly all the cities and towns of the Province.

The Cleveland Swell Special, which was received this week by M. W. Waitt & Co., the Cleveland agents in the capital city, was the first '97 model to arrive in Victoria. That it attracted great admiration goes without saying. Deane & Woods have the Vancouver agency of Messrs. H. A. Lozier & Co.

J. Z. Hall, of this city, will again this season represent the New Barnes Bicycle Company, for whom Lee & Co., of Woodstock, Ont., are the sole selling agents. Mr. Hall expects the '97 samples next week.

J. Stafford, traveler for the Welland Vale Manufacturing Company, who returned from the Antipodes on the Australian lines S. S. Warrimoo, on her last voyage to this port, reports having made a most successful business trip.

Charles F. Barker, holder of the half, one and five-mile amateur championships of British Columbia, has entered the cycle trade of this city with J. Williams, an old Stearns factory employee, under the partnership name of Williams & Barker. They have obtained the agency for the mainland of British Columbia of the Welland Vale Manufacturing Company, and have now a number of machines on the way from the factory. Mr. Barker will, consequently, ride as a pro. this year.

The monkey-wrench took its name from Charles Monckey, of Williamsburg, N. Y., who was the wrench's inventor.

AS IT IS UP TO DATE.

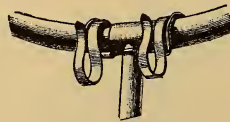
C. Murray Rice has purchased the jobbing department formerly conducted by the Anglo-American Cycle Fittings Co., at No. 105 Chambers street, New York, and the latter company has opened offices in the Home Life Insurance Building, No. 256 Broadway, in charge of J. Friedenstein. Last week it was inadvertently stated that Mr. Rice had established offices in the above mentioned building. Mr. Friedenstein will devote the forepart of each week at the company's plant at Waterbury, Conn., and the remainder of the week at the New York office.

SOME IDEALIZED FACTS.

"Ideal Notes" is the title of a new monthly publication, issued by the Shelby (O.) Cycle Mfg. Co., in the interest of Ideal cycles and their agents. It will be sent without charge to any dealer upon request. The company state that in their testing department two '97 Ideal frames, with the head and rear fork ends resting on a solid surface, and weight applied on the crank hanger direct, stood tests of 2,787 and 3,150 pounds before the frames commenced to bend, and even then they did not break.

HANDY AND LIGHT.

This is the Climax bag holder and package carrier. It can be attached to the head and handle-bar automatically, and weighs but an ounce. It is free from straps,



screws or fastenings of any kind, and can be carried in the pocket or toolbag. The Climax Bell Co., Boston, make it.

TELLS AN INTERESTING STORY.

Few states have done more for good roads than New Jersey, and few men in New Jersey more for improved highways than State Commissioner of Public Roads, Henry I. Budd, whose annual report of his labors is just to hand. Few people interested in good roads, and how to get them, can afford to be without Commissioner Budd's report, which same may be had by addressing the Commissioner at Trenton.

GETS ONE THOUSAND FOR A LEG.

Richard Howell, a one-time champion of England, and now proprietor of a Coney Island cycle checking stand, recovered in the Supreme Court, Brooklyn, on Monday, a verdict for \$1,000 against Henry M. Henderson, of Coney Island. Howell was walking in front of Henderson's property and fell, owing to the poor sidewalk, and broke his leg.

PROVE YOUR CLAIMS PROMPTLY.

Notice has been given to the creditors of the Niagara Machine Company, Buffalo, that all claims must be proven before the permanent receiver, Henry Ganson, at the office of Lewis & Lewis, No. 14 Court street, Buffalo, on or before July 19, 1897, pursuant to an order of the Supreme Court.

A PLEASANT SORT OF PUNCTURE.

Punctures received in the manner described below by a Cape Town, South African paper, would be welcomed with pleasure by the average cyclist. The South African writer puts it this way: "It is not usually considered a fitting opportunity to indulge in the wildest flights of exhilaration whenever one's tire punctures. There is one individual, however, who has cause to do so, for a puncture has been in truth a veritable gold mine to him. The gentleman in question is Mr. J. O'Donnell, of Kalgoorlie. One day recently when riding into Coolgardie, he found his machine settling down, and dismounting found that the embolus effecting the tire disaster was nothing less than a slug of gold over an ounce in weight. He wisely refuses to disclose the exact locality, probably seeing in this lucky contretemps a splendid opening for promoting a Something Gold Mine (Limited)."

A MUCH SOUGHT-AFTER WORD.

The word "Zimmy" is the cause of a law suit in England. Mr. Gammage, of Holborn, is endeavoring to obtain an injunction restraining the Wildless Steel Cycle Co., of Liverpool, from using the word in connection with the Zimmy toe clips. Mr. Gammage sells a toe clip bearing the same name. Justice Romer, before whom the case was heard, said the word "Zimmy" was not the sort of word that two firms would hit upon. The lawyer for the plaintiff said the genesis of the word was a familiar name for the great cyclist Zimmerman, and his client, being a very scrupulous person, went to Zimmerman and got his permission to use the word "Zimmy" for his toe-clips. After some discussion, the counsel for the defendant undertook not to use the word "Zimmy" until the trial of the action.

WILLIS GETS LIFE.

Taunton, Mass., Feb. 1.—Herbert A. Willis, who murdered Frederick N. Strange in this city in June last was taken into court this afternoon, where, by agreement of counsel and the State a plea of guilty of murder in the second degree was accepted and a sentence of life imprisonment imposed.

The murder is widely known as the "bicycle murder." Willis was concerned in several county store burglaries, bicycle thefts and other lawless deeds, which culminated in his jumping through a window of a Providence cycle store, where he had been trying to sell a stolen wheel. He fired several shots at his pursuers, knocked a young man off his wheel and rode to Taunton. Subsequently he confessed to murdering Strange.

ONE OF THE STRONGEST.

One of the victims of hasty presentation of unfinished news is the Schlueter Manufacturing Company, of Cincinnati. The widely published item was that a receiver had been appointed, the amount involved being \$500. The firm is one of the strongest in the trade, and to all those who were disturbed by the rumor they quickly showed their financial strength. Had there been any feature of weakness in the concern—and not all the firms in the bicycle trade are over strong at this period of the year—great harm might have been done the Schlueter company.



THE FINISHING CHARGE OF THE KNIGHTS OF THE HONEST WHEEL UPON THE REMNANT OF THE SHODDY FORCES. THE SUN OF PROSPERITY SHINES IN THE UPPER LEFT-HAND CORNER OF THE PICTURE.



IVER JOHNSON'S
ARMS AND CYCLE WORKS
FITCHBURG, MASS.

C. J. GODFREY, 11 Warren Street,
General Agent
New York, New Jersey and Pennsylvania.

Kindly mention The Wheel.

PUMP AND REPAIR TOOL COMBINED.

There is a prevailing impression that firms confined to the manufacture of sundries occupy, as a rule, but a comparatively small portion of the factory building in which they are located. While this is true in many cases, there is an exception in the Buescher Mfg. Co., of Elkhart, Ind. This firm occupies entirely a large two-story factory, with several outbuildings, and in the busy season are rather crowded for space. Their line of sundries is varied and lengthy, but their specialty is the Buescher pump, made in numerous designs and improved forms. The latest addition to this line is a combination hand-pump and repair tool, similar to the "Jiffy" which they make for the B. F. Goodrich Co. The tool has been highly indorsed by one of the largest single tube tire makers, and a brisk demand is anticipated. Toe clips, lamp brackets and valves are also among their particular specialties.

CAN'T BE BLOWN OUT.

A new repair tool and outfit for single tube tires, which, it is claimed, will repair a puncture or cut from a pin hole to a cut more than an inch long, is being marketed by the Wexler Metal Goods Mfg. Co., New York.

The tool is formed by a handle and three telescoping ferrules made of drawn brass and nickel-plated. They form a casing in which is contained patches of three sizes, a collapsible tube of the firm's Tireoid cement, a sharp-pointed nipple, adhesive tape, a pair of steel pinners or tweezers adapted for any make or size of rubber patches, and an inserting pin or prod. By using their patented ferrules a patch can be inserted three times the size of the puncture, making a repair that cannot be "blown out."

LUCKY "PREFERREDERS."

Preferred creditors of the Greyhound Bicycle Manufacturing Company, of Boston, insolvent, will receive one hundred cents on the dollar. The assignees, Frederick Harris, of Springfield, and Robert F. Herrick, of No. 40 Water street, Boston, have notified all creditors whose debts have been proved and allowed as privileged, for labor, cost, etc., to be paid 100 per cent. No dividend has yet been ordered for the benefit of ordinary creditors, a meeting of whom will be held on February 16th, at Worcester, Mass., at 2 p. m.

NAME-PLATE PIRACY.

Clever conceits in name-plates are features of this year's bicycles. Many are painfully alike, but the worst piracy is a close counterfeit of Adams & Westlake's well-known "mark of high degree." It is not on a \$100 wheel, either, and a Chicago concern is the offending party.

WANT THREE THOUSAND WHEELS.

H. Scherer & Co., dealers in carriage material in Detroit, Mich., are about to enter the cycle jobbing trade, and are in the market for 3,000 wheels if they can get "the right article at the right price."

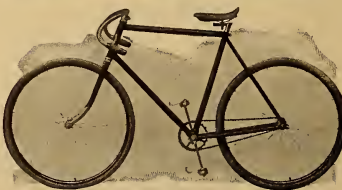
SWEATER MAKERS, PLEASE NOTE.

THE WHEEL can place business in the way of New York manufacturers of sweaters and golf hose, and would be pleased to have the addresses of such manufacturers.

WANT THE WHOLE THING.

Taken in connection with THE WHEEL'S London letter, appearing elsewhere in this issue, the following from the London "Financial Bulletin" is suggestive: "The Dunlop Company, not satisfied with the control which it at present possesses over the cycle industry, has under consideration the question of raising the capital from £5,000,000 to £10,000,000, with the object of getting the entire trade in its hands."

'97 ADLAKES.



Adams & Westlake Co., Chicago.

FOR THOSE WHO LIKE FIGURES.

Cox's Cyclist's Distance Computer, a cardboard disc device, designed to show the distance traveled by a bicycle, with any number of revolutions of the pedal and with any gear, and also the number of revolutions of the pedal required to cover a mile or other distance, is a little novelty issued by the Joseph Dixon Crucible Co., Jersey City, N. J.

WILL CARRY TWENTY-POUND BUNDLES.

H. C. Dare & Co., Patchogue, N. Y., are manufacturing a novelty for cyclists known as Dare's Patent Automatic Parcel Holder. It is simple, easily adjusted to handle-bars and ornamental. The holder is made of a nickel tube about five and one-half inches long and in diameter about as large as a five-cent piece. It has a cord attachment which is wrapped around the parcel or package desired to be carried, and the ends of the cord are then hooked over two small hooks, thus requiring no knots or buckles. It will carry packages weighing over twenty pounds. One of the features of the holder is that the further the cyclist rides the tighter the cord draws on the package, thus keeping the package from constantly slipping.

AGREED ON PRICES.

All the dealers and repairmen of Binghamton, N. Y., have agreed on a schedule for repairs and the rental of wheels. The charge for rental is based on the rate of \$1.25 per day. The price list for repairs embraces every conceivable part that is likely to need replacing or repairing, running from \$3.50 for enameling a frame to 10 cents for adjusting a chain or bearing or oiling a wheel throughout.

WOMAN'S LOGIC.

"What do you want a bicycle for?" said he, grumblingly. "Do you know what one costs?"

"I can not help what they cost," answered she, in woman fashion. "I picked up the loveliest cycle suit at a bargain to-day. I can not afford to let it go to waste, now, can I?"

WILL BE SEEN AT THE SHOW.

Interest in roller chains is on the increase. Several new ones have made their appearance, the latest being the production of Brown & Wales, Boston. It will be shown publicly for the first time at the New York Show.

GOING FOR THE FERRIES.

There has been a bill introduced before the New York Senate which if it becomes a law will permit any wheelman, when a passenger upon any ferry-boat within the jurisdiction of the State, to carry a bicycle with him free of charge.

FIGURE IT OUT.

On one of the trans-continental railroads eighteen tons of steel disappear daily by wear and rust. Taking this as a basis, how much does the would-be seller of a second-hand wheel lose by allowing rust to accumulate upon it?

SLOW, BUT SURE.

At the Philadelphia show the local branch of the Keating Wheel Co. proposes to distribute as souvenirs passes or tickets good on any street-car line in the city during the show week, February 20-27.

LOOKING FOR GOOD THINGS.

A. W. Gamage, London's most prominent dealer, is in this country on his annual hunt for American novelties and specialties of merit.

NEW YORK'S TURN NOW.

"EASTERN NATIONAL CYCLE EXHIBITION," THEY TERM IT, AND IT PROMISES TO BE WORTHY OF ITS PROMOTERS AND THE INDUSTRY WHICH IT REPRESENTS.

The doors of the Eastern National Cycle Show will be thrown open at eight o'clock to-morrow evening. It will be held at the Grand Central Palace of Industry, Forty-third street and Lexington avenue.

The Palace will present an unusual appearance, since the Show will not be on one floor but on several, immense elevators carrying one up or down if he does not care to walk.

some respects; some of the more important rules provide that division of spaces will not be allowed, and that spaces must be paid for on or before February 8th. There will be a bureau of information at the main entrance, a bureau of registration and a restaurant and cafe. Goods must be plainly marked with the name of the exhibitor, and the number of the space, and must be addressed to the Grand

upward. Any space not occupied within twenty-four hours after the opening of the Show will be forfeited.

The appended list of the exhibitors and the stand numbers attests that there are a number of firms at the New York Show who were not represented at the Chicago exhibition and that the latter has not wholly robbed the displays of interest even to those who were in attendance at the Western function.

LIST OF EXHIBITORS.

FIRST (OR GROUND) FLOOR.

Buescher Mfg. Co., 373.
Builder's Iron Foundry, 428.
Burke, Roberts Co., 430.



GRAND CENTRAL PALACE, FORTY-THIRD STREET AND LEXINGTON AVENUE, NEW YORK.

It is expected that the Show will look rather cut up, but nothing will be left undone to agreeably disappoint the public. A map published elsewhere in THE WHEEL shows that the building is well located. It also gives the location of the prominent hotels, although the Hotel Marlborough, Thirty-sixth street and Broadway, which is sure to be very popular with the trade, has inadvertently been omitted from the list. The building is immediately around the corner from the Grand Central Depot, and as every man, woman and child in New York knows the location of that railroad centre, strangers will have no difficulty in finding the quickest way to reach the Cycle Show.

Some of the exhibitors may find it of value to re-peruse the rules which are radical in

Central Palace, Forty-third street and Lexington avenue, New York. Goods will be received and delivered only at the Forty-third street entrance of the building, but no goods will be received upon which there are any charges. Goods can be removed only after 11 p. m. on Saturday, February 13th, and the door-keeper must be presented with a written order from the exhibitor for the removal of the goods.

Any regular bicycle agent, manufacturer, exhibitor, or employee of any of them, will be admitted free of charge from 9 a. m. to 1 p. m., after proper identification. Exhibitors will be allowed the following discounts on admission tickets: 20 per cent. on lots of 100; 30 per cent. on lots of 200; 40 per cent. on lots of 300; 50 per cent. on lots of 500 and

Columbia Corrugating Mfg. Co., 385.
Cullen, M., 372.
Cycle Forge and Pump Co., 410.
Eclipse Cement & Blacking Co., 420.
Ellicott Mfg. Co., 431.
Erwin Mfg. Co., 409.
Ferracute Machine Co., 419.
Foster, Walter H., 392.
Garlic, M., 433.
Globe Cycle Works, 441.
Hayward, S. F. & Co., 396.
Hosmer, G. A. & Co., 393.
Lauter, H., 418.
Lewis Tool Co., 417.
Market & Co., 412.
Mason & Mason, 448, 449.
National Wheelmen Supply Co., 413.
Nessler, S. C., 384.
Niles Tool Works Co., 391.
Norton Emery Wheel Co., 414.
Packer Cycle Co., 374.
Reading Rubber Tire Co., 377.

Reading Standard Mfg. Co., 415.
Rose Mfg. Co., 395.
Schaun & Uhlinger, 416.
Stodder Punctureless Tire Co., 411.
Union Mfg. Co., 427.
Werneth, Francis J., 389.
Wheel Light Mfg. Co., 394.

SECOND FLOOR.

Acme Mfg. Co., 13, 14, 43, 44.
Adams & Westlake Co., 19, 20, 37, 38.
Ames & Frost Co., 455, 475.
Amer. B. H. O. & Sewing Machine Co., 511.
American Waltham Mfg. Co., 482, 497.
Andrae, Julius, & Sons' Co., 457, 473.
Arnold, Schwinn & Co., 502, 503.
Barnes Cycle Co., 6, 7, 8.
Black Mfg. Co., 15, 16, 41, 42.
Buffalo Cycle Co., 115, 116, 141, 142.
Buffalo Wheel Co., 109.
Central Cycle Mfg. Co., 51, 52.
Chicago Stamping Co., 514, 515.
Chicago Wheel Works, 21, 22, 23, 24.
Cole, Wm. H. & Sons, 491.
Davis Sewing Machine Co., 101, 102, 103.
Demorest Mfg. Co., 463.
Eagle Bicycle Mfg. Co., 27, 28, 29, 30.
Eclipse Bicycle Co., 462, 468.
Everett Cycle Co., 500, 504.
Fenton Metallic Mfg. Co., 3, 4.
Folding Bicycle Co., 110.
Fowler Cycle Mfg. Co., 1, 2.
Gendron Wheel Co., 11, 12, 45, 46.
Geneva Cycle Co., 151, 152.
Gormully & Jeffery Mfg. Co., 126, 127, 128,
129, 130, 131.
Hamilton Kenwood Cycle Co., 33, 34, 35, 36.
Hay & Willits Mfg. Co., 484, 495, 509.
Hendee & Nelson Mfg. Co., 481, 498, 506.
Henry Bicycle Works, 510.
Hickok (The) W. O. Mfg. Co., 454.
Horsman, E. I., 107, 108.
Howard (E.), Watch & Clock Co., 104, 105,
106.
Indiana Bicycle Co., 149, 150.
Iver Johnson's Arms & Cycle Works, 121,
122, 135, 136.
Johnston, G. R., Co., E. and F.
Kankakee Mfg. Co., 507.
Keating Wheel Co., 25, 26, 31, 32.
Knickerbocker Cycle Mfg. Co., 476.
Light Cycle Co., 458, 472.
Lovell (John P.) Arms Co., 80, 97.
Lozier, H. A., & Co., 62, 63, 64, 65, 66, 67.
Miami Cycle Mfg. Co., C. & D.
Monarch Cycle Mfg. Co., 55, 56, 57, 72, 73, 74.
Morgan, C. C., 483.
McKee & Harrington, 155, 156.
McIntosh & Huntington Co., 9, 10.
National Cycle Mfg. Co., 466, 489.
New Haven Chair Co., 490.
Olive Wheel Co., 496, 508.
Overman Wheel Co., 59, 60, 61, 68, 69, 70.
Peerless Mfg. Co., 112, 145.
Penn Mfg. Co., 467, 488.
Phillips Mfg. Co., 5.
Pierce (Geo. N.) & Co., 53, 54, 75, 76.
Pope Mfg. Co., 86, 87, 88, 89, 90, 91.
Premier Cycle Mfg. Co., 513.
Read, Wm., & Son, A. & B.
Relay Mfg. Co., 18, 39.
Remington Arms Co., 81, 82, 95, 96.
Richmond Bicycle Co., 17, 40.
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Scott Paper Co., 487.
Shelby Cycle Co., 125, 132.
Snyder & Fisher Mfg. Co., 456, 474.
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Stanley Cycle Mfg. Co., 460, 470.
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Sterling Cycle Works, 77, 78, 79, 98, 99, 100.
Stewart, Thomas H., 499, 505.
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Union Cycle Mfg. Co., 147, 148.
Waltham Mfg. Co., 459, 471.
Warner, D. D., Co., 452, 453.
Warwick Cycle Mfg. Co., 153, 154.
White Sewing Machine Co., 123, 124, 133, 134.
Wickwar Cycle Co., 479.
Winton Bicycle Co., 120, 137.
Wolff, R. H., & Co., 117, 118, 119, 138, 139,
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Worcester Mfg. Co., 477, 478, 501.
Worthington (The Geo.) Co., 111, 146.

Yost Mfg. Co., 58, 71.
Zimmerman Mfg. Co., 492, 512.

THIRD FLOOR.

Adams, G. E., 255.
Aetna Wax Mfg. Co., 322.
Akron (The) India Rubber Co., 218.
Albany Mfg. Co., (J.)
American Cycle Mfg. Co., 331, 334, 335, 359.
American Dunlop Tire Co., 209, 210, 211, 236.
Anglo-American Cycle Fittings Co., 279, 280.
Arnstein, Eugene, O. P.
Baldwin Adj. Cycle Chain Co., 263.
Ball (The) Tire Co., 364, 365.
Bean-Chamberlain Mfg. Co., 312, 28.
Beck Bicycle Saddle Co., 308.
Berrang & Zacharias, 315.
Betts Pat. Headlight Co., 181, 182.
Betts, A. U., & Co., 217.
Bevin Bros. Mfg. Co., 341.
Bigelow & Douse, 215, 232.
Billings & Spencer Co., 307.
Boston Wood Rim Co., 183, 184.
Boston, W. H., & Rubber Co., 226, 227, 228,
229, 230.
Bridgeport Gun Imp. Co., 294.
Bridgeport Brass Co., 186, 187.
Brooklyn Rubber Co., 351.
Brown-Lipe Gear Co., 172.
Butler (The) Co., 345.
Browne Bicycle Pump Co., 363.
Butler (The) & Ward Co., 224.

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of six L.A.W. championships, and
521 out of 695 prizes on the
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Canadian Typograph Co., 289.
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Climax Bell Co., 221.
Cole, G. W., & Co., 177.
Corbin, P. & F., 213, 214, 233, 234.
Curtis Mfg. Co., 164.
Cutting & Kaestner, 336.
Cycle Imp. Co., 343.
Davis (The) & Stevens Mfg. Co., 260, 261.
Defender Cycle Co., 346.
Dunbar, M. E., 325.
Eagle Lock Co., 370.
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Esmond, E. R., 335, 354.
Fairbanks Wood Rim Co., 185.
Foley & Williams Mfg. Co., 212.
Forciped (The) Co., 165.
Fox Machine Co., 262.
Garvin Machine Co., 178.
Gilliam Mfg. Co., 207, 208.
Gleason, E. P., Mfg. Co., 298.
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Goodrich, B. F., & Co., 244, 245.
Hampshire Cycle Mfg. Co., 317, 323.
Harger Convertible Bicycle Co., 338.
Hartford Rubber Works Co., 204, 205, 206.
Hawley, Fred., 254.
Hill, N. N., Brass Co., 318.
Hodgman Rubber Co., 316, 324.
Home Rattan Co., 219, 220.
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Lavinge & Scott Mfg. Co., 231.
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Luthy & Co., 352, 362.
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Morgan & Wright, 246, 247, 267, 268, 269, 270.
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New Brunswick Tire Co., 169, 170.
New Departure Bell Co. (The), 190, 191, 192.
New England Cycle Supply Co., 353.
New York Belting & Packing Co., Ltd., "L".
New York Tire Co., 281, 282, 295, 296.
New York Standard Watch Co., K.
Newton (The) Rubber Works, 265, 266.
Niagara Cycle Fittings Co., 367.
Palm Fetcher & Co., 290.
Park Row Bicycle Co., 360, 361.
Peoria Rubber Mfg. Co., 349, 350.
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Plume & Atwood Mfg. Co., 174.
Pope Tube Co., I.
Reed & Curtis Mach. Screw Co., 171.
Scheffey & Co., A. M., 342.
Schlesinger Mfg. Co., 216.
Schradler's, A., Son, 235.
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Shelby Steel Tube Co., 326.
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Spaulding & Pepper Co., 199, 200.
Spencer (The) Brake Co., 320.
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Tie (The) Co., 357, 358.
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Thompson, Geo. L., Mfg. Co., 311, 329.
Trenton Watch Co., 225.
Tryon, Ed. K., Jr., & Co., 175, 176.
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Warren, J. J., & Co., 291, 292.
Waterbury Watch Co., 283, 284.
Warwick & Stockton Co., 293.
Weaver, J. A., Jr., & Co., 332, 333, 356.
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Whitney Mfg. Co., 348, 366.
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FOURTH FLOOR.

Acme Electric Co., 645.
Aladdin Lamp Co., 679.
Allerton Lubricant Co., 756.
Aluminum Bell Co., 646.
Ames White Cycle Co., 672.
American Clock Co., 684.
American Wheelman, 594, 595.
Arnheim, Marks, 580.
Atwood Manufacturing Co., 682.
Ball Bearing Wrench Co., 725.
Bernson, Chas. W., & Co., 663.
Billings & Spencer, C. 656.
Bishop & Benton, 696.
Brend & Rothschild, 693.
Brooks Spring Seat Post Co., 685.
Brooklyn Lock Co., 764.
Broslam Carrier Co., 750.
Central Lamp Co., 720.
Circle Cycle Mfg. Co., 569, 570.
Climax Bicycle Protector Co., 653.
Climax Mfg. Co., 616.
Columbus (The) Bicycle Co., 556, 557, 575, 576.
Cox & Tingley, 722.
Craig Cycle Saddle Co., 707.
Crown Cycle Co., 686, 687.
Crown Equipment Co., 724.
Crosby & Mayer Co., 592, 593.
Curtis, William, 715.
Cushman & Dennison, 739.
Cycle Components Co., 673.
Cygnat Cycle Co., 689, 690, 691.

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YOU can't make a mistake in buying a Monarch. Our Guarantee, backed up with a paid-up capital and surplus of a million dollars, insures you against any possible dissatisfaction. Be satisfied, ride a Monarch and keep in front. ❁ ❁ ❁ ❁ ❁ ❁ ❁

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New York Cycle Show, Feb. 6-13, Spaces 55, 56, 57, 72, 73, 74.

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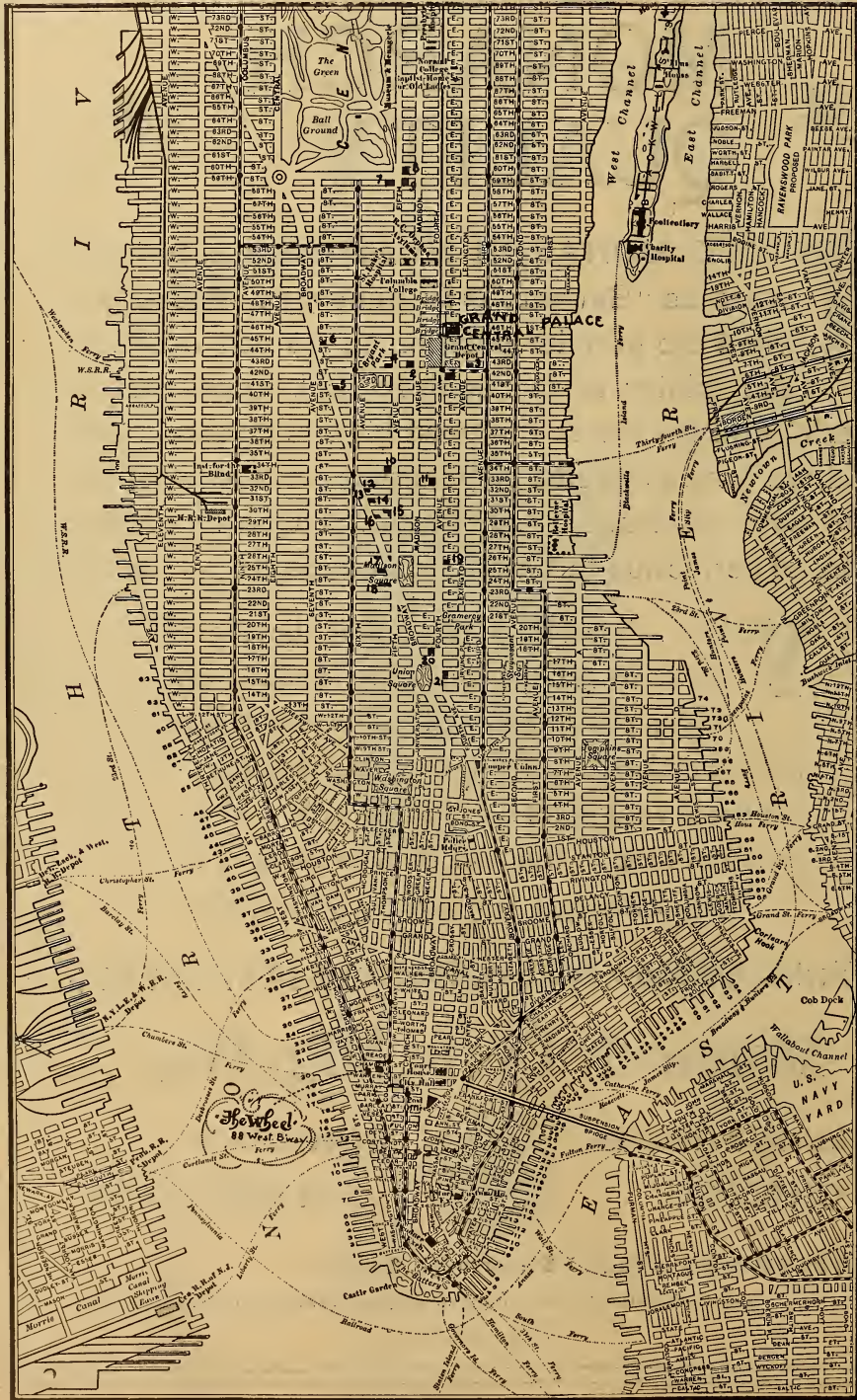
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- 11—Park Avenue
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- 13—Grand
- 14—Gilsey
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 Westcott Jewel Co., 714.
 Weston Mott Co., 742.
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 Whitehead & Hoag, 732.
 Wilcox (The) D. Mfg. Co., 726.
 Wilday & Hutton, 662.
 Worcester Ferrule & Mfg. Co., 688.
 Worthington (The Geo.) Co., 754, 755.
 Zenith Cycle Co., 762.

CROSSING THE BRINY.

Exports of bicycles from the port of New York during the week ending January 26th:

Antwerp	.....	\$2,500
Africa	.....	50
British East Indies	.....	632
Barcelona	.....	120
Bremen	.....	280
British Guiana	.....	150
British Australia	.....	3,243
British West Indies	.....	1,426
British Africa	.....	7,361
Copenhagen	.....	8,100
Christiana	.....	175
Chili	.....	30
Glasgow	.....	30
Geneva	.....	1,870
Hamburg	.....	26,079
Hayti	.....	20
Hull	.....	1,431
Liege	.....	69
Liverpool	.....	405
London	.....	24,069
Mexico	.....	1,285
Naples	.....	150
Newfoundland	.....	642
Porto Rico	.....	485
Rotterdam	.....	6,436
St. Petersburg	62
Southampton	2,680
Turin	576
U. S. of Colombia	82
Total	\$30,553



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 but they are
THE BEST.

Ideal Rubber Co.,
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POLISHING
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 Chandler & Farquhar, Boston, Mass.
 Bosworth Tool and Supply Co., Cleveland, O.
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Kindly mention The Wheel,

One of Those

THINGS LITTLE, LITTLE BUT SO GOOD, WAS THE SPACE
AT THE CHICAGO SHOW WHERE THE INIMITABLE

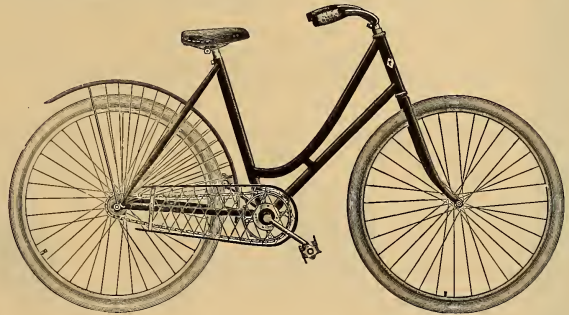
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WAS DISPLAYED IN ITS BEAUTY OF LINE AND ELEGANCE OF FINISH, AND ADVANCED
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FOR A LADIES' WHEEL IT IS

"Perfection Attained,"

COMBINING EVERY REQUISITE
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MAKE IT, AND PRODUCE ALSO THE

Patrol===

For Men and Women.

A thoroughly High-Grade Wheel
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See that Torch!

It Lights the Way!

"Teddy" Hale, winner of the six-day race in New York, rides a **Peerless**. Louis Gimm, holder of the twenty-four
hour record, rides a **Peerless**. Both will keep **Peerless Racers** in the front in the approaching six-day race in Chicago

WATCH THE PEERLESS!

New York, Spaces 112 and 145.

Boston, Spaces 144 and 145.

Philadelphia, Spaces 23 and 24.

NEW PATENTS.

575,692. Bicycle. Colin S. Buell, New London, Conn. Filed May 14, 1895. Serial No. 549,223. (No model).

575,693. Drive-Chain. Philip Burns, Norwich, Conn. Filed May 25, 1895. Serial No. 539,051. (No model).

575,712. Bicycle-Pedal. Richard F. Hamilton and Julius Wodiska, New York, N. Y. Filed February 10, 1896. Serial No. 578,683. (No model).

575,717. Lamp-Bracket. William C. Homan, Meriden, Conn., assignor to Edward Miller & Company, same place. Filed December 10, 1895. Serial No. 615,089. (No model).

575,718. Screw-Lock. George W. Kammerer, Norwich, Conn. Filed October 11, 1895. Serial No. 565,431. (No model).

575,719. Bicycle-Lock. Franklin H. Larrabee, Hutchinson, Kans. Filed February 19, 1896. Serial No. 579,812. (No model).

575,746. Adjustable Handle-Bar. Orrin A. Wheeler, Chicago, Ill., assignor to the Indiana Novelty Manufacturing Company, Plymouth, Ind. Filed May 6, 1896. Serial No. 590,454. (No model).

575,783. Wheel-Tire. Edward E. Quimby, Orange, N. J., assignor to the North British Rubber Company, Limited, Edinburgh, Scotland. Filed December 1, 1894. Serial No. 530,563. (No model).

575,787. Attachment for Bicycles. John S. Voitek, New York, N. Y. Filed June 26, 1895. Serial No. 596,982. (No model).

575,798. Ball-Bearing. Joseph B. Baker, Naples, Texas. Filed November 10, 1896. Serial No. 611,632. (No model).

575,815. Bicycle. Walter Todd, Paterson, N. J. Filed June 29, 1896. Serial No. 597,329. (No model).

575,817. Valve for Tires of Velocipedes. Friedrich Veith, Offenbach-on-the-Main, Germany. Filed October 2, 1896. Serial No. 607,644. (No model).

575,879. Adjustable Handle-Bar. Frank K. Dunn, Chicago, Ill. Filed May 18, 1896. Serial No. 591,976. (No model).

575,880. Differential Gear. Rudolph Eickemeyer, Yonkers, N. Y.; Rudolph Eickemeyer, Jr., executor of Rudolph Eickemeyer, deceased. Filed September 10, 1894. Serial No. 522,599. (No model).

575,889. Apparatus for Repairing Pneumatic Tires. Calvert C. Hines and James A. Willard, Baltimore, Md., assignors to the New York Bicycle Equipment

Co., New York, N. Y. Filed February 12, 1896. Serial No. 579,192. (No model).

575,910. Bicycle. Willis M. Sherman, Chicago, Ill., assignor of two-thirds to Martin W. Sherman, and Frank M. Hoyt, Milwaukee, Wis. Filed April 11, 1896. Serial No. 587,161. (No model).

575,912. Bicycle-Skirt. William E. Smith, Birmingham, Ala. Filed July 6, 1896. Serial No. 598,067. (No model).

575,936. Combined Adjustable Handle-Bar and Brake for Bicycles. Manuel A. Rosso, New York, N. Y. Filed January 24, 1896. Serial No. 576,710. (No model).

575,938. Bicycle-Brake. William L. Stewart, Wilmerding, Pa. Filed July 15, 1895. Serial No. 599,083. (No model).

575,987. Ball-Bearing. William C. Quigley, Marion, Ohio. Filed April 20, 1896. Serial No. 588,853. (No model).

576,002. Bicycle-Supporting Stand. Theodore Terrill, Yonkers, N. Y. Filed February 21, 1896. Serial No. 580,161. (No model).

576,070. Bicycle-Saddle. Martin L. Deitzler, Harrisburg, Pa. Filed June 9, 1896. Serial No. 594,828. (No model).

576,071. Bicycle-Support. Albert E. Holiday, New Haven, Conn., assignor of one-half to E. J. Eves, same place. Filed January 7, 1896. Serial No. 574,582. (No model).

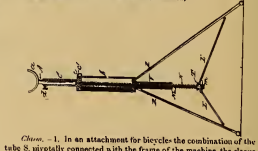
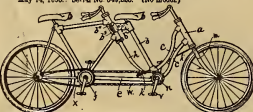
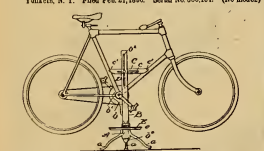
RECENT PATENTS.

576,002. BICYCLE-SUPPORTING STAND. THEODORE TERRILL, Yonkers, N. Y. Filed Feb. 21, 1896. Serial No. 580,161.

576,092. BICYCLE. COLIN S. BUELL, New London, Conn. Filed May 14, 1895. Serial No. 549,223.

575,797. ELASTIC TIRE. GALELLI E. WILSON, Greenville, S. C. Filed Aug. 1, 1895. Serial No. 554,978. (No model). In England June 2, 1894. No. 10,719; in France Sept. 2, 1895. No. 262,021; in Belgium Sept. 4, 1895. No. 117,946; in Italy Sept. 15, 1895. No. 39,167; and in Denmark Sept. 8, 1895. No. 732.

575,529. BICYCLE. JOHN C. STEPHENSON, New York, N. Y. Filed Jan. 15, 1896. Serial No. 595,758.

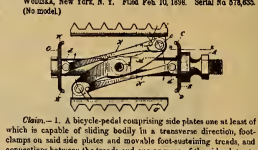
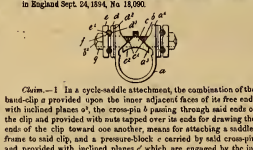
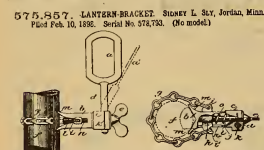


Claim.—A bicycle-stand comprising a suitable base, as by a right-angle triangle, and the upright in position to support the crank-hanger of a bicycle, the stand being adjustable to the upright in position to engage the seat-post tube and lower from the tube of the bicycle-frame and means for clamping the brace to the upright, substantially as set forth.

Claim.—In a device of the character described, an ordinary bicycle-frame, a supplemental frame adapted to be secured thereto, a fork journaled in the supplemental frame and means for connecting the fork of the supplemental frame to the fork of the ordinary frame, so that both forks will work in unison, as and for the purpose described.

Claim.—In an elastic tire, the combination with an outer cover, of an inner tube containing jelly in the like reticulated substance, and an elastic chamber or chambers containing said outer pressure and operatively to put the jelly under compression, substantially as described.

Claim.—In an attachment for bicycle: the combination of the table 8, pivotedly connected with the frame of the machine, the steering V, two or more lateral brace-rods, 11, pivotedly connected to said frame, the rod M, provided with the collar or the roller E, and the links L, connecting said traveler with the brace-rods K, substantially in the manner and for the purpose described.

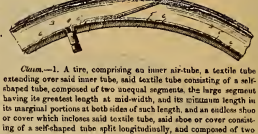
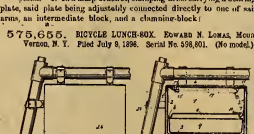
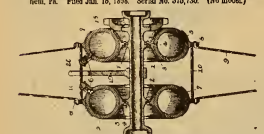


575,745.7. LANTERN-BRACKET. SHERRY L. SAY, Jordan, Mass. Filed Feb. 10, 1896. Serial No. 578,783. (No model).

575,529. BICYCLE. JOHN C. STEPHENSON, New York, N. Y. Filed Jan. 15, 1896. Serial No. 595,758.

575,717. LAMP-BRACKET. WILLIAM C. HOMAN, Meriden, Conn., assignor to the American Tire Company, same place. Filed Dec. 10, 1895. Serial No. 615,089. (No model).

575,712. BICYCLE-PEDAL. RICHARD F. HAMILTON and JULIUS WODISKA, New York, N. Y. Filed Feb. 10, 1896. Serial No. 578,683.



Claim.—In a device of the class described, the combination with the shell or casing, of the thumb-bolt arranged therein, the sliding nut carried by said bolt, and a chain or metal band having its opposite ends attached to said sliding nut, for the purpose set forth, substantially as described.

Claim.—In a cycle-saddle attachment, the combination of the head-clip as provided upon the inner adjacent face of its free ends with inclined planes of the cross-pieces passing through said ends of the clip and provided with nuts tapered over its ends for drawing the ends of the slip toward one another, means for attaching a saddle-frame to said clip, and a pressure-block or cord by said cross-pieces and provided with inclined planes which are engaged by the inclined planes of when the ends of the clip are clamped and the pressure-block thereby caused to grip the saddle-support, substantially as described.

Claim.—In a lamp-bracket, charging arms carrying a bearing-plate, said plate being adjustably connected directly by one of said arms, an intermediate block, and a clamping-block.

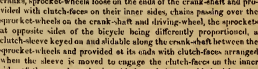
Claim.—A tire, comprising an inner air-tube, a textile tube extending over said inner tube, said textile tube consisting of a self-healing tube composed of two unequal segments, the larger segment having its greatest length at mid-width, and its minimum length in its marginal portions at both sides of each length, and an elastic shoe or cover which incloses said textile tube, and above or over comprising of a self-healing tube split longitudinally, and composed of two unequal longitudinal segments, the larger segment having its greatest length at mid-width, and its minimum length in its marginal portions at both sides of each length, and having five folds, which are inverted between the edges of the rim and the textile tube, to secure the tire to the rim, substantially as set forth.

575,634.4. PNEUMATIC HUB. HARRY R. COLLINS, South Bethlehem, Pa. Filed Jan. 16, 1896. Serial No. 579,700. (No model).

575,536. BICYCLE-TIRE. HENRY SHUGALL, Melbourne, Victoria, Australia. Filed Aug. 4, 1896. Serial No. 591,918. (No model).

575,655. BICYCLE LUNCH-BOX. EDWARD M. LORAN, Mount Vernon, N. Y. Filed July 9, 1896. Serial No. 598,801. (No model).

575,725. CHANGEABLE GRAB FOR BICYCLES. CHRISTIAN A. METZ, Allegheny, Pa. Filed Sept. 14, 1895. Serial No. 582,814. (No model).



Claim.—In a pneumatic hub for wheels, the combination with the hub proper, of spaced radial members surrounding the same and rigid thereon, pneumatic tubes extending around and seated on said radials, spaced spoke-rings arranged outside of said pneumatic tubes, transverse flanges rigidly connecting said spoke-rings, and an arm rigidly connected to the hub proper between the saddle and having its outer end hooked, whereby it is adapted to straddle and adjustably engage one of said tire-braces, substantially as described.

Claim.—In a bicycle or other tire, the circular cover 17 having the circular lips 16 and 19, in combination with the foundation 67 and the fracture-hold 12 1/2, said foundation and fracture-hold each having recesses with which said lips engage, all substantially as described and for the purposes set forth.

Claim.—A rigid open-top box or receptacle having therein a log and catch located below it for the retention of a dish in the lower part of the box, and provided with a rigid gasket cover having holding-ribs, and box being actuated by a handle or rod extending extended below the bottom of the box so as to form a lower compartment, and for padding the box being extended through the bottom with the lower compartment to form a slot top for the latter, said casing having flaps for covering the cover and a side of the box, and for closing the lower compartment, said casing having attaching straps or loops at its top and front, substantially as described.

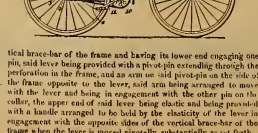
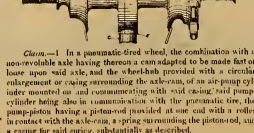
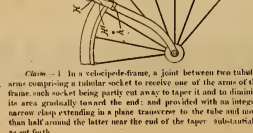
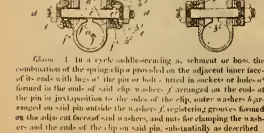
Claim.—In a bicycle, the combination of a frame having a vertical brace-bar, the lower end of which is forked and provided with a perforation extending through it, a driving-wheel having sprocket-wheels at opposite sides, a crank-shaft mounted to turn in the lower end of the forked end of the vertical bar of the frame and having pedal cranks, sprocket-wheels loose on the ends of the crank-shaft and provided with clutch-teeth on their inner sides, said cranks passing over the sprocket-wheels on the crank-shaft and drivingly, the sprockets at opposite sides of the bicycle being inversely proportional, a clutch-shoe key-rod and a clutch-rod which cross each other between the sprocket-wheels and provided at its ends with clutch-teeth, arranged when the device is moved to engage the clutch-teeth on the inner side of the sprocket-wheels, said shoe being provided with a central circular groove, a collar loose in said groove, said projecting beyond opposite sides of the collar, a lever extending up along the vertical brace-bar of the frame and having its lower end engaging one pin, said lever being provided with a pin-joint extending through the perforation in the frame, and its own end pivoted on the side of the frame, opposite to the lever, said arm being arranged to move with the lever and being in engagement with the other side of the sprocket; the upper end of said lever being elastic and being provided with a handle arranged to be held by the elasticity of the lever in contact with the sprocket side of the vertical brace-bar of the frame when the lever is moved pivotedly, substantially as set forth.

575,634.1. CYCLE-SADDLE ATTACHMENT. JOHN B. BROWN, Birmingham, England, assignor to the J. B. Brown & Co. (Incorporated), same place. Filed Sept. 10, 1895. Serial No. 606,319. (No model). Patented in England May 28, 1896. No. 10,253.

575,613. PNEUMATIC-TIRED WHEEL. WILLIAM MARION MARTIN, New South Wales, assignor to John King, Sydney, New South Wales. Filed Oct. 1, 1896. Serial No. 607,584. (No model).

Claim.—In a pneumatic-tired wheel, the combination with an annular elastic tire, the tire being provided with a main outer loose upon said axle, and a wheel-hub provided with a circular perforation or opening surrounding the axle, of an air-pump cylinder mounted on and communicating with said elastic tire pump-cylinder being also in communication with the pneumatic tire, the pump-cylinder being a piston-rod extending to the said main outer contact with the axle, a spring surrounding the piston-rod, and a rod for said spring, substantially as described.

Claim.—In a bicycle-seat consisting of a frame or rim adapted to be set into the seat and comprising a back portion downwardly inclined toward the front portion of the seat to downwardly the back-portion of the sides, and the said front portion consisting of arcs extended inwardly from the back portion and to advance and rearwardly inclined over and the rear portion of the said seat, substantially as described.



Claim.—In a cycle-saddle attachment, an adjuster or brace the combination of the spring-clip provided on the adjacent inner face of the ends with two of the pins 11, which extend to and engage the ends of the said clip, and which are arranged on the ends of the pins in juxtaposition to the side of the said inner surface, where the spring-clip is attached to the saddle, a clamping groove formed on the ends of the said adjuster, and, means for clamping the saddle and the ends of the clip on said pin, substantially as described.

Claim.—In a velocipede-frame, a joint between two tubular struts comprising a tubular socket to receive one of the arms of the frame, each socket being partly cut away to taper it and to diminish its area gradually toward the end; and provided with an integral narrow rim extending in a plane transverse to the said end, and then formed the latter near the end of the taper, substantially as set forth.

Claim.—In a pneumatic-tired wheel, the combination with an annular elastic tire, the tire being provided with a main outer loose upon said axle, and a wheel-hub provided with a circular perforation or opening surrounding the axle, of an air-pump cylinder mounted on and communicating with said elastic tire pump-cylinder being also in communication with the pneumatic tire, the pump-cylinder being a piston-rod extending to the said main outer contact with the axle, a spring surrounding the piston-rod, and a rod for said spring, substantially as described.

Claim.—In a bicycle-seat consisting of a frame or rim adapted to be set into the seat and comprising a back portion downwardly inclined toward the front portion of the seat to downwardly the back-portion of the sides, and the said front portion consisting of arcs extended inwardly from the back portion and to advance and rearwardly inclined over and the rear portion of the said seat, substantially as described.

SAMSON TIRES

GOST AND PRICE...

are much-mooted questions with some makers. We will say, however, that you can secure wheels equipped with SAMSON Single-Tube Tires **without extra cost**, and that with us cost and price are secondary considerations. Quality is our first requisite. That is why

Samson Single-Tube Tires

Are the Highest Grade Tires Ever Made.

At New York Cycle Show, Spaces 281, 282, 295 and 296.

NEW YORK TIRE CO.

BRANCH HOUSES:

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Kindly mention The Wheel.

SAMSON TIRES

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BELLIS CYCLE COMPANY,

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The fact remains the same that Elmore

Bicycles are up to date.
Past records show that it

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the most satisfactory wheel on
the market, and that

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points have been studied with
regard to making them
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GENERAL AGENTS FOR

NEW YORK AND NEW ENGLAND STATES.

Space, New York Show, 360 & 361.

Space, Boston Show, 162 & 163.

Kindly mention The Wheel.

"DISTINGUISHED FROM COMMON CYCLES."

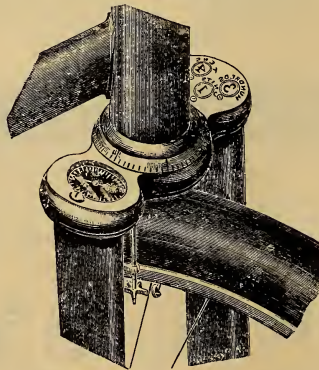
"As the swan is more graceful than the stork, so the Cygnet Cycle is more graceful and artistic than the diamond frame," says the Cygnet Cycle Company, in introducing their new wheel, here illustrated. That it is "readily distinguished from the common cycles," as the makers assert, is apparent at a glance.

The concern, which is a recent institution in Williamsport, Pa., has Robert E. Pattison,



ex-Governor of the State, as its president, and conspicuously prints that the wheel is "backed up by \$3,000,000 of capital."

Durability and simplicity is claimed for the Cygnet, the frame consisting of but two continuous sections of half-round tubing and having eight less tubular joints. It is claimed to be stronger than the ordinary, because it is built so rigid laterally that it cannot twist or get out of true. It is resilient vertically, the spring frame affording greater comfort for the



rider, and the fact that the gearing is entirely out of the way and protected by the lacing, is pointed to as an added element of safety and cleanliness. The lacing is such that it may be tightened or loosened in a moment, rendering the frame as stiff or as springy as may be desired.

Among the other novel features is an ingenious cyclometer, which forms an integral part of the wheel. It is built in the fork



crow, as shown, and "cannot be lost, broken or stolen."

The Cygnet people say that "over three hundred (300) professional riders, mechanical experts and other critics have pronounced the Cygnet Cycle a complete success, and so far in advance of the ordinary constructions that the demand for them during the season of '97 will no doubt be far greater than it is possible for the manufacturers to supply," and that "patents are being secured on the Cygnet in all civilized countries on the globe."

AN APT PUPIL OF AN EXCELLENT TEACHER.

Frederick S. Dickinson, formerly of the Henley Bicycle Works, is now connected with the Thomas Mfg. Co., Springfield, O. Besides going on the road, he will act in an executive capacity with the Thomas people. Dickinson is acquainted with every feature of cycle making and repairing, securing his schooling with A. Featherstone, the Chicago maker, years ago.

AND THE JACKS ARE GREAT!

For nine two-cent stamps the Monarch Cycle Mfg. Co., Chicago, will send to any address a pack of their Monarch playing cards. The cards are unique and serviceable and free from advertising matter. Lillian Russell's face does service for the queens, while Tom Cooper's countenance adorns the kings.

"Runabout" is the title which A. Featherstone & Co. have chosen for their new \$100 tandem.

HUMBER AND THE CYCLE SHOW.

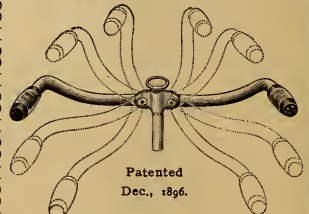
Humber & Co., America, Limited, announce that during the progress of the New York Cycle Show at the Grand Central Palace they will hold an exhibit of their 1897 models at their uptown salesroom, Forty-second street and Fifth avenue, where Mr. A. O. McGarrett, manager of their New England sales department, with Mr. H. A. Woodward and Mr. E. W. Clement will be in attendance.

At their downtown depot, 318 Broadway, will also be held an exhibit, and in addition to their 1897 models will be shown five makes of 1897 English cycles and one 1897 Acatene (French Chainless), purchased by Mr. Elliott Barris, at the Stanley and National Shows in December.

Mr. Chas. K. Alley, New York manager for Humber & Co., will be in charge at 318 Broadway, and will be assisted by Mr. Harry Hall, Mr. George Clough and Mr. C. M. Dally, Jr.

Reputable and select agents desirous of securing the representation of Humber's would do well to call and examine their 1897 models during the week of the Show at either of the above addresses and interview the gentlemen who represents Humber quality. ***

Challenge Adjustable Handle-Bar.



Patented
Dec., 1896.

The most perfect adjustable Bar yet invented. Handles can be raised from lowest to highest point without dismounting. No tools required. Grips retain the same alignment at all times.

Insist on the Challenge Bar. You can get it free on your '97 wheel if you demand it.

Sent on receipt of Price, \$5.00

Order of any Dealer, or
THE CHALLENGE MACHINERY COMPANY,
Sole Manufacturers,
Coliseum, Booth 501. **CHICAGO.**

REVELATIONS

(Not Revolutionizations)

in

TIRES,
CYCLOMETERS,

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CHAINS

will reward all who visit

Stand No. 218

at the

New York Show,

or the whereofness thereof may be

learned by writing

Oliver, Straus & Co.,

23 Park Row, New York.

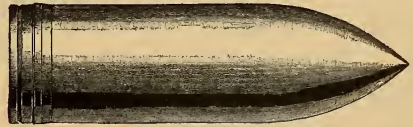
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and Cilley Chains.

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You Run No Risk

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COLD-DRAWN SEAMLESS STEEL TUBING,
FORKSIDES,
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Manufactured from the BEST SWEDISH STEEL
by

The United States Projectile Co.,
BROOKLYN, N. Y.

Used by the Highest-Grade Manufacturers.
We Solicit Correspondence.



Speed - Comfort - Safety

All these combined are] found in our

TIRES.

Our line of **SINGLE-TUBE TIRES**
is complete.

WE CAN ALSO SUPPLY THE

G. & J. AND THE L. C. SMITH
DETACHABLE TIRES.

Spaulding & Pepper Co.,

CHICOPEE FALLS, MASS.

19 Park Place, NEW YORK CITY.

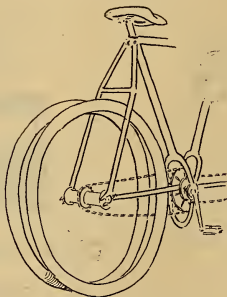


Kindly mention The Wheel!

CITY CONVENIENCES IN THE COUNTRY.

A country clubhouse that will be specially adapted for cyclists of both sexes has been secured by the Sewanhaka Country Club, of Brooklyn. From a large number of properties offered, the Baldwin estate at Millburn, Long Island, has been selected and bought. The mansion is on a slight hill in the midst of a grove of old trees, and, lying directly between the house and the road, is a fine lane, one of a chain of three on the premises. The house contains seventeen large rooms and all modern conveniences. Two wings will be built before it will be opened to the members. One of these wings will contain the main dining-room, capable of seating about 400 persons at once, while the other wing, together with the present house, will have a women's dining-room, parlor and retiring-room and a private dining-room for small parties of friends wishing to dine together, and away from the main room. Men's parlors, reading-room and smoking room will

be in the main house. There will be tub, needle and shower baths and some sleeping accommodations. Tennis courts, golf links and ball grounds will be laid out. The house is easy of access, being on the Merrick road and close to a railroad station.



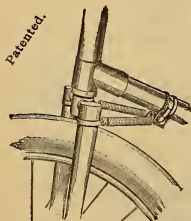
Rear view of the novel Hunter Tandem
Hunter Arms Co., Fulton, N. Y.

CYCLE PATH FOR THE QUAKER

At Harrisburg, Pa., last week, a bill was introduced in the Legislature providing for the construction of cycle paths along public highways. It provides that whenever the Commissioners of any county, or a majority of them, shall, with the approval of the Grand Jury, relocate, open or improve any road or highway, they shall have the power to lay out a suitable road or path for the use of bicycles, tricycles and other vehicles of similar character, or vacate so much of any road as may be rendered unnecessary and useless, and it shall be the duty of the county to maintain and keep the same in repair. As a punishment for throwing or placing anything on or over this road, the first offense is a fine of \$5, and each subsequent offense is \$10.

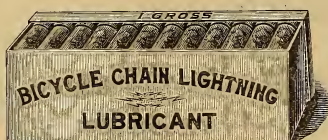
The Commissioners are also authorized to spend an amount not exceeding 10 per cent of all taxes now levied for road purposes in the maintenance of these bicycle paths.

A Maine man, who earns 90 cents a day, has nine children and five dogs, is saving up to buy a bicycle.



**Bicycle...
...Balance.**

Insures safety. Wonderful in its results. Will balance wheel perfectly and keep wheel straight ahead. Weighs only two ounces. In ordering, give size of tubing.
Price, Nickerled, \$1.00. Gold-Plated, \$5.00.
If not found at the dealer's, any of the above can be sent by mail.



It excels after five years' trial. Clean to use. Best of them all. Price, Box of Red, 25 cents; Stick of Yellow, 10 cents. LIBERAL DISCOUNT TO THE TRADE.



Extra Handle Grip.

Supplies a great need. Permits rider to change position. Absorbs perspiration and preserves handle-bars. When ordering, give size of handle-bar. Price, per pair, 35 cents.

THE SPECIALTY SUPPLY CO., 150 Fifth Ave., New York.

**Fairbanks Bicycles, Like
Fairbanks Scales,**
Excel in Quality and Workmanship.



Agents Wanted for
Unoccupied Territory.

THE FAIRBANKS CO.,

311 Broadway, N. Y.

- Albany, N. Y.
- Buffalo, N. Y.
- Boston, Mass.
- Pittsburg, Pa.
- Philadelphia, Pa.
- Baltimore, Md.
- New Orleans, La.

Kindly mention The Wheel.

The Wheel

and
CYCLING TRADE REVIEW

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VOL. XVIII., No. 26.

NEW YORK AND CHICAGO, FEBRUARY 12, 1897.

WHOLE No. 468.

GARFORD IN THE SADDLE.

He Will Control Cycle Board of Trade Affairs For a Year.—New Blood Introduced.

The National Board of Trade stockholders held their meeting on the glass-roofed garden of the Grand Central Palace on Wednesday, at 10.30. President Coleman was in the chair, flanked by Secretary Franks and Treasurer Redding.

Reports were read by various committees, nothing of interest transpiring in them, and A. G. Spalding moved a unanimous vote of thanks to the retiring president. Mr. Spalding eulogized the outgoing president, and spoke high praise for him, as he well deserved.

The other chief business was the election of officers. The Nominating Committee, Col. Ben Lovell, chairman, which was out seventeen minutes, reported in favor of the gentlemen whose names follow:

President, A. L. Garford, Elyria, Ohio.
First Vice-President, Geo. H. Day, Hartford, Conn.
Second Vice-President, C. W. Dickerson, Chicago, Ill.

Treasurer, W. A. Redding, New York.
Secretary, E. R. Franks, New York.
Directors, Messrs. Garford, Day, Dickerson, R. L. Coleman, New York; J. L. Yost; A. G. Spalding, New York; Walter Measure, Boston; L. M. Wainwright, Indianapolis; R. S. Crawford, Hagerstown, Md.; Kirk Brown, New York; C. H. Funnell, Buffalo; A. R. Peck, Syracuse; C. S. Dikeman, Torrington, Conn.

There being no other nominations, it was moved that the secretary cast a unanimous ballot, and the ballot was cast, and there was not a sound and everything was smooth as graphite.

Please note that there is some new blood in the Board, including Walter Measure, the Union man; Charles S. Dikeman, the Eagle A. R. Peck, the Barnes White Flyer man; R. man; L. M. Wainwright, the Ben-Hur man; S. Crawford, the Crawford man; C. Atherton Funnell, the Envoy and Fleetwing man, and Kirk Brown, the Dunlop man.

The treasurer's report was very interesting. It showed that some \$35,000 was made on last year's New York Show, and \$8,000 odd on last year's Chicago Cycle Show. The Credit Bureau has collected \$86,000 odd. The Board owns \$7,000 worth of Coliseum stock and \$13,000 worth of Government bonds.

Then came up a good fight on the show question, with much discussion pro and con, the prominent men being A. G. Spalding, W. W. Stall, R. S. Crawford, Kirk Brown and J. A. Carter. There was some feeling in favor of no show at all; quite a big feeling, in fact, but it was thought best finally not to tie the

hands of Board, and so a resolution was adopted to the effect that the sense of the meeting was that there be no show held, but that the matter was left entirely in the hands of the Board.

The Executive Committee will be Messrs. Garford, Spalding, Coleman, Day, Dickerson, Dikeman and Redding.

The resolution as made by A. G. Spalding and as amended and adopted, is as follows: Resolved, That it is the sense of this meeting that the National Board of Trade of Cycle Manufacturers discontinue its Annual National Cycle Exhibitions, if deemed advisable by the Board of Directors, and that in place thereof it encourage and sanction local cycle shows under terms and conditions prescribed by the Board of Directors, upon the following general lines: Sanction and encouragement to be given first and preferably to Local Cycle Boards of Trade.

A percentage of the gross receipts of all local cycle shows to be paid to the National Board of Trade of Cycle Manufacturers for its maintenance and increase of its usefulness.

The conduct and terms of such local cycle shows to be in conformity to such rules, regulations and provisions as the Board of Directors of the National Board of Trade of Cycle Manufacturers may prescribe.

Sanction to be granted only for such local shows as commence not earlier than the last Saturday in February and terminate not later than the first Saturday in April of each year.

Spaces to be of uniform size and no exhibitor permitted to occupy more than two spaces. Price of space to be adjusted in accordance with location.

VICTOR FIVE THOUSAND GUARANTEE.

All Victor bicycles will hereafter be covered by two guarantees—one, the regular 12 months' document, the other, something decidedly original and peculiarly Overmanesque, incorporating, as it does, some of the pet ideas of President A. H. Overman, in the matter of cycle construction. It reads:

Victor bicycle No.— is guaranteed to contain no castings, no sheet metal frame joints, no lap brazed joints, no case hardened cones or balls, and— is insured in the sum of \$5,000 against any personal injury which may occur on account of such material or construction in this bicycle as delivered by the Overman Wheel Co.

THREE NINES STILL LIVES

The dissolution of F. X. Muller & Co., is followed by the announcement of a partnership between Messrs. F. X. Muller and Peter Lang, who intend to make the well-known Empire State 999 cycles and Boston Special cycles, the style of their firm being the Empire State 999 Cycle Works, with headquarters at Herman street, Buffalo. They state modestly that "with our own hard labor we have gained a start and have made additions to our factory, and put in the latest and most improved machinery, which will enable us to build a fair output for 1897. We have models ready and have already shipped samples to Europe. We have also added a line of boys' and girls' juveniles.

PHILADELPHIA'S PLUM.

She Draws the League Meet Prize Without Half Trying.—Some Queer Post-marks on Ballots.

Boston, Feb. 6.—Prepare to jubilate! Philadelphia's won the plum—in this case the next National meet of the L. A. W.

The vote was canvassed at high noon to-day and while prophets had picked Philadelphia for a certain winner few had any idea that the vote would be so tremendously one sided. The Quaker City received 223 votes; Columbus, Ga., 34; Nashville, Tenn., 10; Thomasville, Ga., 0.

The ballots were sent out from the secretary's office January 12 and as soon as they were returned were carefully laid away and not opened until to-day at 12 o'clock, noon. They were enclosed within three envelopes, so that it was impossible to tell in advance who or how any of the National Assembly men had voted.

The counting was done by Secretary Bassett, assisted by two of his competent office employees, Mr. J. Fred. Adams, chairman of the National auditing committee, President Elliott, and A. D. Peck, secretary-treasurer of the Massachusetts Division. There were also present, H. C. Nickerson, chairman of the L. A. W. transportation committee, J. C. Kerrison, official handicapper of New England and G. W. Tarbell, of the Boston Globe.

Mr. Peck was present as the representative of the Pennsylvania Division and as soon as the result was announced he wired his Quaker friends the glad tidings. In return he received a dispatch requesting him to go to Philadelphia and attend the celebration over the honor bestowed upon the Quaker City.

The canvass developed some interesting information. Some thirty-eight votes from New York delegates bore Philadelphia post-marks. This might lead one to suppose that about all the New York delegates had gone to the Philadelphia post-office for specific reasons. Even one of the votes from good old Puritanical Massachusetts was cast in an envelope bearing a Philadelphia postmark and all the way through it was strange to find so many of the delegates in the Quaker City, seemingly, if letter post-marks were accepted as evidence. Only seven of the votes from New York delegates came in envelopes bearing New York postmarks.

It will be seen that not all the delegates entitled to vote cast ballots, as there are 298 delegates and only 267 voted.

Congratulatory telegrams were sent to the Philadelphia people after the result was announced.

HOOLEY STILL AT IT.

**He is Buying Everything in Sight Abroad—
Racing Legislation and More
Tire Suits.**

London, Jan. 30.—G. L. Hillier has not yet left England for America—if he now ever intends to—on the matter to which I directed attention in my last.

It is freely stated, and I am in a position to say, with truth, that an eminent financier—E. T. Hooley, to wit—has had his eye on the Osmond Company for some time, and has even gone the length of making an offer. As, by the time this will appear in print, the matter will have been settled, there can be no harm in stating that it would, if consummated, make the shares worth over £3, it seems difficult to see how it can be refused, but as F. V. Osmond is in rather frail health, and as the concern seems to have more work than it can put out, perhaps the directors will temporize. The man who wants to buy the Osmond must be prepared to pay a stiff figure, but unless greatly developed it would not be worth the while of E. T. Hooley to re-float.

The Birmingham and Glasgow shows both close to-day, and between Birmingham and Dublin a keen rivalry has sprung up, each claiming that its show was the larger. Both were very fine shows, no doubt, and quite as large as was the Stanley, in '94, but of the two no doubt American makers will give precedence to Dublin, where the Stars and Stripes were much more largely represented than at Birmingham. This, of course, was quite natural, because Irish cyclists have a natural weakness for everything American, while Birmingham, as the Gibraltar of the English cycle trade, could scarcely be expected to view the invasion of its keenest rivals with equanimity, not to say pleasure. Glasgow's was a parochial sort of show—got up with Scotch caution, and managed with one eye always on the money in hand. Still, in its own way it was a success.

The N. C. U. Council meeting at Birmingham during the progress of the Birmingham show was remarkable for three things. It was the last council of the '96 government; it was governed by the provincial votes, it over turned the system of dealing with the trade licenses which has held for the past three years. The two former have no great bearing on matters, but the latter will probably convulse the N. C. U. from end to end between this and March. The Trade Licensing Committee has been abolished, and by some inexcusable blunder no substitute was appointed, so that its functions will in natural order revert to the centre licensing committees, whose partial administration of the law caused the formation of the body just dissolved.

Still the flood of law suits connected with the tire question. The Dunlop Co. have an average of a dozen per week disposed of in their favor, the latest being an order of the court on the Tubeless people to keep an account of all tires sold in view of the coming action. The appeal of Gormully & Jeffrey against the North British verdict came on yesterday, and is being heard as I write. It is

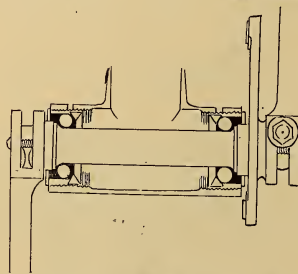
not expected here to cause a reversal of Mr. Justice North's verdict, but one never knows.

LOOKS PRACTICAL.

London, Jan. 26.—Here is the Rudge-Whitworth crank bracket, one of the most unique brackets, or hangers as you call them, on the English market. It is of the cup or disc adjusting variety, but there are no projections from the face of the bracket nor any bushing or jaming studs to secure the adjusting discs in position when the necessary adjustment has been made. To adjust the bearings either side can be operated with by unwinding very slightly the outer cap or disc A or A₁. Then a C spanner is inserted through the A.A. Outer Cup, with Felt Dust Protectors.

B.B. Inner Cups.
C.C. Adjustment Slots.
D. Body of Bracket.
E.E.E.E. Balls.

F.F. Crank Keys.
G. Nut for ditto.
H.H. Cranks.
K.K.I. Oiling Channels.



slot C or C₁, cut in the bracket barrel and the inner cup B or B₁ is moved so as to take up the looseness. Then without releasing this C spanner, the outer disc A is by a similar tool jammed back in position against B, and the bearing being made with left and right hand threads, these bearing caps cannot move under the grinding action of the balls when the bearing is running. This is a very ingenious and neat fitting which has come well through the ordeal of a season's use.

IN SPITE OF TABOO.

Although without the pale, and having lost their inning, like the small boy who put the ball where he hadn't ought to, Humber cycles were under the Palace roof. Because of having exhibited at tabooed shows, Humber & Co. have been bar-sinistered. But, of course, E. R. Esmond, stand manufacturer, had to display his bicycle-holding device, so having an undeniable right to selection, he chose Humpers. Strangely enough, he had just enough stands to fit each one of the Humber line, so that the entire Humber family were very much present at the New York Cycle Show. So Humber & Co. have, during the past months, exhibited at more shows than any other American maker, and the fact that they were able to be in line at the National Cycle Show, though under taboo, proves that there is ingenuity even yet in Westboro.

WAIL OF A HOT ONE.

Tom Eck was at the show and unburdened himself to an interviewer as follows: "I've been in the game a long time, and never before have I found the manufacturers so cold as they are at the present time. I turn up my collar whenever I get near one of them. But I've got something up my sleeve, and can see several things in sight. The makers need the racing men, and the advertising obtained from a team is too valuable not to be appreciated by the progressive manufacturer."

HO! FOR HIGO!

How Americans Can Get a Chance at the Japanese Cycle Trade if There is Any.

An additional opportunity is now offered Americans for increasing their Japanese trade, at least so Hon. Jas. F. Conley, United States Consul at Hiogo, Japan, informs the government, for at Osaka, the great manufacturing centre of Japan, containing 600,000 inhabitants, and only eighteen miles distant from the port of Hiogo, a commercial museum has been established where natives and foreigners are exhibiting their products. The Consul states that this is an excellent opportunity to advance American manufactures in Japan. The object of the exhibition is to "increase the exportation of home products and manufactures and to facilitate importation, at the same time to stimulate domestic trade and advance domestic industries."

The section allotted to importations will be devoted to samples, patterns and raw materials and includes twenty-two groups. The section allotted to bicycle manufacturers is Group 12, which also includes all manufactures of metal. To each of the articles on exhibition will be attached an explanatory card containing the following information: Name, Number, Place of Purchase, Date of Purchase, Place Produced, Nature, Quality, Use, Size, Market Price, Discounts, Amount of Import, Places from which or to which Imported, Annual Amount of Consumption and General Remarks.

The Consul advises American manufacturers in order to protect their goods, to precede their exhibit to Japan and register all their product in the Patent Office, after which a competent agent should be secured to represent the goods. It is suggested that several firms might form a syndicate and employ one special competent agent. The museum is intended to be a permanent one and exhibits may be kept there for from three to six months or longer. Information as regards prices and the like may be obtained by addressing the Consul as mentioned above.

NOT FOR IVER JOHNSON.

"Rubbish!" "Rot!" "Absolutely not a word of truth in it!" Such is the denial of Mr. Johnson and Mr. Wilcox, of the Iver Johnson Arms & Cycle Works, as regards the rumor that their plant is now being investigated by an English syndicate, with the probability of purchase. Both of these gentlemen are emphatic in stating that, no matter what ear-marks of truth the rumor may bear, no matter what foreign correspondents may cable over here, so far as they are concerned they have not negotiated, nor do they intend to negotiate with any English syndicate or any other investigating or promoting English correspondent or individual, and that their works are not for sale either for English money or American money. In view of this decided negation on the part of this American firm, the rumors which are going about the trade as regards the sale of other American bicycle plants should be taken and liberally sprinkled with pepper and salt.

A good machine wants humoring very much like a really good horse does.



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BUSINESS.

THE New York Show swamped? Yes, from the standpoint of Pee Tee Barnum, Augustin Daly, Kiralfy, and from the standpoint of every other show-monger and show-master, swamped indeed was the New York Cycle Show, spectacularly eclipsed, buried by the mighty Coliseum, and upon Chicago's head is placed the laurel.

The Western Show stretched away for hundreds of yards, and had length, breadth and elbow room. Not so the Eastern Cycle Company, the New York Show. For it is spread over four floors, has no magnificent distances, affords but little opportunity for lavishness, and is dissipated in many a nook and many a corner. Bar the main floor, where the Grecian temple, minus its steps, perpetuates its beauty, and which beauty is added to by the surrounding exhibits of some of the big makers, such as Columbia, Stearns, Sterling, Cleveland, Monarch and Pierce, there is little which calls forth "Ohs!" and "Ahs!" nothing which calls forth open-mouthed epithets of admiration, astonishment, or, let it be said, even of strong commendation.

But let us mourn not. There is only one Rome—only one Coliseum. If New York has no Coliseum, and if the New York Show is not royally housed, it is going to prove itself to be a show in the literal sense of the word. As early as Tuesday morning it may be prophesied that the New York Show will

not be all pagodas and potted palms. Briefly, there is business in the air. Business is being done and business will be done; and where all was emptiness in Chicago, here the head of cycling commerce is raising itself up; it smiles; it promises. The cycle trade is taking heart of grace, is patting itself on the back, is shaking hands with itself, is telling itself that perhaps, after all and in spite of all, notwithstanding tariff for revenue, or tariff for expenditure, or whether there is reform or no reform, that the cycling business will be all right, that the people, all the people, all the time, are going to buy bicycles and are going to use them. Even though ribbons be scarce and lights be not multiplied, business is the real business of a show. So let the good work go on; let there be joy in Gotham.

The New York Show is located at the Grand Central Palace, occupying its four floors, covering some hundred thousand of square feet. The main floor, to the eye, is passable. It is a faint reminiscence of Chicago, and some further effect is given by the broad gallery, around which are placed the stands of Morgan & Wright, Western Wheel Works, New York Belting and Packing Company, A. G. Spalding & Bro., and other firms of prominence. But this is the only part of the show which appeals to the eye, for all the rest is tucked away, is hidden away, is placed away. And, ludicrous as it may seem, the army of uniformed attendants appears to be of much service in directing the public into the proper places. And this, as THE WHEEL predicted, has some advantages. It prevents the crowding which is very noticeable in a one-floor show. In such a function the crowd is attracted to certain particular points, and there it remains and new-comers have no chance. Here, however, the public has a chance to study novelties. It has time to examine. It's ribs are not poked out until it loses all interest and goes away before it has been taught the things the exhibitors want to teach it.

DOES IT PAY?

AFTER nearly a month or more of cycle-show reporting, interviewing, hobnobbing, slate-making, trade-politics and such like diversions, the participant, if he be a thinking man, must, in the privacy of his own office, put to himself this question: Does the race of business competition, as at present conducted by the cycle trade, pay those who are competitors?

There will be those who argue that this question has no connection with the business of building, buying or selling bicycles; it is a moral question they will declare, and hence has no place upon the pages of a trade paper. But morality enters into trade as it enters into the creative force of the universe. Any

other argument is superficial and not creditable to either observation or analysis as reflected in the proposition that morality is outside of business.

Does it pay to make the race of competition with nostrils dilated and the full energy of the individual expended in the effort to beat out your competitors, with no strength reserved for anything else? Surely, no such proposition or supposition can hope to be maintained. The natural reason suggests that it is wrong. The man who makes his success in trade his sole ambition, shortens his life and dies without leaving a lasting impress upon the world in which he has not really lived. All can prove this proposition by recalling instances of its truth in other branches of endeavor, cycle trading being yet too young to furnish many examples of its own; a youth which, by the by, is fast passing and being replaced by that premature age which invariably marks the declining years of those who have gone the pace.

We want healthy competition in the cycle trade, and a proper ambition to succeed therein; but we do not want that unhealthy competition whose motto is Win, no matter how; nor an ambition to surpass your competitor regardless of all consequences. Let us live and let live. We cannot get the universe in our grasp, for even at the moment we are ready to attempt it, death steps in and cuts us off in the act of grasping. Business is a normal occupation for man, and it should be carried on rationally, with a due regard to the rights and privileges of others.

Much of the competition seen in the cycle trade, and which becomes more evident at such gatherings as the one which has just closed in the Grand Central Palace, is of a kind as suicidal as it is murderous. The picture is not a pleasant one, as it could not well be if it were at all a true one, but it is a picture which should receive close study on the part of those who occupy prominent positions in its make-up and foreground.

HERE TO STAY.

IF those alarmists who constantly stand up and cry out that cycling will pass away from the public's good graces, as the roller-skate has done, would stop to think, if either stopping or thinking is possible for them, they would realize what is true of cycling, as it is of no other sport, that the more it is indulged in the more fascinating and attractive it becomes. The reason of this is obvious. After a very short season of athletics, boating, boxing, swimming, golf and baseball, the athlete grows weary and overcome with ennui, looks longingly abroad for fresh fields and pastures new.

Why this is true is that the generality of all other sports and pastimes are confined to one

locality month in and month out, and are characterized by the same surroundings and the same routine of performance. This all conspires to put a damper upon the participant's enthusiasm, since human nature is usually well endowed with a craving for variety.

Cycling first creates this demand, then satisfies it. Day after day the rider mounts his wheel, and each day will bring its variety of scene and incident. Constant changes, fresh acquaintances, and the thousand and one excitements and pleasures of the road, all combine to increase the rider's love of the wheel, and in place of tiring him he imitates Oliver Twist by demanding "more."

If for no other than the above reasons the passing away of the bicycle's popularity is yet a thing of the very distant future, and calamity howlers would in consequence do well to eliminate cycling from their pessimistic lists.

THE CONVENTION HABIT.

FROM the National Undertakers' Association and the Launderers' League to the Christian Endeavor tournament and the National Assembly of League Delegates, the convention bestrides the world with vociferousness. The silence that descends from the hills is filled with its ceaseless din. The smallest hamlet in the land has learned to listen reverent from afar to its vast, insistent roar, as the voice of the spirit of the times. Every idea we have is run into a constitution. We cannot think without a chairman.

Our whims have chairmen, our fads by-laws. Literature is a club, philosophy a society. Our reforms are mass meetings. Our culture is a summer school. We mourn our mighty dead with forty vice-presidents. We remember our poets with trustees, and the immortality of a genius is duly arranged by a Standing Committee. Charity is an association. Theology is a set of resolutions. Religion is an endeavor to be numerous and communicative. We awe the impenitent with crowds, convert the world with boards and save the lost with delegates; and how Jesus of Nazareth could have done so great a work without being on a committee is beyond our ken.

What Socrates and Solomon would have come to if they had only had the advantage of conventions like the one which has just terminated in Albany, it would be hard for us to say; but in these days when the excursion train is applied to wisdom—when, having little enough, we try to make it more by pulling it about—when secretaries urge us, treasurers dun us, programmes unfold out of every mail—where is the man in cycling who, guileless-eyed, can look into his brother's face, who can declare upon his honor that he

has never been a delegate, never belonged to anything, never been nominated, elected, imposed on, in his life?

When the disciple of new journalism fails to evolve from his inner consciousness some blood-curdling, hair-raising impossible story, and tack same on to cycling, he is promptly called before the powers that think they be, told he is no good on earth and his name is stricken from the new journalistic pay-roll. So far none of the disciples have so suffered; they have been equal to all requirements, and the new journals have fairly bristled with fool-killer invitations in consequence.

The American cycle trade has cause to plume itself over something more than the stupendous exhibits of the industry in Chicago and New York. That in two short years its export trade has grown from practically nothing to a value of \$1,898,000 during the year 1896, and in the face of studied opposition and belittlement of the American bicycle, amply justifies the trade's shaking hands with itself.

It is difficult to determine who suffers the most inconvenience from cycle shows. The award should be made to either the exhibitor, the show reporter or the reader of the show issues of the wheel papers, but which of the three is most entitled to it is difficult to determine, especially as each one of the three named absolutely refuses to consider the claims of the others as worth even listening to.

A ghost in bloomers has appeared in San Francisco. Thus there are those as devoid of good taste in the other world as there are in this. More so, indeed; for the garment so called is certainly more appropriate to the dead than the living. You get only fleeting glances at the garments of ghostliness, and the less you see of the bloomer the better it looks.

Experience with both the Chicago and New York Cycle Shows seems proof positive that in both cases the management neglected to send complimentary tickets to the clerk of the weather, since by no other course of reasoning can his displays of meteorological misfits be accounted for.

When in the course of cycle show reporting, existing or exhibiting the argumentative individual begs leave to differ with you regarding something or another, you might just as well grant his request. He is going to do it anyhow, whether you give him leave or not.

If riders saw the blessings of a wheel as often as they see the sorrows thereof there would be more pleasant touring companions than there are.

Many of the so-called "improvements" to a wheel are very much like the home-made shirt—useful enough, maybe, but certainly not ornamental.

The pages of to-day's wheel papers are but mirrors of the gigantic shadows which cycling futurity casts upon the present.

Honest professionalism and honest amateurism travel the same track—the reward at the finish of the race matters not.

When a man sees he is being driven to despair, that is the very time he should give up driving and take to cycling.

Many a racer gets the idea that Fame has her eye on him, when she is only gazing over his head at some one else.

In the sifting of evidence for and against cycling there is always considerable dust thrown into people's eyes.

Wheels have now grown so plentiful that if one cannot get a wheel to ride he immediately develops one in his head.

To love to preach the gospel of cycling is on thing; to love all those to whom we preach is quite another.

One swallow don't make a summer, and thirty thousand electric lights don't make a bicycle show.

Fame in racing consists in being known of and known by more people than you know or know of.

It takes a manufacturer who is a philosopher to reason out the faults of the wheel he builds.

A contented spirit may be all right, but no man afflicted with it ever broke a record.

The less a man prates of his ability as a rider, the better every one likes him.

Confidence is the ability to ignore the mistakes you make in cycling.

With some people obstacles form a great incentive to laziness.

Epigrams are tacks in the carpet of trade journalism.

Enough exceptions make a new rule in cycling.

IN THE METROPOLIS OF TEXAS.

Dallas, Tex., Jan. 26, 1897.—More traveling bicycle salesmen have visited this city during the past few days than were ever here before during the same period of time. Many left without placing agencies, as a number of the dealers of the past season have gone or are going out of business, and it is yet too early for new firms to think of making contracts.

The most recent visitors were those representing the Iroquois, Crawford, St. Joe Special, National, Victor, Clipper, Williams, Simmons Hardware Co., Shapleigh Hardware Co., Luthy and Gendron.

The past season was one of the most prosperous in the history of the trade in this city, and a number of dealers netted a good profit on their year's business. The outlook for this year is even better, but the dealers are all conservative and not buying heavily.

The seeming great demand for bicycles early last season caused a number of firms to enter the business later in the year, the most of whom for various reasons made a failure of it. The number of firms in the trade at one time last year numbered over twenty-five.

The leading firm doing an exclusive bicycle business is the Young Cycle Co., which is a branch house of the same firm at Joliet, Ill. E. S. Reader is the manager. They will continue to make the Sterling their leader as in the past, and have contracted for the line of wheels handled by Geo. Hilsendegen, of Detroit. They handled numerous other makes last year, but state that this season they will relinquish a number of them. The firm has the best equipped repair shop in the city and occupy one of the best and oldest stands for the bicycle business, having succeeded to the retail business of Aultman, Miller & Co., the Covey Bros. Cycle Co. and the Dallas Cycle Co.

Fred Appel, successor to Edgar Boren & Co., handled the Winton and Crescent during '96, and will continue to represent these lines only. He has received a full line of samples of the '97 Crescents, which, with the '97 Columbia and Hartfords, sold by Allen & Glenn, are the only '97 stock that has yet reached the city. Appel does an extensive rental and repair business.

The sporting goods firm of Allen & Glenn, the leading house in this line, took up bicycles last season with the Columbia and Hartford, and did a good business. As it was their first year they did not give this department any special attention, but this season are making preparations for a large trade. They have engaged the services of Edgar Boren, Dallas's most prominent racing man, to look after the department, and have turned the second floor of the building they occupy into a repair shop and ordered a full equipment of machinery. Their lines will consist of the Columbia, Hartford and the Simmons Hardware Co.'s goods. Extensive preparations are also being made for a large renting trade.

J. Peyton Hunter, electrical supply dealer, has done about the cleanest business of anyone, carrying over fewer wheels than any other dealer. He sold the Meteor and Adlake last season, and will continue these lines, and in addition handle the Hamilton-Kenwood.

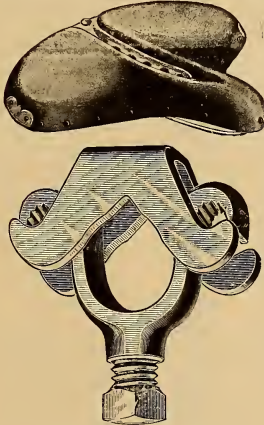
T. J. Hines & Co. were also engaged in this line for the first time last season. Mr. Hines carries on a jewelry business on the same street, and Mr. Smith, his partner in the

wheel department, looks after that end. They had the Fenton in '96 and sold quite a number. The principal business, however, was renting and repairing, but they will push their sales department more aggressively. Fenton, Gendron and Iroquois are their wheels.

The oldest stand in the city is the one now occupied by Chas. Ott, in which started the late firm of Ott & Trieller. Upon the death of Mr. Trieller in '93, Chas. Ott took charge of the business for the purpose of winding it up and settling with the heirs of his late partner, but as yet has not made any settlement with them. The matter has been in the courts for some time, the administrator of the estate having brought suit asking for an accounting. Ott's line is very numerous, including the Victor, Cleveland, Rambler, Monarch, Defiance, World, Gladiator, Crawford and others.

POPULAR ANATOMICALS.

The popularity of the anatomical, or hard base saddle, has directed the inventive mind to many improvements in this type of seat, and from a very crude article originally, has been developed a number of saddles that cater to every taste. F. A. Hollenbeck & Co., of Syracuse, are putting on the market a special design of saddle with a soft, pliable pommel, which, in addition, has a covering of chocolate brown ooze leather. This lat-



ter feature makes a very desirable improvement, as the natural grain of the leather has just enough grip to enable one to retain a firm seat. The new clip used on these saddles is also very neat and effective. It is made of steel forgings, while the shoe, or upper part, is spring tempered, making it almost an impossibility to break. The entire line of Hollenbeck saddles exhibit a high class of workmanship, while the designs are graceful and the weight brought down to a minimum.

Aultman, Miller & Co. started in '95 to do a jobbing business in bicycles with the Sylph, Overland, Cleveland and America, but the past season have given this branch no special attention, and reports are that they will discontinue it this season.

The large saddlery and harness dealer, G. H. Schollkopf, undertook to sell bicycles to the trade last season, but it is doubtful if he will continue. He contracted for the Niagara for the State and placed a large order, which he proceeded to at once sell, and was most successful, although the machines were very late in reaching him. In the meantime his customers grew tired of waiting, and many canceled their orders. Many of those that he

shipped reached the dealers too late in the season to make any sales and were returned to him. In the interest of his main lines he was unable to refuse to receive them, and now has a few bicycles on hand.

Merchant & Manning, State agents for the Remington type-writer, have sold a few Remington bicycles.

Another electrical goods firm, Lipscomb & Hummell, took up bicycles last year, handling the America and Overland, and conducted a rental and repair business. They did fairly well, and for '97 have contracted for the Alki wheel, made by the Stephen Ballard Rubber Co., of New York.

A. E. Bateman, doing business in the name of the Dallas Cycle Co., opened in '96 with the city agency for the Niagara, and placed a number of these wheels. Renting and repairing was also done. Owing to a long spell of sickness the business did not receive his attention, and consequently he did not do as well as he might have done.

Luckamp carried on a renting and repairing business during the riding season of '96, but has closed temporarily for the winter.

C. F. Wilson has succeeded to the firm of Wilson Bros. They had a fully equipped repair shop and had a successful season.

The Metropolitan Cycle Livery, renting and repairing bicycles, went out of business last fall.

Doolittle & Simpson, known as the Arcade, a department store, carried a line of Strauss bicycles, which they still have on hand.

The White bicycles are in the hands of the Dallas Installment Company, but they have placed but few.

Walker's China Hall have a number of Moon wheels, made at St. Louis and taken on consignment; the same wheel under another name was placed with another firm and advertised at \$39.50, but the latter succeeded in placing but few of them.

J. S. Witwer carried the line of the St. Louis Cycle Co., and has carried over a few.

The only failure of any firm handling wheels was that of Heatherington & Nason, machine supply house. They had the State on Hamiltons and bought fifty. Last fall they were compelled to make a deed of trust, but may come out all right.

Fife & Miller sold the Columbus, but will abandon the business entirely.

Parlin & Orendorf Co., one of the largest implement firms in the city, had a number of Dauntless wheels early last year, but made small effort to sell them, and will not continue this year.

Only one new firm has been heard of contemplating embarking in the wheel business this year. The Trice Saddlery Co. and N. H. Kuch, Vice-Consul of this Division, have secured the agency for the Pattee wheels, and will do a sundry and repair business.

The worst overstocked firm is the Emerson Mfg. Co., who, late in the season, bought fifty Phoenix bicycles just before the fall in prices. It is stated they have forty left over.

Willink & Hunter and Moses Weber are two firms doing a repair business.

The department store wheel has not met with favor here, and the trade has not been demoralized either by this class of wheel or by the auction sale.

One dry goods firm carried a few of the former class of wheels and advertised them quite extensively, but seem not to have found many customers. The Midland Cycle and Supply Co., of Kansas City, Mo., sent a lot of machines and undertook to have an auction sale, but on the dates advertised it rained heavily and only three or four were sold. They then packed up and returned their stock.

MAKES HIS PLEA.

One of the Cycle School Instructors
Claims Salesmanship Honors
For His Craft.

Editor of THE WHEEL:

Dear Sir:—Kindly accord me the favor of a few lines in your columns, in which to protest against the discriminating obtuseness manifested by the cycle manufacturers, whereby they engage well-dressed, "bluffing," "jolliers," of cycle-sense ignorant, for their sales departments, to the exclusion of the practical, wide-awake and up-to-date cycle instructor; not so well dressed, and totally devoid of "bluff." Most manufacturers, and all ex-hardware salesman, ex-baby-carriage and hobby-horse salesman, and ex-saddlery salesmen, who were "cast up on the shore" as useless driftwood, owing to the depression in their several lines induced by the cycle tidal wave of '95, have sneered at and doubted the selling ability and knowledge of the internal mechanism of the bicycle displayed by the cycle instructor, and with the public in general have consigned the missionaries of the cycle-riding gospel to the category of the "seen-better-days" type.

Now, Mr. Editor, in refutation, give space to my little wail. The cycle instructors of New York are, as a rule, well-educated, intelligent chaps, for whom the cycle and associate trades have proved an irresistible fascination. As a natural sequence, they are devoted to their duties, taking keen pleasure and interest in studying the bicycle and its component parts; in fact, many valuable improvements and additions which manufacturers have hailed as "just the thing," have emanated from the active and ingenious brain of the despised cycle instructor.

One of the most justly popular hygienic saddles on the market was due to the creative genius of a cycle instructor. An adjustable bar, which met with a large sale, was the invention of another of the fraternity. Other useful devices for fittings and sundries are to his credit. Being so clever in the inventive direction, cycle instructors may be depended on to execute their own repairs, with neatness and despatch. That their designing and constructive ability is not of an altogether low order, has been proven by the adoption of a cycle instructor's design for a fin de siecle 1897 model by a New York manufacturer of a hundred dollar wheel.

I trust, Mr. Editor, that I have so far established, even if in an uncertain fashion, some idea of the cycle instructor's practicalness; now, a word or two as to his selling ability. The progressive manufacturer who opened selling depots in conjunction with cycling academies, realizing the ability of the instructor to educate the possible purchaser to the sublime possibilities of any standard wheel, as a stimulus to renewed endeavor in the proselyting line, offered commissions during '95 and '96 to all cycling instructors disposing of the manufacturer's wheel. Did we make any money? Who among us does not realize with mingled joy and regret the palmy days of March 1st to June 1st, when our weekly incomes averaged from \$50 to \$100.

If an intending purchaser successfully resisted well-backed arguments, personal magnetism, that most priceless of all salesmen's attributes, "did the trick." Mr. Editor, there

are now in New York some forty of the veteran instructors of the first rush of the cycling army of '94 and '95. The others, who are few, are connected with the few manufacturers who realize a "good thing" before it is obliged to cross their path constantly in order to attract attention. We're longing, oh, so anxiously, for the end of the snow season, but in the meantime we are, one and all, open for an engagement in any branch of the industry. We are the ones who, when the cycle salesmen were dumb, through ignorance, discussed during the slack season of '96 flush joints, one and two-piece crank-hangers, ball-retaining cases, arch fork-crowns, direct spokes, the sad fate of the wood handle-bar, and all the other improvements and changes for the '97 model.

Yours, Mr. Editor, in the bonds of fraternity,

E. V. H.,

(Cycling instructor.)

MICHAEL TOLD OF AMERICA.

In an interview upon his arrival in London, Michael stated that in his consideration American pacers had a great deal to learn before they equal their brethren of the Old World. He states that in his opinion American racing men are not quite up to the English standard. Bald, Johnson, and Cooper, he considers the best three. American machines, in Michael's opinion, are much the same as English, with the exception that the enamelling is more elaborate and finer. Michael will state that "English manufacturers will have to carefully watch cheap American machines, one make of which is produced at twenty dollars; these look all right, and that is all I can say about them." Questioned about his future movements, he stated that if matters relating to the N. C. U., etc., could be adjusted, he did not intend returning to America; otherwise he should.

DIDN'T BELIEE HIS NAME.

Twelve triplets and eleven quads, the whole force of the French and English tandem pacing teams, were brought into service during the "Four Kids" race at Paris, Sunday, January 24. The race was so designated on account of the diminutive size of the four contestants, Collob, Champion, Taylor and Lartigue, all of whom are mere youths greatly resembling Michael in build. The distance was 50 kilometers (31¼ miles). From the start Champion, Warburton's latest protege, took the lead and followed as fast a pace as his men could give him, and won by nearly two laps in 1 h. 3m. 7s. Lartigue, Taylor and Collob finishing in the order named. In the hour Champion covered 29 miles, 800 yards, 200 yards better than the indoor record.

AFTER ALL, HE FAILED TO WIN.

A wealthy Russian noble, anxious to win a race he was entered in, telegraphed a French cycle maker for a light racing wheel, ordering it to be sent by mail, the quickest means of delivery. The order was promptly filled, and postage to the amount of \$10.38 paid for the machine's transportation as mail matter. In the end the wheel arrived all safe and sound, and in time to employ it as had been its purchaser's intention, but a missing nut made it unfit for use, and all the haste and expense went for naught.

POPE MOTOR PLANS.

What the Columbia People Are Doing With
Their Electrical Driven
Motor.

During the temporary lull in the line of calls upon Colonel Pope in the Columbia stand at the Cycle Show, a WHEEL man found an opportunity to ask the ruler of all Columbias what he considered the chances of motor vehicles were in the near future in this country.

"As certain of success as the bicycle was at the same stage of its career."

"Will the Pope Company push the motor vehicle along the same lines they have the bicycle?"

"Not exactly along the same lines, but with just as much energy, and with quite as much success as they have bicycles. You see that in the beginning motor vehicles, just as bicycles were, will be the toys and luxury of the rich; when this stage has been passed then will come the light delivery wagon, the heavy draught vehicle, and last, perhaps, some sort of motor driven cycle suitable for individual transportation."

"Will some sort of petroleum burning engine be the power employed?"

"In our experiments, extending over several years now, we have passed the petroleum stage, and reached that of storage electricity for motive power, finding it cleaner, safer and less objectionable in every way."

"What will the new machine weigh?"

"Our experimental motor vehicles show that applying all we have learned in cycle construction to motor car work, we can get strength and rigidity enough for all purposes at about 1,800 pounds. Light weight, you must remember, is more to be avoided than sought for in motor carriage building."

"How long will your motor carriage run on one charging of the storage batteries?"

"About thirty miles at present, but that will be greatly increased in the near future."

"What will it all cost?"

"What machines we have built or will build in the near future, we will sell at \$3,000 each." "Seems rather high priced alongside a bicycle."

"Yes; perhaps by that kind of comparison it does, but I don't want anyone to decline to buy a motor vehicle simply on account of the price, so I'll be liberal and make intending purchasers this offer: I'll sell them one or all of the machines we have built at exactly what they have cost the Pope Company."

"And how much is that, Colonel?"

"About \$6,000 each, as near as can be figured out. Why do I list them at \$3,000 apiece when they have cost me twice that amount? Because we must sow before we can reap, and the crop which will spring from these seeds at \$3,000 each will be well worth reaping in the very near future."

"How many——" But the WHEEL man's intended query as to the number of Pope motor vehicles which would be put on the market this season, was cut short by a charge on the part of those who wanted to take the WHEEL man's place near the papal throne, and the output question and a number of others he wanted to ask about this new move of the Pope Company remained unasked and unanswered.

ATLANTA AGITATED.

Atlanta, Ga., cyclists are stirred up over a threatened cycle tax of \$1 a year for each bicycle owned by a minor.



The Art of Bicycle Building.

The man who can to-day deny that bicycle building has reached the basis of an art has surely no conception of the vast strides made in this line within the past three or four seasons. Time was when the making of a bicycle was a comparatively simple matter; but as riders themselves have become better posted regarding construction methods, the old hap-hazard ways have gradually disappeared and been replaced by a broader, better and more scientific school of builders, the products of whose arts rank high as mechanical achievements.

There is no bicycle on the market to-day which is more truly an artistic product than the "Waverley." As an example of the best grade of bicycle construction it ranks extremely high; and its mechanical prestige is without doubt largely due to the studious care expended upon every detail; every process; every part; every line which enters into its construction. It takes brains to build a good bicycle; and the staff of mechanical men and designers who originate all the ideas employed in building the "Waverley" and supervise every feature of its construction are brainy men in the best sense of the word; men who have learned their trade in the school of practical experience and are fully entitled to be termed masters of the art of bicycle building.

Conscientious study of construction principles and an earnest striving after constructive ideals has been the keynote of "Waverley" success. The makers of the "Waverley" are never content to rest on their oars. A better wheel each year and a higher place in public favor is their simple platform. They believe that the cycling public is a discriminating and enlightened one, quick to recognize and applaud real excellence; and equally ready to cry down and condemn sham and shoddy wares; and to such a public it will not do to offer aught but the very best bicycle that can possibly be built. The "Waverley" is such a bicycle, and upon its merit its builders are content to rest their case.—Adv.



Kindly mention The Wheel.

The Fat Purse and The Thin Purse

Each receive equivalent worth in the purchase of a WAVERLEY BICYCLE. For those who will have nothing but the best, and are willing and able to pay the prices which the best can command, the superlatively high grade WAVERLEY at \$100.00 offers the finest product of mechanical skill obtainable—a bicycle that in every line, move and motion proclaims its worth as clearly as a blooded racehorse, the acme of strength, durability, comfort and elegance. For a buyer who desires a thoroughly high grade machine at the lowest price at which it is possible for such a machine to be built, we offer the improved WAVERLEY at \$60.00, a bicycle that is even better in construction and appearance than our 1896 WAVERLEY, and without doubt the best bicycle ever offered for so small a sum.

Waverley Worth Speaks for Itself

Catalogue
mailed free.
Agents wanted
everywhere.

INDIANA
BICYCLE CO.,
Indianapolis,
Ind.

READY FOR BUSINESS.

After several months of diligent work and numerous confabs and meetings, the cycle track owners have succeeded in forming the organization so long contemplated. The finality of the scheme came about on Saturday evening last, at the Everett House, this city, when the National Cycle Track Association was formally organized with these officers: President, E. C. Hodges, Boston; vice-president, R. F. Pelouz; secretary, H. E. Ducker; treasurer, L. M. Rich. The tracks located at Charles River Park, Boston, Manhattan Beach, Asbury Park, Philadelphia, Springfield and Louisville were represented. A constitution and by-laws were adopted in which the objects of the association are set forth:

"The improvement of bicycle tracks, the advancement of cycle racing, methods of conducting race meets and all other interests which would mutually benefit the association, the racing men and the public."

The by-laws provide for the creation of four racing districts, as follows:

District No. 1, eastern district, composed of the New England States, the States of New York, New Jersey, Pennsylvania, Delaware and Maryland and the District of Columbia.

District No. 2, central district, comprising the States of Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, Minnesota, Kansas, Nebraska and the Dakotas.

District No. 3, southern district, comprising the States of Alabama, Virginia, North Carolina, South Carolina, Georgia, Louisiana, Kentucky, Mississippi, Tennessee, Missouri, Arkansas, Texas and Florida.

District No. 4, western district, comprising the States of California, Oregon, Nevada and all the Territories and States west of the Rocky Mountains.

Each district will arrange a circuit and name dates for annual National circuit meetings. Amateur prizes will be given at these meetings, of the value allowed by the League of American Wheelmen, and professional prizes of money, of such amount as each member of the association shall determine, not exceeding in value the amount allowed by the L. A. W.

No bonus will be given to any racing man, trainer or manufacturer or dealer, and nothing more than the advertised prize will be given in any race. Violation of this is punishable by a \$100 fine for the first offence and \$200 for the second. Failure to pay fine is punishable by expulsion.

The election of officers will take place at the annual meeting, and each representative will be entitled to one vote. Track owners, or those controlling the tracks, are eligible for membership on payment of \$25, and the annual dues are put at \$10. Districts wanting dates for the National circuit meetings must forward requests for same before February 15 in each year, and such dates will be assigned by the secretary not later than March 1.

HOW SORRY THEY WILL BE!

A misguided Albany athletic organization believing that the delegates to the National Assembly will jump at the opportunity to witness a long-distance race, have arranged to hold a 72 hours' continuous grind, starting Wednesday, February 10, the opening day of the session. The race will be run on a ten lap track in an army. Short distance races will be run each night.

RACED AT LAST.

After three postponements, the much-talked-of race meet at Panama Park, Jacksonville, Fla., was held on February 3, with an attendance of about 500 spectators. The small coterie of Northern riders in training at the track divided honors with the Southern champions in the open events. The five mile match race between Charles Hadfield, Newark, N. J., and E. S. Akers, Philadelphia, starting from opposite sides of the track, resulted in a victory for the former. Hadfield finished 75 yards to the good in 12:29. Akers' time was 13½ minutes. The purse was \$100. Walthour and Huffstetter, two Southern riders, competed in a five mile match race. Walthour finished in 11:43, winning by a good margin. The open events resulted as follows:

Two miles—1, Akers; 2, Huffstetter; 3, Hadfield. Time, 4:31 1-5.

One mile—1, Walthour; 2, Hadfield; 3, Akers. Time, 2:07 1-5.

A GLOWING TRIBUTE TO MARTIN.

A splendid eulogy of the prowess of Wm. Martin, the American rider, who recently defeated Parsons in a series of mile match races at Melbourne, is printed in the Australian Sportsman. The account of the match starts off in this way:

Martin!

Bill Martin!

Plugger Bill Martin!!!

It's all Bill Martin now.

In house, street, tram and train.

And there is no doubt the iron-jawed Yank, is a world wonder.

The iron-framed.

Romps over the Australian.

"I guessed Parsons would have made a better show," said Bill, after the race.

"What I'm looking for," continued the Yankee peddler, "is a man who'll bet me I can't do five miles in ten minutes, and ten



HALE BOWS TO GIMM.

"Teddy" Hale, the winner of the New York six-day race, had his colors lowered by Louis Gimm, in a hundred miles race at Cleveland, O., on Saturday last. The riders rode in an uninteresting manner and jockeyed for position for ninety-eight miles before getting down to work. Then Gimm started the sprint. Hale hung on like grim death, but all his attempts to pass the Cleveland rider were futile. In the last two laps Gimm increased his lead a little, finishing twenty feet or so ahead of Hale. The official time was 4 hours and 56 seconds. The last mile was made in 2:39. The race was for \$250 a side and a percentage of the gate receipts. Both riders rode Peerless wheels.

E. C. Bald has signed with the Barnes Cycle Co. for another year and so will again be seen astride the White Flyer. He has given up his proposed European trip and now intends to depart for California, where he will begin training under Asa Windle.

If you ever go to Heaven you will see yourself as others have seen you, and then you will wonder how you got there.

miles in twenty-one minutes. It's a soft snap for somebody, but I guess I'll hustle him some."

The American papers say—"Martin is a first-class man among third-raters."

If they are right, and he is only a first-class man among American third-raters, then American first and second class men must be all "white flyers" in the skies. There is no living class ahead of Bill.

Great lightning may be faster than Bill Martin in a short sprint, but the Yank would beat the sky-flash out of sight for staying power. And he ain't so slow either. He has the speed of a race-horse the strength of a working ox, the determination of a bulldog, the physique of a prize-fighter, and the jaw of a railway steak tester. Taken as a whole, he is a zoological collection whom it would be hard to equal, and perhaps impossible to beat. * * * * *

The result of the match proves one thing, and proves it conclusively. It is that Martin is a world's wonder, and that he is undoubtedly the best man we have yet seen in Australia—always excepting the great Zimmerman himself, who was the best rider who ever bestrode a wheel.



DALMIER TIRES

There is not such a great difference in the general appearance of a high-grade bicycle and one of inferior quality. Shape and size are common to both. Enamel and nickel cover a multitude of defects.

A cheaply constructed bicycle may have a first-class saddle, or some other good single part, but a cheap wheel is never fitted with Palmer Tires. They are too expensive. * * * * *

The distinguishing mark of an 1897 high-grade bicycle must be apparent to the eye. That mark will be a pair of Palmer Tires. * * * * *



The Palmer Pneumatic Tire Company,
* New York and Chicago. *



HELD IN A PALACE.

THE CYCLE BOARD OF TRADE PROVES IT CAN SUCCESSFULLY CONDUCT
ITS OWN SHOW AFFAIRS IN NEW YORK.

A CYCLE SHOW WHERE BUSINESS WAS DONE, WHILE A MULTITUDE CAME TO LOOK ON
AND PRAISE. MANY NEW EXHIBITORS SEEN IN NEW YORK. TRADE
PROSPECTS BRIGHTEN IN CONSEQUENCE. HEAVY ORDERS.

Of course there are faint echoes as to the utility and beauty of Madison Square Garden. If we look back at the Garden function of last year, we remember that only the Big Six were well located, and that the smaller Six Hundred were scattered around narrow galleries, located on isles which would not permit of two persons of much avoirdupois to pass each other. Then, an advantage of the Palace over the Garden is that the trade was gouged at the Garden, whereas, this year they own their own souls, make their own profits and put said profits in their own pockets. They are not held up and taxed every time they sniff or sneeze or wink. In brief, the Garden this year was impossible because of avarice. The Garden folks have been taught a lesson, and next year—well, next year, perhaps, there will be no show, or if there should be, it may be only one, and the Chicago Coliseum will do for that. And yet, again, if it must be held East, Boston is putting under way her new building, and Philadelphia, also, has her plans for a mammoth exposition structure. As a matter of fact, it might not be a bad kind of thing to take the show out of Gotham and change around to the City of Culture or to the City of Peace.

The exhibits at the New York Show, pictorially speaking, fall, in many cases, below those seen in Chicago, because of lack of room and because of the impossibility of obtaining effect. This seems to be not so very important, for it saves the exhibitors money, and the public seem to be crowding the Palace just the same as if it were ten times as brilliant as it is.

Speaking technically, the New York Show

opens up to the public two hundred exhibitors who were not seen at Chicago; whereas, about three hundred and fifty Chicago exhibits are reproduced almost exactly at the Eastern function. Except in small things, there are no very great novelties, the only sweeping departure being the exhibition of five chainless safeties, each one of a radically different type. Chicago showed only one, and that was only put up as a matter of curiosity, whereas, these five New York Chainless Safeties are offered to the public as practicable bicycles. But of this more later in the detailed report appended.

On Saturday, the opening night, 11,000 people rushed by the gates, although the night was marked with a mixture of rain and snow, and, in fact, there has been but little sunshine in Gotham until Tuesday. But the Denverish sunniness and dryness of Tuesday obliterated any mental recollection of the previous discomfort. Of the 11,000 people, 4,000 were exhibitors and their attendants. On Monday 14,000 people were in evidence, and the early morning hours of Tuesday showed that Gotham was keenly aware of the fact that a show was being held in its midst. In brief, it may be said that the Eastern National Exposition furnishes no pins or pegs upon which to hang pictures or the picturesque, but the Eastern Show starts out bravely in point of attendance and in point of business. Everybody is talking satisfaction. It would not be surprising if this satisfaction, toward the end of the week, approached even the point of elation.

The exhibitors state that there was a lack of smoothness about the preliminaries of the New York Show, and that there is a deal of

bungling and hustling and the like. But then Chicago afforded big facilities, and, under the circumstances, Secretary Franks did wonderfully well.

THE GIST OF IT ALL.

Chains and Sprockets.

The Simpson lever chain and sprocket are evidently a great novelty to the American rider, judging from the crowds that surround the stand of the Weaver Cycle Material Co., who exhibit them detached. As a curio it is a success, but commercially it has not caught on as yet, only the Envoy and World makers showing cycles fitted with it.

The Brown roller sprocket has a double flanged periphery, in which are inserted hardened steel rollers $\frac{3}{4}$ of an inch in diameter running on hardened steel bushings, which in turn revolve on heavy steel rivets. The chain, which is reversible, is 3-16 of an inch in width and $1\frac{1}{4}$ inches in pitch, the side links being longer than the blocks, which are diamond shaped and which in action ride over the rollers and, in so doing, reach from one roller to another, thus preventing the side links from touching the periphery of the sprocket and thereby overcoming some of the friction caused by the chain dragging on a toothed sprocket. The principle of the improvement is diametrically opposed to that of the old style, for, instead of the sprocket pulling the chain it rolls off the sprocket. There is no back-lash perceptible, as the distance between the roll never changes, the rollers in action only revolving 1-64 of an inch on their fixed axles. The sprockets and chains do not weigh more than the ordinary chains and sprockets, as they use only 36 links as against 52 on the regular pattern. The sprockets and chains shown are superb in finish, workmanship and material, are mechanically practical and must give good results in use. Their construction marks another step forward in improving the details of an up-to-date rear-driven bicycle.

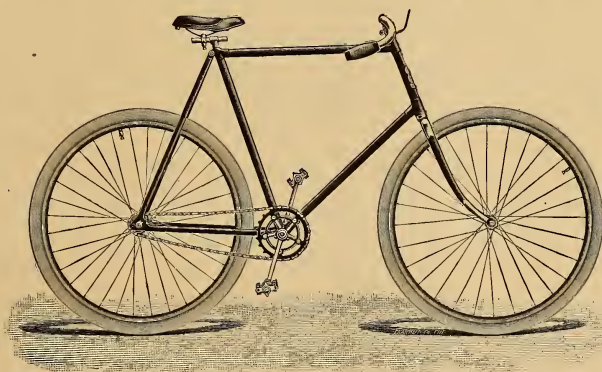
The Baldwin sprocket is a sprocket having an involute curve between each pair of teeth, the method of construction being to cut away the sprocket where the chain block rubs, increasing the diameter of the sprocket accordingly, and producing a peculiar octagon-shaped sprocket which pulls on only three links of the chain at one time. In furnishing these sprockets for use, the system above described is inverted; thus, on the front sprocket the cutting away is done behind the tooth, and on the rear one, in front of the tooth, the object being to relieve the friction in going on and leaving the sprocket. Theoretically the principle seems correct, but as the sprockets are not mounted, only use can determine if they are an improvement. Any regular block chain of 3-16 inch width and 1 inch pitch will fit these sprockets.

"Built Like a Watch."

The Wheel Has Come Full Circle!

Could Shakespeare have foreseen, when he used this expression,
the perfection reached in the '97

Sterling Bicycle?



We use only the best material and most skillful labor. These,
backed by experience and capital, make a machine that lasts.

E. N. ROTH, of Chicago, rode in '96,

34,388 Miles on a STERLING.

SEND FOR CATALOGUE.

STERLING CYCLE WORKS, Chicago.

AGENCIES:

New York,	Schoverling, Daly & Gales, 302 Broadway.
Boston,	Dame, Stoddard & Kendall, 374 Washington Street.
Freehold, N. J.,	Burtis & Zimmermann.
Philadelphia,	Jacob Rech & Sons, Eighth Street and Girard Avenue.
Pittsburgh,	Logan-Gregg Hdw. Co., Seventh Street, below Pennsylvania Avenue.
Denver,	Gerwing-Hilton Cycle Co., 1727-9 Stout Street.
San Francisco,	A. C. Nichols & Co., 400-4 Battery Street.

Kindly mention The Wheel.

Another "novelty" is the lever-driving shown on a single machine at the Winton stand, fitted up by an agent and not included in the regular line. The peculiarity is simply a pair of long and rather slender levers, hinged at the rear to short rocking arms which are, in their turn, hinged on the ends of the rear axle. The levers are attached by pins to the ends of the crank, and project forward some four inches, bearing the pedals on their extremities. The lever has an irregular travel, and the foot describes a sort of oval instead of a circular track, with some slight inequality in speed. The claim made for this revived device is the familiar one of avoiding dead centre.

The rapid driving rotary gear, so-called, is misleading in title. The front sprocket is provided with a coarse square-section internal thread, matching a fellow-thread on the axle, the connection between axle and sprocket being solely through this thread and thus being capable of being either fast or loose. While pedaling forward the two parts move together as one; as soon as the pedals slow up, the sprocket runs ahead, unscrewing itself from the axle, which it is enabled to do by having space provided for it to slide an inch or so up towards the bracket. The pedals then "become foot rests," after another old notion. As soon as the axle is driven forward faster than the sprocket is running (the wheel having exhausted its momentum) the end of the right-hand thread on the axle slips into the sprocket and screws itself up to a stop again. Of course this freak absolutely sacrifices back-pedaling, under all circumstances, and necessarily widens the tread.

A very frantic freak attempts anew to utilize the enormous power imagined to be stored in the arms and shoulders and not ordinarily put into requisition. The handle-bar is pivoted on top of the head so as to work up and down at will, just like a see saw, the grips working in the arc of a circle, in a plane at right angles with the frame. Each half of the bar pulls up on a strap, which is hooked to a second strap at right angles to it, the second strap working on a hollow drum on the front wheel axle. This drum works with a clutch after the manner of the old Star, so that pulling up the strap shoves the wheel ahead, the movement winding and unwinding the two drums alternately. The straps run over idle wheels carried at the ends of a bracket fastened below the fork crown, and the extra width of front hub is accommodated by enormously bowing out the front forks. This device can be locked out of operation, but while in use the front wheel cannot be moved backward. Of course a spring must be wound up, by expenditure of some arm power, in order to return the straps and handle-bar to normal position. The "harmonious" working together of these separate methods of driving, one for each wheel (as to which the inventor is enthusiastically sure), will be appreciated upon trial. Yet it may be found to resemble, in action, a horse so geared up as to have a separate rate or mode of travel for each pair of legs.

Possibly under the head of novelties in frame construction may be included the following bicycle, the only one of the sort shown. A peculiarly long hinge is formed through a tube extending from the top bar to the lower tube, the top bar having its continuity

of line interrupted at the point of the hinge. At the junction of this vertical hinge with the lower tube, a short piece of tube runs horizontally to the seat tube, appearing like a brace when the frame is in normal position. This apparent brace contains the "lock," which is a tapered round bolt, held into place by a spring. The forward portion of the top bar extends, beyond the hinge, for a few inches under the after portion of the bar, where it also locks into place. By pushing back the bolts at this point and below, the front portion of the frame and of the bicycle swings around upon the rear portion, the two wheels coming close together side by side, when the whole is ready for carrying or storing, thus becoming the "Flat-Dweller's Delight." On swinging the forward portion around again, the two catches snap automatically into place, thus locking the frame into normal position.

As a device for removing the pressure and friction between the sprockets and the ends of the chain links, at the point and time of leaving the tooth on the rear one and entering into contact with the tooth of the front one, the Hendee & Nelson Company have cut away their flange on the sprocket so as to relieve the end of the link from contact and give it free room to bend in. The claim is that 20 per cent of chain friction is thus done away with. The device is a modification of the shroud—which has been quite a point of contention in England—and at first sight seems to have some value. Flanged sprockets (called "shroud" in England) are not generally used, but are found on quite a number of makes, among them the Racycle, Cleveland, Remington, Warwick (one pattern only) and the Orient, the last named being constructed by inserting pins in the sprocket rim.

A peculiar but very simple device for accommodation in the way of gear ratio is the twin-sprocket shown on some of the Sterling wheels; the driving wheel can be taken out and turned around, to bring into use the sprocket on the other side of the hub, thus shifting the ratio.

New Frames.

Only two novelties are shown in frame construction. In the one known as the Circle Cycle, the regulation front and rear forks and back-stays are retained, but the two main tubes and diagonal tube are displaced by a circle of 1½-inch tubing, 21 inches in diameter, and which is connected to the head by two short parallel lugs, and also by a lug underneath the seat pillar bracket, and one on top of the crank-hanger. Its faults lie in its extra length of wheel base, and lack of stiffness at the crank-hanger. And there seems no reason for its existence excepting the desire to produce possibly something novel.

The other novelty in frame construction is the Cygnet frame, which is built of two pieces of D-shaped tubing, brazed together, and which, in the ladies' frame, is curved from the bottom of the head to the crank-bracket, where it becomes D-shaped again and bifurcated, and carried in a loop around and over both sides of the top of the rear wheel, and back again to the front of the rear wheel, there taking the place of the usual diagonal stay, and joining the lower tube again in front of the crank-hanger, and rising from there to the top of the head. The rear wheel and crank-hanger lugs are brazed to this loop. This same construction of frame is used for

the men's model, excepting that the main upper tube runs almost horizontally to the seat-pillar cluster. The men's model is not a taking one, looking as if it might be too springy for hard use, but the ladies' model follows the lines from the front part of the frame of the popular double loop frame, and, taking it all in all, is very graceful in design. The strongest point mechanically is that the chain runs inside the rear forks, and that the crank-axle bearings are outside of the sprocket, and that chain and mud guards are not necessary. The front fork, which is of the usual type, has a cyclometer built directly in the crown.

Tires.

A new leather tire, the Curtis, is shown. It is made of horsehide, tanned by a slow process, and is light brown in color and waterproof. The joint is a long lapped skived one, cemented and stitched. The edges of the interior faces of the outer shoe are stitched together leaving a projecting ridge, from which also projects four brass oval-shaped tongues, 1½ inches long and ¼ of an inch deep, and these tongues and the projecting stitched ridge fit into corresponding depressions and a groove in the rim and hold the tire in place by inflation. The inner tube is a continuous one of rubber, and in event of puncture, the stitching in the ridge is cut out, and after repairing the tube the stitching is replaced by using cobbler's needle and thread, which is furnished with the tire. Whatever claims to merit it may possess, the method of attachment is weak, as a slow leak will detach it and the system of repairing is also peculiar, and the use of a special rim is a drawback to even those who may wish to try it on a cycle already in use, and which is fitted with plain rims. The rim must also be weakened by so much cutting.

Another tire novelty is called the Para Punctureless. It is a hosepipe tire, having an extra flap loose on the inside of the tread, but vulcanized to the sides, the theory of construction being that the puncturing object will not penetrate the tough, loose flap, being able only to push it backwards, and that the fast, thick sides of the flap will prevent the air from escaping. It is, of course, not as resilient and weighs more than the ordinary tire.

Another new tire shown is known as the Deering Duplex tire. It is a hosepipe tire, having an inner inflatable tube that can be inserted and removed through an opening in the outer shoe, which is hermetically closed by a steel clamp. This inner tube is designed for use in case the outer shoe is punctured. When not in use it is drawn tightly around the rim side of the shoe, and is held out of harm's way by a tape that is made in the tube. In this position it takes a U shape. If the outer shoe or hosepipe tire is punctured the tire is immediately made fit for use by inflating the inner tube. The outer shoe has its own valve for inflating, and the valve for the inner tube is placed directly opposite in the rim, the object of this construction being, of course, to avoid the necessity of immediately repairing the puncture in the hosepipe part of the tire. Should the reserve tube when in use also become punctured, it can be readily removed through the hermetically sealed opening, and replaced as in the method used in the ordinary double-tube tire.

Have you seen the Victor Road Racer?

The date on it is January 20th, 1897. You will appreciate this date and its newness after you have seen the wheel.

It not only contains "Victor grade" material and "Victor grade" workmanship all the way through, but it has all the latest little touches which bring a bicycle up to date.

It has the latest fad—the new thing—which not only gives all that the past has suggested but many points which are found nowhere else.

Expert road riders will fall in love with it.

In looking at it remember that the Company invites you to examine it bit by bit. In fact, this is our favorite way of showing Victor bicycles.

We believe in making riders intelligent concerning that which they are to buy.

See the Victor Road Racer with both eyes, both hands, both feet, before you buy a bicycle for '97. If you do, you will be glad of it.

Our catalog on application.

OVERMAN WHEEL CO.

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P. S. Did you know that the Overman Wheel Co. built Safety Bicycles in '87, which was one year sooner than any other American bicycle maker? The Victor Road Racer is the concentrated experience of ten years in safety construction.

We are the oldest American makers of Safety Bicycles.

Bearings.

A novel four-point bearing, the Evans & Dodge patent, is shown by the Canadian Typograph Company, Limited, of Windsor, Ontario, Canada, who are the only Canadian exhibitors in the show. It is of the cup adjacent order. Two fixed cups are placed, one on each side of the hub shell. The right cone is fixed on the axle, the left one sliding and adjusting on it and held in place by a spline. These cones are of a right angle V shape. The cups are screwed into the hub-shell and held in place by a fitted external locking ring. All of the cones and cups are ground at an angle of 45 degrees, and the bearings run with a degree of smoothness and accuracy that is remarkable, ten single wheels with these bearings attached being suspended on a stand in pyramid shape, and revolved by a single thread of No. 100 sewing silk, the finest spooled. The good points of this bearing are that the axles of balls and hub are at all times parallel, and that the points of contact on the bearings are flat and expose the smallest possible surface to the ball, and that all the balls bear an equal portion of the load at all times. Another good point about this bearing is that the oil is retained in the pathway and cannot escape, and the points of support are on each side of the point on which the load is carried, putting a perfectly equal strain on the balls. This bearing is undoubtedly one of the most novel of the show, and from its mechanical construction must prove satisfactory in use.

The Fairmount bicycle, with peculiar bearings and exceptionally narrow tread, while not now absolutely new, appears in a form somewhat modified. The crank bracket is 4 inches in diameter, and appears to the eye even larger, being very thin or short, as it contains only a single row of balls. The lower main tube joins it near the bottom of the curve, while the diagonal tube attaches directly on the top of the circle, so that the bracket may, in a somewhat unusual sense, be called a "hanger." So large is the circular opening that, by removing a single nut, the entire axle, with the cranks, bearings and pedals, undisturbed, may be passed out. The bearing is a four-point one, having six $\frac{3}{8}$ -inch balls, held apart in place by a "star separator." To put the bearing together, the axle, with its large thin disc with coned edge is put in, the separator is dropped in, the six balls are placed between the arms of the "star," the other coned disc is screwed on with left hand thread, and a single right hand nut outside fastens the parts; then a thin flat dust-cap goes over, which is held by a spring wire that snaps into a groove. The wheel bearings are similarly constructed, the bicycle having only eighteen balls in the three bearings. The rear fork is carried to the crank bracket by the single neck stem which is now becoming somewhat familiar.

The rear hub is a pair of open-sided or skeleton steel discs, or flanges, flat and parallel to each other, 5 inches in diameter and an inch and a half to an inch and a quarter from each other, the latter distance being on racing wheels; the space between these discs is also boxed in. The spokes run from this peculiar hub and are one-cross tangent, the object being to produce a narrow wheel, in conformity to the narrow tread, without having insufficient "dish." The narrow tread is indeed narrow, being

only $3\frac{1}{2}$ inches, the universal aim to separate the ball cases on the crank-axle as far as possible being here abandoned for a single row of balls. In favor of this form of bearing, for which the claim of unapproached ease of running is made, is certainly the large diameter of the circle in which the balls move. Whether this form of bearing will stand for all-around use may be questionable, but for the track it gives the utmost that "narrowness" contains.

Circle Cycle Frame Construction.

The Circle Cycle Co. show a lady's model, with the upper arc of the circle is cut away entirely and in which a straight lower cord, running from the lower one of the upper connecting head-lugs to the top of the crank-hanger bracket, is inserted. This construction is considerably weaker, however, than when the circle is left intact and it does not produce a graceful model. They also show a combination tandem which has the lady's pattern above described in the forward part of the frame, and the man's pattern in the rear part.



It makes a rather pretty tandem, but judging from a careful inspection of it the frame will not be noted for its stiffness.

Chainless Cycles.

The Spalding cycle fitted with a bevel gear is not alone in its glory, as it was at Chicago. A number of chainless cycles are shown, among them being six historical models on the stand of the Howard Chainless Cycle Co., and their exhibit of this type is noteworthy as showing the evolution of it from 1892 to the present date, a period of renewed interest, not only in this, but in other methods of transmitting power from its source at the crank axle to the rear hub, and the bevel gear may be said to be one which is likely when perfected to share in the future a large part of the popularity now enjoyed by the catenary method of power transmission. Not but that the chain and sprocket method are good enough, and although even at this stage of improved construction, the makers have not reached perfection in chain

and sprocket making, and have even not yet formally adopted the gear case as an aid to this stage of perfection, but are simply looking for new methods of power transmission in order to meet the incessant demand of the American rider for novelty and change. The 1892 model shown is a ladies' model, having a single-loop drop frame, fitted with one inch cushion tires, has an eight inch tread, and tips the scale at the astonishing weight of 75 pounds. The 1893 model is a diamond frame, having double tubes from the lower part of the head to the crank hanger bracket, and also double diagonal stays. It is fitted with pneumatic tires (as are all the models which follow it) and has a $7\frac{3}{4}$ inch tread, and weighs 45 pounds. The '94 model is of the same frame construction, having, however, a high frame, and the tread is reduced to 7 inches, and the weight to 32 pounds. The '95 model is a high frame, single tube one, excepting the double diagonal stays, and has $5\frac{1}{2}$ inch tread and weighs 30 pounds. The '96 models shown are a lady's

double-loop drop frame, full nickel, and a man's diamond frame, both having $5\frac{1}{2}$ inch treads, and weighing 24 pounds. Both of the '96 models carry the large front driving gear on the centre of crank axle, and between the bearings, the teeth facing outwardly, instead of inwardly as in the earlier models, thus admitting of a narrower tread and a stiffer frame construction at this point. The '97 models are not yet ready for exhibition, but the claimed new features are a still narrower tread, a new rear hub, and still lighter weight; but this last item is one which is certainly uncalled for, the changes in constructional design which are really needed to meet the lateral strain and thrust upon the rear part of the frame where a bevel gear is used, being a stiffening up of the rear forks and back stays by making them double, as practiced by Pope and Spalding in their tandem frames. The teeth of the gears are cut by a special process, and are of a pitch to give the required strength. The largest qr driving gear is se-



KEEP AN EYE

on the HIGH-GRADE-WHEEL with the TRUSS.

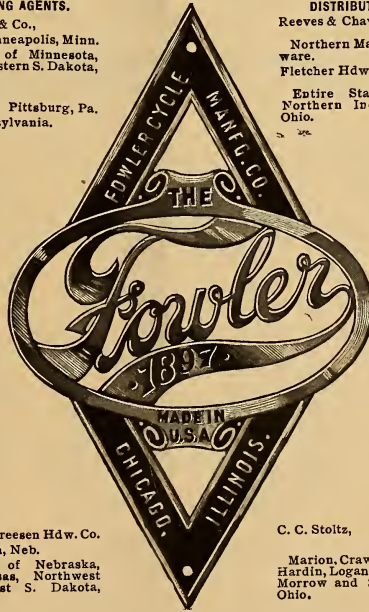


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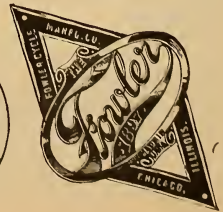


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OUR CATALOGUE WILL PLEASE YOU.



curely fastened to the crank-shaft by means of a taper pin, and also by a key brazed onto the shaft to prevent the gear from displacement, either by sliding or turning on the shaft. The rear driving gear is screwed into the hub of the wheel by a right hand thread, and is there securely locked. The front and rear pinion gears are independent of connecting shaft, and are adjustable at either end, sliding back and forth as the case may be on a key which is brazed to the shaft. This adjustment is obtained by means of ball bearings, upon which the gears revolve, and are locked by check-nut with right hand threads screwing on the connecting shaft, and also secured by a flange screw with left hand thread entering the end of connecting shaft, and sinking into recess on back of locking nut. The connecting shaft is one piece of solid steel, of 9-16 inch diameter, passing through rear fork tube of frame, of $\frac{3}{8}$ inch diameter, giving an inside clearance of shaft of $\frac{1}{8}$ of an inch.

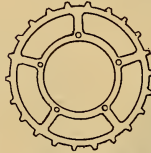
A peculiar little Bantam enjoys the distinction of being at once the only front driver and the only English wheel in the show. It was made by the Crypto Cycle Works, of London, and was recently imported by Alex Schwalbach. The head of the Crypto Company is I. W. Boothroyd, the builder of the old Facile, and famous also as being the originator of the hosepipe or single-tube tire. The Bantam has a 26-inch front wheel and 20-inch rear wheel, fitted with Hartford cor-

wooden tire on the front wheel and a cushion tire on the rear wheel, the deviser not having been able to get quite ready.

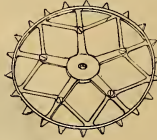
Far the most notable of the American examples of chainless bicycle shown—the English Bantam is solitary in being a front-driver—is the Bayvelgere. The crank shaft, as usual, carries a large bevel-toothed gear with 53 teeth on its face; the rear hub has one of 22 teeth, thus making the gear ratio, which is 63, 68, 72 and 76. Connection between the two is by a shaft passing through the rear fork tube on the right side, and having at each end a beveled pinion with 14 teeth; all four beveled wheel-faces have their teeth cut on what is known in the shops as a 10-pitch. The connecting shaft is supported at each end in ball bearings which have the peculiarity of being adjustable, not only longitudinally (in the direction of the shaft), but laterally as well (in a direction across the plane of the frame); they have 13 5-16 inch balls in front and 16 1-4 inch at the rear. The re-

such conditions of imperfect alignment, were the shaft continuous and rigid from crank axle to rear hub. In both design and carrying out, this device is thoroughly mechanical and admirable for the purpose. It is far the most decided step yet made in the direction of rear-driving without chain. The ordinary frame, however, is not quite well adapted to chainless driving, and something apparently remains to be added to that—for instance, in strengthening by a double rear fork tube, as has been shown lately in England on bicycles of the usual type.

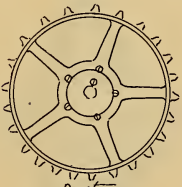
The Gentry spur-gear is the "freak" chainless of the Show. The idea is not new, for to bridge the distance and carry the power between pedal and rear axle by a series of spur-gears has been often publicly proposed, and if the concrete expression in metal were as good as the abstract idea on paper nobody could complain. The front gear (representing the usual sprocket) is six inches in diameter, with 68 teeth, which mesh into a train of seven small intermediate gears of 3 inches diameter and having 27 teeth each, the seventh meshing into a gear on the rear hub. All these gears are $\frac{1}{8}$ inch wide and have teeth of what is known as 12 pitch. The train of 7 intermediate gears is borne upon a flat and flanged steel plate, placed longitudinally, this plate being at about the level of the lower side of the chain when the chain is used. This plate is held by a clasp around the rear axle and in front



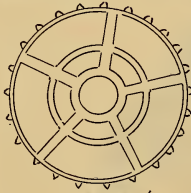
Richmond.



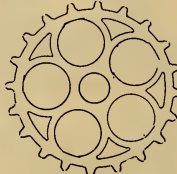
Eagle.



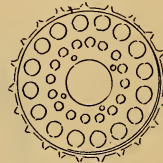
Deylan



Richmond



Falcon



Victor



League



Fenton.



Lovell.

Suggestions in Sprockets.

markable feature is that this shaft is not continuous. At each end, two short pieces about three inches long are borne in the bearings and are directly attached to the two pinions; the long middle portion, front and back, terminates in four short pins with rounded and slightly enlarged ends. These four pins enter corresponding holes in the two short pieces just described, and can slightly work in those holes somewhat after the manner of a ball-and-socket joint; more exactly, the pins and holes together form a semi-universal or toggle joint, or (as it is technically called) a "four-pinion toggle." When the long middle portion is put in its place, joining the two ends of this device, the connection between the bevel wheel at the crank bracket and the bevel wheel on the rear hub is complete. The operation is that if the shaft should get sprung "out of line" the little toggles will yield and accommodate themselves so that the power is carried without twist or bind, as would inevitably be the case, under

over the rear fork bridge. Just as Abraham Lincoln is reported to have defined the proper length of a man's leg to be long enough to reach from his body to the ground, so there must be a total gear diameter enough to reach from crank axle to rear axle; there must also be an odd number of gears, because each gear turns its neighbor in a direction reverse from its own and only the odd-numbered gears, counting toward the back, run toward the front. In this case, the little gears, like the little child in Wordsworth's verses, pipe plaintively "we are seven." Each one of them, borne, of course, upon its own stud and having support only on one side, runs on a four-point bearing having fifteen 3-16 inch balls. The plate which carries the whole has a slot allowing the entire seven to be moved toward the crank axle for adjustment purposes, or either end of the plate can be slightly lifted for the same purpose, the other one serving as fulcrum in so doing. An enclosing metal plate is made to fit over the train of gears to exclude dust.

This contrivance can be applied to any bicycle, at a cost of \$15. As to whether it is likely to be so applied to many, that depends upon the "catching" quality of a most hopeless freak. The chain is abolished, it is true, but at the cost of a train of gears and ball bearings which cannot possibly be operated. Spinning freely without load, these little jokers move quietly and easily, to the delight of

rugated tires and Plymouth wood rims, and the rear part of the frame is connected to the head by a rather long curved backbone, after the manner of the old ordinary. The front forks are perfectly vertical, the cranks are on the front axle and the ratio of gear is 2 $\frac{3}{4}$, making this wheel run as a 72 gear. A set of small spur or improved epicyclic gears are enclosed from sight in the front hub and in the small circular case underneath the front fork on the right-hand side, and are the only noticeable peculiarity excepting that the front wheel runs faster than the pedals. Advantages claimed for it are perfect safety, the rider being nearly midway between the wheels, ease of mount and dismount, the seat being down low, riddance of the chain, without any complicated features in its place, its hill-climbing ability, ease of steering, upright normal position of the rider, and last, but not least, its cleanliness in use and the entire absence of the mud-throwing habit of the chain machine.

One of the most pronounced novelties is an attempt to put, at one fell swoop, an end to punctures by transferring the tire from the rim to the hub. The transfer is quite literal as well as figurative. The rear hub consists of two flat discs, including a pneumatic tire, provision for movement under compression being made by having a pin in one disc movable in a short slot in the other. The tires are to be of wood, if the reader can credit it, but the specimen on view is fitted with a



Who Sets The Pace?

You can answer this query to your own satisfaction by observing the number of bicycles at the New York Cycle Show with flush joints, and making note of the fact that the

Barnes White Flyer

WAS SHOWN IN 1895 WITH

FLUSH JOINTS

and has ever since been made in that way.

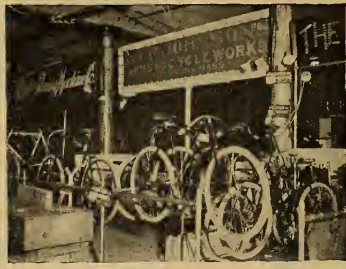
*You will always be correct if you buy or sell
the master bicycle.*

The Barnes Cycle Company,

SYRACUSE, N. Y.

Spaces at New York, 6, 7 and 8.

Kindly mention The Wheel.



the inventor, who then has his day of triumph; but when the load is put upon them, the drag and jam will tear the train to pieces. This contrivance supplies only one more example of the folly of the non-mechanical multitude, who imagine they know mechanics, and ho believe they can devise improvements over the head of practical experience.

The Reading Standard Manufacturing Co., have a chainless wheel in preparation which is not shown, nor are the parties interested willing, for business reasons, which can be readily understood, to disclose the exact method of its construction. They say of it now simply this:

"This is a chainless bicycle with mitre gears at the rear wheel, which gears are operated by a single-bearing eccentric device on the crank shaft and a connecting rod combining them. It is so constructed as to permit a continuous motion and no dead centre at any point. The gears are neatly covered with an aluminum case and the bearings are perfectly dust-proof. This device is free from side strain and friction, as found in bevel gearing, and is claimed to be easier running than the ordinary chain. It is the invention of Mr. W. Diebel, of Philadelphia, and the Reading Standard Manufacturing Co., are the sole makers."

This is all that can now be furnished in the way of description, except that the movement is rotary with pedals in the usual manner, and that the connections are such that control over the wheel for back-peddaling is had in the customary way. Of course, nothing can be said at present as to the practical value of the invention.

EXHIBITS IN DETAIL.

Bicycles.

YOST MFG. CO., TOLEDO, OHIO. SIX FALCON bicycles; same as at Chicago.

MIAMI CYCLE MFG. CO., MIDDLETOWN, Ohio. Racycles; nine wheels, including two tandems, and, of course, the giant sprocket and crank bracket, with the glass hubs showing the workings of the balls, which was such a conspicuous feature at Chicago.

PARK ROW BICYCLE CO., NEW YORK. Royal, Elmore and Ferris bicycles. Thirteen wheels, including two tandems and four juveniles. The Royal and Elmore line is the same as seen at Chicago. The Ferris is an up-to-date wheel for the jobbing trade listed at \$60.

JENKINS CYCLE CO., CHICAGO. FIVE singles, two tandems, including the \$1,500 Tiffanyized tandem shown at Chicago. The stand is finished in blue in keeping with the color of the wheel, and was one of the few in an entirely completed condition before the doors were opened. The line shown was the same as at Chicago.

A. M. SHEFFEY & CO. NEW YORK. WYNNEWOOD bicycles and a complete line of sundries. Few changes in the Wynnewood are found necessary, and few were made, a new crank locking device, a new adjustable handle-bar clamp for wood bars and other minor alterations being the only respects in which the '97 wheel differs from previous models.

READING STANDARD MFG. CO., READING, Pa. Six Reading bicycles, including two not shown at Chicago. These are fitted with the Diebel single bearing crank bracket, containing six $\frac{3}{8}$ balls held by a retaining separator and which permits of a tread of $2\frac{1}{2}$ and $3\frac{1}{2}$ inches. The use of this bearing entails a new method of spoking in the rear wheel, short spokes being secured to a much enlarged flange centered on the rear axle. The bearing itself was exhibited by Mr. Diebel himself at last year's show.

BERNSON MFG. CO., NEW YORK. BERNSON bicycle, a special with nickel-plated outside frame connections, single-piece cranks and an eccentric rear chain adjustment, and internal connections for the seat-post. The Cosmic Puncture-proof Tire was also shown on this wheel. It consists of a continuous strip of leather, chemically prepared, and attached by a patented treatment to the inner tube, making an exceedingly tough tread while adding but six ounces to the weight. The resiliency of the tire seems in no way impaired, and from some of the tests made, it appears to fill the niche for which it was intended.

WORCESTER CYCLE MFG. CO., MIDDLETOWN, Conn. Royal Worcester and Middletown bicycles, twenty wheels, including two tandems. This is the first appearance of the Worcester concern under its new management. It is fair to say that the wheels do the management proud. The Worcester embodies several decidedly distinctive features. This applies specially to the bearings, of which those in the bottom bracket will serve to particularize. The sprocket spider and axle are formed of one forging. The spider being recessed permits of the ball retaining cup fitting into the recess, and brings the bearings directly in the line of pull. Instead of being cut on the flat side, the cups are cut on the edge, rendering grinding possible, an item of importance that is aimed at but seldom obtained by many of the cleverer people in the trade. Flanged sprockets, a hollow box fork crown, hollow axles and bolts and universal nuts, which will fit any part of the machine, are employed. The pedals are formed of the Carbondale anti-rust metal. Tapered tubes and flush joints—"royal flush," they are termed—are also featured, the method of making the latter being considered so good that the Worcester people are disposed to keep the process to themselves. The Middletown, the Worcester Company's second string, looks prodigious value for the money, \$60 to \$40. It includes both adults' and juvenile wheels, made of $1\frac{1}{2}$ -inch tubing, with flush joints at all except the head connections, and with ball retaining bearings, keyless cranks and the like.

MCKEE & HARRINGTON, NEW YORK. Lyndhurst bicycles; ten wheels, including two tandems, the latter being the first that the Lyndhurst people have produced. "One cannot live with the devil without learning his tricks," says the firm, in leading up to the statement that the Lyndhurst is the product of "specialized skill," and, truth to tell, the wheels look what is claimed for them. They embody a number of special features beyond the matters of large sprockets, D-shaped rear forks, etc., the crank axle group among them. In this, the crank axle, sprocket spider and right crank are forged in one piece. The left crank is detachable with a wrench, all crank keys being thus dispensed with. The tool steel cones are attached to a sleeve which fits over the axle, the cones being held up to a square shoulder on the sleeve, the ends of which are tapered for the purpose. By this manner of construction, the axle may be removed without disturbing cones, balls, or shells, and the cones, being independent of the sleeve, may be removed at any time. It also permits of a wide separation of the ball races, a feature much sought after, and which adds to the rigidity of the machine, which is heightened by the adoption of the triple steering head, another Lyndhurst speciality, which undeniably adds strength to a weak point. The bracing of the Lyndhurst tandems is claimed to be the stiffest in existence, and constitutes another fitting point. One of the two-seaters is of the convertible type, the removable bar being very snugly fitted.



ECLIPSE BICYCLE CO., ELMIRA, OHIO. Seven Eclipse bicycles, same as at Chicago.

HENLEY BICYCLE CO., RICHMOND, IND., Henley bicycles; four wheels including one triplet.

AMES & FROST, CHICAGO. TEN IMPERIAL bicycles, same as at Chicago.

BUFFALO WHEEL CO., BUFFALO, N. Y. Four bicycles, including one tandem; as at Chicago.

UNION CYCLE MFG. CO., HIGHLANDVILLE, Mass. Six Union bicycles, as at Chicago.

PEERLESS MFG. CO., CLEVELAND, O. Seven Peerless and Patrol bicycles; as at Chicago.

PENN MFG. CO., ERIE, PA. QUAKER Bicycles; seven wheels including two tandems, same as at Chicago.

SPEIRS MFG. CO., WORCESTER, MASS. Five wheels, including two tandems, same as at Chicago.

NATIONAL BICYCLE MFG. CO., BAY CITY, Mich. National bicycles; eight wheels, including two tandems, same as at Chicago.

JULIUS ANDRAE & SONS CO., MILWAUKEE, Wis. Andrae bicycles; nine wheels including four tandems and one quad.

WESTERN WHEEL WORKS, 36 WARREN street, New York. Crescent bicycles; seventeen wheels, including three tandems, as shown at Chicago.

IROQUOIS CYCLE WORKS, CHICAGO, ILL. Iroquois bicycles; six wheels, including one tandem and a drop frame triplet; the same shown at Chicago.

THOMAS H. STEWART, NEW YORK. Falcon, Alcazar, Seminole, Rival, Romana, Pickwick and Roslin bicycles; also the Speeder fitted with the Speeder changeable gear, in all eleven wheels.

ELGIN CYCLE CO., ELGIN, ILL. ELGIN, King and Queen bicycles; eight models, including two tandems and the famous \$10,000 bejeweled tandem; as shown at Chicago.

G. R. JOHNSON CO., NEW YORK. WHEELS for the jobbing trade, including Keystone juveniles, in which line is included three tandems—20, 24, and 26 inches. Twelve wheels in all are shown, including three tandems. The side show of the exhibit is the Fire Ball lamp. The Johnson people deal only with the jobber and do not sell at retail.

DWYER FOLDING BICYCLE CO., DANBURY, Conn. Six Folding bicycles, among them, a lady's wheel, the first of its kind manufactured in the world, it is asserted. The Dwyer wood bar is being featured. The bar itself does not differ from the ordinary, the clamp being the talking point. It is operated by a lock nut, which forces upward a movable clamp. An option is also given on the Ryan folding bar.

STODDARD MFG. CO., DAYTON, OHIO. Tiger and Tigress bicycles; six wheels. The high grade Tiger is fitted with outside frame connections, dust-proof, disc-adjusting bearings, large sprocket, arch crown, split cranks, keyed on a triangular ended crank axle, while taper-tubing is used throughout. The medium grade line is practically the same, with the exception of a two-piece fork crown and a slight difference in the finish.

ROLLINS & DOBYNE CO., HARVARD, ILL. Shenandoah and Crusader bicycles; five wheels, in-



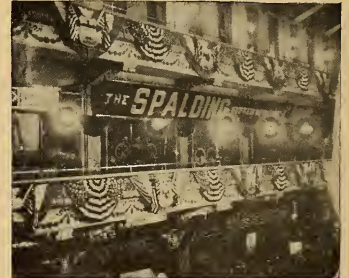
cluding one tandem. The Shenandoah line is fitted with outside frame connections, one-piece crank and axle, and a very symmetrical triple fork crown. The tandem is of particularly handsome lines, the chain adjustment being accomplished by an eccentric in the front hub, doing away with the idler. Both lines are beautifully finished and handsomely decorated.

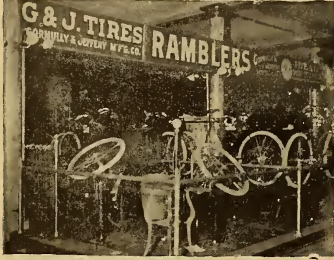
GLOBE CYCLE WORKS, BUFFALO, N. Y. Globe and Mascot bicycles; nine wheels. The Special Globe has flush joints, inch and a quarter for the main frame tubes, D section tubes for the rear forks, internal fastenings to the handle-bar and saddle-post, Baldwin chain, single piece fork crown, and a two-piece crank axle, which is held together by a bolt, passing through from end to end, making an effective and secure joint. The Mascot line has outside joints, a single-piece crank and axle, while the finish and decorations for the leading grade wheel are superb.

HEINZ & MUNSCHAUER, BUFFALO, N. Y. Heinz and Sphinx bicycles; three wheels. The leader, the Heinz Special, a highly finished machine, in which flush joints are used, while the rear forks and stays are round, tapering to oval at the rear axle. The seat-post cluster is particularly attractive, the rear-stays being drawn together for about six inches from the top of the frame, and while joined, still preserve their round form. A one-piece crank is used, also a strong single-piece fork crown, and a clever internal fastening for the saddle-post. The wheel is highly ornamented, and presents a handsome appearance. A line of high grade juveniles is included in their product.

MANUFACTURERS' LEAGUE CYCLE COMPANY, Potter Building, New York. Seven models; three Brightwood and four Black Diamond cycles. The Brightwood is made with a wood frame, ash, oak, hickory or maple, finished in natural colors, chemically treated, making an extremely pretty appearance. The joints are effected by a patented flange clutch, the external part of which is highly nickelled. The use of wood does away with brazing in the frame construction. The frames are guaranteed to be as strong as those of steel tubing. They are listed at \$60. The Black Diamond is a \$100 machine, built on the regulation lines with steel tube frames. Its features are a two-piece crank shaft, simple eccentric chain adjustment, expansion seat post, flush joints and ball retaining bearings.

PACKER CYCLE Co., READING, PA. PACKER and Albert bicycles; seven wheels. The high grade Packer has outside reinforced joints, large detachable sprockets, a single-piece fork crown of neat design, L-shaped crank axle, with the crank on the sprocket side, held on by a taper and a large headed nut. A flat key is inserted in the crank, parallel to the taper, and has a corresponding groove milled on the axle. The axle is externally threaded, and a nut draws the crank securely on a taper, making a very strong and neat fastening. A happy combination of colors is effected by enameling the wheels in light green and striping them with a darker shade. The single rear lug crank-hanger which, while appearing a novelty, has been used by the Packer Co. since '95, is still retained. Instead of having the customary parallel tubes with a cross brace directly back of the bottom bracket, a large tubular construction is used, and the rear stays branch out from this. It gives the advantage of using a very narrow thread besides adding much to the appearance of the wheel. The medium grade Packer resembles the higher grade, and is practically the same, excepting small details.





SHELBY CYCLE MFG. CO., SHELBY, O. Eleven Shelby bicycles, as at Chicago.

GENEVA CYCLE CO., GENEVA, O. Fourteen wheels, including two tandems; as at Chicago.

EAGLE BICYCLE MFG. CO., TORRINGTON, Conn. Eleven Eagle bicycles, as at Chicago.

STANDARD BICYCLE MFG. CO., CHICAGO. Seven Standard bicycles, as shown at Chicago.

ROUSE, HAZARD & CO., PEORIA, ILL. Ten Sylph and Overland bicycles, as shown at Chicago.

ELLCOTT MFG. CO., TONAWANDA, N. Y. Five Ellicott and Red Jacket bicycles; as at Chicago.

COLUMBUS BICYCLE CO., COLUMBUS, O. Columbus cycles; eight models. Same as at Chicago.

OLIVE WHEEL CO., SYRACUSE, N. Y. Seven Olive bicycles, including two tandems, as shown at Chicago.

ADAMS & WESTLAKE MFG. CO., CHICAGO. Eleven Adlake bicycles, including two tandems and one triplet, as shown at Chicago.

TRINITY CYCLE MFG. CO., WORCESTER, Mass. Seven models, including two tandems, and a display of parts; as shown at Chicago.

WINTON BICYCLE CO., CLEVELAND, O. Nine wheels, including two tandems. The racer is the only machine not shown at Chicago.

BUFFALO CYCLE CO., BUFFALO, N. Y. Envoy and Fleeting bicycles, including the Envoy fitted with a Simpson chain, as shown at Chicago.

E. C. STEARNS & CO., SYRACUSE, N. Y. Nineteen Stearns bicycles, including two tandems, one triplet and one septuplet, as shown at Chicago.

IVER JOHNSON ARMS & CYCLE WORKS, Fitchburg, Mass. Iver Johnson and Fitchburg bicycles, eleven wheels, including one tandem, the same as shown at Chicago.

R. H. WOLFF & CO., NEW YORK. American bicycles, fourteen wheels, including two tandems, one triplet and oneduplex, identical with those exhibited at Chicago.

INDIANA BICYCLE CO., INDIANAPOLIS, Ind. Three Waverly bicycles, as at Chicago. The Waverly dynamograph, for measuring friction, is in evidence and attracts much attention.

GEORGE WORTHINGTON CO., CLEVELAND, O. Ariel, Halladay, L. & B., Worthington, Harvard, Adelbert and the Featherstone line. Thirty wheels; same as at Chicago. The Worthington exhibit is so large that it was necessary to split it into two separate exhibits on different floors.

GENDRON WHEEL CO., TOLEDO, O. Fourteen Gendron and Reliance bicycles, as shown at Chicago. The Gendron glass hub, showing the workings of the bearing, is the conspicuous feature of the exhibit.

WHITE SLEWING MACHINE CO., CLEVELAND, O. Fourteen White and Cazador bicycles, as shown at Chicago, excepting the Cazador, the White people's juvenile wheel, a likely machine, embodying no exclusive features.

GORNULLY & JEFFERY MFG. CO., CHICAGO. Eight Rambler bicycles, including two tandems, all except one the same as shown at Chicago, the exception being the \$1,000 Tiffanyized Rambler, which had just returned from its tour of the foreign shows, and which is making its final appearance here before delivery to A. B. Hughes, of Denver, who won it by riding the fastest mile during the year 1896 on a Rambler.

WARWICK CYCLE MFG. CO., SPRINGFIELD, Mass. Warwick bicycle, fourteen wheels, including three tandems. The exhibit is a duplicate of that at Chicago, excepting a cushion frame tandem, which is the first of its sort ever produced.

E. HOWARD & CO., BOSTON. HOWARD bicycles, eight wheels, including two tandems. The most striking feature of the wheel is still retained, that is, the carrying of the lower tube of the frame below the crank bracket. The Howards have been tuned up wherever possible, but embody no very distinctive changes.

SCHLEUTER MFG. CO., CINCINNATI, O. Norwood bicycles. Sixteen wheels, including two tandems, an attractive lot. The tandem is a new addition to the Schleuter line, as also are the juveniles, listing at \$50, \$45, and which, by the bye, are made of seamless tubing, many of the parts being identical and interchangeable with those on the larger and more expensive models. The Schleuter people have not adopted flush joints. They have plumbed for outside reinforcements, believing them stronger and safer than the others.

GLADIATOR CYCLE CO., CHICAGO. FIVE models; two Gladiators, two Spartacus, one Commodore. For an \$85 wheel the Gladiator is one of the trimmest and best appearing wheels at the show. It is fitted with an original two-piece crank, consisting of the two axle ends having six corrugations which fit into a rifled collar, and in turn are pulled flush by a right and left thread cone barrel, thereby insuring a shaft as rigid as a solid piece. The cups are screwed into the crank-bracket from the outside and are fitted with ball retainers, making them adjustable without disturbing axle or bearings. A new and original sprocket which can be detached without removing either crank or pedal and a new crown are also shown. Tapering rear-stays, a new oiling device for both hubs and flush joints, complete the new '97 features.

LIGHT CYCLE CO., POTTSVILLE, PA. Light cycles, ten wheels, including one convertible tandem. To quote the Light people, "The curse set on man when thrown out of the Garden of Eden was work." With this in mind, and while they have adopted flush joints and in other respects brought their wheels up to date, they have centered most of their energy on the perfection of their bearings. The result is best shown in the crank axle group, although it applies to both front and rear wheel bearings as well. Perhaps the chiefest feature is the use of a ground cup. It necessitated a squaring of the cup corners, it being impossible to grind a perfectly round cup. The grinding, however, has given them, they assert, a long lead over all others. They claim to be the only bicycle concern grinding their cups; all others merely polish them. To better illustrate the advantage and smoothness of running thus gained, one of the wheels is mounted on a hinged upright, permitting it to be placed at any angle, and proving that the valve stem has nothing whatsoever to do with the perfect balance of the wheel. The Light people also believe they are exclusive in the use of a continuous crank, which they desire not to have confounded with a one-piece crank axle. The exclusiveness of this feature is heightened by the fact that it may be removed through the crank bracket without disturbing any other portion of the wheel. It is not even necessary to remove the cups, as is usual. This result is obtained by increasing the size of the bottom bracket to a diameter of 2½ inches. The balls are protected by a cap, which, when unscrewed, exposes the bearings, and enables them to be cleaned or flushed without removal. The Light flush joints are novel in that each section and shoulder of the inside joints are themselves reinforced.

Crimson Rim

Syracuse Bicycles

for 1897 are

Wheels of High Repute.

Built of the finest quality of material throughout, and constructed with infinite care and painstaking workmanship, together with its national reputation for improved features, all combine to make the Syracuse a fast seller for the agent.

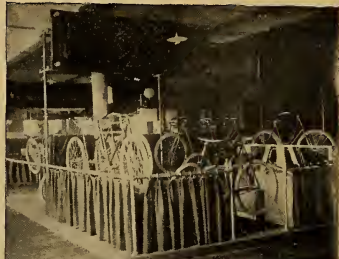
Hustling Agents Wanted.

Makers:

**Syracuse Cycle Company,
Syracuse, N. Y.**

Write for Catalogue and Terms.

Kindly mention The Wheel.



NEW HAVEN BICYCLE WORKS (Formerly New Haven Chair Co.) New Haven, Conn.—New Haven and Elm City bicycles. Eight wheels, including one tandem. The Elm City is a \$75 addition to the line, and the New Haven is practically new, having been entirely re-modeled. As now made, they incorporate flush joints, divided crank-shafts, and bearings, the V-shaped cones of which are formed on the axle. The right hand position of the shafts screws directly into the solid cones, while the left is drawn into place by a collar-screw or bushing, the two parts being so beveled that they wedge together when drawn into place. A new arch fork crown has been adopted, and something entirely new in handle bar and seat-post clamps has been designed. The clamps are made entirely separate from the forging, and in two pieces besides the nut. These two pieces are milled so that when brought together the circle is a trifle smaller than on the post. When the nut is tightened, the post is not only wedged by the two clamp pieces, but is also bound tight against the front of the hole in the forging. One side of the clamp is flushed with the side of the frame, while only the fancy nut projects on the other side. As the hole in the forging is perfectly straight, the clamp can be put in from either side. This method of construction avoids the necessity of splitting the seat-post for an internal expander, or of splitting the frame for the old method of clamping the post.

HENDEE & NELSON MFG. CO., SPRINGFIELD, MASS. Ten Silver King and Silver Queen bicycles. Ever since the establishment of the concern at least one radical departure from the conventional has marked their career. Last year it was their bearings, this year, the innovation is in their sprockets. At first glance they look odd, but clever argument is not lacking to prove their superiority. The flange is retained, but has been widened, and in front of each tooth on the rear sprocket is a cup or milling directly into the face of the sprocket, and of the width of the center chain. Back of each tooth the flange is milled out on each side, so that the center block supports the side links, relieving friction on the flanges. On the front sprocket the process is reversed. It is claimed that there is less friction and a higher gear is possible with these sprockets than with the common kind. Another feature of the Silver King lies in the construction of the rear fork stays, which are brazed to a solid forging, three or four inches from the bottom bracket. Two smaller tubes being secured to the latter. Still another distinctive and important feature is the Bullard brake, consisting of four cams, enclosed in a drum on the rear hub. The mere act of back pedaling generates friction, and the harder the back pedaling, naturally the greater the friction. When the pressure on the pedals is released, the brake releases itself. It looks well, and if usage should demonstrate its practicability, it will go far toward settling the much mooted brake question.

PHILLIPS MFG. CO., 307 AND 309 WEST Broadway, New York. Five Kimball bicycles. About the most conspicuous feature of the exhibit is the rather unusual sign inviting the public at large to visit the Phillips factory and witness the various processes in the manufacture of the Kimball bicycle. The Phillips people are pursuing a conservative plan. They have not adopted either flush joints or divided crank shafts, for despite the very general acceptance of those innovations, there are still to be found many who believe that they will not be of a lasting nature. The Kimball wheel does not suffer because of the fact. It is a trim-looking mount, embodying no particularly radical departures, but having been refined wherever experience has proven it desirable. Among the refinements is a new arch fork crown, and a

rather novel crank key or cotter-pin. The key is provided with a jamb-nut on the larger end which when screwed down forces the key out. The Phillips people also devote great attention to the finish of their wheels, their white wheel, for instance, being given eight different coats of enamel to insure what they term an ivory finish.

WICKWAR CYCLE CO., NEW YORK. Five Wickwar bicycles. The product of this concern is limited, and the result of this concentration is shown in their wheels. They are handsome creations, and embody several original ideas. The rear stays and forks, for instance, are each formed of one piece of curved tubing, one piece, lap brazed, carrying the rear stays to the bottom bracket, two narrower tubes connecting with the seat-mast. The bottom bracket is also formed of tubing lap brazed. The outside lugs or reinforcements are likewise of tubing, handsomely nickeled. Included in the Wickwar line is a juvenile Wickwar, an exact reproduction in design and material of the adults' wheel. It is a question if it is not the most attractive youngsters' wheel in the Show, and at \$50 and \$40, the best value.

ZENITH CYCLE CO., BINGHAMTON, N. Y. Zenith & Zenda bicycles, five wheels, including two tandems. Outside joints, the same as last year, are retained; double plate fork crowns; a trifle more drop to the crank hanger; large balls in all the bearings, ball retaining devices, reversible handle-bar, held in place by a single lock nut, a clever L-crank attached on left hand side on a taper and secured by a large headed nut, constitute some of the '27 features. A specialty is made in the ornamentation of the wheels shown, the work being highly artistic and adding much to the appearance of the machine.

CYGNET CYCLE CO., WILLIAMSPORT, PA. Cygnet bicycles, six wheels, the frame constructions of which are entirely different from anything at the show, being made of two strips of D-shaped tubing, bent somewhat on the shape of a tennis racket dropped, however, so as to allow for skirt clearance in the ladies' wheel, while in the men's pattern an extra bar is introduced. The sprocket is on the inside of the frame. As if this were not enough novelty for any one machine, every bicycle is furnished with a cyclometer and a compass, both of which are imbedded in the fork crown.

AMERICA CYCLE MFG. CO., CHICAGO. America, Hussar and Tunnix bicycles; nine machines, including two tandems, one of them a double diamond, not shown at Chicago, and which gives evidence of considerable improvement over the '26 model, with an extra brace, more room between the seats and a single steering rod instead of two as heretofore.

LEAGUE CYCLE MFG. CO., MILWAUKEE, Wis. Formerly Bolte Cycle Co. Nine League bicycles, including two tandems and the League sextuplet which was used for pacing last season. The exhibit is the same as at Chicago, except for two machines for exportation, fitted with gear cases, mud guards and brakes.

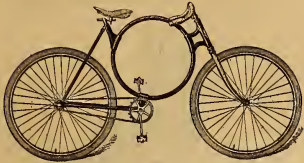
WILLIAM REED & SONS, BOSTON, MASS. New Mail, Templar, Atlanta and Hanover bicycles; eight wheels, ranging in price from \$85 to \$40—a good-looking up-to-date lot, embodying no particularly exclusive features, but appearing splendidly for the price asked.

FRAZER & JONES CO., SYRACUSE, N. Y. Elfin cycles; ten models, including three tandems and one triplet. All these wheels are for juvenile riders. The exhibit is substantially the same as shown at Chicago.

AMERICAN SEWING MACHINE CO., PHILADELPHIA, show six American Travelers. The feature of this wheel is the drop forged crank, axes and sprocket spider, which is in one piece.



CIRCLE CYCLE CO., NEW YORK. CIRCLE cycles; one wheel and one of the distinct novelties of the show at that being an entirely new departure from the conventional frame, a perfect circle being used as the center or foundation, otherwise the wheel



is not unlike that in common use. Added strength is claimed for this type of construction. A lady's wheel is to be added to the exhibit. In this, the upper part of the circle is cut away, giving the frame a crescent shape.

SEYFANG, PRENTISS & CO., BUFFALO, N. Y. Bison and Stag bicycles, the latter a \$75 and \$60 addition to the line. Six wheels including one tandem with a centre driving front chain, shown for the first time. Excepting flush joints no material changes in the Bison were found necessary. The firm was one of the very first to adopt a one-piece crank shaft of their own design. It is a genuine article, not only the axle, but the cranks being formed in one piece. It has been considerably improved during the year, the adjustment of the bearings being now effected by means of a collar on the sprocket side, the cones being held on the shaft by pins. The means of oiling are particularly novel. A toothed washer on the hubs is perforated and oil may be applied through any of the holes. While the wheels are practically duplicates Seyfang & Prentiss list the men's Bison at \$100 and the ladies' at \$85.

READING CYCLE MFG. CO., READING, PA. Vindex and Nonesuch bicycles; six wheels, including one tandem. The '97 Vindex has outside frame connections, two-piece fork crown, L. crank and axle, the right crank fastened with lock nut on triangular shaped tapered shaft. Large sprockets are used, also an internal brake rod of neat design. The wheels are finished in royal blue, red and black, also a peculiar shade that they call Quaker green. The Nonesuch is a rich-looking machine for a medium grade, with external frame connections, single piece fork crown, and an L. crank keyed on right hand side.

GEORGE N. PIERCE CO., BUFFALO, N. Y. Ten Pierce bicycles; including one tandem, which was not shown at Chicago. The bracing of this two-seater is peculiarly Piercishi. It has a three-plate fork-crown, full nickeled front forks, eccentric front-adjustment and is made in both double diamond and convertible patterns.

RICHMOND BICYCLE CO., RICHMOND, Ind. Six Richmond bicycles; including three fitted with cushion frames; as at Chicago.

CENTRAL CYCLE MFG. CO., INDIANAPOLIS, Ind. Six Ben Hur bicycles; including the Ben Hur Extraordinary; as at Chicago.

ACME MFG. CO., READING, PA. FIFTEEN Stormer bicycles; including two tandems; as at Chicago.

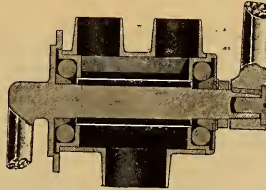
THE BAYVELGERE CYCLE CO., NEW YORK. The Bayvel bicycle; a chainless wheel, for which much is claimed. It is of the bevel-gear pattern, in which the connecting shaft is supported near the points of contact by means of a ball, and socket joint; the crank of the pinion gears extends toward the



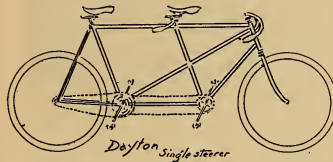
connection shaft about three inches, and an extra row of balls is placed at the connection end, acting as a guide under undue strain. These parts are amply arranged for adjustment. Flush joints, large tubing, and spokes of the pull tangent type are used throughout.

BEAN-CHAMBERLIN MFG. CO., HUDSON, Mich. Eight bicycles; including one made with arch fork crown in contrast to the double flat crown on the other Hudson models; as at Chicago.

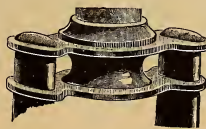
THE DAVIS SEWING MACHINE CO., DAYTON, O. Dayton bicycles, eleven wheels, including four tandems and one triplet. Naturally, as one of the very first wheels in which large tubing; i. e., 1 1/4 inches, was employed, that feature is retained, the Dayton being further distinguished by the use of that size of tubing in all portions of the frame, including the steering head, and excepting, of course, the rear forks. Dayton bearings, too, are still being prominently featured. They are of the three-point variety, the cones having a straight bearing surface



instead of the curved surface, which the Dayton people affirm is the "attempted application of an impractical theory." The cones and cups are hardened and drawn to the proper temper, and before being polished to a glazed surface, are ground true on special machines made in the Davis factory. In the crank bracket group, considerable alteration and improvement has been effected. The right crank, crank shaft and sprocket flange are forged in one piece, permitting the shaft, sprocket flange, cone seats and



the tapered seat for the left crank to be turned and machined on the same centres. The detachable left crank is attached by a tapered fit on the shaft, and is kept in line by a straight screw, held in place by a finished screw flushed with the outside of crank, the whole being perfected by the addition of a nut back of the crank, which acts as a lock nut for the adjusting and a draw nut for removing the crank. The flange which carries the sprocket is recessed to fit perfectly over a flange on the crank hanger ball cup, adding to the dust proofness of the bearing. A minor



but ingenious feature is the provision for oiling and cleaning the bearings. The screw in the sprocket flange on the crank axle permits the oil to be applied directly upon the balls, the same result being effected on the opposite side by means of an oil hole in the adjusting cone. The crank shaft is enclosed by a brass tube connecting the ball cups in the bracket, and by placing the wheel on one side the bearings can be thoroughly flushed without disturbing the adjustment or any part of the bearings.

C. J. GODFREY, 11 WARREN STREET, NEW YORK. Iver Johnson and a complete line of Featherstone bicycles, as shown by the manufacturers themselves at Chicago.

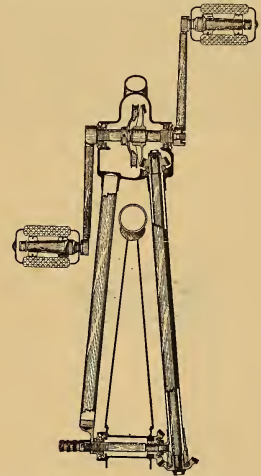
SNELL CYCLE FITTINGS CO., TOLEDO, Ohio. Four Snell bicycles and a full line of stampings and parts; as at Chicago.

TONK MFG. CO., CHICAGO. OLD HICKORY bicycles, five wheels, including two tandems, the same as at Chicago.

QUEEN CITY CYCLE CO., BUFFALO. ERIE bicycles, four wheels, as shown at Chicago.

OVERMAN WHEEL CO., CHICOPPEE FALLS, Mass. Ten Victors; as shown at Chicago.

HOWARD CHAINLESS CYCLE CO., NEWARK, N. J. Six wheels; of which two are '97 patterns, while the others constitute an interesting historical exhibit of chainless wheels, including the original League chainless, made at Hartford in 1891. The gear-



ing is of the direct bevel variety, and is thoroughly adjustable. The teeth on the bevel are cut from tool steel, by special machinery, while the various gear covers are of such a size that the wheel presents a most attractive appearance.

KEATING WHEEL CO., MIDDLETOWN, Conn. Keating bicycles; eleven wheels, including two tandems and one wheel not shown at Chicago, a Keating that had been ridden nearly 19,000 miles by one of their wheel-testers, and which was displayed with mud and dust intact.

RELAY MFG. CO., READING, PA. SEVEN Relay bicycles; including one tandem bicycle and one tandem tricycle, as shown at Chicago. In addition, there is a Relay fitted with pneumatic hubs and wood tires, but which the firm do not father. They simply built it to the order of a gentleman with a "large idea."

H. A. LOZIER & CO., CLEVELAND, OHIO. Sixteen Cleveland and Westfield bicycles; including two tandems and a ladies' 26-inch diamond frame bicycle, not shown at Chicago.

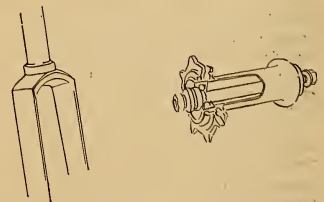
MARCH-DAVIS MFG. CO., CHICAGO, ILL. March-Davis and Admiral bicycles; fifteen wheels, including four tandems; as at Chicago.

MONARCH CYCLE MFG. CO., CHICAGO, ILL. Thirteen Monarch and Defiance bicycles; including two tandems; as at Chicago.

LUTHY & CO., PEORIA, ILL. SEVEN \$150 Luthy bicycles; as shown at Chicago.

WHAYNE MFG. CO., LOUISVILLE, KY. Gem wheels; as at Chicago.

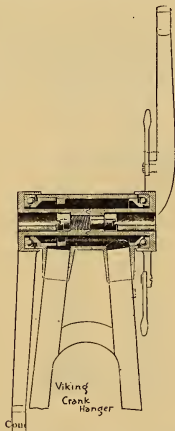
THE BIGELOW & DOWSE CO., BOSTON. Crawford and B. & D. bicycles; eight wheels including two tandems. The B. & D. differs in few respects from the accepted '97 model. It is shown in



two grades, one listed at \$85, and the other at \$125. The Crawford, at the reduced price of \$50 has made itself felt and is great value at the price.

F. H. BRENNAN, NEW YORK. ONE GO-AS-YOU-PLEASE tandem, one of the separable type, which may be converted from a double to a single. A system of knuckle joints is employed to effect the result.

UNION MFG. CO., TOLEDO, O. VIKING Bicycles, eight models in two grades. The '97 Viking has flush joints, D-shaped tubing to both rear stays and forks, curved braces, an arched fork crown, internal fastenings to seat post, while a handsome gold-plated spiral name plate adds much to the beauty of the machine. In the Viking crank hanger, the balls are brought directly under and in line with the cranks. The axle is hollow and of the two-piece



variety, the parts being held by an internal bolt that is completely hidden from sight. The balls are held in place in the cups, and the bearing can be removed from the yoke without removing chain or changing adjustment when replaced. The medium grade Viking resembles the other model to a large degree, but has outside connections, two plate fork crown and keyed-on crank and is in every way a staunch and substantial looking wheel.

THE CANADIAN TYPOGRAPH CO., WINDSOR, Ontario, Canada. E. & D. bicycles. This is the first Canadian wheel that has ever been seen in an American show. It is the highest priced wheel in Canada, and is said to find a large sale, not only at home; but abroad. The feature of the wheel is the bearings. They are of the four-point syle. The cones, when put together, form an almost perfect square, the ball touching each one of the four sides. The opening between the hub and axle is made dust-proof by a felt washer. The ends of the axle have a rank taper on the four sides, and the fork is correspondingly tapered, thus getting the strength of tour cotter pins. In other details, the E. & D. wheel differs little from its American competitors. It lists at \$125.

A. G. SPALDING & BROS., NEW YORK. Spalding bicycles, Christy saddles, handle-bars and a line of sundries and accessories. Sixteen wheels including two tandems, two cushion frame, one chainless, and eleven singles, in drop and diamond frames, the same as at Chicago.

KNICKERBOCKER CYCLE CO., NEW YORK. Five Knickerbocker bicycles.

FOX MACHINE CO., GRAND RAPIDS, MICH. Six Fox bicycles; as shown at Chicago.

THE KIRK-YOUNG MFG. CO., TOLEDO, O. Four Yale bicycles, as shown at Chicago.

FOWLER CYCLE MFG. CO., CHICAGO. FOWLER bicycles; seven wheels including two tandems. Same as at Chicago.

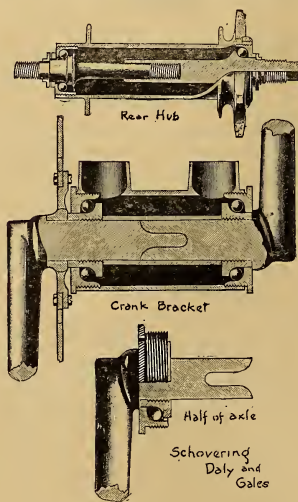
D. D. WARNER & CO., MADISON, WIS. Warner bicycles; five wheels, including one tandem; the same shown at Chicago.

POPE MFG. CO., HARTFORD, CONN. Columbia and Hartford bicycles; ten wheels, including two tandems; same as at Chicago.

VICTORY CYCLE CO., PHILADELPHIA. Seven Victory bicycles, "at \$50 each, as good as any on the market," as their representative asserts.

HAMILTON-KENWOOD CYCLE CO. GRAND Rapids, Mich. Hamilton and Kenwood bicycles; fifteen wheels, including two tandems; as shown in Chicago.

SCHOVERLING, DALY & GALES, 302 BROADWAY, New York. Gales, Duane and Gotham bicycles; their own manufacture; and the Sterling, for which they are agents; eleven in all. This is the first year the Gales has been made by S. D. & G. themselves, and good though it may have been in the past, it now easily ranks as one of the most wonderfully improved wheels of the Show. There are certainly few, if any, that appeal more quickly to the eye, and the make-up of the wheel bears out its appearance. It incorporates several novel ideas, among them a front fork in one piece of tubing, structurally reinforced at the crown and at the fork end; also a chain adjustment of new design. It is in the axles, however, that great distinctiveness is embodied. Both the crank axle and front and rear wheel axles are of the divided pattern. In the former, the crank and one-half the axle is in one piece, fitted into a sleeve. To take the mechanism apart, it is only necessary to unscrew either of the bearing cases, when the two halves of the axle may be drawn apart, the crank, one-half the axle and the bearing case and cone coming out together in the operation. The cones may be unscrewed from their respective parts



of the axles and the balls loosened if desired. In the hubs, which are barrel pattern, one portion of the divided axle screws into the other. Adjustment of the bearings is obtained by loosening the axle nut and applying the wrench to the end of the axle, which is square. The ball-cups are screwed into the hubs. The gold striping of the wheel is uncommonly handsome.

E. K. TRYON, JR., & CO., PHILADELPHIA. Apollo bicycles, as at Chicago.

REMINGTON ARMS CO., ILION, N. Y. NINE Remington bicycles; also one tandem; as at Chicago.

JOHN P. LOVELL ARMS CO., BOSTON, Mass. Seven Lovell Diamond bicycles; as at Chicago.

STERLING CYCLE WORKS, KENOSHA, Wis. Six Sterling bicycles; including one tandem; as at Chicago.

M. D. STEBBINS MFG. CO., SPRINGFIELD, Mass. Five wood frame Chilion bicycles; same shown at Chicago.

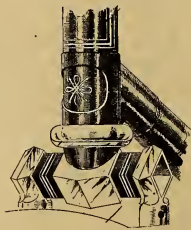
THOMAS MFG. CO., SPRINGFIELD, OHIO. Thomas bicycles; ten wheels, including four juveniles; as shown at Chicago.

LIBERTY CYCLE CO., NEW YORK. LIBERTY bicycles. Twelve wheels, including two tandems, as shown at Chicago.

ARNOLD, SCHWINN & CO., CHICAGO, ILL. Ten models, including two tandems, one triplet, and one quad; as shown at Chicago.

FENTON METALLIC CO., JAMESTOWN, N. Y. Same as at Chicago, with the addition of a Fenton, with the tubing cut away to show the working of the Spencer brake, which this firm has the sole control of for 1897.

MASON & MASON, CHICAGO. SOUDAN, Nile and Pyramid Bicycles; ten wheels. Including three tandems. Same as at Chicago. In reporting that function, however, notice was not made of the new fork crown used on the Nile. It is round and hollow, being formed of a solid forging, drilled out,



the lugs of the forging forming practically a reinforcement of the fork. The crown was patented, and adds to the appearance of the wheel. The diamond shaped crown employed on the Soudan is peculiar to the Mason establishment, and is fairly well known.

VANGUARD CYCLE CO., INDIANAPOLIS, Ind. Vanguard bicycles; three wheels. Same as at Chicago.

HOME RATTAN CO., CHICAGO. TEN HERO & Homer bicycles, also wood rims and wood handle-bars, as at Chicago.

EVERETT CYCLE CO., EVERETT, MASS. Two McCune and two Fenway wheels are shown, the latter having novel double ball bearings.

PEORIA RUBBER & MFG. CO., PEORIA, ILL. Eight bicycles. Including two tandems, four diamond frame and two drop frame; as at Chicago.

E. I. HORSMAN, NEW YORK. SIX HORSMAN bicycles; no substantial changes reported, and none made, as the Horzman people were satisfied to let well enough alone, the wheel having given satisfaction in the past.

GILMOUR MFG. CO., NEW YORK. SAGAMORE bicycles; two models. The chief noticeable change over the '96 model is an outside reinforcement, nickel-plated. They also show a perfect running model Sagamore one-quarter the size of the regular wheel.

LEAGUE CYCLE CO., MILWAUKEE, WIS. League bicycles; eleven wheels, including one sextuplet and two tandems, as exhibited at Chicago.

ELGIN BICYCLE & SEWING MACHINE CO., ELGIN, Ill. Elgin and Gunning bicycles; six wheels. Same as at Chicago.

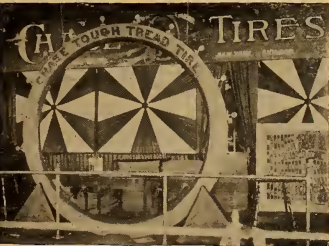
WM. MILLS & SON, NEW YORK. WASHINGTON bicycles; four models, ranging in price from \$75 to \$40. One of the talking points of these Washington is a divided crank axle which allows the sprocket to be instantly removed separately, so that all parts can be readily cleaned, the balls being held in place by retainers. A single adjustment for the bearings, necessitating only the loosening of a nut and then the momentary use of a screw-driver, is also a feature, as well as well as flush joints and large tubing. The highest price wheels are known as General Washington and Lady Washington. Other models are styled George, Martha, Little Hatchet and Martha. The machines are adorned with a particularly striking and original name plate.

F. J. TITUS CO., NEW YORK. WARNER, 3:10, Silver Kings and Queens, Titus Special and Tally-ho Tandem. The Titus Special has a one-piece fork, the sides and crown of which are made of a single piece of seamless tubing, especially reinforced rear fork, Baldwin chain, flat cranks and weighs from 17 to 21 pounds. The frame connections are handsomely nicked, and present a very tasty appearance.

HAMPSHIRE CYCLE MFG. CO., NORTHAMPTON, Mass. Nonatuck, Katrina and Hampshire wheels; six machines are shown. The three lines are shown in two grades: Hampshire and Hampshire Special at \$60 and \$100; Katrina and Katrina Special, at \$80 and \$100. The feature of the '97 models are larger balls, larger crank-hanger, a new hub, a new seat-post, and a new shape of cranks. The cranks are of the beveled triangular order. A new tangent spoke hub is used, and a new oiling device. The sprocket is one of the hand-somest in the Show.

Sundries, Specialties and Supplies.

UNION SUPPLY CO., NEW YORK. SPECIALTIES. The principle exhibit is a combination home-trainer, stand and truing device, made of spring steel. The home trainer has been highly endorsed by E. C. Bald. Enamels in all colors, tire and wood rim cements and the Union single tube tire are also shown, as well as handle bars, hubs, fittings and the Shannon holder. A novelty shown at this exhibit is a hand and foot power bicycle built by the Mears Cycle Works, Brooklyn. The hand power is supplied by two leather straps running from the bars to a ratchet arranged on the front axle on the old Star principle. Both front and rear wheels are geared to 90. When power is applied to the front wheel the handle-bar is pushed in an up or down motion. It is claimed that the double power accelerates hill climbing and speed. The wheel shown with the device attached weighs 30 pounds.



B. F. GOODRICH MFG. CO., AKRON, O. Goodrich tires, pedal rubbers and rubber goods of all descriptions. A steam pump, manufactured by the Goulds Mfg. Co., Seneca Falls, N. Y. with an enormous capacity was a feature of the exhibit. Any number of tires can be blown up at the same time, the only limit being the number of connecting tubes. In other respects, the exhibit is the same as at Chicago.

MORGAN & WRIGHT, CHICAGO. Morgan & Wright tires; as shown at Chicago. The booth attracted an unusual amount of attention by its artistic simplicity, which was the more striking because of the gorgeoussness of the neighboring stands.

CHICAGO STAMPING CO., CHICAGO. United States bicycles; five wheels including one tandem, same as at Chicago.

BOSTON WOVEN HOSE & RUBBER CO., Boston. Vim tires and Vimoid, as displayed at Chicago.

PALMER PNEUMATIC TIRE CO., CHICAGO. Palmer tires, as shown at Chicago.

AMERICAN DUNLOP TIRE CO., NEW YORK. Dunlop tires, as at Chicago.

THE LAVIGNE & SCOTT MFG., CO., NEW Haven, Conn. Pedals and wrenches. The combination pedal while not exactly new is interesting. By simply pressing the upper sides it collapses, the centre of gravity changes, and it is transferred from a rat-trap to a rubber pedal or vice versa. It is attractive, convenient and serviceable. The axles, cones, and balls are made of the finest steel and are guaranteed. All parts are interchangeable. The bearings are dust proof, and it is claimed that one oiling suffices for six months' riding. An extensive line of wrenches is shown, in five styles; the Sandow, the Featherweight, the Superior, the Samson and the General.



PRATT & WHITNEY, HARTFORD, CONN. Component parts of bicycles which were produced on Pratt & Whitney machines, making a specialty of those parts formed on screw machines; also a representative display of small tools, gauges and T. & B. self-oiling drills. While coming directly through the lathe, the articles exhibited show a wonderfully smooth finish.



NEW YORK TIRE CO., 59 AND 61 READE street, New York. Samson single tube and Ixion double tube tires, with both milled and smooth tread; also a line of tires for juvenile wheels.



DEERING MFG. CO., NEW YORK. DUPLEX Hoosepipe tires. This is really a hosepipe tire with two valve stems, having an inner inflatable tire, which can be inserted and removed through an opening which is hermetically sealed by a steel clamp. The inner tube is designed for use in case the outer tube is punctured. When not in use it is drawn tightly around the rim side and held out of harm's way by a tape that is made in the tube. If the hosepipe, or tire proper, is punctured, the extra inner tube can be inflated, and the punctured tire simply becomes a shield, or shoe, and the supposition is that the hosepipe tire should also be punctured, it is possible to remove it and a repair be made as with any other inner tube tire.

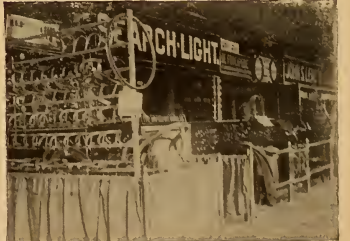
M. & H. MFG. CO., BOSTON, MASS. LEATHER tire. The tire consists of a rubber interior tube encased within two layers of leather. This leather is made of a special mineral process which causes the fibres of the hide to contract, thus making it waterproof, while at the same time it does not soften when moist or harden when dry. The advantages claimed for it are that it is non-punctureable, will not slip and will out-wear rubber. It is made for racing and road riding.

STODDER PUNCTURELESS TIRE CO., NEW York. Stodder tires. A single tube tire fitted with a chemically treated fabric, which renders it impervious to glass, nails, thorns, pins, etc. At the same time the point is emphasized that the fabric does not lessen the resilient qualities. The claims for the tire are that it is puncture proof, light, resilient and durable.

BROOKLYN RUBBER CO., BROOKLYN, N. Y. Bernard tires. This concern is a comparatively newcomer in the tire trade, although they have been making rubber novelties for many years. The tire has a pure gum inner tube and the fabric used is specially woven of long staple Sea Island cotton. It is made in two styles, smooth or corrugated threads, and in all sizes and weights. The tandem tire weighs four and a half pounds. Universal valves are used.

IDEAL RUBBER CO., BROOKLYN, N. Y. Ideal tires, the ribbed tread of which is a feature. They are made of pure rubber and the finest Sea Island cotton fabric. To test the strength of the tires, they are subjected to an inner hydraulic pressure of 330 pounds to the square inch, without any perceptible give in the fabric.

NEWTON RUBBER WORKS, NEWTON Upper Falls, Mass. Newton tires; as shown at Chicago.



NEW BRUNSWICK TIRE CO., NEW BRUNSWICK, N. J. Shows the New Brunswick, Volt and Messenger tires, manufactured by them, as exhibited at Chicago.

BROWN-LIPE GEAR CO., SYRACUSE, N. Y. Bigears, as at Chicago.

MAJOR CEMENT CO., NEW YORK. RUBBER cement.

VEEDER MFG. CO. VEEDER CYCLOMETERS, as at Chicago.

GRISWOLD MFG. CO., GRISWOLD, MASS. Polishing cloths.

YALE & TOWNE MFG. CO., NEW YORK. Locks, same as at Chicago.

MORSE MACHINERY CO., CHICAGO. MORSE Rubber grip, "as at Chicago.

SHERWIN-WILLIAMS CO., CLEVELAND, O. Enamels, as shown at Chicago.

REED & CURTIS MACHINE SCREW CO., Worcester, Mass, as at Chicago.

FAIRBANKS WOOD RIM CO., BRADFORD, Pa. Rims and handle-bars, as at Chicago.

BOSTON WOOD RIM CO., BOSTON, MASS. Wood rims and handle-bars, as at Chicago.

A. SCHRADER'S SON, NEW YORK. SCHRA-DER Universal Valves, as shown at Chicago.

BETTS PATENT HEADLIGHT CO., NEW York. Twentieth Century Lamps, as at Chicago.

NEW DEPARTURE BELL CO., NEW HAVEN, Conn. New Departure bells, as shown at Chicago.

G. E. STRAUS, NEW YORK. SARTUS SHUBS, including the gigantic working model shown at Chicago.

I. A. WESTON CO., SYRACUSE, N. Y. SHOW a one-piece crank hanger and a line of hubs, spokes and nipples.

CROSBY & MAYER, BUFFALO, NEW YORK. Parts and supplies. The exhibit is precisely the same as shown at Chicago.

MOORE CYCLE FITTINGS CO., HARRISON, N. J. Forgings and parts. A variety of their specialties in this line; as shown at Chicago.

LUDWIG HIRSCH, NEW YORK. SAFETY oiler, the feature of which is a curved spout which may be drawn out some two inches.

CLIMAX BELL CO., BOSTON, MASS., CLIMAX bells, ice skates, adjustable handle-bars, luggage carriers and Climax chains, as at Chicago.

AMERICAN WELDLESS STEEL TUBE CO., Toledo, O. Tubing, forksides, rear-stays and a full line of tubing of all descriptions; as at Chicago.

GARVIN MACHINE CO., NEW YORK. Cycle machinery. The firm's wares are not exhibited, their space being tastefully fitted up to receive customers.

SCHLESINGER MFG. CO., CHICAGO. ROYAL handle-bars, Royal anatomical saddles, Climax cyclometers and a line of specialties and sundries, as at Chicago.

H. O. NELSON, NEW YORK. CLIMAX BICYCLE protectors, a canvass duck hood or cover for entirely enclosing the wheel. The material is chemically treated and water-proof.

WESTCOTT-JEWELL CO., SENACA FALLS, N. Y. Wood stands, steel wire wall brackets which may be pushed upward and out of the way when not in use, and a bicycle hanger for use in baggage cars.

M. ARNHEIM, NEW YORK. CYCLE GARMENTS. A specialty is made of a combination suit, including knickerbockers and leggings in one piece, which, has taken two prizes in recent parades in New York.

THE FRASSE CO., NEW YORK. CYCLE FITTINGS, repairers tools, brazers, enameling ovens, forges and a combination crank and cotter pin remover, an ingenious little device which is meeting with considerable favor.

BRIDGEPORT BRASS CO., BRIDGEPORT, Conn. Searchlights. The '97 model is beautifully embossed, has a larger reflecting surface, a match scratching strip and a new device for facilitating the removal and attaching of the oil well.

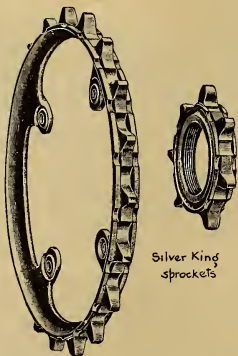
BROSNAN CARRIER CO. SPRINGFIELD, Mass. Folding luggage carrier; it consists of a wire frame and a series of straps, attachable to the center of the handle-bar. Will carry a package of almost any size. When folded it can be carried in the pocket or tool bag.

P. A. FRASSE & CO., NEW YORK. MACHINISTS' supplies and tools; a great variety of lathes, taps, etc., for repairers' use. Superior brazing compound and every conceivable article for repair work. They are sole agents for the Morse lathes, Black Diamond File Co. and Adams & Westlake's X-Ray lamps, all of which are shown.

H. C. DARE & CO., PATCHOGUE, N. Y. Dare's automatic coat and parcel holder; a simple device for carrying anything from a coat to a 20 pound package. It consists of two straps which fasten to the handle-bar; regulated by a cord. A pull of this cord will release a bundle instantly and the straps will reel up of their own accord.

P. F. CORBIN, NEW BRITAIN, CONN. Corbin bells. Bells were strung all over the stand on shields, on strings, along the railings, up the posts, and underneath the central signs was a line of huge white glass bells containing electric bulbs, practically a reproduction of the Chicago exhibit.

A. J. RAYMOND, NEW YORK. BICYCLE locking device, consisting of a tubular lock that is intended to take the place of the usual brace in the lower rear stays of a bicycle. The lock is furnished with a bolt that can be thrown out to engage with the teeth of the front sprocket, thereby making it impossible to move the wheel. The lock is susceptible of many key changes, and two keys are furnished with each one, and it is undoubtedly a good thing to make the machine thief-proof.



Silver Nickel sprockets

W. LIGGINS & CO., COVENTRY, ENGLAND. Liggins Patent Detachable and Adjustable Ladies' Dress Guard. This consists of a knotted cord guard, that is attached by small hooks to the mud guard and quadrant. The network is part elastic cord, which makes it adjustable, and keeps the network at one even tension in either wet or fine weather. It is very effective in design, easily attached or detached, and what is very important, reasonable in price. It is furnished in many colors, and well made.

THE WARWICK & STOCKTON CO., NEWARK, N. J. Hubs, pedals and chains. No changes have been made in the Gem hub, which has been a feature of this company's business for years past. It is made from a solid steel bar, the bearings and cones being also turned from tool steel. It has a ball bearing device and has a reservoir of oil in which the balls continually revolve. The Earleka hub, a cheaper ware, is also shown, likewise the Gem pedals and Gem chains, which are too well known to need description.

OLIVER, STRAUS & CO., NEW YORK. India tires, Cilley chains, Worcester pedals and Harvey cyclometers, a well known quartette, the newest of which is the Hanev, which is none the less well known because of its newness. As nearly everyone is aware it is of the barrel pattern registering every mile and tenth of a mile up to 10,000 miles with no springs and but nine working parts. It is dainty and added largely to its adherents.

UNION CYCLE SUPPLY CO., CHICAGO. Tools, stands, and shop appliances. The Wizard stand is decidedly novel in construction. It has an adjustable hanger support with an attachment for fastening the bicycle firmly in the stand. It is made of copper, handsomely polished and nickled. The wood parts being given a mahogany finish. The re-

pairing and truing stand and the lacing and truing clutch embody many novel features. In addition, a tube straightener, a frame straightener, and a crank and axle straightener, a rim spacer, a repair jack, and an enameling frame stand are shown.

J. J. WARREN & CO., WORCESTER, MASS. Leather goods. The thing that interested the trade most in the exhibit was the line of leather handle-bar grips. They are made of various kinds of leather, pressed into shape, and stitched together by hand over a hardwood core. This; it is claimed, makes them practically indestructible, furnishes a most agreeable surface for the hands, and certainly makes a fine appearance on the wheel. They are made of russet, orange, olive, black, brown, or maroon-colored leather, in smooth, rough, or alligator skin, as desired. Nearly one hundred shapes and styles of tool bags are articially arranged in the booth; also a line of luggage carriers, belts and saddles.

HERBERT G. STREAT, NEW YORK. STREAT Collapsible bicycle crate, is so constructed that it may be taken apart and folded into a very small space in a few moments. When collapsed, it makes a bundle five inches high, nine inches wide and twenty-four inches long and weighing but thirty pounds. It is handsomely made of basswood, neatly finished and varnished, the angles being made of steel finely japanned. The springs are of the best quality of spring steel, oil tempered and protected, so that it is impossible for them to get out of order, while the bicycle is held firmly in place by straps which fasten around the tires and head. It is furnished in four styles, with or without a covering of canvas.

BILLINGS & SPENCER, HARTFORD, CONN. Drop forgings, wrenches and drop hammers, all so well known that little description is needed, changes in detail only having been possible. The striking feature of the display is a miniature drop hammer, which is perfect in every detail, and is in operation most of the time. It is run by a tiny electric motor. In another space Billings & Spencer erected a skeleton, eight feet high, built of forgings of all descriptions, the backbone composed of bottom bracket forgings, the fingers and limbs of crank forgings, and two red electric bulbs furnish light to the spectre's eyes. It attracted a great deal of attention throughout the week.

INDIANAPOLIS CHAIN AND STAMPING Co. This concern has a much-inspected exhibit of their famous Diamond chains in the McMullen booth. The extent and variety of their business may be judged from the fact that they display ninety-five different styles and finishes. The large facilities and long experience of the company have made possible a wonderful perfection of finish. It is undisputed that this company have the largest chain factory in the world. The especial claim which they put forth for the Diamond chains is their perfect accuracy of gauges, and an attention to minor details which they state is often neglected in chain-making. During the six years of their life, they have developed a great number of new special machinery, especially adapted to the making of accurate chains, and the testing of them. Interesting statistics are the figures of the '96 chain output. Stretched together, end to end, their last year's output of chains would amount to 482 miles, 1,562 yards or 30,595,752 inches. This amount consumed 30,595,752 centers, 63,191,504 side plates and 63,191,504 rivets; in all 156,978,760 pieces.

BUESCHER MFG. CO., ELKHART, IND. Cycle sundries; several novelties are shown, of which a combination pump and cement repair tube is one of the neatest. This pump is made on the telescopic principle, and closes up into an exceedingly small compass. Screwed into the top is a small, rubber-containing syringe, constructed on the lines of the well known Jiffy. In its entirety it is about the same size as the usual pump that is furnished with a tire, and it is undoubtedly one of the best things of its sort. The Buescher foot-pump is fitted with a special double plunger that is a decided improvement on the ordinary weak leather washer so much used, while the valve-coupler consists of a clamp that secures to the valve, and an air-proof joint is effected by screwing a plunger tightly against the valve-lip. A new toe-clip is also shown that, instead of passing over the toe, securely locks the sole of the shoe to the pedal by means of two small ear-shaped projections. Another good feature of this clip are two small points that prevent the clip from turning sideways. A line of regulation toe-clips is also included in the Buescher exhibit. The combination lamp brackets are also novelties that allow the removal of the clip without disturbing the wheel fastener. What is claimed to be an unbreakable tire valve is also shown, and a regular line of well known Buescher pumps completes the display.

ALLERTON LUBRICANT CO., NEW YORK and Chicago. Mica chain lubricant, as exhibited at Chicago.

PETERS & DRAKE, NEW YORK. PUMPS; A full line of pumps of every description, from the small hand article to the largest foot pump; also tanks with crank attachments for store use.

MAJOR CYCLE CO., NEW YORK. MAJOR'S cement; manufactured for "stick things." Exhibit includes a rubber cement for repairing tires or anything in the rubber line. Put up in collapsible tubes.

WHITE MFG. CO., CHICAGO, REPRESENTED BY C. H. BESLEY & CO., NEW YORK. Brazers and enameling ovens in several styles, duplicate of the exhibit at Chicago. A small brazer shown in full operation.

ODDIE MFG. CO., BROOKLYN, N. Y. PUROL compound; a lubricant, preservative and an illuminant all in one. It is shown in its various uses; it undoubtedly eases the running of the wheel, polishes very brightly and it burns with a bright, white light.

J. H. WILLIAMS & CO., BROOKLYN, N. Y. A forging for every part of a bicycle that can be formed is in evidence. Some particularly handsome sprocket forgings are among the number and a specially intricate piece of work, consisting of two cranks and crank hanger in one piece.

ERIE MALLEABLE IRON CO., ERIE, PA. Bicycle fittings; castings for cycle parts made of a metal developed after a deal of experimenting, that is particularly suitable for cycle parts. It is claimed for the metal that it has all the properties of steel, so far as tenacity and ductility are concerned, and brazes as well as wrought iron.

CYCLE FORGE & PUMP CO., LOWELL, Mass. Brazing furnace; a very neat and substantial furnace, using gas as a fuel. Has an iron stand and a top is made of five section plates, either all of which may be removed, allowing the work to pass through the flame. This allows of economy in the different sizes of work to be brazed.

G. E. ADAMS, NEW YORK. L. A. W. LUGGAGE carriers. The L. A. W. carrier differs from the ordinary inasmuch as it is constructed to be attached to the rear fork. It will carry any size package, as the strap can be furnished of any desired length. It is made of good quality of leather, in russet or black, and weighs but three ounces.

SEAMLESS STRUCTURAL TUBE COMPANY, BROOKLYN, N. Y. Structurally reinforced tubing, fork-sides and handle-bars, as ever a most impressive exhibit, the various tubes being reinforced at the several necessary points in the drawing and requiring no brazing. The most recent production is a one piece arched front fork, which gives evidence of attaining some popularity.

VULCANIZED HANDLE-BAR CO., BRIDGEPORT, Conn. Handle-bars in four styles, made of Swedish steel, covered with a thick coating of hard rubber, highly polished in an eye-catching manner. Visitors to the stand are told that the rubber is superior to nickle, inasmuch as it will not rust, chip, flake, and is soft and warm to the touch. An adjustable steel stem, forged in one piece, is also shown.

CYCLE COMPONENTS CO., NEW YORK. C. C. C. Pedal. An extremely neat-appearing fitting, made up of two halves and stamped from a flat piece, allowing a decidedly strong form of construction. The barrel is of a large diameter, so as to conform to the style now generally used. It is highly nickelled, smooth of finish, and the rubbers are bolted on in a manner that makes them singularly firm.

WEAVER CYCLE MATERIAL CO., NEW YORK, tires, sundries, parts, and fittings; the feature of the exhibit was, however, the Simpson lever chain and sprocket. A complete line of Kennedy and Pickwick tires, Weaver pedals, Weaver bottom brackets, which are designed as separable, and an enormous line of rims, chains, tubing, forgings, grips, lubricators, and, in fact, almost everything necessary in the construction of the bicycle was included in the display.

ALUMINUM BELL CO., BALTIMORE, MD. Bells and trouser guards; the aluminum double gong bell is attachable to the front or rear wheel and is sounded by being pressed against the tire. It is operated from the grip on the handle-bar by the touch of a button. The gongs are supplied in various tones. The trouser guards are made from spring wire and are so constructed that the trousers can be folded and held fast at the top of the shoe without creasing.

H. LAUTER, INDIANAPOLIS, IND. WOOD rims and bars; as shown at Chicago.

D. WILCOX MFG. CO., MECHANICSBURG, Pa. Cycle forgings. Full line of forgings of every description.

R. H. INGERSOLL & BRO., NEW YORK. Cyclometers, bicycle watches and holders, substantially the same as shown at Chicago.

SIDWAY MFG. CO., CHICAGO, ILL. S. & G. spring grip, intended to overcome cramps of the hand, owing to the surface being cool, dry and soft. Shown at Chicago.

M. GARLIC, PHILADELPHIA. TRAY LUGGAGE Carriers. In addition to the carrier, which fits within the frame, Mr. Garlic is showing one which is attached to the head of the wheel, and which opens downward. The articles are made of a fibre which is claimed to be waterproof and unbreakable.

ARTEMUS PLATING WORKS AND BRASS Foundry, Chicago. Handle-bars and wheels plated in gold, copper and silver, and two machines, tandem and diamond frame single, on which the pedals, fork crowns and hubs are gold plated, while the frame is plated with alternating stripes of gold and silver. The exhibit being made to show that the Artemus are masters of their art, nickle plating for the trade.

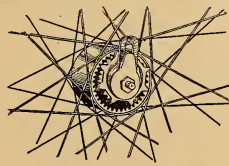
BALDWIN ADJUSTABLE CHAIN CO., WOR-



cester, Mass. Baldwin adjustable chains, as exhibited at Chicago.

F. J. WERNETH, BALTIMORE, MD. WERNETH'S Automatic Bicycle Riding Instructor. With this appliance, the inventor claims, riding, mounting and dismounting can be taught in sixty minutes to ninety per cent. of the novices. The device can be attached to any ladies' or gentlemen's wheel without alteration. It consists of two small wheels between which the rear wheel of the rider's bicycle is clamped. The wheels prevent the bicycle from falling.

UNION MFG. CO., NEW YORK. LATHE and drill chucks of all kinds. Among them, a chuck with a side-bearing screw, which leaves a clear hole through the chuck itself. It is made with both false and solid V-shaped jaws, and in sizes from 1/2 to 1 1/2 inches. No other concern, it is stated, manufactures chucks of this sort over 7 inches. Another special article is a reversible chuck in two sections, the upper revolving on the lower, no loose rings whatsoever are employed. A geared scroll chuck, an adaptation of the last mentioned article, is also shown.



Johnson Two Speed Gear.

THE WHEEL AND CYCLE BAR CO., WASHINGTON, Conn. Wood handle-bars. In addition to the regular type a novelty is shown. A bar with auxiliary grips, about two inches on either side of the stem, to allow those riders the use of a very narrow bar, and, at the same time, allowing a comfortable grip for the hands. Another feature is the self-locking stem, which consists of a two-piece clamp, recessed so as to take a small pin that is driven through the bar, making it impossible for the bar to move. However, by a simple loosening of the clamp, and changing the pin so as to engage in a different hole, the bar can be readily adjusted at any angle.

NEW YORK STANDARD WATCH CO., NEW YORK. Standard cyclometers and speed indicators. The cyclometers are shown in three styles, including the new barrel type, and the Standard midget and the '95 Standard. The tachometer is an instrument to indicate minute variations in the speed of a bicycle. The instrument is attached to the right-hand fork by a clamp that can be swung in or out of position while riding. The small wheel is brought in contact with the center of the tire, and operates a hand on the dial which shows the rate of speed in miles per hour.

TRENTON WATCH CO., TRENTON, N. J. Trenton cyclometers and a line of their well-known watches. Same as at Chicago.

EUGENS ARNSTEIN, CHICAGO. ENAMELING ovens, enamels, cements, vulcanizers, brazers and a line of sundries, same as at Chicago.

F. E. WRIGHT, NEW YORK. Bicycles, sundries and enamelling. Samples of enamelling and striping and nickelling and other methods of decorating were shown.

W. J. SMART, NEW YORK. HOLDFAST cycle racks, the Holdfast locking devices, the Gem wall brackets, and the X. L. C. R. spoke wrench in which no change has been found necessary from the '96 models.

E. F. WILLIAMS, NEW YORK. SEAT-POSTS. The seat-post is of the spring variety, with an attachment running from the saddle-post tube up between the rear forks to the post, with a hinged spring in the center, which yields to pressure.

J. F. McCAFFREY, PAWTUCKET, R. I.—The Savoie repair kit, which consists of a needle-pointed nozzle and a tube of cement. The kit is of the anti-plug repairing type, and is very effective and neat, the demonstrations showing effective results.

FRED HAWLEY, 42 GOLD STREET, NEW YORK. Eureka Bicycle Stand. The Eureka stand is made of seven uprights and two simple cross pieces, with a base that folds up and can be put in a small space. It is a simple, cheap and useful rest for a cycle.

N. B. LEFEVRE, LITTLESTOWN, PA. LEFEVRE, cycle stand consisting of an upright sliding tubular bar with a cross-bar at the top, so arranged that a wheel can be held in forty different positions. It is particularly handy for repairsmen, manufacturers and salesmen, and can be converted into a home-trainer.

GENTRY MFG. CO., BROOKLYN, N. Y. GENTRY gear, fitted to a bicycle having a train of seven spur gears, arranged is a straight line, immediately beneath the right hand lower stay. The advantages claimed for this form of gear are that it can be applied to any bicycle, provided regular ratchet gears are used in place of the front and rear sprocket. The whole is arranged in a covered case, and presents rather a neater appearance than might be supposed.

SPECIALTY SUPPLY CO., NEW YORK. BICYCLE balance, handle-bar grips, and chain lubricant. The balance consists of two springs running from each side of the front fork at the crown, to the lower stay of the frame. It is intended to hold the wheel steady while the hands are removed from the bar. The grips are intended for attachment at the centre of the bar, permitting the rider to change position from the end grips without rusting or tarnishing the nickle plating.

WESTON-MOTT CO., JAMESVILLE, N. Y. Line of axles, cups, sprocket set nuts, steps, cones, octagon nuts, crankpins, spokes, hubs and bottom brackets complete; also built-up wheels, both with steel and wood rims. The Weston hubs are made in many distinct styles, of any width, and the line shown certainly displays a careful mechanical insight into the manufacture of these necessary adjuncts to the present day bicycle. All hubs are turned from the bar, as are both cups and cones. A novelty is shown in a ball-retaining, dustproof washer that also allows the entrance of oil directly on the balls from the side. A full line of guaranteed spokes is also shown, and a line of steel tire wheels for hose carts, hose reels, handcarts, wheelbarrows, etc.

HORTON & WOOLSON, NEW HAVEN, Conn. Bicycle sundries, consisting of a light telescope luggage carrier, made of aluminum, that is easily detachable from the wheel. A sprocket lock, made entirely of steel, so small as to be easily carried in the pocket. A combination screw-driver and nipple wrench, folding up like an ordinary pocket knife. A noise-producing alarm, called the Locust, making a sound that resembles the ricket made by its namesake. Also the well known line of supplies and accessories. The II. & W. enamel polish is also shown, and its good qualities amply demonstrated. This polish imparts a rich lustre not only to wood rims, handle-bars, mud guards, etc., but puts a lasting shine on all colors of enamel. A combination compound, known as the Big Four, shows what it is possible to do with the right mixture. This not only cleans all parts of the bicycle thoroughly, but can be used as a lubricator, and acts as a rust preventative, and also as a remover of this obnoxious coating.

LEWIS TOOL CO., NEW YORK. VISES AND wood-face jaws; as at Chicago.

W. L. STEWART, WILDERING, PA., STEWART roller brakes, as shown at Chicago.

ROGER B. MULLEN & CO., NEW YORK. Tires, forgings, saddles and chains; as at Chicago.

NORTH STAR SHOE CO., MINNEAPOLIS, Minn. Cycling foot wear in all styles, including several patterns of ladies laced boots or semi-leggins.

TROUSER GUARD CO., FALL RIVER, MASS. Trouser guards formed of metal clips and black braid and designed to hold the trousers smoothly and in "walking shape."

T. H. BEDELL & CO., CHICAGO. MACKIE-Lovejoy hubs and pedals, Ryan chain guards, American wood rims and bars, challenge adjustable steel bars, Standard lamps and Dodge wood grips, as exhibited at Chicago.

E. P. GLEASON MFG. CO., NEW YORK. Pumps. It has not been found necessary to make any change in the details of construction of this well known line. Foot, hand, power and storage pumps, in all styles and sizes, are shown.

WATERBURY WATCH CO., WATERBURY, Conn. Cyclometers and watches; the same as at Chicago. The exhibit shows 126 cyclometers, driven a mile a minute by an electric motor, attracted as much attention as it did in the Coliseum.

THE A. L. MOORE CO., CLEVELAND. CYCLE materials, parts and fittings; a line of sheet steel stampings, electrically welded hangers, pedals, hubs, fork sides, tubing, wood rims, handle-bars, drop forgings, chains, and crates; same as at Chicago.

DAVIS & STEVENS MFG. CO., SENECA Falls, N. Y. Grips and a big line of sundries; as displayed at Chicago, excepting a power pump in operation, run by a gas machine; also a new model of the Cyclone pump, made of a cheaper material and lower in price.

THE FORCIPEDE CO., NEW YORK. THE Forcipe, a device attached to the rear of the saddle post and designed to aid riders hill-climbing by furnishing a brace for the body. The firm also shows a new saddle having a wood base and carefully upholstered.

PALM, FECHTELER & CO., NEW YORK. Transfers, name plates and frame ornaments. A particularly attractive display of transfers was shown on a number of dress guards. Frames in sections and frames complete, covered with transfers in an infinite variety of colors and designs were in evidence.

S. T. LEVERING, BROOKLYN, N. Y. SIMMONS body rest, a pneumatic buffer or cushion, secured on one end of a rod, the other being attached to the upper bar of the wheel, near the head. It may be set at any angle and plodders and others who desire to rest their chests against something soft.

UNITED STATES PROJECTILE CO., BROOKLYN, N. Y. Tubing, fork sides and tapered tubes. For '97 this firm are making special shapes of tubing, such as square, octagon, triangular, in fact, they will draw a tube in any shape the purchaser desires. The line of seamless fork sides is a particularly interesting one, in the variety and lengths and curves shown. A feature of the exhibit is a row of the projectiles that the company manufacture for the United States Government.

UNITED STATES CYCLE FITTING CO. Cycle fittings, among them the Carbondale anti-rust cycle fittings, for which the company is sole agent. All the component parts of a bicycle are shown in this metal, which is a recent discovery. It is claimed that it will not rust under any circumstances, and that it is stronger than steel. A piece of the Carbondale metal rolled into a sheet which was submerged in Long Island Sound at Race Rock lighthouse, New London, Conn., is on exhibition, and is said to be absolutely unchanged from its original condition. The Baldwin sprocket, which has a tooth of a new design, is also included in the firm's wares.

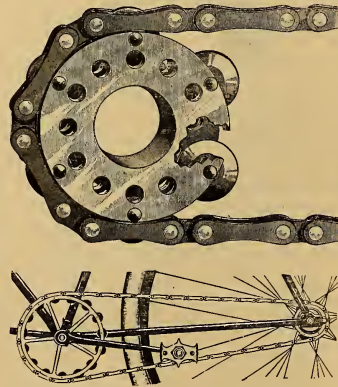
ELASTIC TIP CO., BOSTON, MASS. CYCLE materials. To describe this exhibit in detail would fill a good-sized book. Every inch of space has been utilized to show in an attractive way some part or accessory of a bicycle. The line of enamelled lamps was particularly attractive. They were shown in green, yellow, blue, brown and other colors. A complete line of cork and cowhide grips, chains, spokes and nipples, lamps, wood rims and guards, repair tools and repair kits, bells, locks, pumps, cyclometers, drop forgings, stands, lubricants, and so on, surrounded the spectator on all sides, and the array was bewildering.

E. R. ESMOND, NEW YORK. WALL BRACKETS and stands in a variety of designs and finishes, enamel, nickel, bronze, brass, and antique, the whole forming an exceedingly attractive exhibit.

TACA-MAC CHEMICAL MFG. CO., BROOKLYN, N. Y. Puncture preventative. Taca-mac is a semi-fluid chemical compound composed chiefly of pure rubber, and is said to contain absolutely nothing injurious to vulcanized rubber. Its purpose is to repair automatically and instantly punctures and cuts. It is applied internally and forms a flexing lining on the inside of the tire.

BROWN BICYCLE PUMP CO., NEW YORK. Foot-pumps in three styles. The Brown pump consists of a heavily nickelled, cylindrical barrel with a cylindrical conical piston, having a spiral spring for the return stroke, provided with a leather cup-shaped valve on the bottom, held in position by a screw and washer. When in operation, the foot is pressed on top of the piston and forced down into the cylinder, contracting a heavy spring. When the pressure is removed, the piston returns. The pumps range from three inches to four inches in height, and from 1½ inches to 3 inches in diameter. No. 3 can be used as a hand or foot pump and will inflate a tire in half a minute.

HALL-MOORE MFG. CO., CINCINNATI, O. Roller sprocket and chain. The Brown roller sprocket is constructed in such a manner that dirt does not in the least affect the running. Instead of teeth, the sprocket is fitted with revolving discs or rollers.



The chain is of such a shape that it is unable to ride over the rollers and reaches from one to another, thus preventing the chain from touching the periphery of the sprocket, and overcoming all friction. The sprocket for the rear wheel is made on the same principle.

THE VENTILATED GRIP & MFG. CO., NEWARK, N. J. Handle-bar grip made in rubber and rubber covered with soft leather. This grip is perforated and with the outer end left free from contact with the bar, allowing of perfect ventilation and a complete air circulation from both ends and through the perforations, preventing perspiration of the hands, and also making it soft and velvety to the touch. They also showed the Eggers Samson Truss Brace, for drop frame bicycles and tandems. This is a steel rod, connected to the head of the machine and the bottom bracket, and screwed tight to the head of the machine and the bottom bracket, and screwed tight by means of a right and left hand truss bolt. It weighs but a few ounces, and is very easily attached or detached.

P. T. WALL, NEW YORK. RAPID-DRIVING rotary gear. A term which conveys small idea of the nature of the device, which looks all over a money-burner. It consists of a cork-screw shoulder on the axle, over which the sprocket fits. The mere act of back pedaling throws the wheel out of gear, unlimbering the pedals and allowing them to run free. According to Mr. Wall, the invention is designed to save the rider's energy; that is, in coasting he may rest his feet on the pedals without having his legs go around, the pedals becoming, to all intents and purposes, coasters, much on the principle of the two-speed gear, as the gear is "unlimited," however, by the slightest back pedaling, the element of danger enormously outweighs any saving of energy which may be obtained.

NILES TOOL WORKS, HAMILTON, O. Presses; Chicago exhibit.

G. A. HOSMER & CO., NEW YORK. SUNDRIES, lubricants, and cements; as at Chicago.

C. H. LAMSON, PORTLAND, ME. LUGGAGE carriers and package-holders, as shown at Chicago.

BERRANG & ZACHARIAS, ASPURY PARK, N. J.—Brush-top Chain Lubricant Co., as at Chicago.

ECLIPSE CEMENT & BLACKING CO., PHILADELPHIA, Pa. Cements, oils, graphites, etc.; as shown at Chicago.

UNITED STATES MFG. CO., FOND DU LAC, Wis. Cyclometers and lamp brackets; same as shown at Chicago.

ROCHESTER BICYCLE COMBINATION Holder Co., Rochester, N. Y. A display of this specialty, as shown at Chicago.

GOODENOUGH & CALLENDER, ROCHESTER, N. Y. Spring handle-bar and seat post; a patented specialty, the same as shown at Chicago.

GEORGE L. THOMPSON MFG. CO., CHICAGO. Electrically welded parts and stampings, wood handle-bars and a complete line of fittings; as shown at Chicago.

H. M. ROSENBLATT & CO., PHILADELPHIA, New York, and Chicago. Saddles, tool bags, luggage-carriers, and boxes in a variety of styles, as shown at Chicago.

TURNER BRASS WORKS, CHICAGO. Turner brazers and blow-pipes "which produce the greatest heat with the least fuel," duplicates of which were exhibited at Chicago.

SCHAUM & UHLINGER, PHILADELPHIA, Pa. Hickory handle-bars; with a patented key adjustment, locking the bar in six different positions. Bars are shown in enamel, pyroline, and natural finish.

FERRACUTE MACHINE CO., BRIDGETON, N. J. Foot and power presses for general bicycle work, among which is a press capable of cutting three hundred chain links per minute. The presses are shown in operation.

NORTH AMERICAN INVESTMENT ASSN., New York. The Harrell adjustable handle-bar; it can be adjusted to any width, height, or position desired by the turning of a nut. It is made of high-grade material, and has been patented in many countries.

M. CULLEN, HARTFORD, CONN. ENAMELING oven, of all sizes, made of sheet metal and which may be taken apart at will. An automatic lighter which lights one or all of the holes, and a patented mixer devoid of stop cocks and designed to produce perfect combustion, are the special features of the ovens.

HALL & DOWNING, NEW YORK. SPECIALTIES. A line of sundries for which this firm are manufacturers' agents, including Leimer's tire and chain brushes, Elyria spring clamp pedals, Perfect hygienic saddle, Simm's pneumatic saddle, Tally-ho dial cyclometer, Hampton folding stand and Richard's metallic saddle.

WALTER H. FOSTER, NEW YORK. BARR universal cutter and reamer grinder, for which the firm claim that, with three attachments and a pair of centers, will enable the operator to do all the grinding common to tool-room practice in the least possible time, owing to the fact that the internal and external spindles are always ready for use, the various changes can be made in a few seconds.

AUTOMATIC CYCLE FITTINGS CO., NEWARK, N. J. Fittings, hubs and bottom brackets. Among the fittings is a bearing which can be adjusted without the use of tools, the adjustment being accomplished by pressing a small plug that fits a recess in an internal sleeve with cone surfaces on both ends, obviating the loosening of the hubs in the frame. The bottom brackets are furnished complete with bearings, axle, and cranks, ready to be brazed to.

M. E. DUNBAR, STOCKBRIDGE, MASS.—Dunbar Folding Bicycle Crank, a strong, practical and simple article having no separate or detachable parts, and which will fit any make of bicycle. It locks firmly together with one simple bolt and special locking attachment, putting crank and tool box securely under lock and key at one operation, without the use of tools of any kind. It is made of kiln-dried white wood, nicely finished, the metal parts are made of rolled steel, japanned. Crates for tandems and even larger machines are made to order.

BALL TIRE CO., NEW YORK—BALL TIRES, as at Chicago.

SHELBY STEEL TUBE CO., SHELBY, O. Tubing. As at Chicago.

WIZARD MFG. CO., CHICAGO, ILL. WIZARD gas lamps; as at Chicago.

WHITNEY MFG. CO., HARTFORD, CONN.—Clouser and Whitney chains, as at Chicago.

WORCESTER FERRULE & MFG. CO., WORCESTER, MASS. Fittings and parts; same as at Chicago.

BRIDGEPORT CHAIN CO., BRIDGEPORT, Conn. Myers cycle chain; the same as shown at Chicago.

BROOKS SPRING SEAT POST CO., CHICAGO. A spring seat post to prevent jolting or jarring; as shown in Chicago.

THE TIE COMPANY, UNADILLA, N. Y. Lacing cord, luggage carriers and the Holdfast sling; same as at Chicago.

GEORGE W. COLE & CO., NEW YORK. Three-In-One and P. M. Compounds, of which 20,000 samples will be given away.

WHITEHEAD & HOAG, NEWARK, N. J. Badges and buttons; the same as displayed at Chicago. A specialty is made of race meet badges.

NEWPORT BICYCLE CHAIN CLEANER MFG. CO., NEWPORT, R. I. An attachment for cleaning the chain, consisting of two stiff brushes operated from the contact with the tire.

H. G. SHEPARD & SON, NEW HAVEN, Conn. Wood rims and adjustable handle-bars, which the type originated by the firm. A true ram's horn wood bar termed "Shepard's Latest," is one of the novelties exhibited.

INTERNATIONAL CYCLE FITTING CO., New York. Cycle supplies of every description, from nuts and bolts to saddles and wood rims. They manufacture in addition a special hub and a pneumatic saddle post, designed to overcome vibration.

LEIBE, HALL & DROEGE CO., NEWARK, N. J. Sundries. Full line of luggage carriers, foot brakes, coasters, lamp brackets, nipple wrenches, bicycle locks, automatic whistle, blown by the front wheel at the will of the rider. The whistle fits directly in front of the head of a bicycle, and is operated by a small wheel revolving on the front tire, by pressure of a rod at the handle bar.

NEWPORT BICYCLE CLEANER MFG. CO. Newport, R. I. The cleaner consists of two brushes affixed so that they revolve one on each side of the chain, when fastened by a clasp to the centre stay, close to the crank-hanger. The brushes will remove all particles of dirt and grit from the chain, and burnish it if desired. Connected with the brushes is a metal wheel which will remove all dirt and dust from the tire at the same time. The device is particularly intended to be attached and used on returning home after a muddy ride.

AMERICAN CLOCK CO., BOSTON, MASS. American cyclometers. Two styles, and for 24, 26, 28, and 30 inch wheels. The No. 3 is fitted with a special century run trip register, making it possible to register, making it possible to register a single trip and at the end of the run, turning it back to zero, the total number of miles, however, being included in the grand total of the upper register by an ingenious mechanical device, and the century trip can be set back to zero at any time without interfering with the ten thousand mile register. The No. 1 style is of the 10,000 mile type, but without the trip dial arrangement. The cyclometers are very light and with the figures of a size so that they can be easily read from the saddle.

W. H. BRODIE & CO., NEW YORK. The Little Wonder combination sprocket lock and Standard Bearer bicycle stands. The name "Little Wonder" is apropos the lock of over 5,000 different combinations. It has four rows of figures, and is so constructed that the rider can change the combinations at will. It is small and light, making it very easily carried in the pocket or toolbag, and nicely finished in nickel. The Standard Bearer bicycle stand is composed entirely of strip sheet steel, and constructed so that it can be instantly taken apart and packed into a very small space. The weight is taken entirely from the wheels by holding the machine by the bottom bracket and the fork, leaving the wheels free to revolve. All parts that come in contact with the enamel of the bicycle are protected by rubber cushions; the stand makes a neat device for cleaning or show window purposes, as it takes up but little room. It is finished in nickel, black, maroon, or dark blue japan; it weighs three pounds.

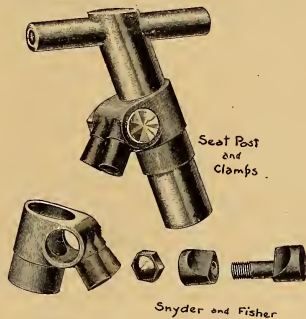
STRIEBLY & FOOTE CO., NEWARK, N. J. Forgings. A full line of forgings for every conceivable part of a bicycle.

KOZY CAMERA CO., BOSTON. KOZY BICYCLE camera. A handy little pocket camera, but two inches thick. It takes 12 pictures on a bull's eye film $3\frac{1}{2} \times 3\frac{1}{2}$. It is designed particularly for touring cyclists.

GRISWOLDVILLE MFG. CO., GRISWOLDVILLE, Mass. Wheel cloth. A specially finished cloth intended for cleaning and polishing all parts of bicycles. It is guaranteed not to scratch or tarnish the most highly polished or enameled metal surfaces.

THE COLUMBIA CORRUGATING MFG. CO., Niles, Ohio. Cold drawn tubing, with wheels made of the same. This firm cuts tubing in lengths to suit purchasers. The firm claims that, in many tests for strength, they have exceeded seamless tubing over ten per cent.

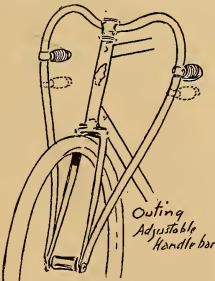
THE BOWERS MFG. CO., NEWARK, N. J. Gear case coverings, mud guards and wood handle-bars. The articles are made of veneer, plain, decorated or scrolled. The wood handle-bars are adjustable to any position, and are brought out very pretty colors in natural wood.



Snyder and Fisher

BISHOP & BENTON, NEW HAVEN, CT. Bicycle stand. The stand is made of Bessemer steel wire and weighs less than four ounces. It supports the machine with both wheels suspended from the floor, upright and so engages the steering wheel that turning sidewise is impossible. It brings the wheel in easy access for repairing or cleaning.

GRATON & KNIGHT MFG. CO., WORCESTER, Mass. Saddles. Made with a padded top, longitudinally divided, on hygienic principles. The pads are made of hair felt, covered with soft leather, placed upon a flexible base, in several styles. They also show a variety of saddles of the regulation type, with perforated leather tops, also a line of tool bags.



Cutting Adjustable handlebar

S. T. LEVERICH, BROOKLYN, N. Y. SIMONS' body rest attachment. A device composed of a very soft cushion upon the end of an adjustable rod, which can be adjusted to any height or angle, serving as a rest for the body in long-distance rides. When in use, the cushion rests against the rider's chest, where it is held in position by the rod attached to the frame near the head.

THE BALL-BEARING WRENCH CO., NEW YORK. Wrench, manufactured on a new principle, with a sliding jaw. The jaw will recede with one-fourth the number of revolutions required in the average wrench. The nut revolves on chilled balls, and a cone friction clutch holds it at any point, admitting a fine adjustment, and avoiding slipping and wearing off at the edges of nuts.

Grand Union Hotel Exhibits.

W. C. BOAK, BUFFALO, N. Y., ROOM A-2 Sundries, parts, fittings and wheels. Everything from a wheel complete, to the tiniest nut used on a wheel was shown. Two grades of cheap wheels in drop and diamond frames were shown, same as at Chicago.

HERMANN BOKER & CO., NEW YORK. Room 62. Windsor, Pacific I. X. L. wheels and sundries; eight wheels are shown. Four Windors listed at \$100, two Pacifics, listed at \$60, and two I. X. Ls, listed at \$50. The line of lamps sundries parts and fittings was an extensive one. All three of the wheels shown are modern in all details. Peculiarities are arched fork crowns and enameled rim.

MARTIN & GIBSON, BUFFALO, N. Y. Exhibited their line at the Grand Central Hotel. One of the principal features of the '97 Kensington is a square crank in one piece. In the rear stays and forks, D. tubing is used. One of the most telling features of the model is the double, oval fork crown, which is handsome and strong. Interior fastenings are used in the steering head and seat-post. The cones and cranks are fitted with dust caps, and have ball retainers throughout. One of the prettiest name plates on the market is shown by the Kensington, the plate alone being handsome enough, almost, to sell the wheel even if the latter had not an abundance of merit to accomplish the same thing for it independent of its good looks.

THE TINKHAM CYCLE CO., NEW YORK. This company was unable to secure a satisfactory space at the Grand Central Palace, and decided to show their exhibit in their establishment at 306, 308 and 310 West 59th street. Besides their regular lines of steams, Victors, Tourist, Crawford and Tinkham bicycles they show a most complete line of tricycles and carriers, including the Tinkham hansom which has been seen frequently in front of the Grand Central Palace during the week. The firm has sent carriers to all the principal cities in Europe and only last week shipped a dozen tandem carriers to Liverpool, England. Among the many foreign ports where Tinkham carriers are being extensively used is Honolulu where they bring the fruit down to the vessels for shipment.

DUQUESNE MFG. CO., PITTSBURGH, PA. Parlor 542. Duquesne bicycles. A single model of the Duquesne is shown, that is a radical departure from conventional frame construction. Semi-fish joints are used. Also, an arched front fork of one continuous piece, reinforced on the outside at the bend. The rear stays and rear forks are constructed on exactly the same principal, this allowing single tube of large diameter extending from the places where braces are usually placed in the usual design of bicycle frames. D section tube is used for the rear stay and oval tube tapering to D section on the rear forks. A divided crank shaft held by an end to end bolt and secured by a lock nut on the left hand side seems a strong type of the two-piece crank; while internal taper fastenings are used on both handle-bar and seat-post. A peculiarity in speaking is shown in using a single piece of wire for two spokes, merely bending the middle, the yoke being of a heavier grade at this bend. The Duquesne color is royal blue, and as they are nicely ornamented, they present a handsome appearance.

Murray Hill Hotel Exhibits.

GRAND RAPIDS CYCLE CO., GRAND Rapids, Ind. Parlor 388 Clipper bicycles in four grades. The high-grade Clipper is a beautiful machine. Has flush joints, internal expanders on seat post and handle bar; arched crown, Baldwin chain, large detachable sprockets, of a neat design; diamond shape cranks which are fitted to the axle on a taper and locked with an end nut; D lower stays and a new pedal fastening which makes it utterly impossible for the pedal to work loose, a bolt is inserted from the inner side of the pedal, this bolt fits into a female thread in the hollow pedal axle and can be jammed up so as to make an exceedingly tight fit. The medium grade Clipper has cone-adjusting bearings, pinch binders to seat-post and handle-bar and in other respects resembles the higher priced wheels.

The high grade ladies' Clipper has a single tube frame, reinforced by extra arch tubes at both head and crank hanger. The tandem shown is a graceful design. In the drop frame tandem additional strength is gained by continuing the loop bar straight through to the rear crank-hanger. The front chain adjustment is accomplished by an eccentric, which, however, is so neatly made that it lacks the clumsy appearance so often noticeable in this style of construction. The wheels are beautifully finished, dark green being the favorite color. However, they are shown also in maroon and black, nicely decorated.

Lamps.

PLUME & ATWOOD MFG. CO., NEW YORK.
Banner Lamps, as at Chicago.

HITCHCOCK LAMP CO., WATERTOWN, N. Y.
Hitchcock lamps; shown at Chicago.

MANHATTANBRASSCO., 338 EAST TWENTY-
eighth street, New York. Lamps. The Cyclops,
Dazler, Unique and Front Light, in several finishes;
as at Chicago.

BRIDGEPORT GUN IMPLEMENT COMPANY,
Bridgeport, Conn. "Everything for bicycles," as they
express it. Saddles, lamps, pedals, lamp brackets,
toe clips, bells, stands and the same extensive line
of sundries as displayed at Chicago.

ATWOOD MFG. CO., AMESBURY, MASS.
Lamps; the same line as exhibited at Chicago. The
"never-go-out" feature of the lamp is illustrated by
a "shaker" machine, on which a lighted lamp is kept
continually bobbing up and down without effect on
the flame.

MARKT & CO., NEW YORK. LAMPS. RANG-
ing in price from \$4 to 50 cents. Including, of
course, the World, which is literally built like a lo-
comotive headlight. It is a miniature of that article,
and it is doubtful if any lamp on the market throws
a more powerful light.

HOWARD & CO., NEWARK, N. J. HOWARD
bicycle lamp; novel in that it has a removable top
that may be used as a tire vulcanizer, the heat from
the lamp making it possible to vulcanize rubber in four
minutes. Of course, under ordinary conditions, this
top is carried in the tool-bag, and the regular top
substituted, converting it into a lamp of conven-
tional design.

CENTRAL LAMP CO., NEW YORK. CENTRAL
lamps. A brass lamp, highly nickel plated fitted
with imported lenses and side jewels. The lamp is
riveted throughout and it is guaranteed that the light
will not extinguish, no matter how much it may be
shaken or thrown about. A point made is that the oil
tank cannot become loosened or lost under any cir-
cumstances.

WHEEL-LIGHT MFG. CO., PHILADELPHIA.
Beauty Folding Lamp. A much written of article,
shown publicly for the first time. Every part of the
lamp is on a hinge, so to speak, and may be folded
into an extremely narrow compass, of a size to fit
either tool bag or pocket. The oil reservoir is a
separate part, and is intended to be permanently at-
tached to the front fork. The lamp is neat, light,
and in every way seems surprisingly practical.

ROSE MFG. CO., PHILADELPHIA. THE
Never-out Lamp; a non explosive kerosene-burning
lamp, guaranteed to remain lit despite the most vio-
lent jars and particularly praised for its cleanliness.
It is free from springs, instantly attachable by means
of a reversible rigid bracket; has a rear danger signal,
automatic wick lock; and gives a steady and piercing
light. It is made of brass throughout and riveted
in all its parts.

MATTHEWS & WILLARD MFG. CO., WATER-
bury, Conn. "M. & W." lamp; an exceedingly clean
out and well designed lamp with all the qualities of
excellence that '97 lamps are heir to. It can be at-
tached to either fork or head, is a non-smoker, throws
a light a hundred feet ahead, burns kerosene, is all
brass, riveted, and is guaranteed not to rattle or
disturb the risibilities of the rider by going out at
a time when most wanted, as some lamps, like some
servant girls, do. The lamp is unquestionably one
of the neatest shown at the show.

STARLIGHT LAMP CO., NEWARK, N. J.
Star and Excelsior lamps. The Star lamp makes a
claim for originality in a new hub-bracket, preventing
the lamp from becoming dislodged; automatic spring
for use on head-post, preventing it from jarring out,
perfectly focussed lens, ventilating flue, oil fount, and
graceful lines. It is made of brass, nickel-plated, and
is firmly riveted and sealed. The Excelsior is much
the same in construction as the Starlight, but is con-
siderably smaller. The former is sold for \$2.00, the
latter for \$3.00.

ACME ELECTRIC LAMP CO., NEW YORK
City. Acme electric lamp, which, since its introduc-
tion, has met with much favor. The lamp has an ab-
solutely dry battery, which can be controlled without
dismounting, and is so simple that no knowledge of
electricity is required to use it. With one charge
the lamp will burn from twelve to fourteen hours.
The lamps cannot be jarred out, and give a bright and
intense light.

C. T. HAM MFG. CO., ROCHESTER, N. Y.
Ham's Diamond bicycle lamp. A sheet steel, nickel-
plated, tubular principle, kerosene-burning bicycle
lamp. It is claimed that by making the lamp of steel,
it can be kept much cooler, than if constructed of any
other metal. It is fitted with a double convex lens, a
two inch reflector, colored sidelights, and the tubular
principle of draft, allowing a very bright, clear and
steady light. The weight is fourteen ounces, and
while presenting a rather unconventional appearance,
it is pleasing to the eye.

BEHREND & ROTHCHILD, NEW YORK.
Strauss, Sacks & Co., sole selling agents, New York.
Magic cycle lamps. Attractive in design, burns kero-
sene, has a cotton stuffed fount and is warranted
non-explosive. A patented collar lock device makes
it impossible for the fount to become detached from
the lamp. A spring regulator makes it impossible
for the wick to be jarred down. Made of brass
throughout and without solder. It is claimed that
the lamp will not smoke or jar out. Weight twelve
ounces.

JOHN S. LENG'S SONS & CO., NEW YORK.
An extensive line of lamps, bells, cyclometers, saddles
and all sundries, forgings, stampings, tubing, fittings and
supplies, Plymouth wood rims and bars, the Forsyth
Mfg. Co. products and the Fauber crank. The feature
of the exhibit is an enormous reproduction of the
Fauber crank-hanger and cranks. The hanger is a
foot and a half in diameter, and the cranks when
placed in a vertical line stretch nearly five feet. The
model is perfect in every detail and attracted a great
deal of attention. The exhibit is one of the most
complete in the Show.

PHIL S. MOSHER, 621 BROADWAY, NEW
York—Perfection Lamps, the body made in two
pieces and with a locking collar and spring attach-
ment which prevents the wick from dropping. The
lamp is fashioned with a detachable hinge. Special
brackets with a shoulder which prevents the lamp
from jarring off the bracket are furnished with each
lamp. A clock spring is a novel feature of the at-
tachment device. Twenty-one lamps, including gold-
plated, silver-plated and jeweled headlamps, are
shown on an all-nickel wheel decorated in gold.

SPAULDING MACHINE CO., BUFFALO, N.
Y. A full line of stampings, pedals, Chantrell chains
and parts. The Bell electric lamp was shown for the
first time. It is novel in construction, as compared
with its electrical competitors, and is listed at five
dollars, recharges costing five cents. It is claimed
that the lamp will burn fourteen hours, and a contin-
ual light for eight hours is guaranteed. There are
no wires necessary to connect, no plates to be re-
charged and the liquid used in the lamp does not de-
stroy cloth when spilled on it. The arrangement of
zinc sticks and pencils is novel.

L. P. ROSE & CO., NEW YORK. IMPORTED
bicycle lamps. The Comet, a full nickelled lamp,
with a double lens, with an effective locking device to
prevent hinging on the side, admitting of thorough
and easy cleaning. This lamp is of handsome design,
and follows out very closely the English ideas of lamp
construction. The Tom Thumb is of the shape
already so well known, but is further improved by
having the lens hinged and the top removable. The
Rover, Forward, Racer, Original Tom Thumb, Invicta,
Little Gem and Ghostfinder embody a line of japan-
ned lamps of varying prices and finishes. They are
all well and substantially made, being riveted through-
out, and presenting a graceful appearance.

STORY, BARBER & CO., NEW YORK. VENUS
lamps, Ideal toe-clips and saddles; the primary
claim for the Venus lamp is that it will not go out
through any shock or wind. It burns kerosene, is
smokeless, odorless, and throws a light forty feet
ahead. It is constructed in such a manner that the
draught, instead of entering from the sides, comes
from below the lamp. It is fitted with a four-inch
convex lens. The Ideal toe-clip is made to fit the
foot. It has arms extending outward on each
side, bent to conform with the shape of the shoe, be-
sides a prong reaching to the instep. The saddle is
constructed on hygienic principles. It is made so
that it will tilt forward or backward in conformity
with the rider's position. It has a small pommel
and in some respects resembles a cushion.

EDWARD MILLER & CO., MERIDAN, CONN.
Miller bicycle lamp, a nicely nickelled, kerosene-bur-
ning lamp, fitted with a double convex lens, and pro-
tecting glasses, which prevent the smoking of both

the lens and the reflector. It has a clever, inter-
changeable grip hanger, fitting either fork or head of
wheel. It is constructed of brass throughout, riveted
together, and so made that it can be very easily taken
apart and thoroughly cleaned. The sidelights are
red and green jewels, set in slides which lift to allow
lighting. A feature that can be appreciated by those
riders who use the lamp on the fork will be found in
the reversible front, which allows the wick screw on
either side. The lamp is filled from the outside, and
the filler cap is filled with a cork bottom, making the
fount oil-tight, while the wick is held at any desired
height by an end-bearing drag attachment that pre-
vents jarring down of the light. The lamp is beau-
tifully finished and highly ornamental in appear-
ance.

LECOL STORAGE BATTERY CO., CHICAGO.
III. Illumino bicycle light. The Illumino light
consists of two parts, the battery or source of power,
is carried in a handsome leather case that is hung from
the top bar of the diamond frame, and as it is not
much larger than a toolbag, is entirely out of the
way. The lamp proper is a very small, heavily sil-
ver-plated reflector, mounted on a swivel support
and connected by a slender cord with the battery.
The light is obtained from a small incandescent globe,
which, being mounted on a cartridge-shaped base, ad-
mits of being pushed into the back end of the re-
flector. The current is turned on or off at the switch-
key in the battery. The battery can be charged by
connecting it with any direct source of electricity,
such as the direct incandescent lighting system, and
will run eight hours with one charge, and it is possi-
ble to economize, as when it is turned off, the
charge remains undisturbed. The lamp is very nicely
gotten up and is small and compact, while the leather
case holding the storage battery is gotten up in a
shape and in various colors that make it quite attrac-
tive.

PLACE & TERRY MFG. CO., NEW YORK.
Pathtlight and Scorcher bicycle lamps; also the P. &
T. reversible fork bracket. Place & Terry lamps for
'97 have been much improved even over last year's
patterns. The top has been changed, adding to the
beauty and symmetry of the lamp, and to give better
ventilation. The oil fount has been provided with
a wick-raising button on each side, and is packed
with absorbent cotton. A new sliding window has
been put on each side, with red and green front
jewels. The reflector has been improved by adding
a new strengthening frame, and is set back from the
burner, giving more room for the flame, and making
it less liable to be smoked, while an extra reflector is
added to the lamp, in case the original one should be
dulled by exposure to the heat. It is kerosene bur-
ning, and gives a large, bright light. The Scorcher is
a cheaper lamp, and yet is finished in fine nickel,
made entirely of brass, and will burn either kerosene,
or ordinary bicycle lamp oil. It has a removable top
and oil fount, removable reflector, removable glass,
that is held in by a screw opening into the oil
chamber of the lamp. Through this tube or burner,
a sliding window fitted with red and green signal
jewels, while it is very light, weighing but twelve ounces.
The reversible fork bracket can be used on either
side of the wheel, and as its name indicates, is rever-
sible in every way.

TWENTIETH CENTURY MFG. CO., NEW
York. The Paramount Bicycle Lamp and Universal
Jointed Handle Bar Grip. The Paramount is a kero-
sene-burning lamp with a very novel wick arrange-
ment. Instead of burning the end of the wick, the
wick is run through a hollow tube, shaped like a
horse-shoe, with both ends opening into the oil
chamber of the lamp. Through this tube or burner,
a flat ordinary felt wick is run, both ends of it
in the oil, and the manner in which it is adjusted
makes it impossible to shake down. Not having a
feed wheel, the light is lessened by closing together
two automatic shutters, which meet in the middle of
the flame, and of course these are also used for extin-
guishment. By this means the necessity of filling the
wick is entirely done away with, as it always remains
at one height. The feed wheel used is merely to
shift the flame to another part of the wick, the wick
being burned on the edge instead of on the ends,
as in all other burners. The lamp has a reflector
made on the locomotive headlight or parabola type.
It is made entirely of brass, thoroughly riveted and
handsomely nickelled. The Universal Jointed Grip
is a grip fitted with a ball and socket, allowing the
hands to rest at any angle, and it should be a de-
cided addition to the adjustable handlebars so much
in use at the present time.

SADDLES.

BUTLER & WARD, NEWARK. B. & W. SADDLES, as shown at Chicago.

E. CROSSINGHAM, NEW YORK. SPECIAL built bicycles and the semi-pneumatic ball bearing saddle, the two balls being of rubber and not of steel as might be inferred. They are encased in felt and form the pads. A solid rubber strip is enclosed in the edge of the saddle.

KING MFG. CO., NEW YORK. KING CUSHION saddle; one of the anatomical type, which has a paper fiber base, filled with curled hair, and two coiled springs acting as a support, making it much like a pneumatic, both to the touch and to the eye. The saddles are finished in three colors, russet, chocolate, and black, and are furnished with both flat and forked springs.

LUXURY SADDLE CO., NEW YORK. LUXURY and Arab saddles. The chief claim made for the Luxury saddle is that it will adjust itself to the rider. The frame and supporting parts are made from a single piece of tempered spring wire, the end overlapping each other and secured by a clamp under the seat. The saddle can be adjusted to the width required by operating this clamp. An opening through the center of the leather top relieves all danger from pressure at these points. The top is formed of two layers of leather with felt padding between. The Arab saddles are made on the same plan, but have a harder seat.

CLIMAX MFG. CO., EAST HAMPTON, CONN. Saddles; six models. Last year this firm manufactured but one style, but six models are now on the market. The mechanical principle of the Climax saddle is an endless steel frame, covered from pomel to cantle with an endless spiral spring wire cord. These cords are elastic and conform to the rider and are sufficiently open to admit of perfect ventilation, preventing perspiration and chafing. All models are covered with detachable laced leather covers, perforated with numerous holes for ventilation. The six models are varied in shape to meet all demands.

BECK SADDLE CO., NEWARK, N. J. SADDLES; two new saddles not seen since at Chicago. Both are decidedly novel. The new racer has an unusually long pomel, but the objection racing men have to the long pomel, its hardness, is avoided. By twisting the spring that runs into the pomel and by a clever arrangement of the leather, the pomel is soft to the point. The other novelty is a hygienic. It is similar in shape to the Beck, adjustable, but a V-shaped section is cut from the back and prevents any pressure on the base of spinal column. The new hygienic met with much favorable comment.

CRAIG CYCLE SADDLE CO., LAWRENCE, MASS. A variety of the Craig pneumatic saddles in several styles. The saddles are made on the principle conceived by Mr. Craig, that the weight of the rider should be carried on two cushions above the pomel and center line of the saddle. The cushions are made of the best rubber in two sections connected by a rubber pipe, so that both can be blown up at the same time by one valve, permitting also the air to circulate from side to side with weight of the rider's body, thus preventing rolling from side to side. The air cushions are covered with black or russet leather, bound or stitched in a particularly neat manner. The saddles are endorsed by physicians on account of their hygienic qualities.

PERSONS MFG. CO., NEW YORK. PERSONS saddles. This exhibit was one of the most artistic in the Show. The stand was draped with tapestry and Bagdads, and one corner was curtained off as a private office, which was set off by oil paintings, antique firearms and swords, and curiosities of various kinds. A special feature of the Persons' saddle for '97 is the leather of which it is made. It comes from England, and is prepared by a special process. Over twelve months are required for tanning, and the result is a pliability and strength that is very valuable in the construction of a saddle. The steel wire springs used are tempered with special reference to the exact requirements of this parts, and are drawn with a very fine finish. A new clamp is shown, which consists of three steel forgings and one screw. The principal forging is in the form of two discs, containing grooves to receive the four wires of the saddle frame, and the other two forgings serve to hold the wires in position against the grooved discs. The whole is firmly held together and the clamp fixed on the seat-post by tightening the screw. Other saddles are shown in an infinite variety of style, shape and finish.

CUTTING & KASTNER, CHICAGO. CUTTING pneumatic saddles; same as at Chicago.

MESINGER SADDLE CO., NEW YORK. MESINGER saddles, as at Chicago, also the four models of the Majestic bicycles, which contain among other improvements a new crank hanger and roller chain, added.

HILL & DOWNING, NEW YORK. TOPLIFF & ELY adjustable pedals, Tally-Dial cyclometers, Richard's metal saddle, Leiner tire cleaning brush, Hampton folding stands and Sims pneumatic edge saddles. The seat portion of which is felt and the edge a continuous air tube projecting slightly over the base.

MISCELLANEOUS.

MULLER MFG. CO., NEW YORK. SADDLES. They are shown in fifteen styles; coil spring saddles, racing saddles, hygienic saddles and padded saddles. The line is high grade throughout, no cheap saddles being shown. A new feature for '97 is the straight spring, used in connection with the new, patent, universal clamp. The Muller saddles are particularly popular with long distance riders. They are made of an exceedingly fine grade of English leather, specially tanned and prepared. The padded saddles are filled with camels' hair, not with felt as is usual. This, the manufacturer claims, gives a much softer surface for the rider to rest on. All colors and shapes are shown.

DEAN TIRE CO., NEW YORK. SINGLE tube pneumatic, the air chamber protected by a series of overlapping steel scales 6-1000 of an inch in thickness, and $\frac{3}{4}$ of an inch wide. There are 239 of these shields in every tire, and yet it adds but eight ounces to the weight. These scales are fastened by the rivets being countersunk so as to give each shield a bed of rubber of its own to work on, and this bed prevents any friction or cutting on the inside, and the air chamber and steel are distinctly separate. The tires are put to a severe test by riding them over pieces of broken glass and sharp-pointed nails without any apparently disastrous consequences.

NEW YORK BELTING AND PACKING CO., NEW YORK. The League Embossed single tube tire. It was a happy thought which suggested the catch-phrase "Get there and back," and when it is applied to a pneumatic tire it means all that is desirable in this very necessary adjunct to the wheel of to-day. New York Belting & Packing Company show a beautiful line of their League embossed single-tube tires, in whose construction is used nothing but the best Para rubber and long staple Sea Island cotton, and as in their method of manufacture, care is taken that the workmanship shall be equal to the materials, the result is sure to be an article that is a credit to the makers and a boon to the trade. The embossing that softens the tread is of a handsome design, and makes the tire rather ornamental in appearance. However, catering to a certain class of tread, a smooth treated tire is also shown, and a full line of racing and tandem tires. A complete line of various rubber cements, patching rubber, tire tape, pedal rubbers, pump tubing, etc., forms a part of the exhibit, and the crowd-attracting feature was "Teddy" Hale mounted on a home trainer.

RAY CYCLE SPECIALTY CO., NEW YORK. Bicycle sundries. The Ray Folding Toolbag is a handsome, handy device, folding up into a small compass, and at the same time on unrolling, the tools are left free to be removed, each tool being held in an individual pocket. The bag is made of Pantasote, a very tough fabric that is guaranteed not to crack, peel or roughen, and to stand all climatic influences. The Ray Coat and Luggage Bag, made from the same material, is a handy addition to the wheelman's outfit. It is fastened to the handle-bar by what are called "cinch cords" another little appliance marketed by the Ray Co. The bag folds into a very small space, and can be tucked to the handle bar, entirely out of the way. The well known Ray saddle is also shown, and is of the anatomical type, with a base so perforated as to allow an easy seat. The Ray Home Trainer is also a feature of the exhibit. The rear wheel is securely clamped in the frame, friction being derived by the bearing of a roller on the tire. Any kind of wheel can be used, and any desired pressure can be instantly applied without leaving the saddle, by means of an anti-friction roller brake. It is handsomely finished in nickel and enamel, takes up but very little room, and does not require to be screwed to the floor, also, what is very important, makes no objectionable noise.

DELF & BELL, PITTSBURG, PA. THE COMPANION bicycle; same as shown at Chicago.

PERRY PNEUMATIC SADDLE CO., CHICAGO, ILL. Pneumatic bicycle saddles. Same as at Chicago.

GILLIAM MFG. CO., CHICOPEE FALLS, MASS. S. & P. tires, in four grades. Same as at Chicago.

HARTFORD RUBBER WORKS CO., HARTFORD, Conn. Hartford tires and repair kits. Same as at Chicago.

ANGLO-AMERICAN CYCLE FITTINGS CO., New York. Parts, sundries and cycle fittings, are shown in an exhibit that is artistically arranged, and is most complete in all its details. This line differs but very slightly from the firm's '96 line.

IVEN-BRANDENBURG BURGESS CO., CHICAGO, ILL. Forgings, spokes, nipples, chains, wood rims, handle bars, mud and chain guards, hubs crank-hangers and a very extensive line of parts, accessories, sundries and machinery. Same as at Chicago.

SAMUEL HALL'S SON, NEW YORK. BICYCLE wrench. The novelty in this wrench is a swinging jaw, with the opening set at an angle to the wrench proper, making it possible to grip any shape metal, making it particularly invaluable in case of nuts and rounded corners. It weighs six ounces, and is nicely finished in nickel.

MONARCH RUBBER CO., CAMPELLO, MASS. Monarch Puncture-Proof tires. A rough tread tire with extra thick tread, which consists of several layers of chemically prepared fabric, making it very durable and non-punctureable tread. The tires are handsome and symmetrical in appearance, and should ably fill a niche of their own in the bicycle trade.

DEFENDER CYCLE CO., NEW YORK. DEFENDER bicycles; six machines are shown, five diamond and one drop frame. The Defender differs in a few points from the up to date '97 wheel. It has an inch and a quarter tubing, flush joints, D shaped rear stays, Fauber cranks and crank-shaft, large sprockets, wheels finished in green, yellow, blue, black, red, and white enamel, and make a startling exhibit.

WYTHE ENAMEL CO., YONKERS, N. Y. Enamels. Samples are shown in all colors. The enamels are made in two styles, one which dries with a gloss finish and the other with a dead finish. They dry in one hour, in a warm place, after being applied by a brush, which can be used by anybody, and are claimed to be equal to the finest baking enamels in appearance and durability.

NEW CASTLE TUBE CO., NEW CASTLE, PA. Cold drawn weldless steel tube. A very comprehensive display of tubing from the billet to the finished product. This tubing is made entirely from imported Swedish stock, and a high quality workmanship is shown, as it is polished perfectly on the inner as well as the outside. It can be furnished in any shape, square, hexagon, and in the now much used D section.

PARA RUBBER TIRE & MFG. CO., WILLIAMSPORT, Pa. Para Punctureless Tread Tire. This tire is so constructed that the inner tube is separate from the tread. The tube is covered with a layer of fabric chemically treated, that while not affecting the resiliency makes the liability to puncture very slight. On any sharp object entering the tire this inner tube is simply depressed, and on the sharp object being removed, resumes its normal condition. The tire is tested by riding it over sharp pointed nails, and it apparently comes out of the ordeal as full of air as before. Nothing but the best Para rubber and Sea Island cotton is used, and the quality and workmanship is thoroughly guaranteed.

SIDWAY MFG. CO., CHICAGO, ILL. THE S. & G. spring grip is constructed of a series of springs so curved as to give it a cylindrical form, making a grip the entire length of which, including the end, yields to the pressure of the hand, and taking up very effectually much of the vibration of the handle-bar. The springs are covered with a specially tanned buckskin which absorbs the perspiration, without in any manner affecting the softness or durability of the leather, and are ventilated by two eylet holes in the end, which produce a constant circulation of air, keeping the grip cool, dry and soft. A screwdriver only is required to secure the grip to any handle bar, by means of an expansion bolt and plug of wood. They weigh but a few ounces and as they can be covered with any color leather, present a slightly appearance. Loyal hubs are shown. They are made from specially selected tubing, and can be turned out with rapidity. The manufacturer claims that they are as strong as a hub turned from solid steel, and are much cheaper.

EAGLE LOCK CO., NEW YORK—EAGLE locks, as at Chicago.

N. N. HILL BRASS CO., EAST HAMPTON, Conn.—Sterling Bells, as at Chicago.

W. H. FROST, NEW YORK GEAR CASE. The same as shown at Chicago.

EASTERN RUBBER MFG. CO., BRENTON, N. J.—Common Sense Tires, as at Chicago.

KANKAKEE MFG. CO., KANKAKEE, ILL. Four Kankakee Bicycles, as at Chicago.

KEENE WOOD RIM CO., KEENE, N. H.—The Keene non-splittable built-up rims, as at Chicago.

CYCLE IMPROVEMENT CO., WESTBORO, Mass. Janney pedals, in variety of styles, as at Chicago.

VANGUARD CYCLE CO., INDIANAPOLIS, Ind. Vanguard bicycles, three wheels, same as at Chicago.

BLANK MFG. CO., ERIE, PA. NINE TRIBUNE bicycles, including two tandems and one triplet, as at Chicago.

BARNES CYCLE CO., SYRACUSE, N. Y. TEN Barnes bicycles, including two tandems and one quad, as at Chicago.

PALM BROS. & CO., CINCINNATI, O.—Transfers, on tubes, panels and frames complete, as at Chicago.

ELGIN BICYCLE & SEWING MACHINE CO., ELGIN, Ill. Elgin and Gunning bicycles, six wheels, same as at Chicago.

WALTHAM MFG. CO., WALTHAM, MASS. Six Orient bicycles, including two tandems and one quad, as at Chicago.

EXCELSIOR SUPPLY CO., ROOM 290, CHICAGO, Ill. Thistle bicycles; seven wheels, including one tandem, same as at Chicago.

SYRACUSE CYCLE CO., SYRACUSE, N. Y. Syracuse, Empire and Princeton bicycles; ten wheels, including one tandem and one sextuplet.

AETNA WAX MANUFACTURING CO., NEWARK, N. J.—The "Little Aetna Wonder," "The Best" Enamel Polish, the "Bikegraph," as at Chicago.

McINTOSH-HUNTINGTON CO., CLEVELAND, O. Sunol, Hercules and American King of Scorcher bicycles; twelve wheels, including one tandem; also one hydrocycle.

AMERICAN WALTHAM MFG. CO., WALTHAM, Mass. Seven Comet Bicycles, including two tandems, all fitted with the now well-known three-ball bearing, as exhibited at Chicago.

ARMSTRONG CORK CO., NEW YORK—CORK grips, complete line, made of various grades of cork, tipped with celluloid and other compositions, and finished in a variety of styles.

HUNTER ARMS CO., FULTON, N. Y. PARLOR A. Hunter bicycles; eight machines were shown, including two tandems, three drop frames and two diamond frames. Same as at Chicago.

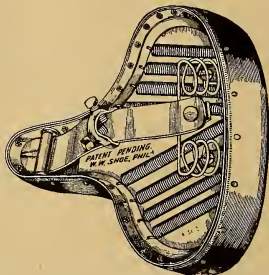
SPENCER BRAKE CO., NEW YORK—SPENCER Brakes, two styles, axle coil and plunger, same as at Chicago, with the exception that a skeleton frame, in the Fenton booth, shows the interior mechanism of the coil brake.

HAY & WILLITS MFG. CO., INDIANAPOLIS, Ind.—Outing Bicycles. Eight wheels, including one tandem, among them the Outing Racer, with supplementary heart-shaped steering-head, on which the grips slide up and down, and may be used as coasters if desired. The exhibit is identical with that shown at Chicago.

SELF-HEALING PNEUMATIC TIRE CO., NEW YORK—Self-Healing Tires. No claim is made that the tire is puncture-proof. The healing ball is enclosed between two layers of vulcanized rubber on the tread. It is claimed that the ball at all times maintains a pasty consistency and that climatic changes have no effect on the composition.

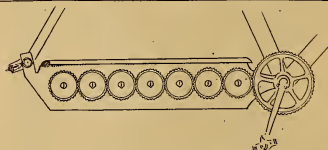
WESTON MOTT CO., JAMESVILLE, N. Y. Specialties, crank-hangers, tubes, spokes, built-up wheels and ball-bearings. A new single crank-hanger with a pyramidal-hubbed sprocket and new oiling device is particularly noticeable. Five patterns of hubs are shown of the barrel variety, ball retaining and dust proof. In these hubs the ball cups and cones are turned, not stamped, from special high carbon steel and the axles are of fine rolled steel. Spoke nipples, wood rim washers, balls, wood and steel rims are shown in a profusion of styles.

W. W. SHOE, 428 WALNUT STREET, PHILADELPHIA, Pa.—Shoe Saddles, in four models: hard tops, hygienic, cushion and juvenile, all of them with the patented two-bolt seat-post clamps as a feature. The cushion saddle is a decided novelty. It has eight coiled wire springs running from the pommel to the cantle, on the metal frame. The body of the saddle



is heavily cushioned and is attached to the frame by two strong wire coils which can be furnished in any desired strength for any weight of rider. The hygienic, with its well-known method of lacing brought out prominently, and a number of very handsome hardtops in alligator skin are shown.

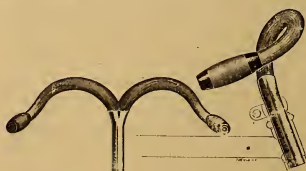
SYRACUSE SPECIALTY CO., SYRACUSE, N. Y. Frontenac cycles; five wheels, including one tandem. The models in general outlines and construction are the same as last year. The new features are D-shaped rear stays, flush joints, detachable sprocket and a lowering of the crank-hanger. The number of balls in the bearings are increased and the size decreased.



Esmond Spur Gear.

A. A. ZIMMERMAN MFG. CO., FREEHOLD, N. J.—Six Zimmy bicycles. The great Arthur A. himself was in charge of the stand, and reported a general refinement of the stand, and the adoption of D tubing, ball-retainers and such other minor improvements as had proven themselves sure and safe. Flush joints are not among the adoptions. Zimmerman believes they are experiments pure and simple, and will have none of them yet awhile.

DEMOREST MFG. CO., WILLIAMSPORT, PA. Demorest Bicycles. Seven wheels, including one tandem. Undoubtedly the most distinctive feature is the front forks, which, crown and all, are formed of one piece of tubing. They are particularly clean and attractive. Tapered tubes are used in the frame; all bearings are ball-retaining, and are provided with oilcups which hold sufficient oil for three thousand miles, feeding it as may be required.



Shepard's Wood Handle-bars.

L. C. JANDORF & CO., 321 BROADWAY, NEW YORK—Two exhibits. Linwood, Halladay, Stormer, March-Davis, Metropolitan and Metropolis wheels. Twenty-five machines in all are shown, including two Linwood and one Metropolis tandems. Their own wheel, the Linwood, is a thoroughly up-to-date wheel, listed at \$100 and having flush joints, "Thor" cranks, large detachable sprockets, large tubing and all the modern features. Choice of saddles, pedals, tires and handle bars is given.

WESTON MFG. CO., CORTLAND, N. Y. LOYAL bicycles, Loyal hubs, mud and chain guards. The Loyal wheel is one of the many in the Show that are described as being up-to-date wheels, differing in no detail from the accepted model. It has 1 1/2-inch tubing, single-piece fork crown and is first-class in construction, and material throughout.

HODGMAN RUBBER CO., NEW YORK—Hodgman Tires in six colors: blue, yellow, green, red, pink and brown. The color is paint, but it is embodied in the composition of the rubber, and runs clear through to the fabric. A novel feature is a tire with a fleur de lis tread, an exceedingly handsome and non-slipable article. All weights and sizes, from an eleven ounce racer to a four and a half pound quad, tire are shown. The Hodgman people are in line with a puncture solution, and exhibit a novel form of puncture plug that prevents bubbling.

BEVIN BROS. MFG. CO., EAST HAMPTON, Conn.—Bells and specialties. In addition to their single stroke, double stroke and electric stroke bells, a number of novel, continuous ringing bells are shown, also a big line of spring oil-hole covers, trouser guards and clips, combination trouser guards, and bicycle locks, lamp brackets, toe-clips, foot-brakes, nipple grips, lubricants and illuminating oils are shown. Lamp brackets are shown in a great variety of styles, some of them having very novel devices for attachment to different parts of the frame.

SCOTT PAPER CO., PHILADELPHIA, PA.—Great Scott, Clarence and Scotia bicycles. This is the Scott people's debut as cycle makers and they make it auspiciously with wheels embodying several new ideas, among them a semi-diamond fork crown, an oil sleeve in the bottom bracket, an L crank-shaft, divided and dovetailed and held together by a flush nut in the axle, an expanding and contracting seat-post adjustment, which is regulated at the top of the seat-post and not on the seat-post, and a patented cotter-pin, which is removed by drawing out by means of a nut and washer, and which requires no hammering.

W. H. COLE & SONS, BALTIMORE, MD.—Unique, Marvel and Pearl bicycles. Six wheels, ranging in price from \$75 to \$40, and embodying flush joints, keyless cranks and other latter-day ideas, none of them, however, of an exclusive nature. "On the side" the Coles showed a toothed coaster, for attachment to the lower bar of a tandem or single wheel; also a hygienic saddle, which impresses one very favorably. It is made of a slightly concave shape, to throw the weight of the rider where it should be thrown, and to prevent slipping. The base is one piece of sheet steel, the nose is dropped, and the stuffed or air-pads are removable by the turning of a thumbscrew on the under side. It is also provided with a peculiarly shaped spring, secured at three positive points, and yet yielding slightly.

STANLEY CYCLE MFG. CO., TWENTY-Seventh street and Ninth avenue, New York—Stanley Bicycles. Nine wheels, among them two tandems, one triplet and a ladies' Stanley, made specially for exhibition purposes, the latter representing an outlay of some \$500. More than 36,000 pieces of genuine mother-of-pearl and sixty coats of enamel are employed, requiring 750 hours work. Perhaps the most radical change in the wheels is the adoption of half-inch balls. Among the minor changes are keyless cranks on a tapered axle, no cotter pins being employed; also an inside clamp for head and seat-post fastening, both posts being split, and so old that the adjustment is always straight and positive. The use of the forkside as a matchbox is a minor conceit and innovation with the Stanley folks. The top of the fork crown is arranged on a pivot, the matches being stowed away in the top of the forkside.

SNYDER & FISHER BICYCLE WORKS, LITTLE Falls, N. Y.—Ten Newell Newport and S & F. Bicycles. A separable bicycle is the feature of the display. The front portion may be detached from the rear, enabling the parts to be hung up on a clothes hook in a match-box flat if necessary. No extra bars or braces are employed; the joint is particularly clean and effective appearing, as far as the eye can see, the wheel not differing at all from the outside reinforced article, the joint being concealed by a sleeve which appears as such a reinforcement. Another departure is the adoption of an L crank-shaft and inverted bearings, the latter screwing into the crank-box or shoulder on one side, and into the recesses sprocket spider on the other, the bearings being removed when the cranks are removed. The S & F. improved adjustable bar, in two pieces, and the usually large head-bearings, 2 3/8 inches, containing 35 3/16 balls, are distinctive features which have been retained.



The Bicycles having the most important features and practical improvements for 1897 are

"BOLTLESS"

SYLPHS!

Strength, Grace, Beauty, Finish, Advanced Improvements, Ease of Running, Honestly Built.

FOUR MODELS, \$100. TANDEM, \$150.



"BOLTLESS SYLPH CYCLES RUN EASY."

"OVERLAND CYCLES ALWAYS RELIABLE."

1897 Model S, "BOLTLESS" SYLPH.

Durability, General Excellence, Popularity, as applied to bicycles, are synonymous with

\$75, \$50, \$40.

28, 26 & 24 inch Diamond and Drop HIGHEST GRADE MACHINES OBTAINABLE AT THE PRICES.

OVERLANDS

An agency without EXCLUSIVE CONTROL and ABSOLUTE PROTECTION on a COMPLETE LINE has no value. Investigate OUR line. Catalogues free.

Our success at the Chicago Cycle Show only substantiates the fact that ours is the most desirable and valuable agency obtainable.

Watch for the Orange Crown!

Reliable Agents Wanted. New York Cycle Show, Spaces 461, 469, 486. Correspondence Solicited.

ROUSE, HAZARD & CO.,
Manufacturers,
PEORIA, ILL., U. S. A.

Kindly mention The Wheel.



NEARLY TWO MILLIONS.

In One Year America's Infant Industry Gathered in that Amount of European Gold.

Washington, D. C., Feb. 6.—As an "infant industry," the American cycle trade has reason to kick up its tootsies and to crow in sheer delight. The annual report of the United States Treasury Department's bureau of statistics is sufficient reason for this joy. The report has just been made public and shows that in the matter of cycle exports the "infant" has come into possession of ten league boots with tops of a lurid scarlet.

EXPORTS.

This is the exhibit as officially reported Customs, districts from which exported.	
Cycles, of all kinds, and parts of:	
Baltimore, Md	5,210
Bangor, Me.....	27,534
Boston and Charlestown, Mass.....	38,884
Newport News, Va.....	75
New York, N. Y.....	1,230,194
Passamaquoddy, Me.....	978
Philadelphia, Pa.....	1,722
Mobile, Ala.....	88
New Orleans, La.....	1,260
Paso del Norte, Tex.....	15,298
Saluria, Tex.....	3,617
Arizona.....	555
Puget Sound, Wash.....	25,754
San Diego, Cal.....	656
San Francisco, Cal.....	117,719
Buffalo Creek, N. Y.....	54,202
Cape Vincent, N. Y.....	473
Detroit, Mich.....	213,565
Duluth, Minn.....	322
Genesee, N. Y.....	1,045
Huron, Mich.....	107,460
Montana and Idaho.....	36,025
North and South Dakota.....	15,280
Oswegatchie, N. Y.....	38
Oswego, N. Y.....	38
Sandusky, Ohio.....	20
Total.....	1,898,012

Countries to which exported. Cycles, of all kinds, and parts of:

Austria-Hungary	3,771
Belgium	23,127
Denmark	34,856
France	108,414
Germany	145,892
Gibraltar	150
Netherlands	66,867
Portugal	2,765
Russia, Baltic and White Seas	7,078
Russia, Black Sea	1,625
Spain	493
Sweden and Norway	23,343
Switzerland	244
Turkey in Europe	257
United Kingdom	613,202
Ireland	9,897
British Honduras	1,466
Dominion of Canada:	
Nova Scotia, New Brunswick, etc.....	48,520
Quebec, Ontario, etc.....	410,957
British Columbia	33,208
Newfoundland and Labrador.....	3,913
Central American States:	
Costa Rica	4,959
Guatemala	37,713
Honduras	475
Nicaragua	962
Salvador	2,206
Mexico	24,278
West Indies:	
British	6,898
Danish	44
Dutch	524
French	8
Haiti	8
Santo Domingo	2,544
Spanish Cuba	266
Puerto Rico	5,766
Argentina	7,929
Brazil	13,592
Chile	7,557
Colombia	23,012
Colombia	1,308
Ecuador	350

Guianas:	
British	168
Dutch	47
Peru	409
Uruguay	2,786
Venezuela	140
Aden	4,669
China	2,392
East Indies:	
British	351
Dutch	738
French	776
Hongkong	27,056
Japan	5
Russia, Asiatic	75
Turkey in Asia	275
All other Asia	275
British Australasia	84,610
French Oceania	874
Hawaiian Islands	30,320
British Africa	7,403
French Africa	100
Portuguese Africa	52
All other Africa	55
Total.....	1,898,012

IMPORTS.

Customs, districts into which imported, and parts of (dutiable)	Cycles
Baltimore, Md.....	65
Bangor, Me.....	75
Boston and Charlestown, Mass.....	10,924
New York, N. Y.....	45,288
Providence, R. I.....	25
Paso del Norte, Tex.....	107
San Francisco, Cal.....	81
Chicago Ill.....	1,758
Detroit, Mich.....	1,958
Lincoln, Neb.....	168
Total.....	60,452
Countries from which imported. Cycles and parts of, (dutiable.)	
France	400
Germany	1,659
United Kingdom	57,611
Dominion of Canada:	
Nova Scotia, New Brunswick, etc.....	75
Quebec, Ontario, etc.....	475
Mexico	107
West Indies:	
Spanish Cuba	125
Total.....	60,452

CANADIAN POLITICS.

Much Like Those of Our Own L. A. W.—Strife For The Presidency and For the Meet.

Simcoe, Canada, Feb. 6.—George H. Orr, chairman of the Canadian Wheelmen's Association, has expressed his intention of retiring to private life this year, but the announcement has not been received graciously. On the contrary, there has arisen a cry from all portions of the Dominion that Orr be honored by election to the presidential chair before he is allowed to retire from the C. W. A. Councils. Mr. Orr has declined to be a candidate, but the chances are that he will be forced into it.

At the annual business meeting of the C. W. A. an amendment to the by-laws will be submitted making the chairmanship of the Racing Board a salaried office. It is also likely that the gold and silver bar scheme for amateur prizes will also be reviewed.

Nearly all of last year's racing men are in the trade this winter, either working in the offices of the manufacturers or on the road selling wheels. McColl and McCarthy are out for the Gendron people, Blayney is selling the Perfect and Dominion for the Welland Vale people and a score of others are in the business in Toronto.

The Welland Vale people will likely have a team on the track this year. Heretofore they have stood aloof from racing in any form, not even mentioning the wins of the top-notch amateur, Blayney, who rode a Perfect nearly all last season. Lately, however, they have mentioned in their ads. the fact that Blayney won 21 firsts in 23 starts, and it is understood that the firm will have Blayney and Frank Moore riding their wheel the coming season as cash chasers.

Vice-President Hurst has been booming himself for the C. W. A. presidency for several months past, but he is not a likely candidate. There are a heap of men in the association that should be honored by the highest office before Mr. Hurst, and I understand that he will retire in favor of Beament, of Ottawa, who is an old worker in the ranks and would have a strong following. George Orr, however, will in all probability be the next president of the C. W. A.

The Brantford clubs have expressed their willingness to subscribe to the association an amount sufficient to cover the expenses of their boy amateur, Ralph Axton, to the International championships in Scotland this year.

If R. O. Blayney does not turn pro. he will probably cross the pond too. H. B. Donly, secretary of the C. W. A., will likely be the delegate from Canada, and will present the claims of the C. W. A. for the championships in 1898. Winnipeg is after the Dominion meet that year, and it has been suggested that he be given it and that Toronto have the I. C. U. races. Another plan set forth by your humble servant is that the I. C. U. and C. W. A. meets be held together and let the town have it that will pay the most for it.

Monster petitions will be sent in from all parts of the country to the House of Commons at its next session praying that a law compelling railroads to carry bicycles as baggage be enacted.

The C. W. A. will receive about \$75 as its share of the profits of the '96 meet at Quebec. This is a very poor showing, but still it is \$74 more than was expected.

The scheme for holding provincial meets on Dominion Day and a Dominion meet on Labor Day has been brought to life again, and is receiving a great deal of attention. This motion was defeated last year, but it had not been discussed enough to show the merits of the case. It is different now, and there is a strong probability that it will be adopted.

The meet fight wageth merrily between Chatham and Brantford, with odds favoring Chatham. Brantford is the home of the Gould Bicycle Company, and they are doing all they can to secure the prize. Other manufacturers are inclined to favor Chatham, so that the Goulds will not have any undue advantage over them in the way of advertising. Both towns are on the alert, and the winner is hard to pick.

LIKE UNTO HIS NAME.

"What'cher mean by naming your bicycle 'Circumstances,' Wabbles?"
 "Because I haven't learned to ride it yet, and the wheels are something I have no control over."

It requires one-third more power to stop a wheel than it does to start it.

STORY OF MAMIE'S MISFORTUNE.

Thus softly sang to herself the Beautiful Young Woman as she joined the crowd that was slowly forcing its way into the Grand Central Palace. The rhythm was bad, and the rhyme was faulty, yet the sentiment expressed was not her's alone since every man, woman, and child in her immediate neighborhood was possessed of exactly those same ideas.

"I don't care a cent for the latest plays;
I really don't care much to hear
De Reszke, or whoever's the latest craze,
Unless there's a souvenir!
I don't care a bit for the cycle show;
I don't think I'd melt into tears,
If I found I was unable to go,
If there weren't any souvenirs!
I'm sure life isn't worth living unless
You have what to me most endears
An existence of really sublime happiness,
A trunk full of good souvenirs!"

When at last the Beautiful Young Woman had presented her complimentary ticket at the door, and had it accepted as a good and valid reason why she should enter the happy souvenir hunting grounds, she started in to business at once. She was not alone in this and in consequence the gallery observer witnessed a fine display of the souvenir-seeker's strategy.

One of the exhibiting firms was giving out a rather neat and ornamental pin—of course, not to every Tom, Dick and Harry, but to persons who had the proper official backing. But the stock ran out, and even the most influential were refused. To this stand the Beautiful Young Woman finally fought her way. She evidently was an acquaintance of the salesman. She had heard of the pins and seemed bound to secure one. The more the stand attendant assured her that he couldn't get one for love or money, the more intense grew her pleadings. At last she struck her colors and drifted away with the crowd, her parting shot being:

"Don't you ever speak to me again, Mr. Stungy. I mean that, too."

The attendant looked very unhappy and a fellow-clerk took compassion upon him. Taking one of the souvenirs from his pocket he handed it over to the crestfallen gallant, saying:

"Here, Fred, take this one. I was saving it for some one, but you can have it."

Fred took the pin with a happy smile, and, standing on tip-toes, yelled excitedly:

"Mamie! Mamie! come here. I've got one for you."

The Beautiful Young Woman had been carried with the tide about twenty feet away, but as she heard her name called she turned and saw the pin in the attendant's hands.

At the same moment a dark-haired damsel, about ten feet to the left of the Beautiful Young Woman turned and saw the attendant gesticulating. It is possible her name was also Mamie, for she stopped in the way of the torrent and, after a moment of indecision, braced herself for an inevitable struggle.

It was about this time that the onlookers had their attention drawn to the football tactics which followed. The new comer in the game had a little the worst of positions, her rival being almost on a straight line with the pin.

The Beautiful Young Woman's first effort was to buck the line, but she was thrown back with a loss of a yard by a stout, determined-looking woman, who adjusted her bonnet

and said: "The ideal Don't try that again, young woman!" The souvenir-seeker gasped, recovered her breath, and seeing that she was being carried away from the goal, made a wild plunge for the left end. She made about two yards, and seeing an opening between a colored lady and her escort, abandoned the end-running and plunged fiercely between the two. The colored gentleman's silk hat went into the air, and his companion's satchel of souvenirs was lost forever. "Drat it," remarked the colored lady, and her escort said something else.

The Beautiful Young Woman didn't stop to reply, but, seeing a weak spot in the line in the shape of three young children, carefully guarded by their mother, plunged through, and her gain of three yards was followed by much wailing and a demand by an irate parent for a policeman at once.

In the mean time her would-be rival had been very fortunate. Her first signal called for an attack upon the centre, and she went full tilt at a fragile, auburn-haired young woman, who fell back with a hysterical shriek upon the people behind her. A short, stout young woman saw her coming through

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

IN 1896
ONE REPAIRMAN FIXED
294 OUT OF 300
PUNCTURES IN THE
M. & W. QUICK-REPAIR TIRE

MORGAN & WRIGHT
CHICAGO

an opening in the line, and, seized with a great terror, she turned and fled. It was great interference, and the Beautiful Young Woman's rival was within five feet of the goal.

Here she collided with the Beautiful Young Woman, and while the two Mamies were struggling with might and main a tow-headed, freckle-faced, snub-nosed girl reached over their heads and took the souvenir from the absorbed attendant with a cool:

"Thanks, awfully. I've been hunting for this all week to complete my collection." And she was gone before he could say her nay.

HANDS OFF AND IDIOCY.

Many a rider might pass by without other users of the public streets ever suspecting him of being an idiot, did he but proceed on his way without removing his hands from the handles.

CORRECT ANSWER.

A few alarmists still try to scare wheelmen by declaring that excessive riding produces curvature of the spine. To all such the wheelman has but one reply, "Humph!"

WAR HORSES OF THE FUTURE.

When France calls on her cycling cohorts for war she should expect them to respond in a way creditable to their country and themselves. The reason why such an expectation would be reasonable on her part is found in the care she shows in selecting her cycle corps recruits and the training they undergo after they are chosen. The "Velocipedists Militaires," as they are officially termed, are trained soldiers before they are chosen for the cycle corps, being only taken from the reserve.

They are medically examined, special attention being given to the heart and lungs, and to any predisposition to hernia. The candidate is next examined orally as to the distinctive signs used in maps, flags, lanterns, and badges of the different commanders. He is also given a route to cover a wheel, and according to the distance and time of his ride the candidate is allotted the position he is to occupy. His name is then registered, and his uniform received. The cyclist uses his own machine for the use of which the State pays 50 cents per day when in barracks, and 25 cents per day when in use at manoeuvres. His principal weapon is the revolver. Each military gymnasium in France is supplied with a few machines, upon which the soldiers are trained.

An experimental company of sixty men has been formed by Capt. Gerard, who has invented for their use a wheel which folds in two by means of a hinge, so that when folded the two wheels are side by side, and the machines are readily portable on the men's backs. The company as at present organized consists of four sections, twelve men each, commanded by one sergeant and two corporals, thus making up a total of forty-eight rank and file, with four sergeants and eight corporals. The folding wheel is provided with leather braces, to enable the men to carry it on their backs.

The uniform is a blue jersey, a loose cloth jacket, like a pilot coat or an open Norfolk jacket, red trousers, close fitting from the knee, leggings, and boots ankle high. These latter are the worst part of the equipment, and verify the proverb that the French soldier is the worst shod in Europe. The equipment consists of the regulation belt with three pouches, each containing forty rounds of ball cartridge. In the pouch carried at the back there is room provided for the pump and the usual repair tools. A canvas bag is also provided to hold a spare jersey.

The armament consists of a Lebel rifle and bayonet. Two expert repairers are attached to the company. They ride a coupled bicycle and carry spare nuts, tires, files, hammers, and other articles to repair the machines. A wagon is attached to the company containing a portable forge, a box of ammunition, and spare wheels, together with the men's knapsacks and officers' valises.

BEFORE THE FALL.

"You're too fresh!"

Thus spake the smart rider to the newly-sprinkled road.

"Maybe I am," the accused replied, "but before you get through with me, your name, like mine, will be nud."

And after the subsequent side-slip, this was literally true.

MICHAEL AND THE MOFFATT,

It was later than usual when the Liar walked into the club room. With a nerve and accuracy which awed the New Member, he seized an arm-chair and wormed himself into the best place, flanked by the heating apparatus and within convenient range of the cuspidors.

"Well," grunted the Old Member, "anything new?"

The Liar filled and lighted a pipe, and stretched himself like a contented cat.

"There is nothing new under the sun," he replied, "which mossy proverb, by the way, is an excellent example to prove the fact—but that is another story. I was thinking as I came along the street of the tragic end of a wheel which was familiar for many years to the cycle trade of this town. You must all remember the Moffatt bicycle built at Chicago in the early '90's—rather advanced as compared with its contemporaries—fitted with an ungainly clincher tire, heavy as lead and resilient as so much gas pipe—the builders fizzled out in some kind of a legal wrangle and their phoenix-like successors now build a cantilever frame—I think that's the word—

wings and a sufficient momentum was obtained on a grade, the power, transferred to the wings in imitation of the motion of a bird, would cause the machine to rise and fly, thus solving the problem of aerial navigation.

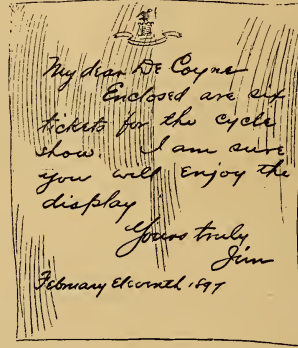
"Following out this idea he rigged the old Moffatt at considerable expense, and one

"I was up that way a few days ago. There in the little country church-yard, where in the summer-time the forget-me-nots and other garden truck wave tenderly over the emerald mounds, loving hands have raised a slender shaft. I drew near and read with a curious eye these lines graven in the eternal stone:

'MICHAEL WATKINS, AET. XXIV.

This modest stone, kind stranger,
Do not stop to sneer or cough at,
For 'neath it are the tangled frames
Of Wilkins and his Moffat.
The two hundred odd component bones
Of our lamented Michael,
His jacet miscellaneous
With equal parts of cycle.
We left it to the angels,
At last, in desperation,
Who only have the ample time
To make the separation."

—the Liar paused. The New Member rose and walked toward the windows. "I think we need a little air," he said.—From Tales of the Inkeytanker, the cycling authority of Maine.



THURSDAY.

OFTEN NOT PLEASING.

Well! Suggestions for improvements in wheel-women's costumes come and go, but the memory they leave behind them depends upon the figure of the individual woman.



FRIDAY.

well, one of these Moffatts entered the second-hand market here, and in the course of several following seasons figured in so many sales and barbers that there was not one dealer within a radius of fifteen miles from the city who had not experiences to relate concerning that machine. The young cycling ideas taught to shoot; the trees, noses and shins barked; the scriptural English provoked, on and by that mount, would, if recorded, fill many bulky tomes.

"There was one remarkable feature about the wheel, however; it showed no signs of dissolution at any time in its career; it was as unbreakable as a ten dollar bill in a convention of ministers and I, for one, felt sure, that each part was 'uz strong uz the rest,' and therefore anticipated an end similar to that of the Wonderful One-hoss-shay. But the fates willed otherwise. A light-headed fellow named Wilkins appeared—"

"Seems to me I bought that machine once," mused the Club Idiot.

"Then Wilkins was light-headed No. 2," said the Liar, and continued—"This fellow carried off the wheel for use in crazy experiments. He had a theory, which kept him awake nights, that if a bicycle was fitted with huge

Mr. J. B. De Royne
to SPROCKET & CO.
MANUFACTURERS OF HIGH GRADE BICYCLES

1	Southman's Safety	100.00
2	Radise Safety	350.00
2	De Royne Safety	150.00
		550.00

SATURDAY.

bright day tested the device in the presence of his sisters and his cousins and his aunts, by blood and marriage. Sure enough, the contrivance rose and sailed gallantly for awhile, but, alas for the ambitious inventor, he had failed to provide for either balancing or steering, and the whole outfit thumped ignominiously against a stone wall only a quarter-mile away.

"Did it kill him?" said the Club Idiot.

"Dead as Julius Caesar. You see, the force of the impact was such that man and machine were inextricably mixed. They persuaded the clergyman to read the burial service over the whole shooting-match, as the only rational way out of the difficulty.

HE WAS A RIDER HIMSELF.

Employer (kindly)—You are becoming very round-shouldered, Mr. Pending. Bookkeeper (with hopes of an extra holiday)—Yes, sir. I fear that I am.

Employer (solicitously)—Hadn't you better raise your handle-bars a couple of inches? When I passed you on the Boulevard Sunday I thought you were riding a bit too much a la scorcher, for either health or comfort.

QUOTH SHE.

"Miss Birdie," faltered young Moore from the rear seat of the tandem, after he had finally nerved himself to propose, "is there any hope for me? Do you think you could ever learn to—"

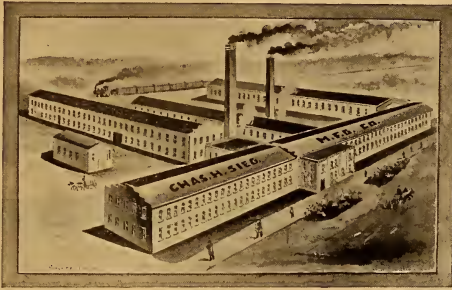
And Birdie, flippantly replying, said: "Never, Moore!"

And the poor youth went ravin' mad.

A CYCLE SHOW ECHO.

The Souvenir pin, big and bright,
With many show defenders,
Is now completely out of sight—
It fastens his suspenders.

"American Beauties" grow here—bloom everywhere.



A plant that IS an American Beauty.

Send 2-cent
stamp
for the

WINDSOR WALTZ.

It is the
rage in
Chicago.

Everyone is enthusiastic
over the 1897 "Windsor"
—everyone but the repair-
man.

The record of '96 "Windsor" Wheels, as compiled at the factory, was enough to discourage repairmen. Of the 13,500 wheels sent out to July 30, 1896, only 18 were returned for repairs, and *not one of the 18 had a broken fork, defective tubing or bearings.* Naturally, repairmen have no love for the "Windsor"—but "there are others," and the repairman's business goes merrily on.

WINDSOR, \$100.



Has more new, original, *practical* improvements for the '97 riders than any two other wheels made.

PACIFIC, \$60.



Is the equal of the great majority of so-called \$100 wheels made by many of the best (?) manufacturers.

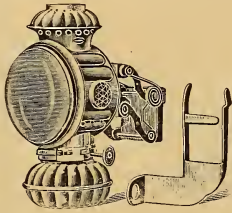
New York:
HERMANN BOKER & CO.,
101 Duane Street.
Chicago Retail:
GEO. L. MAGILL,
285 Wabash Avenue.

CHAS. H. SIEG
MFG. CO..... KENOSHA,
WIS.

Kindly mention The Wheel.

HAS A COTTON STUFFED FOUNT.

A lamp that attracted considerable attention at the show is the Magic, manufactured by Behrend & Rothschild, of 355 and 357 Broadway, New York. The Magic burns kerosene, or any good bicycle oil, has a cotton stuffed fount and is warranted absolutely



non-explosive. It has a patent collar lock device that makes it impossible for the fount to become detached from the lamp and the burner is so constructed that the lamp will not smoke and cannot be jarred out.

GONE TO GLENS FALLS.

Glens Falls, N. Y., will hereafter be a city of cycle manufacture, for Budd Bros. Mfg. Co., manufacturers and jobbers of bicycles, of that city, have purchased the entire plant and good will of the Atlas bicycle from the Farnsworth & Wilson Machine Co., of Amsterdam, N. Y. The entire plant has been removed to the Budd Bros. Co.'s factories at Glens Falls, and is being set up this week. The firm will immediately commence to manufacture bicycles. Their designer and builder will be J. L. Sackett, formerly of A. G. Spalding & Bros., of Chicopee Falls, who has been engaged in the cycling trade for many years. Budd Bros. Manufacturing Company have long been interested in the cycle trade.

OVER IN JERSEY.

At Trenton, N. J., Feb. 6, the Deering Mfg. Co. was incorporated to make and sell bicycles and bicycle equipments. The capital stock is \$200,000, of which \$1,000 has been paid in. The stock is held by John R. McPherson, of Jersey City; George E. Coney and Charles T. Carl, of Orange; Mark L. Deering, of Brooklyn, and Daniel A. Carpenter, of New York.

FROM FAR OFF FINLAND.

The Ralph Temple Cycle Co., of Chicago, received a cablegram from Ulaborg, Finland, this week, requesting a quotation on the entire Temple line of wheels. All of which goes to show that this talk about a country doesn't go, since, if the Temple line was not favorably known at home, it certainly would not be cabled for from abroad.

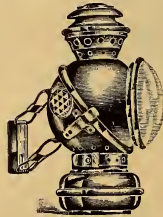
FOR PEDAL BALANCING.

A late wrinkle is the Perfection pedal balance, weighing two ounces. One is attached to each pedal and it keeps it always level. It will especially appeal to users of the toe-clip and also racing men. The balances are being manufactured and marketed by the Perfection Pedal Balance Company, Daytona, Fla.

No sooner does a local rider excel in speed a few fellow riders than at once he assumes the title of some kind or other "champion."

HINGED LIKE A WATCHCASE.

Beauty of design too often takes the place in lamps of practical light-giving qualities, a fact which makes all the more welcome, and like unto its name, unique, the Unique lamp, turned out by the Manhattan Brass Company, No. 338 East Twenty-eighth street, this city, who seem to have solved in their lamps the very difficult problem of successfully wedding beauty of design to practicability of light-giving. As will be seen by the cuts herewith, the Unique breaks away from the conventional, taking unto itself a new and pleasing form of design and construction. Made entirely of brass, heavily nickeled, the lamp,



an all-riveted one, is built to stand wear and hard usage. Two parts, hinged like a watchcase, make the wick, reflector and lens always accessible without taking the lamp apart. Covering the openings through which the wick is lighted are jewel side-lights visible from both side and rear. The entire lamp weighs but ten ounces, despite which it gives a large amount of illumination; burns kerosene, neither blows nor jaks out, is easily cleaned, regulated, and taken apart. Altogether the Unique is a most promising addition to the not too long list of successful lamps.

CHANGING OF THE TIMES.

Bicycles have found their way into Arabia, so that hereafter when a son of the desert is quoted as apostrophising
My beautiful, my beautiful, that standest meekly by,
it will require a footnote to explain whether he refers to a milk-white steed or a pedaled wheel.

NEITHER LEND NOR BORROW.

Not like a book is the bicycle, a thing to be loaned or borrowed. When once you have the saddle and handle bars in correct position for your riding, it is annoying to have them altered, even by your friends. It is a more than ordinary, unobserving rider who can not instantly tell when any one has been "monkeying" with his machine.

FRIENDS AND ENEMIES.

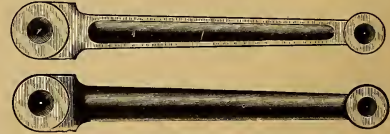
The dead-heat between those who say that riding a bicycle causes all the known, and several of the unknown, complaints, and the others who as positively declare that cycle riding will cure everything, results in cycling being to-day the best boomed thing in the world.

FLAMES VISIT McCLUNE.

Fire, originating in the plating and polishing department of the McClune Cycle Co's factory, Everett, Mass., last week, damaged the building to the extent of \$2,200.

QUICK DELIVERED FORGINGS.

With the development of the bicycle, many staple industries have found in this and kindred lines a profitable addition to their business. In no one case has this been so apparent as with the various drop forge concerns who were making carriage forgings. Richard Eccles, Auburn, N. Y., for many years well known to the carriage trade, is to-day among the largest forgers of bicycle parts in



the country. Forgings of every description are of course counted in their output, but special attention has been paid to the manufacture of cranks, both square, round and made in various carbons of steel. A large stock is always kept on hand, and in the standard sizes deliveries can be made very quickly.

WORDING A COMPLIMENT.

Too often when an agent or salesman has been called a "hustler" he feels there is nothing in the cycle world or any other, left to strive for. This term seems to him to be the very acme of complimentary ecstasy, utterly regardless of its usual bestowal upon every lop-eared, ugly-mugged loafer, in every town from Maine to Mexico, who is credited with rapidity, whether that rapidity be in stealing hogs or evading the sheriff, matters not.

What the deceived agent or salesman usually wants to do when he has been accredited a "hustler" is just to lie down and die, trusting, of course, that the word will be part of his epitaph. It would be an excellent thing if "hustle" was hustled out of cycling diction. Compliments are well enough, but when no other words but "hustle" can be found to express them, then they should be laid aside until fitting terms are found for them.

TIRE MONARCHS THESE.

The latest firm to enter the tire field, is the Monarch Rubber Company, Campello, Mass. This concern has been manufacturing rubber goods for the past three years, and is a substantial firm. The officers are: President, W. Rapp; treasurer, Z. C. Keith; manager, J. T. Robinson. Their tire is called the Monarch of all Tires, and is made of the best quality of rubber.

LAST OF AN EXTINCT RACE.

Novice Amateur (sizing up the prizes)—Are you a good judge of diamonds?
Old-Bird Brand Amateur (absent mindedly)—No, but I have an uncle who is.

LIABLE TO BLOW HER AWAY.

"Maud Thvnnne says she never could dare to face the world in bloomers."
"The world? Pshaw! She meant the wind more likely."

MORE TUBE MAKING.

Cleveland capitalists are reported to be preparing to erect a factory at Sharon, Pa., for the manufacture of weldless tubing of brass and copper for bicycle frame construction.

ONCE ON A TIME

a notion was started, that if all the people in the world would shout at once it might be heard in the moon. So the projectors agreed it should be done in just ten years. Some thousand shiploads of chronometers were distributed to the selectmen and other great folks of all the different nations. For a year beforehand, nothing else was talked about but the awful noise that was to be made on the great occasion. When the time came, everybody had their ears so wide open, to hear the universal ejaculation of "Boo"—the word agreed upon—that nobody spoke except a deaf man in one of the Fejee Islands, and a woman in Pekin, so that the world was never so still since the creation.

MORGAN & WRIGHT. TIRES
ARE GOOD TIRES

Rubber Tire Association.

President,
THEODORE A. DODGE.

First Vice-President,
L. K. McCLYMONDS.

Second Vice-President,
GEORGE T. PERKINS.

Treasurer,
GEORGE F. HODGMAN.

Secretary,
KIRK BROWN,
504-508 West Fourteenth Street, New York.

National Board of Trade of Cycle Manufacturers,

271 BROADWAY, NEW YORK.

President,
R. L. COLEMAN.

First Vice-President,
R. P. GORMULLY.

Second Vice-President,
GEORGE H. DAY.

Treasurer,
W. A. REDDING.

Secretary,
ERNEST R. FRANKS.

Mercantile Agency, Collection Department and
Information Bureau.

National Bicycle Wood Rim Manufacturers'

Association.

President,
E. S. MEAD.

Treasurer,
N. D. DOUGHMAN.

Secretary,
W. W. STALL, Bedford, Mass.

DOMESTIC CYCLE SHOWS.

February 6-13—New York, Grand Central Palace; Ernest R. Franks, 271 Broadway, New York.

February 20-27—Boston, Mechanics' Building; C. W. Foadrini, 46 Stanhope Street, Boston.

February 20-27—Philadelphia, Pa., Second Regiment Armory; W. M. Brewster, President, Local Board of Philadelphia, 911 Walnut Street.

February 20-27—Pittsburg, Pa.; Wm. M. Justice, Secretary, Local Cycle Board of Trade, 705 Penn Avenue.

February 20-27—Denver, Colorado; Robert Gerwing, Secretary, Local Cycle Board of Trade, Denver, 1727 Stout Street.

February 20-27—Cincinnati, Ohio; F. M. Thomas, Secretary, Local Board of Cycle Dealers, care White Sewing Machine Co., Race and Shilite Streets.

February 22-26—Binghamton, N. Y.; W. F. Cady, 187 Water Street, Chairman of Binghamton Athletic Association.

March 1-6—Omaha, Nebraska; W. L. Burgess, Secretary, Omaha Cycle Board of Trade, 313 So. 14th Street, Omaha, Neb.

March 1-4—Syracuse, N. Y.; H. E. Maslin, President, Cycle Board of Trade of Syracuse, care E. C. Stearns & Co., Syracuse.

March 1-4—Cleveland, O.; George Collister, President, Local Cycle Board of Trade 317 Superior Street.

March 2-5—Providence, R. I.; W. W. Whitten, President, R. I. Cycle Dealers' Board of Trade; W. W. Whitten & Co., 143 So. Main Street.

March 2-6—Detroit, Mich.; Wm. E. Metzger, Vice-President, Detroit Cycle Board of Trade, 253 Woodward Avenue.

March 2-6—Reading, Pa.; John W. Spangler, Secretary, Reading Local Cycle Board of Trade, 600 Penn Street, Reading, Pa.

March 6-13—Baltimore, Md.; Alfred Ely, President, Local Cycle Board of Trade, 8 W. Baltimore Street.

March 6-13—Brooklyn, N. Y.; A. M. Franklin, Secretary, L. I. Cycle Board of Trade, 6 Third Avenue, Brooklyn, N. Y.

March 8-13—Rochester, N. Y.; Joseph J. Mandery, Secretary, Rochester Local Cycle Board of Trade, 93 East Main Street.

March 18-20—Williamsport, Pa.; A. H. Andrews, Melbourne Cycle Co., Williamsport, Pa. (Williamsport Cycle Dealers' Cycle Show.)

FOREIGN CYCLE SHOWS.

January 23-30—Glasgow, Scotland; A. G. Rennie, Secretary, 49 Lilybank Gardens.

January 22-30—Birmingham, England, Bingley Hall; Chas. Wheelwright, Secretary, Lucifer House.

January 23—Vienna, Austria; Steiner Hoenicke, Manager.

February 1-7—Edinburgh, Scotland, Waverly Market; A. K. Dempsey, Secretary 82 Leith Street.

February 1-15—Vienna, Austria; Winter Velemond, 14 Kaentner Street.

February 3-6—Nottingham, England, Albert Hall; B. Richards, Secretary, Nottingham Athletic Social Club.

February 6-20—Manchester, St. James' Hall; Northern Counties Exhibition Co.

February 27-March 6—Leeds, England, Town Hall; Northern Counties Exhibition Co.

March 14-19—Glasgow, St. Andrew's Hall, Northern Counties Exhibition Co.

March 15-21—Brussels, Belgium.

TRADE CHANGES.

CALIFORNIA.

San Diego.—Hannahs & Cobb, declared insolvent. Liabilities \$4,620, assets \$2,281.

CONNECTICUT.

Danbury.—Folding Bicycle Co. transferred to P. O. Dwyer under bill of sale; \$2,000.

DISTRICT OF COLUMBIA.

Washington.—W. R. Mitchell sued for damages.

GEORGIA.

Brunswick.—The Brunswick Bicycle Co. has been organized and will open new store.

ILLINOIS.

Chicago.—Comfort Spring Seat-Post Co., bicycle sundries, incorporated by D. M. Martindale, J. R. Gill and H. H. Martindale. Capital, \$2,400.

Chicago.—Pneumatic Handle-Repair Co., bicycles, incorporated by H. E. Kimball, F. V. Phillips and Edwin W. Olds. Capital, \$2,500.

Chicago.—Armstrong & Jamison, dissolved.

Chicago.—Fowler Cycle Mfg. Co., increase directors from three to five.

Chicago.—Henry Sears Co., assigned. Assets \$80,000, liabilities \$50,000.

INDIANA.

Seymour.—Timms Mfg. Co. organized to manufacture bicycles. Officers, M. S. Blish, J. Blish, W. C. Humbert and C. L. Thomas.

IOWA.

Des Moines.—Perkins & Perkins, assigned.

MAINE.

Nobleboro.—E. L. Dunbar will make bicycle saddles.

MASSACHUSETTS.

Bridgewater.—Chas. Perkins sold out to Whitcomb.

Hyanina.—Hallett & Eldridge, chattel mortgage, \$3,000.

Leominster.—J. T. Burns Cycle Co., succeeded by Iver Johnson Sporting Goods Co.

Worcester.—Frank T. Fowler Mfg. Co. changed style to Trinity Cycle Mfg. Co.

MINNESOTA.

Crookston.—Hawkins & Co. have arranged to handle the Fowler bicycle next year.

Pine Island.—A. H. Irish sold out to R. S. Swarthout.

NEW JERSEY.

Jersey City.—W. L. Darrner, chattel mortgage, \$125.

Trenton.—Steel Tire Wheel Co., incorporated for \$4,000,000.

NEW YORK.

Brooklyn.—Amphion Cycle Mfg. Co., bill of sale, \$450.

Brooklyn.—I. & H. Silberstein, bill of sale, \$1,500.

Brooklyn.—Joseph Dennis, judgment, \$447.78.

Buffalo.—William D. Knowles reported recorded chattel mortgage for \$185.

Buffalo.—Electric City Wheel Co. open salesroom at 600 Main street.

Buffalo.—George B. Salisbury opens salesroom, Main and Chippewa streets.

New York.—The Porter Cycle Co. incorporated by L. H. Porter, J. D. Tatem and W. A. Belcher.

New York.—The U. S. A. Export Co. incorporated by R. A. Strong, G. A. Smith and W. G. Chittick; to export and import bicycles and supplies; capital, \$2,500.

New York.—The Berson Mfg. Co. incorporated by H. Berson, Joseph C. Savage and C. A. Loughlin; to manufacture bicycles, etc.; capital, \$10,000.

New York.—Fifth Avenue Cycle Co. incorporated by E. S. Johnson, E. O. Jacobson and E. M. Sanger; capital, \$20,000.

New York.—New York Horse Co. incorporated to deal in horses, bicycles, vehicles, etc.; directors, B. T. Rhoades, Jr., Leopold Wormser, William A. Hern, E. A. Miller, George F. Vetal, George W. Bush, and George W. Lynch; capital, \$50,000.

New York.—Weaver Cycle Material Co. file certificate of incorporation in Hudson County, N. J.; capital, \$100,000.

New York.—B. J. Raynor & Co. damaged by fire; \$500.

New York.—The Walton-Tinkham Cycle Co. discontinue manufacturing tricycles and carriers; the Tinkham Cycle Co. will continue.

Rochester.—Bicycle stock of C. W. Mayer, 308 Central avenue, levied upon Tuesday afternoon.

Rochester.—The Shone-Hanna Mfg. Co. opens branch store at 29 S. Clinton street, and will carry full line of bicycle supplies and bicycles.

Rossville (S. I.).—George Merrick sold out to William Vaughn.

OHIO.

Cincinnati.—Herbig & Rick assigned to B. L. Murtry. Assets and liabilities not stated.

Cleveland.—The Century Novelty Co. incorporated by E. S. Page, J. W. Laughley, C. S. Howe, J. M. Anderson and W. H. Mason. The company will manufacture and deal in bicycles.

North Star.—A. Davis and F. A. Curtis have commenced the manufacture of a patent bicycle lock.

Toledo.—Nelson-Hubbel Cycle Supply Co. dissolved; E. P. Hubbell retiring.

Urbana.—Sims Cycle Co. succeeded by Smith & Franza.

OREGON.

Riddle.—Carle & Richardson dissolved; T. K. Richardson continues.

PENNSYLVANIA.

Philadelphia.—F. M. Dampman, bicycles, damaged by fire and water.

Reading.—The Globe Cycle Co. have opened their new store at 846 Penn street.

SOUTH CAROLINA.

Columbia.—J. W. Gibbs Stationary Co. has assigned to Hassell Thomas.

VIRGINIA.

Richmond.—The Brannan Circle Cycle Co. incorporated by E. I. Brannan, pres. and gen'l. mgr.; F. Sitterding, vice-pres.; J. Clements Shafer, sec'y-treas.; to manufacture the Brannan Circle cycle; capital stock, no more than \$20,000, nor less than \$10,000.

WISCONSIN.

Madison.—D. D. Warner Co., Chicago Cycle Show exhibit attached for \$470.32; claim paid and goods released.

Manitowoc.—E. S. Baer & Co. will begin manufacture of bicycles and bicycle supplies on February 15.

Palmyra.—H. Colton will open bicycle store.

WILL GO RIGHT ON.

On Friday of last week, the Syracuse Specialty Company, Syracuse, N. Y., manufacturers of the Frontenac cycles, went into the hands of a receiver. The company was reorganized on the following day and business will be continued as heretofore. At the show it was stated that the failure would have no effect on the business whatever.

ADDITIONAL DETAIL SHOW REPORTS.

MECHANICAL FABRIC CO., PROVIDENCE, R. I. Conqueror and Flexifort single and double tube tires. Practically these tires are the same as last year. A circular woven fabric is used which in the single tube tire fits with a smooth surface to the rubber. The Thillingast Tire Welder is also shown.

NATIONAL CYCLE SUPPLY CO., CLEVELAND, O. Lantern and lubricating oils, and chain grease. It is claimed for the illuminating oil that it will not smoke, char the wick, gum or emit a disagreeable odor, while the flame is brilliant and unaffected by motion or jar. The chain grease is a new ingredient, put up as a paste instead of in stick form. The point is made that it will remain longer on the bearing points and will not wash off. The line is known as the "Yellow Kid" each box being adorned with a likeness of that famous youngster.

WM. F. NYE, NEW BEDFORD, MASS., Lubricating oils and chain lubricants. Coming from the former home of the sperm oil industry, Mr. Nye is in a position to market the purest oils obtainable, in fact he offers a large sum of money to any one who can equal them by a chemical analysis. His specialty for this season is the Crystal Sperm Chain Lubricant, and the Lily White oil put up especially for high-grade bicycle use. It is non-drying and non-congealable. The stand is ornamented with a collection of realistic pictures relative to the whaling industry.

NORTHAMPTON CYCLE CO., NORTHAMPTON, Mass. Bicycles; eight wheels. One of the talking points of this firm's output is the adjustment of the handle-bar and seat-post. By a half turn of a nut the handle-bar can be swung in any position by means of an eccentric bolt, obtaining the greatest rigidity when locked in the position desired. Dust proof bearings, colored enamels, wood or metal handle-bars, flash joints, and a variety of tires, are other features. The chain adjustment is especially simple. The chain is tightened or loosened by merely loosening the nut on the right side of the rear hub and turning a small disc with the fingers either forward or backward. Felt washers are used in the hubs, which are so arranged by an internal brass tube that two drops of oil will lubricate the bearings thoroughly.

ALADDIN LAMP CO., NEWARK, N. J. ALADDIN lamps, same as shown at Chicago.

ERWIN MFG. CO., GREENBUSH, N. Y.—Erwin and Raensselaer bicycles; five wheels. The Erwin Special at \$100; the Erwin Roadster at \$80, and the Raensselaer at \$75. No particularly special or exclusive features are embodied in the wheels, which, however, incorporate flush joints, divided crank shaft, external expanders and other latter day kinks.

RACING BOARD'S BULLETIN.

Suspended, pending payment of entry fees—W. S. Paige, Brooklyn, N. Y.

SUSPENSIONS RAISED.

A. H. Stewart, Chicago, Ill.; Fred B. Thompson, Canton, Ill., and H. G. Thompson, N. Y. City, N. Y.

SUSPENDED.

For one year from February 3, for competing in a novice race after having won a prize, also competing while under suspension, D. Meyer, Chicago, Ill.

Suspended pending payment of entry fees: F. W. Hearne, New York City, N. Y.; C. W. Gagne, Brooklyn, N. Y.

DECLARED PROFESSIONALS.

H. B. Scott, McDonald, Pa., own request; C. C. Aughenbaugh, Beaver, Pa., clause (c); Frank A. Coty, Pasadena, Cal., clause (a); Myron A. Hill, Pasadena, Cal., clause (a); Freeman Parker, Ukiah, Cal., clause (a); J. M. Long, Phoenix, Ariz., clause (c); J. Y. Hill, Tusculumbia, Ala., own request.

Daniel McCarthy, Little Falls, N. Y., clause (b); E. Adelbert Payne, Amsterdam, N. Y., clause (b); E. P. Hayfinger, Amsterdam, N. Y., clause (b); William Roggie, Amsterdam, N. Y., clause (b); William Dell, Minden, N. Y., clause (b); Harry Fisher, Little Falls, N. Y., clause (b); S. Hodge, Fonda, N. Y., clause (b); Wm. Jensen, Morristown, N. J., clause (b); F. L. Harris, Seatonville, Ill., clause (a); John Rowe, Tiskilwa, Ill., clause (a); H. J. Webber, Ladd, Ill., clause (a); C. R. Reed, Providence, Ill., clause (a); Geo. L. Banschbach, Princeton, Ill., clause (a); W. W. Ingram, Rutland, Ill., clause (a); H. J. Bailey,

Princeton, Ill., clause (a); Max Schultz, Ottawa, Ill., clause (a); Chas. H. Eby, La Salle, Ill., clause (a); Frank Linnig, Peru, Ill., clause (a); S. E. Geiger, Peru, Ill., clause (i); W. C. Black, Mendota, Ill., clause (i); M. Knaff, La Salle, Ill., clause (i); H. C. Uthoff, Peru, Ill., clause (i); A. Weberling, Peru, Ill., clause (i); Henry Fraser, La Salle, Ill., clause (i); L. Morrow, Peru, Ill., clause (i); C. Edwards, Tryo Grove, Ill., clause (i); E. Samen, Peru, Ill., clause (i); A. B. Porter, La Salle, Ill., clause (i); E. Gross, Peru, Ill., clause (i); C. F. Sherrard, Ladd, Ill., clause (i); Dan Stipp, Princeton, Ill., clause (i); Dan Price, Mendota, Ill., clause (i); J. Dow Hopkins, Mendota, Ill., clause (i); F. Ladd, Peru, Ill., clause (i); Frank R. Daft, Peru, Ill., clause (i); F. Horton, Princeton, Ill., clause (i).

Suspended for one year from January 26 for competing in unsanctioned Sunday races after warning:

Frank R. Daft, Peru, Ill.; F. Horton, Princeton, Ill.; F. Ladd, Peru, Ill.; J. Dow Hopkins, Mendota, Ill.; Dan Price, Mendota, Ill.; Dan Stipp, Princeton, Ill.; C. F. Sherrard, Ladd, Ill.; E. Samen, Peru, Ill.; A. B. Porter, La Salle, Ill.; E. Samen, Peru, Ill.; C. Edwards, Tryo Grove, Ill.; L. Morrow, Peru, Ill.; Henry Fraser, La Salle, Ill.; A. Weberling, Peru, Ill.; H. C. Uthoff, Peru, Ill.; M. Knaff, La Salle, Ill.; W. C. Black, Mendota, Ill.; S. E. Geiger, Peru, Ill.; Frank Linnig, Peru, Ill.; Chas. H. Eby, La Salle, Ill.

For competing in unsanctioned Sunday races after warning: Max Schultz, Ottawa, Ill., and H. J. Bailey, Princeton, Ill., are suspended for one year and six months from January 26, and W. W. Ingram for two years and six months.

RECORDS ACCEPTED.

Professional, unpaced, flying start, against time, by Arthur Gardiner, Denver, Col., December 4, '96:
½ mile, 26 1-5.

¼ mile, 57 2-5.

Amateur tandem, unpaced flying start, by George E. Dixon and Charles Kraft, San Francisco, Cal., December 5, 1896; 2 miles, 4.21 2-5; 3 miles, 6.38 4-5; 4 miles, 8.55; 5 miles, 11.09 4-5.

One hour professional record 29 miles, unpaced, flying start, by Jimmy Michael, Memphis, Tenn., November 21, 1896.

EVERY TIME

A BICYCLE dealer sells a wheel equipped with SAMSON SINGLE-TUBE TIRES, he adds to his reputation and prestige.

Wheels equipped with

SAMSON SINGLE-TUBE TIRES

will be supplied by any bicycle
manufacturer without extra cost.



Money cannot make higher grade tires than **SAMSON SINGLE-TUBE TIRES.**

At New York Cycle Show, Spaces Nos. 281, 282, 295 and 296.

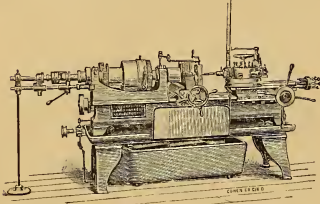
NEW YORK TIRE CO. Main Office, Nos. 59 and 61 Reade Street, NEW YORK.

BRANCH HOUSES: BOSTON, TORONTO, PHILADELPHIA, BUFFALO, LOUISVILLE, CLEVELAND, CHICAGO, DENVER, ST. LOUIS.

Kindly mention The Wheel.

DIFFERS FROM THE ORDINARY.

The hub machine made by the Davis & Egan Machine Tool Company, Cincinnati, and shown herewith, differs from others now on the market, in that it forms and drills the hubs simultaneously, which greatly increases the output. In a test recently made on rear hubs of the Marion Bicycle Company's design an average of ten hubs per hour was main-



tained. On front hubs the average was fourteen per hour. The hubs were formed, drilled all the way through, counterbored on one end. It is not a special machine, but can be used for making cones, cups and other parts. It is a very powerful machine, being driven by a large two-step cone, with a 5-inch belt. It is furnished with a geared friction head, so that the back gears may be thrown in and out without stopping the machine.

PROPOSED PACIFIC PLANT.

The president of the Los Angeles Board of Trade is in receipt of a letter from Llewellyn H. Johnson, president of the Premier Cycle Manufacturing Company, Bridgeport, Conn., who states that he is arranging to establish a bicycle factory on this coast, with an annual capacity of not less than three thousand wheels, and that Los Angeles has been suggested to him as a good location. The first season he would employ from 250 to 300 hands. A plant such as this would mean the annual expenditure of \$75,000 in wages and local salaries, and a business of about \$200,000 per year. In Los Angeles Mr. Johnson's offer is regarded as an opportunity for its enterprising citizens to secure the establishment of an enterprise that would be of great value to their city. Oakland, Cal., already has the matter in hand, and is trying to secure the location of the factory.

ON A ROYAL MOUNT.

Lee Richardson, who, as a fancy rider, won his spurs almost as soon as he left his cradle, is going abroad to astonish the Europeans. He will sail for Paris on the 17th inst., and should do well. His foreign trip is not nearly so surprising as is the fact that he has left his first love and will use a Royal Worcester bicycle in all of his exhibitions.

INSURANCE COMPANIES TO PAY.

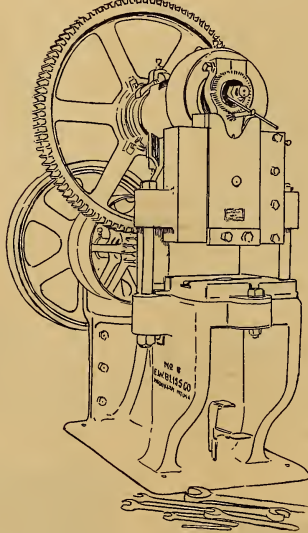
"Dear old Tom, he is so considerate, and so thoughtful of my happiness," confided Mrs. Scorchmost, to her dearest friend.

"What has he done now?" queried the one confided in.

"Doubled his accident policy, and now I don't have to worry the least bit when he goes out every night and scorches over those miserable roads around here, refusing to use either a brake or a lamp on that new \$34.83 machine he rides."

PRESS FOR HEAVY WORK.

Modifications recently made by the E. W. Bliss Company, No. 25 Adams street, Brooklyn, N. Y., in their standard No. 5 Stiles Geared Press, in order to give more rigidity to this press when heavy work is done in it, are outlined in the illustration. By means of these stay-rods the press is made to combine the advantages of the overhanging frame with those of the straightsided pattern. These stay-rods can be removed when using the press to cut out of the full sheet, when they would be in the way; they are, however, especially desirable when the press is used for embossing, heavy stamping and shaping. This machine is otherwise provided with the well-known features of the "Stiles Presses," namely, the Stiles Graduated Eccentric Adjustment and the Stiles Clutch, and is built in an exceedingly solid and accurate manner. Its principal dimensions are as follows: Size of opening in bed, 11 x 14 inches; distance back from centre of slide, 10½ inches; distance



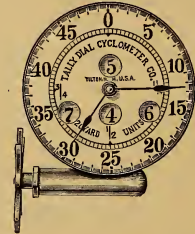
from bed to bottom of slide when stroke and adjustment are up, 9 inches; standard stroke, 1½ inches; weight of fly wheel, 900 pounds; proportion of gearing, 1 to 7; speed of fly wheel per minute, 175 revolutions; floor space over all, 52 x 86 inches, and weight complete, about 9,000 pounds.

The range of work for which this press is adapted covers nearly every kind of blank cutting, punching, perforating, forming and bending, including a large portion of the operations needed in the manufacture of bicycles and bicycle parts and fittings, such as frame connections, crank-hangers, pedal parts, chain sides, and other articles formed of sheet metal. The "Stiles Patented Graduated Eccentric Adjustment" is an especially valuable feature of this machine, the graduation being marked 1-100 of an inch on the eccentric disc, enabling the operator to keep an exact record of the dies and to set them without loss of time.

Count Kumoff is president of a newly organized Russian wheel club.

RECORDS MILEAGE BY TRIP AND YEAR.

A 75 cent cyclometer, which will register 1,000 miles and repeat is one of the specialties of the Flash Light and Cyclometer Co., of Tilton, N. H. This firm has succeeded to the business of the Tally Dial Cyclometer Co., and has been incorporated with a capital stock of \$10,000. Two other models in the cyclometer line are made, Model C, which is illus-



trated, registers a season's riding up to 10,000 miles and repeats, as well as individual trips up to 50 miles. Model B is the same, except that it registers only 1,000 miles before repeating. They are small, accurate, and weigh but two ounces. The instruments are put up in an easel-shaped case, holding twelve, four of each kind, making an ornamental appearance in the show case or window. The company also controls the novel Flash Light sign, which is being largely used by cycle dealers for night and day store advertising.

DONE WITH ELECTRICITY.

This is the era of electricity, and the wonder is that electric construction does not enter into the bicycle more than it does. However, Angell & Sumner, Buffalo, N. Y., are marketing a full line of stamped bicycle connections, electrically welded, making them practically one piece. In addition, they handle a full line of parts that help constitute the bicycle, tires, pedals, wood rims, saddles, etc., and at prices that make them interesting to the trade.

A new flush joint, rear-fork end with lugs for the adjusting bolt is novel, while a complete set of head and adjusting cones and cups are quoted at figures that make one marvel how it can be done at the price. A seamless crank hanger is also something that will be thoroughly appreciated by the trade, and in fact, the whole line of goods handled by this concern can be quoted as being strictly high grade at reasonable figures.

GRINDERS AGAIN.

At noon on Monday a six day's race began in the Central Rink, Pittsburg, Pa. The ten riders who started out to ride twelve hours each day, from noon to midnight. The track is 12 laps to the mile. At the close of the race on Tuesday the score was as follows:

Waller, 437 miles 4 laps; Gimm, 437 miles 2 laps; Schock, 416 miles 4 laps; Reukel, 259 miles 11 laps; Hall, 408 miles 5 laps; Foster, 378 miles 10 laps; Denche, 402 miles 4 laps.

OPERATING UNDER THE SLOPER PATENT.

The Erie Cycle Specialty Co., of Erie, Pa., who manufacture the X-Ray Plugger for single tube tires, are authorized for the manufacture of the same by M. E. Griswold Co., under the Sloper patent.



Kindly mention The Wheel.

Dealers Say The Elmore

is a wheel they can fully recommend.

They are up to date.

They need less repairs and are one of the easiest running wheels on the market.

Ride an Elmore

for comfort and pleasure.

ELMORE MFG. CO.

CLYDE, OHIO.

PARK ROW BICYCLE CO.

23 Park Row, New York,

GENERAL AGENTS FOR

EASTERN NEW YORK AND NEW ENGLAND STATES.

Space, New York Show, 360 & 361.

Space, Boston Show, 162 & 163.

Kindly mention The Wheel.

THE MORSE ROLLER JOINT CHAIN



Every Joint is a
Frictionless Rocker Bearing.

Results : { NO FRICTION—NO WEAR.
NO WEAR—NO STRETCH.
NO STRETCH—NO WEAR-
ING OFF OF SPROCKETS.
99 1-3 per cent efficiency.

Guaranteed not to stretch more than
 $\frac{1}{4}$ inch during a season.

Send for Catalogue.

MORSE MFG. CO.,
TRUMANSBURG, N. Y.

WIN ON THEIR MERITS.

It is a large number of bicycles, 1,316, yet that was the number of wheels exhibited at the Chicago Show, and of these, Morgan & Wright, after a careful canvass, report that 341 were shod with Morgan & Wright tires. The other 975 bicycles were divided among 41 different makers, so that Morgan & Wright averaged 341 machines, while the average for the other 41 makers was only 24 each. Morgan & Wright add that they wish it known that not a finger was stirred to cause the removal of other tires from wheels during the show. It is their policy, they state, not to buy business by any other means than merit and courtesy.

INCREASED NEWTON BUSINESS.

The Newton Rubber Works, of Newton Upper Falls, Mass., have been compelled, through increase of business, to open a branch at No. 132 Lake street, Chicago, which will be under the management of Mr. F. H. P. Lowe. This company has also opened distribution depots with repair shops with the Very Cycle Company, Boston, and Stephen Hickok, Los Angeles, Cal., from which latter point the very far West will be taken care of.

ANENT ELECTRIC LAMPS.

Regarding a recent paragraph in THE WHEEL connecting the Eclipse Cycle Company with an experiment in electric lamps—which lamps, by the way, proved to be unsatisfactory—the Eclipse Company state that they have never been connected with any experimentation with or the marketing of electric lamps, and that they were not interested in the old Eclipse electric lamp.

FROM FAR OFF FINLAND.

The Ralph Temple Cycle Company, of Chicago, received a cablegram from Ulaborg, Finland, this week, requesting a quotation on the entire Temple line of wheels. All of which goes to show that this talk about a prophet being without honor in his own country doesn't go, since if the Temple line was not favorably known at home it certainly would not be cabled for from abroad.

RACING WITH COMFORT.

The Springfield Cycle Club Company, hailing from Springfield, O., is the name of a new stock company incorporated under the laws of Ohio for the purpose of giving cycle races and the general promotion of cycling interests. They have their clubhouse in the heart of Springfield, a fine residence, furnished up to date and fitted with the ordinary club comforts.

READY FOR CALLERS.

After spending seven or eight years with Hulbert Bros. & Co., E. P. Ryder has signed with Geo. N. Pierce & Co., and will have charge of their Broadway and Fortieth street, New York store. Mr. Ryder is spoken of as being able, genial and valuable. He invites all his friends to call upon him.

CHANCE TO BUY EFFECTS.

The effects of the Lindsay Bicycle Manufacturing Company, of Lafayette, Ind., will be put up at private sale at the office of the receiver, Jos. W. McCrea, No. 77 Main street, on March 1st.

PA'S POINT WELL TAKEN.

"I don't object, Alice," said the patient father, "to your selecting a cycle costume to make you look as much as possible like a man on the wheel. But I do object to the kind of man you succeed in looking like."

SOMETHING TO SEE.

"I suppose I wouldn't know Fawlaugh on his wheel?"
 "Why, you wouldn't know him away from it. Haven't you seen him since he tried to ride down Broadway on a wet cable-slot?"

IN THE



**German,
Spanish,
French.**

(ANY LANGUAGE.)

American Catalogues Translated, Condensed and Printed in any Language.

THE WHEEL PRESS,

88 West Broadway, New York.

CYCLONE PUMPS.

(Fifteen Styles.)

ALSO . . .

**Wood Handle-Bars,
Handle-Bar Stems,
Spokes and Nipples.**



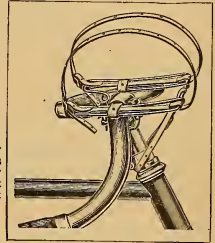
Special Prices to large Jobbers and Manufacturers.

**THE DAVIS & STEVENS
MANUFACTURING CO.,
SENECA FALLS, N. Y.**

At the New York Show, Spaces 260 and 261.
Boston Cycle Show, Space 287.

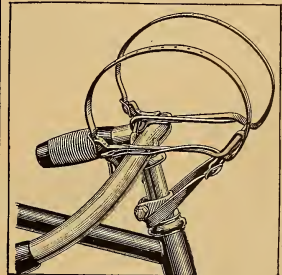
LAMSON'S

**Luggage
Carriers.**



The No. 10 or Featherweight is the lightest carrier we make, but yet it is very strong. It presents a very neat appearance on the wires.

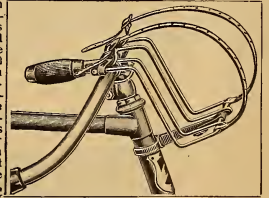
**CARRIER No. 10.
PRICE, 75c.**



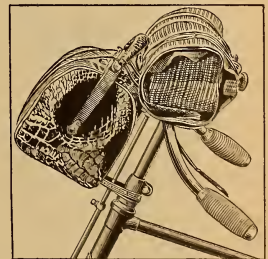
**CARRIER No. 1.
PRICE, No. 1, \$1.00
" 1 1/2, Lighter, .75
" 2, .50**

Has long been the most popular carrier on the market. It does not interfere with the use of lantern or brake. These carriers may be put on reversed as to project behind the handle-bar.

Rests on the handle-bars and is fastened around the head. Will carry a large bundle or package. The construction of this carrier forms an elastic rest for the package, preventing undue jar to the contents. The best all-round carrier made and one of the best sellers.



**No. 4s.
PRICE, \$1.25.**



**No. 4d, LOADED.
PRICE, \$1.50.**

Will carry a small camera and tripod, or anything else. The main bundle need not be disturbed until the end of the day, as the upper part will carry the cost, etc., independent of the lower frame. Unusually light and strong and will not sag.

**Price, No. 4d, \$1.50.
Larger Sizes, No. 6, \$2.00.
No. 8, \$2.50.**

For sale by all Dealers, or by Manufacturer,

**C. H. LAMSON,
PORTLAND, ME.**

NAMEPLATES

WE ALSO MAKE A SPECIALTY OF

**STEEL LETTERS and FIGURES for Stamping Steel,
STENCILS FOR BICYCLE CRATES, Etc., Etc.**

SEND FOR CATALOGUE.

C. H. HANSON, 40, 42, 44 CLARK STREET, CHICAGO, ILL.

Kindly mention The Wheel.

WE WANT EUROPEAN AGENCIES

— FOR —

**THE AMERICAN
TRAVELER.**

Made by a manufacturer of 33 years' standing. . .

ACME OF PERFECTION.

**Unexcelled for Speed,
Beauty, Lightness,
Durability and
STRENGTH.**

Send for Catalogue and Discounts



AMERICAN SEWING MACHINE CO.,

20th St. & Washington Ave., Philadelphia, Pa., U. S. A.

Kindly mention The Wheel.

OF ROYAL LINEAGE.

Not "Worcester" now, but "Royal Worcester," is the name by which the Worcester Cycle Manufacturing Company will make their product known. They had in mind the celebrated English potteries, whose wares are known throughout the world, and whose reputation for premiership in porcelains the Worcester Company will strive to emulate in cycles.

Besides the Worcester line, there will be a second string, called "Middletown," thus making a line ranging in price from \$40 to \$150, thereby giving a choice of selection to the attenuated purse or the plethoric pocket-book.

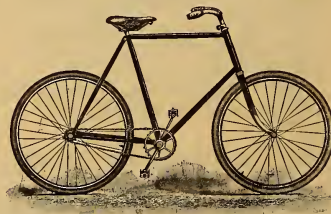
These Worcester wheels are manufactured in Middletown, Connecticut, and the aim of the Worcester Company is to make them high-class from the ground up. They start with the keynote of all success by using the best material, and, being located in the mechanical centre of America, they are easily able to draw all the skilled workmanship they require. At present, this skilled workmanship has caused the drafting of four hundred of New England's best mechanics to Middletown.

The Royal Worcester line will comprise five singles and two tandems, all high grade, the family being the Light Roadster, the Racer, the Ladies' Model, Special Light Roadster for men, and Special Light Roadster for ladies, built to order; these latter being enameled in purple with gold stripes. All the bright parts, usually nickelled, will in these specially-built wheels be gold-plated. There are also Double Diamond and Combination Tandems. The company will also put out a Racer, weight 17½ to 18½ pounds, finished in royal purple, the frame and rims striped with gold, with which combination they can scarce-



Royal Worcester, Ladies' Model

ly escape a rich effect. The Light Roadster will weigh 21 to 24 pounds, with grass green, dark blue, Denver blue and ox-blood red finishes.



Royal Worcester, Roadster.

The Ladies' Model will show an entirely new design, whose symmetrical lines will be sure



Royal Worcester, Racer.

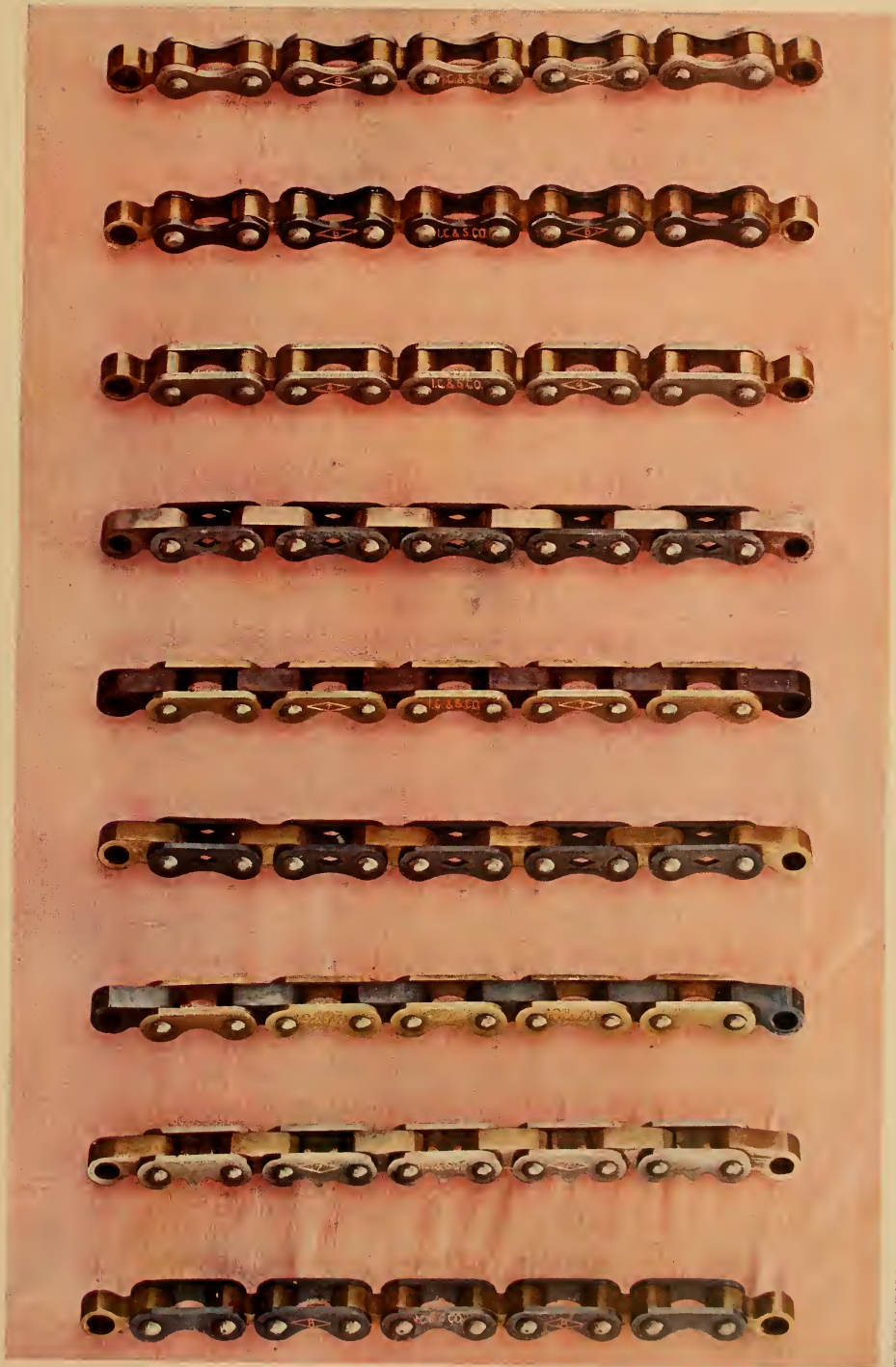
to win appreciation. The Light Roadster is made in three heights of frame, 22, 24 and 26 inches.

The Worcester Company invite close inspection on the part of riders. They claim beauty in line and merit in detail and general construction. Above all, they base their chief talking-point on ease of running, for a wheel that runs hard, even on the first trial, is a hard nut for the prospective buyer to crack. All Royal Worcester cycles are fitted with Palmer tires, Persons saddles, Fairbanks selected wood rims and Spencer brakes. The tire options include either Vim, League, Goodrich or Dunlop. There is also an option in saddles on the Garford, Hunt or Brown. Handle-bars are in three styles, at option, drop, upturned or ramshorn, and may be had in either wood or steel. All Royal Worcester cycles have tapered tubes, hollow bolts and universal nuts. The Royal Worcester line is listed at \$100, and the tandems at \$150.

The company's factory at Middletown, Conn., includes seven large buildings in the heart of the city, the area being about five acres. The factory is entirely modern in construction, and is equipped with labor-saving devices and automatic machines of the latest invention. The factory equipment is so complete as to even include a photograph gallery.

The man at the wheel is George S. Macdonald, who holds forth at the head office, 17 Murray street, New York City. Mr. Macdonald is well known in the bicycle trade as a man who understands it both as to factory and office. He is an all-around, well-equipped man, and capable of turning out oceans of work, and the company's headquarters, although but freshly opened and newly painted, presents an inspiring scene of industry. The company seems to possess all the factors of a big success.





PRINCIPAL STYLES OF DIAMOND CHAINS.
MADE BY THE
INDIANAPOLIS CHAIN & STAMPING CO.

1897. DIAMOND CHAINS

RUN EASILY

BECAUSE THEY ARE ACCURATE.

Write For Samples and Prices.

**INDIANAPOLIS CHAIN & STAMPING CO.
INDIANAPOLIS, IND.**

New York Depot: J. S. LENG'S SON & CO.

4 Fletcher Street

R. B. McMULLEN & CO., Chicago and New York

General U. S. Sales Agents

Boston Depot: VERY CYCLE CO....

245 Columbus Avenue

SEE OUR EXHIBITS AT THE NEW YORK AND BOSTON CYCLE SHOWS.

TRADE OUTLOOK FOR 1897.

Cycle trade forecast for 1897? How easily asked for, and how difficult to fill the commission, since the cycle trade itself, whose bread and butter and bank account depend on how well it hits off the situation, is even now lame and halting and indulging, not in any prophecy or in any well-supported policy, but is adrift in speculation and unadulterated guesswork.

AT THIS TIME OF THE YEAR

the trade has usually known where it was at or had some inkling of where it was going to be at. This year, however, barring one or two rich concerns which have capital—and the product of capital, which is courage—to go ahead and get ready, very few firms have yet put their best foot forward. Their earliest models have only just peeped forth from the cycle works. They are showing them timidly, yet hopefully. They pursue the necessary agent's order eagerly. Aside from the firms indicated, a great many houses know not how large their output is to be or where it is to be placed.

This is not to intimate that the bottom has fallen out of the bicycle trade or that it is full of holes as a sieve. Here and there are holes and there are bad spots, but during the past season the trade has been purified as by fire, in this case through failure after failure, and much weakness has been knocked out of the trade, so that it is healthier and more normal than it ever was. But the cycle trade, healthy and normal though it may be, clear-headed and clear-minded as it is, moves slowly and haltingly. It has not yet got its man's legs on, but is faltering uncertainly, scarce trusting itself.

LEAVING GENERALITIES,

the cycle trade is the marvelous commercial growth of this generation. Within the lives of men who are not yet twenty, people have been arrested for venturing to ride a bicycle. Just fancy the possibility of such a thing! Yet to-day legislators and officials crowd the dockets with bills providing accommodations for those who ride bicycles. Even those who are in the bicycle trade have only just begun to comprehend what a remarkable expansion the trade has gone through, how big it has gotten to be, and how universal the use of the cycle is. The cycle trade, on a small scale, is like many other things in nature which have grown too rapidly. It has taken on somewhat of the nature of the weed and the reed, and has something of rank growth. It is much like the '49 mining movement, like the growth of some border cities, a sort of miniature South Sea bubble in its way. While the trade has not burst like a bubble, it has during the last year become much less in size, much less brilliant in coloring. A deal of wind has been taken out of the enormous cycle trade globe, so that where it once threatened to burst, it is now getting neither larger nor smaller, but is at a standstill.

IN 1880 THE NUMBER

of makers could have been tabulated on the fingers of one hand; to be exact, 6 in number; in 1890, they numbered nearly 200, in 1895 nearly 500—that is, more or less big makers, with a countless number of small makers and assemblers. In 1893 the trade met its first Waterloo, for in May of that year, a prominent firm was compelled to overload its stock,

and it cut the price on 10,000 bicycles to half and dumped them on the market. This came upon the trade in the manner of a drastic pill. From June 1, 1893, to October 1, the commercial records showed at least one bicycle failure each day. The year 1894 was a season of reception, with a girding up of loins for new victories; and this season of preparation was not wasted, for the year 1895 proved the great climaxial year for the bicycle trade. Everybody in the world seemed to have a mad desire to be mounted on wheels. Factories were run day and night. Plants were enlarged and the output was enormous. This prosperity caused overstimulation, overexpectation. The story of that year was a luscious and irresistible invitation to capitalists and manufacturers to turn out countless bicycles. It must be remembered that since the general business panic in 1893 many manufactories had remained idle, and those who were wont to produce steel, metal, and other products converted their plants, either in whole or in part, into bicycle factories. The net result was that 1896 saw the production of nearly a million wheels, with only six or seven hundred thousand buyers. The result of this disproportion is fresh in the minds of all cyclists and in the minds of the public. Early in the season of 1896 cycles were dumped into the department stores and auctioneers' rooms in quantities, and wheels with fine names which once brought a clean \$100 were passed over the counter for as low as \$24. The whole trade was overstocked. Those who were at the drowning point clutched the last straw of sacrifice at any price, and perhaps saved themselves for better days. Those firms, however, which had both pride and money carried over stock, and are still carrying some of it.

A FORECAST OF THE TRADE

One hesitates to risk a prophecy, but these things may safely be said of the approaching year: First, demand. The demand for cycles will undoubtedly be marvelous. During the past year cities have constructed asphalt streets and asphalt strips and counties have constructed smooth roadways, the total being many, many thousand new miles of pleasurable riding. These asphalt streets make great numbers of riders. They are the kindergartens of cycling. Timid persons who will not venture into a riding school or on the public road have, under cover of night and upheld by some friendly arm, gone through the A B C of cycle riding in front of their own doorsteps, with nothing worse to bother them than the eyes of some curious or kindly neighbor. That is only one factor. The chief basic reason for big expectations is that the cycle has now become the vehicle of pleasure to many and the vehicle of use to all. It has become an extremely popular method of locomotion to and from school and for shopping, and for the mechanic between his home and his factory, and all the rest of it. Any one who has given a close eye to cycling cannot but draw the conclusion that 1897 will show a very great public demand.

SUPPLY

If the output of cycles equals this demand, we should expect a perfect business condition, but perfect business conditions are very rare, and seldom do supply and demand balance the scales. This year supply will be small. For the proportion of perfected wheels

offered for sale one must go to the men who make tires and tubing and saddles, and to whom come the first orders for product. These men all agree that manufacturers of all kinds of bicycles, barring one or two more adventurous spirits, are going very slowly, and their opinion is that the output of 1897 will be from 40 to 70 per cent. of the output of 1896. Signs of the times indicate that the majority of makers are working their factories slowly, are taking no big risks, are not overloading on material, are getting up what product they are certain to sell, and are getting themselves in position to produce additional product if it is needed. This year it will not be a case of filling the factory up to the roof and then starting out to market, as has been the custom in previous seasons. The stockrooms will be kept fairly clean this year, so it seems probable that the supply will be very late in being offered to the public—so much so, in fact, that it is not improbable that there will be a wheel famine this year, as there was early in 1895; not an actual famine, perhaps, but for the best styles part of the public will undoubtedly have to wait. Thus it may be assumed that the possible output, even if the factories started up in full blast at this time, cannot be more than 60 or 65 per cent. of that of 1896, so that at the present time possibilities of a bicycle glut and sacrifice, life-saving prices seem remote.

METHODS OF SALE.

The cycle trade, both maker and agent, will remember the bitter scorching they received in 1896, and bicycles will be sold more sanely and sensibly and profitably this year than ever before. In many cities the number of agents who will offer wheels for sale has been greatly reduced. For instance, in New York last year cycles could undoubtedly be purchased in at least 2,000 stores. The drug-store man showed them in his window, labeled "a panacea for every ill." The furniture man added them to his line. The carriage man thought them necessary to fill out the gap in his declining business. But all this has passed and is yet passing away. These "outsiders" found out to their cost that cycles do not sell themselves, that the bicycle is an article which must be talked up, that a sale is a matter of some skill, and that it takes a bicycle man to sell a bicycle. So these side-line people have withdrawn from the trade in disgust and have left the sale of bicycles to the legitimate bicycle agent. Thus the number of cycle sellers has been reduced perhaps by 40 per cent. throughout the entire United States, and the business will not be so thinly spread out and the profits will be concentrated.

AGAIN, THESE AGENTS

are doing business on a much better basis than heretofore. In many cities they have organized boards of trade, which have curtailed many of the abuses in cycle selling. They have taken up the matter of installment, exchange, rental, and other phases of the business, and have adopted codes carrying with them certain penalties. In this way much of the cut throat in the business is being eliminated. The agents come in contact with each other and learn not to abuse each other, which only profits the public and hurts themselves, and they have also stimulated a mutual confidence which has enabled them to carry on business on a better plan. Even these same agents are also now deriving increased revenue from the general increased sale of general cycle material, and increased revenue from repairs and care of cycles. For the army of cyclists is now so great that the small contributions it makes for oil, wicks and the rest of the ordinary paraphernalia of cycling comfort, make up millions in the aggregate.

IT MAY BE CONCLUDED

briefly that the cycle trade is in better shape than it ever has been, that wheels will be more used in 1897 than ever, that less bicycles will be produced, and that they will be more profitably placed; that there will be a less number of agents and a larger number of profitable agencies.

F. P. PRIAL, in N. Y. TIMES.

WHERE EVEN JUSTICE SLEEPS.

Judge Finletter, of Philadelphia, is another one of that city's magistrates whose mental equilibrium appears to have been seriously disturbed, if not completely upset, by the advent of the bicycle and the persistency with which as a vehicular appliance it not only holds its place, but steadily grows in popular favor. There are many localities in which the bicycle is regarded as an impertinent intruder, and not a few dispensers of alleged justice have laid down antediluvian law in deciding cases involving the rights of wheelmen.

Everybody who has any acquaintance with Philadelphia knows that good order is maintained on her streets. Although her trolley poles and wires offend the eye and endanger life, fast riding or driving are not permitted, and even walking is, by general consent, managed with a decorous dignity quite incompatible with rapidity of motion. It was natural that the introduction of the bicycle into such a community should have created a profound sensation. It was a rude shock to rock-ribbed and everlasting conservatism. It collided with cherished traditions and seemed to threaten the demolition of domestic tranquility.

But the wheel, in spite of the chilling reception which it had encountered, had come to stay—to perpetuate its inhabitancy of the metropolis of the Keystone State. It won favor with the young people, and when haled into the courts, even into the Supreme Court of the Commonwealth, it gained a notable victory, being set down as a vehicle and entitled to all the rights of a vehicle on the highways, even to the not particularly sought for right of paying toll on turnpikes.

But evidently Judge Finletter still regards the wheel as an intruder, and although he cannot banish it from the streets in opposition to the court of last resort, he does his best to make its riders unhappy. A young man who had been arrested for fast riding—and fast there would be slow in other cities—was arraigned before Finletter. This incident afforded an opportunity for the Judge to free his mind of an accumulation of anger against the hated innovation. Instead of condemning the single instance of fast riding—the only case before the court—he let loose on cyclists indiscriminately, declaring that they acted on the streets as if they owned them. Now, the truth is that in Philadelphia, as in all other cities, the "scorecher" is an outlaw among wheelmen, and such offenders are no more numerous than reckless drivers, but Judge Finletter lacked both the judicial firmness and acumen to discover this, hence his outbreak.

WHEN BRAIN IS TIRED AND HEART IS SICK.

It is pleasant to know social strife can be forgotten and the cares of the affluent person can be put under foot by the bicycle, but it is also pleasant to think of that other large class of women who ride the wheel, and all of whose pleasures are sometimes encompassed in the circlet of shining spokes. She is probably a woman who works with her mind and soul and body—this type of cycle maid. She may be delving in humanity down in the slums or trying to bring people back to the faith of their childhood in some forgotten, thriving mission in the heart of the "tough quarter" of the city; maybe she is merely a

prosaic teacher in a public school, where the widest scions of Italy, Ireland, Greece and Sweden clamor for liberty and education, fortune and civilization from 9 a. m. till 3 p. m.

But no matter who she is, she gets weary and wishes that she lived in any age but this, does this wheelwoman when she gets discouraged. She thinks the game not worth a penny dip and sorrowfully comes to the conclusion that all the rewards in this world are dead sea fruit, and she is quite sure that they have given her dyspepsia. So she goes cycling.

THOSE DEAR FRENCH!

"Now, perhaps madame, who takes so much interest, would like to see the newest bicycle corset," suggested the little French saleswoman, bringing down a wonderful pair of white linen ones, caught, as all modern corsets are, with strap and buckle over the front and laced to meet behind, and a set of double line on to the bust, by way of a support, while the rest of the corset was merely corded for stiffness.

"These are made to wash," she explained, "for, after riding, the natural moisture of the body will wet them through and through. Then see! Cut but four little threads, lift out the bones, and drop your corsets in the wash-basin with a bit of soap. After a rub or two they are clean and sweet, in about an hour they are dry, and this rough creped coarse linen needs only to be buttoned on to the figure to put it at once into shape."

WANTED SOME FACTS.

"Yes," said the manufacturer of the Getthere Gazelle, as he lolled back in his seat in his cycle show exhibit and pointed at the bejeweled racer who posed in the front of the stand, as a rider from choice of the speedy Getthere Gazelle, "that young man's salary from my concern is exactly \$250 per week, and all his expenses besides."

"Indeed!" languidly responded the tired show reporter. "But on the level Mr. Blowermore, do you mind telling me how much he gets?"

Coolness and silence then fell in alternate chunks.

HER DRYGOODS TRAINING TOLD.

"I admire the machine very much," she said, as the agent trotted out a new '97 model for her inspection. "It matches my riding costume splendidly."

"Yes," responded the dealer, who had sold women's wheels before, "our concern rather prides itself upon the enameling of its machines."

"Well, I'll take it, if you will guarantee me one thing."

"What is that?"

"That the color won't fade."

After some thought he gave the guarantee, and she gave up \$100 therefor.

HIS BIG FOUR.

"What does an old man like me mean by riding a bicycle?" queried a recent age convert to the wheel. "For just four good reasons: My head is clearer, my health is better, my heart is lighter and my purse is heavier. Isn't that quartette sufficient?"

HER TEACHER IS A CONVICT.

Barnstable, Mass., felt called upon to experience a shock when the wife of the jailer was seen taking cycle lessons in the public streets. It was not the lessons, however, which caused the sensation, but the teacher thereof, who was clad in prison stripes, an adornment he was condemned to wear for five years because he made away with the funds of a Springfield bank. Barnstable believes, quite correctly, that cycle teaching should be free from cheap prison competition.

THE SAME OLD STORY.

"I hear you saved a young woman's life on the Boulevard, yesterday."

"That's right. Her machine slipped and down she went right in front of a coal cart. I just managed to drag her from under its wheels."

"What did she say when she found she was safe?"

"Oh, the usual thing."

"Well, what is that?"

"'Oh, dear me; is my hat on straight?'"

COMING UP WITH THE TIMES.

Fatima, the favorite, laughed shrilly and called the other ladies of the harem to her side.

"Didn't I tell you girls Mahomet's most glorious representative on earth had wheels? Look!"

Peering cautiously through the casement they saw that Fatima was nearly right.

Their Sultan was dicking with a cycle agent, trying to trade three blue-blooded Arabian steeds for a '97 light roadster.

RUN OVERS AND FIVE HUNDREDS.

A Hartford legislator, by the name of Griffin, has introduced a bill in the Connecticut Legislature making it a misdemeanor for a person riding a bicycle who shall ride over another person and refuse to give his name, or who gives a false name, shall be punished by a fine of not less than \$10 nor more than \$500.

HARD TO PLEASE THEM.

When a young man takes a girl out riding and does not compliment her on her appearance on a wheel, she thinks he is mean; when he does both one and the other, she says she does not believe a word he says.

AN EXCELLENT BIT OF ADVICE.

The Italians have a proverb, which is worth remembering round cycle show time. It runs: "Hear and see, but say nothing if you wish to live in peace."

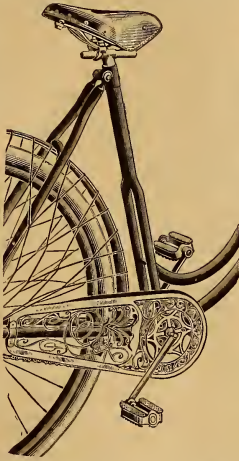
FEAR OF GETTING THE WORST OF IT.

The sensation a man experiences after the buyer has accepted his figure on his last year's mount, is that perhaps he put too low a price on that second-hand wheel after all.

THERE ARE OTHERS.

A cycling maid down in Atlanta Has curls and a red Tam-O-Shanter;
And she captures the hearts
Of the men, when she starts
To pedal her cycle instanter.

Broad street, Philadelphia, is said to be the finest asphalted street in America.



... THE ...

“AMERICA”

“TRUST ⁱⁿ the
RUSS.”

It's the shape of frame that makes “The AMERICA”

“As Good as Its Name.”



GENERAL DISTRIBUTING AGENTS.

Adams & Hart, Grand Rapids, Mich.
A. C. Anderson Cycle Co., Toronto, Ont.
Bradley, Clark & Co., Minneapolis, Minn.
David Bradley & Co., Council Bluffs, Ia.
Bradley, Wheeler & Co., Kansas City, Mo.
David Bradley Mfg. Co., Bradley, Ill.
B. B. Emery & Co., Boston, Mass.
J. H. Fall & Co., Nashville, Tenn.

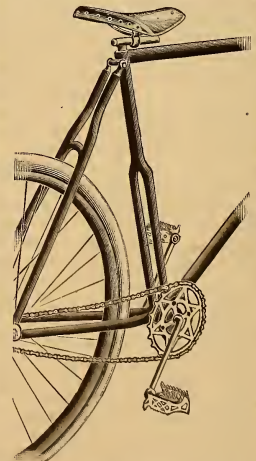
H. L. & E. E. Hunt, Pittsburg, Pa.
Mt. Royal Cycle Co., Baltimore, Md.
E. K. Tryon, Jr., & Co., Philadelphia, Pa.
The Union Nut & Bolt Co., New York City, N. Y.
The Hawthorne & Sheble Co., Ltd., London, Eng.
Lamson Store Service Co., Ltd., Sydney, Australia.
Lamson Store Service Co., Ltd., Melbourne, Australia.



America Cycle Mfg. Co.,

FULTON AND JEFFERSON STS.,

CHICAGO, ILL.



A WONDERFUL CYCLE FACTORY.



An installation interesting to bicycle manufacturers in particular and to all other manufacturers in general, is now under way at Middletown, Conn., where the Keating Wheel Co. have just completed a factory unique in its construction and in the application of its motive power. When complete the factory and offices will cover a space of 168,250 square feet, of which about 150,000 square feet will be devoted entirely to the manufacture of the well known Keating bicycle. The factory is situated on the West bank of the Connecticut River, between the river itself and the Middletown branch of the New York, New Haven & Hartford system. The establishment is divided into three buildings of brick and stone. The main building is 1,000 feet long, 50 feet wide and two stories high. Projecting from this on the river side are six L's, each of which is devoted to some special operation. Reference to the plan shows the different departments which occupy these L's. The main L, 200 feet long, 50 feet wide and two stories high, is the repair department and the store room. The others are respectively, the blacksmith, brazing, polishing, plating, and the enameling shops, each about 100 feet long and 50 feet wide. The North East corner of the plot will be occupied by spacious offices, 100 feet long by 50 feet wide and two stories high, entirely separate from the factory, and yet in sufficiently close touch to make it an integral part of the main factory building.

The unique feature of this plant is that it will be entirely operated by electricity, not an engine or main belt coming into the factory proper. The system chosen is the three-phase system of the General Electric Company, which is now in use in a large majority of power-transmission and distribution plants in this country. The engine and generating plant are located in the southeast corner of the plot in a two story brick and stone building. Steam is generated by a Babcock & Wilcox boiler of 250 H. P., separated by a brick partition from the engine room. The engine, a Cross Compound Condensing Greene engine of 500 H. P.—the high pressure side only of which is installed—is erected upon the second floor upon brick and stone cap piers built up from the ground. On the same floor is a General Electric three-phase generator, known as an A-T 16 pole, 250 Kilowatt, 450 revolution, 60 cycle machine, also placed on piers carried up from the ground. The main belt from the engine and fly-wheel passes down to the ground floor, where a countershaft runs in bearings set upon brick and stone piers. The shaft is carried the entire length of the room and from it will be driven eventually another three-phase machine, probably of similar capacity, as well as a set of lighting machines, which are to be erected at Middletown, as

soon as they can be removed from the present factory of the Keating Wheel Co., at Holyoke. This countershaft is arranged with couplings so that any portion may be cut in or out as may be required.

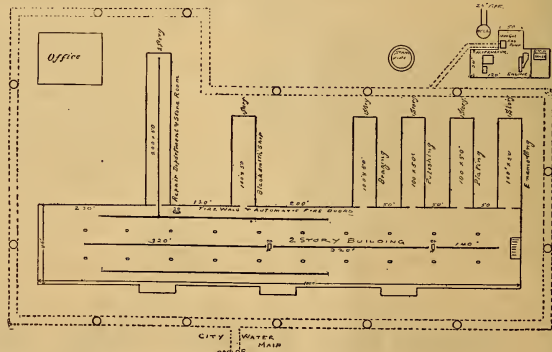
The exciter for the generator is a $4\frac{1}{2}$ Kilowatt machine of the I. B. type, run from a pulley on the shaft of the three-phase machine. Facing the generator is a Vermont marble switchboard carrying packed card rheostats, current indicator, volt meter and the necessary switches for controlling the exciter and the generator. From the switchboard, six wires, forming two circuits, issue from one of the windows of the power house and pass to the main factory, supported on one pole only. They are carried above one of the windows on the second floor of the factory, and there three of the wires terminate, while the other three, which constitute the circuit in service follow the center of the roof of the second story for about three-fourths of the length of the whole building. At the proper place they are tapped off, descending their respective pillars and passing through the floor of the second story to the motors suspended from the ceiling of the first story.

The main building, 1,000 feet long, is one great hall, supported on rows of pine pillars set ten feet apart. It will be seen by the dia-

building are two 50 H. P., while the line of shafting running through the repair shop is driven by a 20 H. P. motor, secured to the ceiling of the first floor in the main building.

All of the motors are equipped with two pulleys on each end so that four independent shafts can be driven from each motor. The extent of this shafting and the method of driving the motors can be gathered from the illustration made from a photograph taken from one end of the main building. There is about 160 feet of shafting on the other side of the far motor shown in the picture; this will give some idea of the extent of the installation. There is no bicycle machinery in the factory at the present time, the construction work not being sufficiently advanced to enable the Keating Company to undertake its '97 production there. The 1897 wheels are being manufactured at Holyoke, and as soon as any piece of machinery can be dispensed with there, it will be shipped at once to Middletown. The entire factory has been laid out by Mr. R. M. Keating himself with all the care which a man can bestow upon a child of his own creation. It is protected from fire by a system of sprinklers located in the building. Furthermore, a water pipe, shown in the diagram, surrounds the entire factory, and is connected with an eight-inch city water main on one side of the building, and with a 1,000 gallon fire pump on the other. Into this water pipe are let hydrants at intervals through which, should a fire occur in any part of the factory, water can be immediately turned upon it. The wall between the L's and the main factory is a fire wall, fitted with fire doors automatically closing in case of conflagration.

In order that the factory should not be dependent entirely upon city water, Mr. Keating has sunk upon the side of the power house nearest the river, a deep well into which the water from the river runs through a 24 inch pipe. In addition, a stand pipe will also be



gram of the building that the main shafting is about 800 feet long, and runs down the central aisle, being divided into three sections, between each of which is a 50 H. P. G. E. induction motor of the inverted type. There are other shorter lines of shafting which are about 350 feet long, one on each side of the main shafting in the north part of the building. Still another line of shafting, about 200 feet long, runs through the repair department. The motors driving the shafting in the main

erected between the river and the main building. The Keating Factory, when in running order, will be one of the most complete and modern cycle factories in the world. Nothing has been left to chance. It is the outcome of two years close study, and we may be excused if we say that the engineering talent which developed the "curve" in the bicycle diamond has found ample and sufficient scope in the magnificent factory which has been erected at Middletown.



The satisfaction enjoyed by CRESCENT
AGENTS and CRESCENT RIDERS
causes phenomenal sales of e e e e e

Crescent

BICYCLES.

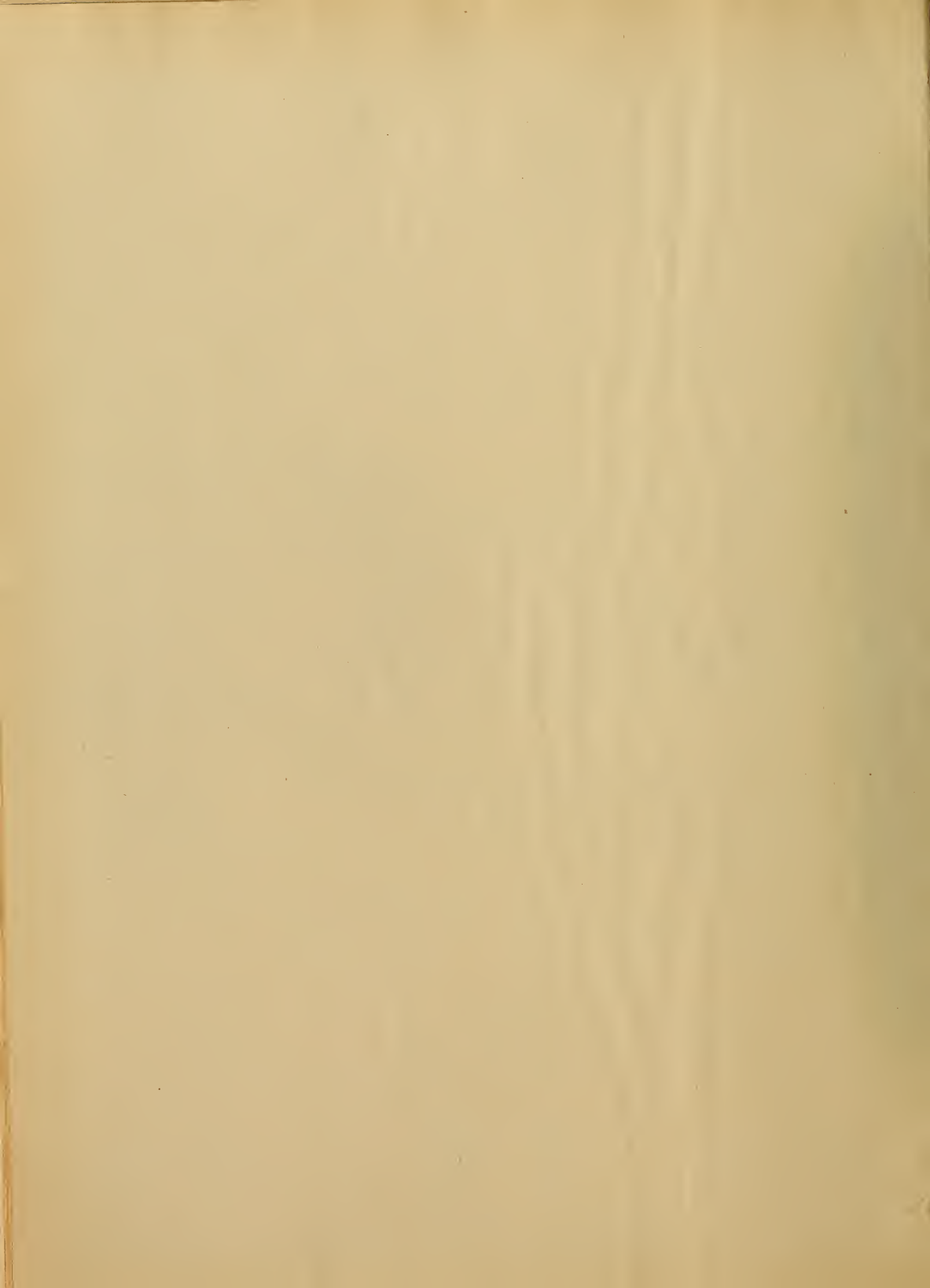
“The Wheels that Stand Up.”

New York Cycle Show:
Spaces 248, 249, 250, 251 and 252,
Balcony, Third Floor.



WESTERN WHEEL WORKS,
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