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THE WHEEL

A JOURNAL OF CYCLING

Established 1880. 12 Vesey St, N. Y.

AND RECREATION.

Vol. XII.—No. 4.]

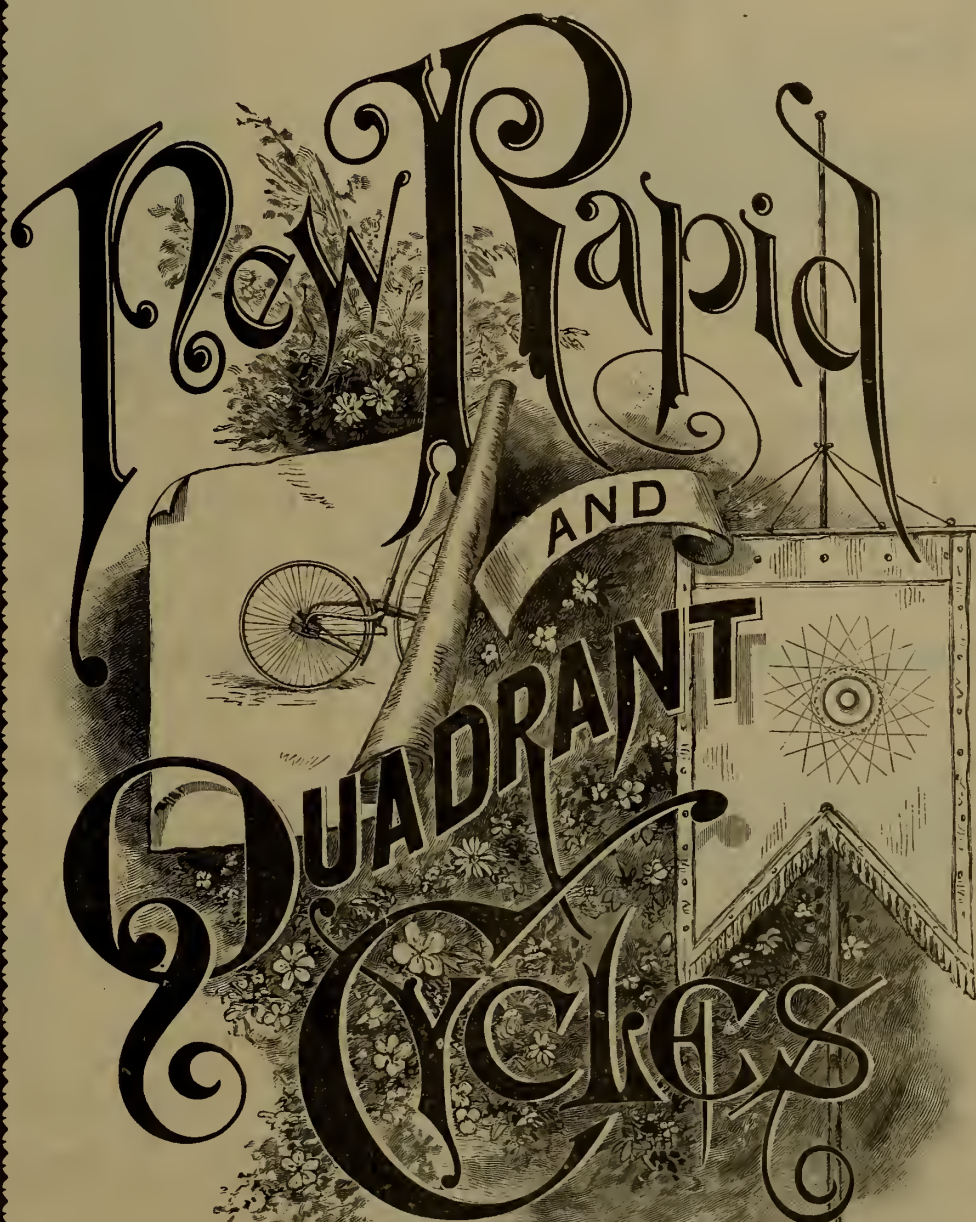
NEW YORK, APRIL 22, 1887.

[WHOLE NUMBER, 290.

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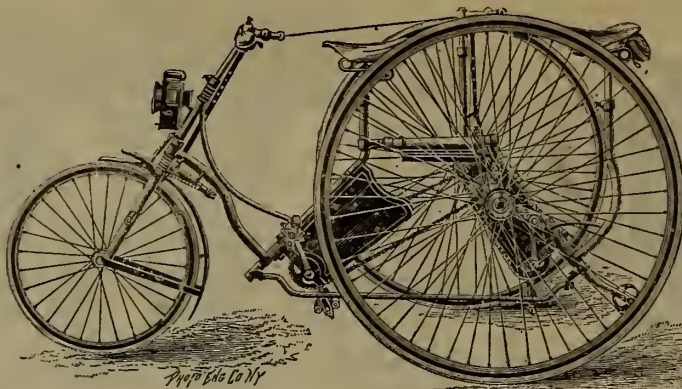
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The semi-annual 25 mile road race of the N. Y. & N. J. T. R. R. A., on November 2, 1886, was won by HARRY J. HALL, JR. in 1 hour 37 minutes and 12 4-5 seconds, on a 48-inch Special **STAR**. H. GREENMAN, the third man in, also rode a **STAR**

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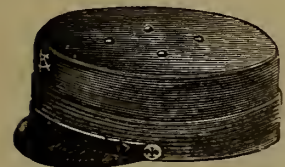
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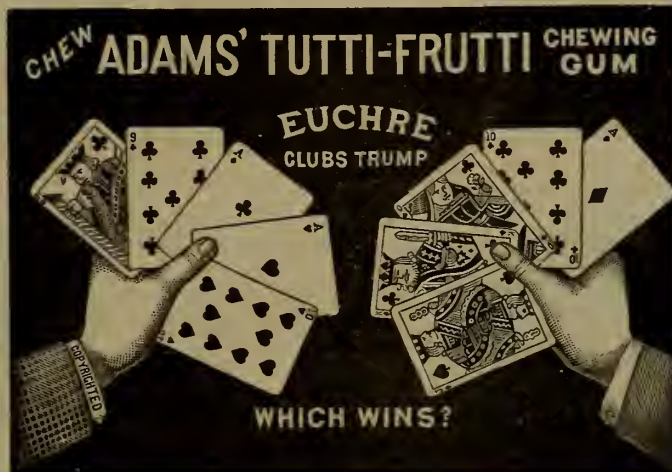
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payments—of interest to every actual or prospective wheelman. Geo. W. Rouse & Son, 13 G St., Peoria, Ill

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MISFITS FROM BEST TAILORS AT ONE-HALF PRICE. ALL WINTER CLOTHING REDUCED 20 PER CENT.

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It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it co-operates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

R. OGD, DOREMUS, M.D., LL.D

Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.*Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*

Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico-Zapotis) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*



WE didn't have as long a line of wheels last year as we have this, but we received the first award at the New Orleans Exposition just the same, and all the well-known makers were represented there, too.

GORMULLY & JEFFERY MFG. CO.

Manufacturers * of * the * American * Cycles,

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THERE is no getting away from the fact that our machines, both in material and finish, take the lead, and it doesn't stretch the buyers pocket-book all out of shape to get one. '87 Catalog now ready and will be mailed on application.



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Published every Friday morning.

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F. P. PRIAL, Editor and Publisher,

12 Vesey Street,

P. O. Box 444.

New York.

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BALTIMORE, Md.—Eisenbrandt & Shaffer, 101 W. Baltimore Street.

BROOKLYN, N. Y.—Schwalbach & Willdigg, Prospect Park Plaza.

NEW ORLEANS, LA.—Geo. T. Whatton & Bro., 5 Carondelet Street.

WASHINGTON, D. C.—N. L. Collamer, St. Cloud Building.

EDITORIAL NOTES.

In our statement of the New York State Division's finances one item was misleading, from the fact that we stated it as "Due from the Secretary-Treasurer," instead of, from the Secretary-Editor. The Secretary-Treasurer is fortunate, and the New York Division unfortunate, that he does not owe it the amount mentioned.

We have been told that wheelmen invariably skip the long articles and stories. We think that those men who shun "long articles" as a matter of habit, often miss good things. Read "A Queer Adventure," just for a flyer.

STEVENS AT BROOKLYN.

The Brooklyn Academy of music presented a pleasing sight last Saturday evening, wheelingly, of course. The entire ground floor was occupied by wheelmen, among them, many clubs in uniforms, and the masses of different color presented a semi-military aspect. The balconies we occupied by the "lay" portion of the audience. The occasion was Thomas Stevens' lecture, under the auspices of the Young Men's League—an organization attached to a Brooklyn Church,—and the Brooklyn Bicycle Club.

Shortly after eight, Dr. Beckwith, who occupied a seat on the stage during the lecture,

introduced the great traveller to the audience. The cordial reception given him spoke well for the freemasonry-of-the-wheel wheeze, which some good people think is about played out. Stevens picked up his audience, rather suddenly, it must be confessed, and interested and amused them for two hours with a general summary of his journey awheel.

The trip across America, and the journey through the mountainous and treacherous monarchies of the East were painted for the delection of the audience. Occasionally they were sent off into ripples of laughter over some of Stevens' whimsicalities.

The lecture was, no doubt, interesting, for the audience appeared rather sorry when the lecturer dropped them, which he did rather more suddenly than he took them up, it must be confessed. On the whole, Stevens' effort must be chronicled as a success, though not altogether so. A little more animation, a trifling gesture here and there, and an occasional change of the pitch of the voice would acceptably replace what at times became an annoying monotone. The lecture might be a trifle polished at both ends. With these slight defects remedied, and they are merely a matter of "business," Mr. Stevens would be fully equipped to reap fame and fortune on the lecture platform.

THE EASTERN ROAD RACING CLUB.

A meeting for the final organization of the Eastern Road Club, was held at the International Hotel, Boston, on May 15th. Representatives were present from the Boston, Somerville, Chelsea, Newton, Brookline, Dorchester, Cambridge and Suffolk Clubs. The following officers were elected:—

President, G. I. Haynes, of the Dorchester Club; Vice-President, L. H. Frost of the Chelsea Club; Secretary-Treasurer, W. R. Maxwell, of the Somerville Cycle Club. Executive Committee, President, Vice-President, Secretary-Treasurer, ex-officio, E. G. Whitney, W. Kirk Corey, C. L. Smith, P. L. Aubin, and A. G. Collins.

The first race will be held June 17th; the distance will be twenty-five miles. In addition to the clubs already mentioned as being represented, the Massachusetts and Wakefield Clubs will probably be the charter members. The representatives were very enthusiastic, and the permanency and prosperity of the organization seems assured.

WHIT.

THE SAFETY CRAZE IN ENGLAND.

SOMETHING NEW IN TRICYCLES.

Mr. D. Rogers (of Messrs. D. Rogers & Co., of Newark,) returned from a short trip to England on Saturday last. Mr. Rogers spent two weeks in the "old country," and he was so busy during this time that he had little time for observation. The most noticeable fact in wheeling is the great Rover-type safety craze. They have cut in badly on the "ordinaries," the sale of which has fallen off remarkably. The Safeties and Direct Steerer and Crippler tricycles are the favorite mounts.

Mr. Rogers carefully examined a new tricycle, which Sydney Lee has just had patented, and which he thinks will be a great favorite. It has three thirty-inch wheels. Two are connected with an axle, from the centre of which a rod connects the rear wheel. Upon this rear rod is erected the seat. The form of the tricycle is therefore like a tri-

angle, with a wheel at each angle. The base represents the front of the tricycle; the odd angle, the rear wheel. The two front wheels are steered directly with a Gibbon's automatic steerer. The wheel is light and altogether a new idea. Messrs. D. Rogers & Co. may import the wheel to this country. A charm drives the rear wheel.

MINNEAPOLIS MUSINGS.

Sudden change in temperature! From 75 degs. to 80 degs. in the shade! Fact! Hot dry wind blowing from south for two days: dust flying in clouds, where not nailed down by ice and snow; wheelmen jubilant, and out in force every day. All needed now is a warm rain to make this city bud and blossom as the rose. (Excuse me for being so poetic.)

Heath & Co. have established a branch house in St. Paul, under the charge of R. H. Spear, a well-known trick and fancy rider, and not a very slow racing man. As they have no competition there, and the streets in that city are favourable to wheeling, business should be good.

Several local wheelmen have been arrested and fined \$2 each for riding on sidewalks, and the sight of a policeman causes spurts to be made that would cause any promateur to turn green with envy. We've had the same law for some time, but never so rigorously enforced as under a new police commission.

The 25-mile race at Faribault, Minn., on Saturday, April 9th between Fred Straub, of Faribault, and Tom Eck, of this city, for \$250 a side, had an unfortunate ending. The race was commenced at 9 p. m. the contestants starting from opposite sides of the rink. The articles of agreement stipulated that in case of accident to either of them, so that they could not continue the race, it should be called a draw. Three false starts were made before a satisfactory one was obtained. J. R. Stockdale acted as starter for Tom Eck, while T. M. Shattuck acted in like capacity for Fred. Straub.

At the fifth mile, Eck was about one half a lap ahead of Straub, and remained in this position until the 21st mile, when as Eck was rounding the upper turn, some one, in trying to cross the track, was run into by Eck, causing him to take a terrible header. He was thrown from his wheel to the floor, breaking his wrist and fracturing one leg. He pluckily regained his feet and walked round the track. He gave up the contest and challenged Straub to another race to occur in this city. While talking, he fainted and fell to the floor. Some excited man rushed in and tried to grab Straub, and caused him to take a header, also bruising his shoulder and forehead. As soon as Eck got up he settled all dispute by giving the race to Straub, although by the articles of agreement, the race, on account of the accident, was really a draw. The roughs of the crowd were not at all satisfied at this, as some of them had money up on Eck and two or three fights ensued. There were about 300 present.

L. B. G.

In a New Role.—John S. Prince and Charles Moth, the wrestler, are likely to have contest on wheels. Prince believes he can beat Moth a tenth in every mile, and Moth thinks Prince cannot beat him one mile in a score.—*Western Sportsman.*

ILLINOIS DIVISION ELECTIONS.

Total vote cast in state, 173; out of nearly 400 members entitled to vote.

ELECTED.

N. H. Van Sicklen, Chief Consul.
 Fred. A. Ingalls, Representative Chicago District.
 W. A. Davis, Representative Chicago District.
 Freeman Lillibridge, Representative Rockford District.
 H. G. Rouse, Representative Peoria District.
 E. H. Sleigh, Galesburg District.
 Milton C. Dole, Representative Paris District.
 Chas. Hansel, Representative Springfield District.

"COO OF THE STOOL PIGEON."

Now don't mention the old saying that "Fools rush in where Angels fear to tread," if I venture to cross pens with the veteran Karl Kron, even after Mr. Weston has declined to have further controversy regarding the C. T. C. and its merits. I should enter the fray with fear and trembling, if I thought the C. T. C. really stood in need of my defense, or that the opinions of K. K. and myself were of any serious moment, but my faith in mankind's honesty still being strong, and believing that the Council of the C. T. C. better understands managing its own affairs than either my friend K. K., or myself, I would enter a humble protest at being styled a "decoy duck" or "stool-pigeon."

Any readers of the monthly *Gazette* can not have failed to notice its full report of the case alluded to by Karl Kron, and could easily form their own opinions. The editor stands in need of no bolstering up by me, as he wields a trenchant pen, and can fully reply to any attack on him if he sees fit to do so. Just why K. K. should take so active an interest in the affairs of an organization he is in no way connected with, or what the retaining in office of the *Gazette* editor has to do with him, is what I fail to see. If K. K. were a member of the L. A. W., and presumably felt any interest in its well-being, I might point out that its ex-Sec.-Editor was retained in office for a long time after a much graver fault had been fully acknowledged by him, and no one seems to consider this as reflecting on the L. A. W. as a body. Not that faulty management in one organization excuses the same thing in another; by no means, but newspaper competition in England in the cycling line is fiercer than here, and every slip on the part of a contemporary is pounced on and made the most of by its rivals.

I consider that the heads of the C. T. C. can presumably be said to "know their business," and their endorsements of the *Gazette's* editor speaks volumes for him. So much for that. Now for more serious faults. What if the C. T. C. does sell breeches and badges? Are not the breeches noted for wearing well, and holding their color—a thing that cannot be claimed for our L. A. W. uniform? Is K. K. or any other rider constitutionally obliged to buy and wear those particular breeches? Or would he doom all riders to a steady diet of "white flannel and nickle-plate"? If an American wheelman considers that he receives sufficient value for his 75c. in the always interesting *Gazette*, and the privilege of wearing a serviceable cloth, who is to say him nay? Certainly I should never think of preventing him, or letting the command of vigorous English run away with me, because he chose so to do.

People might call me foolish in investing a dollar, over a year ago, in a book that has not yet seen the light, and has the rainbow-like quality of always being a little further ahead—but my faith in its ultimate appearance holds good, and I look to get my money's value.

Possibly my friend K. K. thinks by his recent letters to counteract any advertisement he may have given the C. T. C. in the above-mentioned work, but I would respectfully suggest that he embody them in an appendix, or supplementary chapter, and thus ensure their being read by all subscribers—English as well as American. Who knows but sweeping reform of any abuses at present existing in literary circles in England might follow. Surely, one's philanthropy should not be wholly confined to American wheelmen. As Spring draws near, the results of long-continued literary work and lack of exercise begin to show themselves, and we—not speaking editorially—find ourselves dyspeptic. In the interests of good-nature, I would suggest to K. K. that he unhitch "234 Jr.," and gallop him up and

down the nearest boulevard for an hour or two daily. If this prescription be faithfully followed, I predict that this rider takes a broader and more good-natured view of the doings of all mankind, including the vagaries of his friend.

"L. B. G., of Minneapolis."

April 12, 1887.

SPOKES.

Mr. H. E. Ducker was in Gotham last week.

Woodside has established a five-mile record for Ireland, viz: 14 m. 47 1-5 s.

The Indiana Division will hold its annual meeting, May 19th, at the Bates House, Indianapolis, Indiana.

Mr. J. A. R. Underwood, has left the cycle business permanently, and opened a drug store at Rockland, Mass.

The Chicago and Northwestern R. R., has at last agreed to carry wheels free. It took four years to get this result.

W. I. Harris was in Brooklyn last week, with the Boston Base Ball Club. It is said that W. I. is the Mascot of the club, and attends every game it plays.

HOTELS AT ST. LOUIS.—Rates to wheelmen:—Lindell Hotel, Sixth and Washington avenues, \$2.50 per day. Hotel Barnum, opposite Lindell, 75 cents per day.

The newly elected officers of the Kings County Whelmen gave a dinner to the club members at Dillards' last Sunday evening, directly after the Stevens' lecture.

St. Louis Wheelmen are making preparations to repeat their illuminated parade of last Fall. It will be given in connection with the annual Autumnal city festivities.

The weather took a most amusing turn last Sunday night. The weather clerk acted like a man in a strange bath-room and turned on "snow and sleet" instead of "warmth and sunshine."

RATES TO THE LEAGUE MEET.—The railroad rates from all points West of St. Louis to St. Louis, is one fare for the round trip; from all points east of St. Louis, one fare and a third for the round trip.

Mr. E. M. Aaron has written the following interesting letter to the Chairman of the L. A. W. Membership Committee: "Sir,—I hereby resign my membership in the League of American Wheelmen. Yours etc. E. M. Aaron."

AN ELEPHANT MAKING A TRACK.—The operations at Aston Lower Grounds, in connection with the new surface of the track, are being materially assisted by an elephant, which is employed to drag an enormous roller.—*Bi. News.*

Mr. H. J. Hall, Jr., has opened a cycling depot at 1170 1/2 Bedford Avenue, Brooklyn. The "Star" will be the principal wheel handled, but a repairing, second-hand and storage business will be done. Mr. Hall has secured a repairer direct from the Rudge factory and he will doubtless give eminent satisfaction.

We have received a copy of the *Oregon Cyclist*, a paper edited and propertored by Mr. Fred. T. Merrill. It is well printed, and contains much interesting matter. The editor is original in at least two things. He has stamped his profile on the heading of the paper, and has failed to tell us whether the *O. C.* is a daily or a yearly, at least, a casual search fails to reveal this information.

The "Association" Racket is one of the latest models introduced. The perfect curve of the frame insures a strength not possessed by any racket presenting angles or straight lines in the head, and permits tighter stringing than heretofore attained. The gut used is made in England, and, judging from appearances, is of much finer quality than any heretofore used. The style of finish is also new, and the general appearance is light and graceful.

The Risido cigar is meeting with extraordinary success. It is just the thing wheelmen are looking for. It is useless to smoke a costly imported cigar while riding, as the wind created by the pace burns half of it up. The Risido, however, costs only five cents, and yet is a first class cigar. The secret of its success is that the profits of the retailer are reduced, and the money thus gained is put into the cigar. Ask for the Risido, and give it a trial.

A Chicago man writes: "You must not miss the St. Louis Meet. We will fill you up fuller'n a goat. That is the kind of a crowd they are. No monkey business about them fellers. They live for fun, and don't waste no time talking. It is going to be a holy terror, and don't you allow it to escape you. It will be full of unique things, and you will have to keep moving every minute you are there."

Messrs. Schwalbach & Willdigg are busily preparing their place for their grand opening, to take place to-morrow, Saturday evening, from eight to ten. All wheelmen and would-be-wheelmen are invited. The opening will consist of a feed, including beer, *ad infin.*, athletic and musical entertainment, and an informal programme of amusement. Greek fire will be burned in front of their store, and that part of Brooklyn in the vicinity of the Plaza will be crimsoned, generally.

We wish to assure our contemporary, the *Bicycling News*, that it is not true that "the election of Abbot Bassett, as Secretary-Editor L. A. W.," practically puts the League and the League organ under the thumb of Colonel Pope, of "Columbia fame." Colonel Pope, you know, is "sum punkin" in these United States, and there are always a number of goslings ready to peck at each swan in the pond. The number of schemes with which the Colonel has been credited, would have surprised the good man, had he known of them.

L. A. W. FINANCIAL STATEMENT.

| | |
|--|----------------|
| Cash balance, March 31..... | \$274.38 |
| Accounts receivable from advertising, March 31..... | 3872.29 |
| | —————\$6616.67 |
| Amounts owing Divisions, March 31..... | 4352.58 |
| Other accounts payable including printing, for the month, etc..... | 1300.08 |
| | —————\$5652.66 |
| | —————\$964.01 |

Mr. Jno. A. Wells, of Philadelphia, gave us a call last Tuesday. We found Mr. Wells looking jovial, notwithstanding the lively time he has been having lately. We suggested to him a call on Mr. Harris, but he did not seem imbued with that eagerness that one would expect. When approached as to the identity of the "Colonel" he simply said, "Prial won't guess within a day's march, and I'll bet on it."—*Bi. World.*

We had not intended to guess; simply to give the man's name. We should have done so, had we the time and inclination to defend a libel suit. We are glad to learn, by the way, that Mr. Wells is looking "jovial." Must be quite a new thing for him.

According to *The Echo*, a bicycle belong to a European gentleman at South Mahratta station has kindled such envious feelings in the breast of a native student in the local High School, that the latter has written the European the following imploring epistle:—"Most Respected Sir,—I fall at your feet, if you please, save my life and make me happy. I have the strongest desire to have the bicycle to ride on. Through the contemplation, I have neither slept day or night. I have been reduced to half, and if I continue the same course I do not know what my fate will be. I have no money to buy it. Piety has never become fruitless, and so the generosity. Your honor should not think that you present me only a bicycle worth of nine rupees, but my life, which will perhaps serve your honor for your life. Now I have become like a helpless sick person and you a doctor. If you give me medicine I shall recover, otherwise not. God will be pleased with you, which is necessary for a man to be happy. Let your great, kind, and noble mind order your generous hands to present this miserable man with your most beautiful bicycle."—*Bicycling News.*

The Rudge Roadster, which is one of the specialties of the year, only differs from the Rudge Light Roadster in the matter of wheels and pedals. At the price of \$105 for a 50 inch, it should recommend itself to the eye of all intending purchasers of a good reliable wheel.

"'T is a simple tale, and told right on without eloquence, and altogether lacking in show of speech, but full, withal, of things touching upon facts."

WE WANT



To mail you our new Illustrated Catalog. Please send your address. It will give you the whole story of Cycles we make, and help you to find what



YOU NEED

If you ride, you will do well to ride the best wheel you can find,
and we want to ask but one favor in the matter, that
you will SEE THE VICTOR before you buy.

OVERMAN * WHEEL * CO.

182-188 Columbus Avenue,

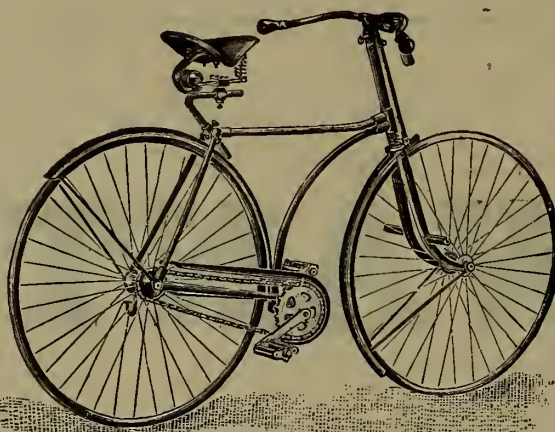
BOSTON.

THEY TAKE THE LEAD!

SINGER CYCLES.

The Apollo

Is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price 50 inch, \$135.00.



Apollo Safety.

The Challenge

Is a light grade Roadster, at a low price, but of sterling merit, and we claim the best ever offered for the money. Balls to both wheels, detachable bar, spade handles, finish enamel and nickel. Price, 50 inch, \$105.00.

Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.

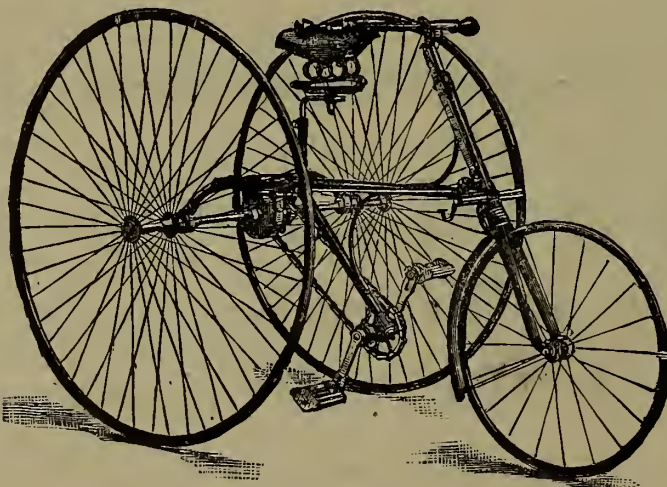
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N. L. COLLAMER, Editor,

ST. CLOUD BUILDING, WASHINGTON, D. C.

All matter in this Department is under the management and control of its Editor, to whom communications should be addressed at his office. Advertisements and subscriptions will also be received by him at regular rates. Copy should be received by Sunday.

The editor wishes it distinctly understood, that the publication of any correspondence in this department, does not necessarily imply his concurrence with any opinions expressed therein.

NOTICE.

In order that this Department shall be truly representative of the South, as it is intended it shall be, we would like to hear from club-secretaries and newspaper correspondents in the Carolinas, Ga., Ala., La., Texas, and Kentucky. All items of news thankfully received. Regular correspondents for these columns desired in the States mentioned.

THE EDITOR.

EDITORIAL.

Our idea of a Hare and Hound chase, of which we published a fictitious account in the *Bi. World* last Fall, has done good work. It will appear, from the Washington letter of this issue, that a Hunt is shortly to come off in Washington. We trust the Capital Club will accept the challenge the Wheelmen contemplate sending them.

The prospectus of our Tour from Philadelphia to Staunton is out, and will be sent to any applicant. Everything points to the success of this project, but we will yet be able to accommodate many more on the list. Send on your names.

WASHINGTON NOTES.

[REGULAR CORRESPONDENCE.]

The Capital Club visited Forest Glen last Sunday; the Cycle, Rockville; and the Wheelmen, Ashton. I have not heard where our new club went.

I understand the Wheelmen contemplate challenging the Capitals to a Hare and Hound chase, to take place shortly, and that they will appoint a Committee to wait upon that club, and perfect arrangements, if the challenge is accepted. The route for the chase has not been decided upon.

The New Rapid machines are booming up. Several new mounts of this make are seen on our streets, and more are looked for in the near future.

Four members of the Cycle Club—Pettin-gill, Fishback, Stearns, and Barrington—rode to Harper's Ferry recently.

Several new recruits among the wheelmen are added to the list of photographic enthusiasts. I see new cameras daily, and more bike photos than I know what to do with are shoved at me every week. Lamb's, of the Wheelmen, are good, but the smile on Collamer's face therein is truly a "broad" grin.

The weather (don't cry "Chestnuts") is fine. April showers have not set in as yet, and the cool pleasant days that this month has so far given us, has afforded much opportunity for riding. You can wager we've not been backward about taking advantage of it.

There is a coon in the city who has contrived a novel machine. Imagine a platform about 3 by 8, a cranked rear axle with cart-wheels keyed on either end, a front axle with

cart-wheels ditto, steered by a handle-bar, and surmounting all, a 6 foot 6 nigger, kicking a dreadfully long stroke, perched high up in the air on a soap-box nailed to the platform. This spectacle may be seen any evening tearing up and down Pennsylvania avenue, with from one to four passengers seated at either end, the whole crowd half-drunk, cheering and smoking. The spectators and the "cheesers" laugh at the sight, the darkey charges his dime per trip and makes a good thing out of it; the riders enjoy the novelty, but alas, cycling is sadly disgraced. Our colored men's bicycle club is a quiet, orderly, body of wheelmen, who enjoy themselves in their own company after the manner of their lighter complexioned friends of the wheel, and we encourage them rather than otherwise; but this travelling hippodrome is a mockery and an eye-sore.

Nothing has been heard of the Committee on the Meet proposed to be held here during the Drill. I hope it has not fossilized. I understand a great many wheelmen will visit our city at that time, and surely we ought to do something to celebrate. Such a chance for a meet, and such a city as we have to give it in are things seldom found.

By the time this letter is published, the result of the late League election will be known. Washington awaits the announcement with keen interest. Don't delay the tidings, you who have news to give.

The Capital Club will give a reception and dance at the Rifles' Armory April 26th.

WHITE HOUSE.

CRESCENT CITY CRUMBS.

[REGULAR CORRESPONDENCE.]

At the regular meeting of the New Orleans Bicycle Club held 13th inst, the motion to make League membership no longer compulsory was brought up and after a lengthy and stormy discussion, in which everyone present became sadly muddled, the matter was laid over until the meeting next month when it will again be trundled out to afford the boys another opportunity to spout forth their fiery eloquence.

The Olympian Club, a recent out-door organization of this city, has issued its programme of inaugural events. A one mile bicycle race is "on the list" and several of our scorchers will enter, but methinks the race will be for the second prize. Guillotte says he is going in, and that means first place for Guillotte. No date has yet been decided on, but it will be made public in a short while.

Mr. George Varrellman, of the New York Ixions, was among recent visitors to this "neck of the woods."

Weather beautiful, roads good, news items scarce.

Bi.

KENTUCKY NOTINGS.

[REGULAR CORRESPONDENCE.]

More trouble with the road-hog is reported. Charles Croninger was assaulted last Wednesday by the same man, Hand, who ran him down about two weeks ago, and Hand chased and stoned Croninger until out of sight. Something will have to be done for this thing. It is going too far. There were no witnesses to the last affair, except a fellow who was with Hand in his wagon, and who, of course, would swear to anything that prejudiced the wheelmen unfavorably.

The local club should take some decisive action in the matter. Announce in the pub-

lic press a boycott on the wares sold by Hand, viz. milk, and do your best to get even with him. Swearing out warrants for such people simply affords them amusement, and the enlightened magistrate always decides against the man who is best able to pay the fees.

Croninger has either a neat case or else he won't fight, for it seems that he is the only one in the club that gets into trouble.

If Col. John Macadam, that respectable old '49er who invented pikes, could see some of the 5 by 9 chunks of soft limestone being put on the pikes about here, it is likely he would shed tears of regret, and dust for the mountains.

On the 16th of April the raffle for the Victor bicycle, promoted by the Kenton Wheel Club, took place. It is not known at the time of writing this who has won the prize, but somebody is happy over a new wheel. Nearly 200 chances at \$1 each were sold.

Large numbers of riders enjoyed Easter Sunday awheel and a fairer day could not have been wished for.

Hamilton, Ohio, was visited by several of the Brightons, Kentons and Avondales, while the old Walton Ky. run was perambulated by a number.

They claim to have discovered oil dam in Boone County Ky., and near a pike, too; yet no wheelman has ventured down. Go to Hebron.

It seems to your scribe that somebody 'round here ought to wake up on the subject of going to the League meet. Ask any man about town if he is going to St. Louis and the general answer is either "No," or "Hadt't thought about it." The time is short and plans had better be forthcoming.

There is a man in Cincinnati who cavorts proudly around on a Humber safety. It is the first one seen in these parts.

Cynthiana Ky. has two tandems, several tricycles, and bicycles innumerable. Cycling is booming down there.

NORB.

ARKANSAW ANTICS.

[REGULAR CORRESPONDENCE.]

At last I can announce the birth of a new club for our state. Gentlemen, allow me to present to you the Pine Bluff Wheelmen. This club made its debut on March 18th with the following charter members. G. E. Greenfield, President; Ben. McCannon, Vice-President; Frank Fergus, Sec'y-Treas.; Lawrence O. Knox, Captain; Jos. P. Angell, Jno. Shelton and Robert Clegg. The young club is in a flourishing condition, with lots of enthusiasm, and promises to be a large one in the near future.

Nine wheelmen are now in town with two more on the way and several others contemplated. Singer's Apollo, Victor, New Mail, Premier and Columbia are represented. Everybody is wild over cycling, and even the "coons" talk of a club. Several boot-blacks clubbed together recently and purchased a second-hand wheel, paying \$25.00 down.

The "boys" are looking forward with considerable interest to the coming races, which are to take place on the 19th, but only a few will take part, as the majority of our men are yet young in cycling affairs.

The Citizens' Street Railway Company are preparing a four lap track of cinders at the Fair Grounds, which they have kindly placed at the disposal of the club, free of charge.

As yet, the new club, has no regular uniform, banner or colors, but these, with a club house, are things which will arrive with the future. Nearly all of the members will join the League, and if Florida doesn't watch sharp, we will have her again in '87 as we did in '86.

Any wheelman visiting the "City of Pines" will find a cordial welcome extended to him, for the members are as gentlemanly and hospitable as can be found anywhere. Visitors never lack for attention.

S. G. SMITH.

HARRISONBURG, VA. NOTICE.

A run will be taken by the Harrisonburg, Va. and Valley Wheelmen on May 12, 1887, to the New Market Endless Caverns, and a hearty invitation is extended to all wheelmen to join us on our May run. The Caverns will be illuminated and the admission will be 50 cents each. Lunch will be served on the grounds by the proprietors of the caverns at a low price. Now wheelmen, turn out and we shall promise a good time to all, and show you one of Nature's beautiful wonders. The wheelmen from Harrisonburg will start promptly at 7 a. m. and reach the Caverns at about 10 a. m.

COMMITTEE.

STAMFORD, CONN., NOTES.

Latest Spring for years, is the verdict about here, and less wheeling in March than ever known. One Facile has been ridden all Winter but thirteen days, and several others quite often, through the season of discontent, but the general run of cycles are just being brought out and dusted off. Five of the safe ones went on a run to New Canaan, the other day, and a couple of ordinaries went to Norwalk, and some of the way there was so much sand the men could neither ride Norwalk!—Beg pardon.

Our paveless streets are much the same as last year, only more so, as the new street car tracks afford a new variety of header not down on the bills last season, and the cobble-gemmed gravel and soft dirt gets in its work in a very aggressively effective way.

"Captain Will" has taken to Crippler tri., for a while to let his 54 inch have a rest. The whole set of town officers ought to have a(r)rest for sinking \$100,000 in a sewer that is doubtful, and leaving the street surfaces in such a condition.

Some canine nuisances in this region are to be sent to the happy hunting grounds as soon as our Secretary can get time to "di-dog-nose" their cases. (This is a supposable medico-greeko-latin-term, but is said to be very satisfactory in actual practice!)

Sound Beach, the suburb where ye scribe is permitted to reside, has better roads and scenery than any in the vicinity of Stamford, and the wheeling is several hundred per cent. better than that in full nicked Stamford.

A case of a cycling outfitter recovering from a severe illness is little less than a "survival of the fittest."

It's denied now, that because a man writes upon wheel subjects, he is necessarily a wheelwright-er, or knows anything of the construction of cart wheels.

We have already planned to see the beauties of Cape Ann, on the way to the capture of Bunker Hill, and to call upon all the good and great men at the Hub of the universe. Most of this is to be done during the smiling month of May, which, in this latitude, is about the best of the year for the ingathering of cycling joys.

A few of our butterfly riders have had the "heft" of the vaseline wiped off their long unused mounts, and come out to daylight again, but the March winds prove too much for the majority of them, and next month will lure 'em out for sure, if they can the heat endure.

Tidings from Greenwich intimate that the "Leisure Hour Wheel Club" is getting information for and about the roads "twixt thar' an' Danbury." Our greeting to President Reynolds!

There is just the glimmer of a chance that "the word Painter" of one of our clubs will go touring to Europe this Summer. He is anticipatorily ecstatic.

FACILE.

JONAH'S JERSEY JOTTINGS.

THE SOMERVILLE CYCLE CLUB. TRENTON NEWS. PASSAIC WHEELMEN. THE TEAM ROAD RACE.

As the season advances over here in Jersey, the hum of preparation grows louder, and the signs of the biggest bicycle boom so far recorded on the pages of wheel history thicken. New clubs are being formed, and the great hoide of the unattached is flocking to the standards of those already on a solid footing. Earnest canvassing is being done, and the result is shown in increased membership and long lists of candidates on the bulletin boards. Wheelmen, manufacturers, and agents have every reason to prophesy the booming season they do. Here is a chance, Mr. Editor, for you to get in your great [R. I. P. Ep.] act; but, all the same, we do not propose to "rest in peace" over here in Jersey, nor let well enough alone either. We are working hard all over the State to advance the interests of the wheel, and we are proud that in proportion to her population, New Jersey has now more League members than any State in the Union. I know, dear WHEEL, you are heart and soul with us in our efforts, and that, though your ears may even thus early be aware with the "Songs of Spring" until you would fain bury them all in the trash-basket with the epitaph [R. I. P. Ep.], you will not tire of hearing the story of wheel progress, that each Spring brings, and will be ready to say in your favorite dead lingo "*Esto haec historia perpetua.*"

I had a chat with Captain W. H. K. Davey, of the Somerset Wheelmen, on Saturday, about wheel matters in and around Somerville. "The Somerset Wheelmen," he said "were recently organized with a membership of twenty-one. We had a sort of *quasi* existence before this; but now we have adopted a Constitution and By-laws, decided upon a uniform, and expect to become a League club. We have elected the following officers: J. S. Frelinghuysen, Pres.; F. McConaughy, Vice-Pres.; John Van Eps, Treas.; P. V. Bergen, 1st Lieut.; W. P. Pool, Color-Bearer; and C. Van Derven, Bugler. I am Secretary and Captain—at your service. We expect soon to rent a three room cottage on Main street, and fit it up as a club house.

The roads are in excellent condition, and considerable wheeling has been done already. The club has offered a special medal for the first man covering 500 miles from the first of April, and one for the biggest mileage during the season. In July we will have a four mile race over the hilliest and roughest road in our section, which we will probably be thrown open to all, that the rough riders may test their relative capabilities."

Secretary Robert V. Whitehead, of the Trenton Bt. Club, in response to my request, has very kindly sent me some wheel news from the State capital. He says: "Our meeting for the annual election of officers was held April 6, and was well attended. Our officers for the coming year will be: C. T. Sutphen, Pres.; F. H. Robinson, Vice-Pres.; Robt. V. Whitehead, Secretary; Dr. Jesse Godley, Treas.; W. M. Crozer, Capt.; F. H. Robinson, Lieutenant; Robt. V. Whitehead, Bugler; H. F. Whitehead, Color-Bearer; C. T. Sutphen, B. S. Rose and W. M. Crozer, Trustees. After this meeting the club partook of its annual supper, when plans for the coming season, and experiences of past years were discussed by a number of very enthusiastic wheelmen. Although Trenton is a city of miserably paved streets, and is the centre of a poor riding district, the number of wheelmen is increasing, and we look forward to a very prosperous season in club affairs. We have excellent headquarters at 26 E. State street, where we are always most happy to entertain our friends. Our membership is larger than ever. We have a number of very handsome new wheels, and are looking forward to several more as soon as they can be delivered by the manufacturers. From several short runs the boys report the roads in first class condition. The subject of daily conversation at the rooms is the coming annual club run, which will take place on Decoration Day through the Oranges, and from present indications will be well attended. The St. Louis meet is also being talked of, and will probably be attended by some of our members." Thanks, brother Trenton, your favor is appreciated. Would that other Secretaries would do me a like one, that

the doings of all in which we Jersey men take such real interest, may be known by us and thus increase the fraternity of the wheel throughout the State.

January, February and March have been such hard months, that unless we have a compensatory openness in November and December, the 1887 road records of the mileage fiends will suffer. As compared with last year, Captain Martin, of the E. W., reports a great shrinkage in scores. D. B. Bonnett, the winner of last year's distance prize, is again far in the lead, for, notwithstanding the unfavorable weather, he has covered not very far from 1,000 miles up to date, and still he devotes no more time to the wheel, than formerly he did to the horse, in the course of business and reasonable recreation.

The Passaic Wheelmen will, no doubt, do some big road riding this year, as very handsome prizes are offered to all those covering over 3,000 miles. Some fifteen members of this club attended the Stevens lecture, remained over night in Brooklyn, and wheeled Tarrytownwards the next day. At least they were to, and with newspaper license I take it as granted they did.

The Wesleyan College Glee Club gave a concert at the Temple Opera House, Elizabeth, last Wednesday, for the benefit of the University Football Association and the Elizabeth Wheelmen Building Fund. Owing to the competition of other rival local musical attractions, the audience was only fair sized. The stage was set with a very pretty parlor scene, and elaborately furnished; while the body of the house presented a very brilliant appearance, as many of the ladies and gentlemen were in evening dress, in readiness to attend the reception tendered the college boys by the wheelmen after the concert. The clubhouse will be completed by May 10, and a cosy little shanty it promises to be, although interior fittings of anything more than a very simple character will have to depend on the gradual accumulations in the treasury. The dues of the club are very small, and it is the policy of the trustees to keep the membership fees low enough to appeal to all wheelmen.

The Rutherford Wheelmen, I am told, have announced their intention to enter a team in the Decoration Day road race. This is good news; for on the Irvington-Milburn road there is room enough for them all, and the more the merrier. It looks now as though we were to have from 32 to 40 starters. By the way, I am disappointed to learn from your Orange correspondent that the O. W. will probably not enter a team, after all. He is in a position to know better than I am, though a prominent member of the club was my authority for the statement. With such crack riders as the Wanderers already have, to say nothing of their recent acquisitions from their consolidation with the East Orange boys, they should go in to help Jersey bring back the cup from across the two rivers.

Another road racing association, this time up in Rhode Island? Perhaps my heart's desire for a national road racing league may be realized after all.

Remors of a handsome club-house, to be erected by the Atalanta Wheelmen, in Newark, later in the season, reach my ears. With such energetic rivals in the field, the N. J. W., the N. C. W. and the Essex will have to look out for their laurels.

Captain Martin has added another to the future candidates for E. W. membership. This one will wear skirts and ride a tricycle. If blood counts for anything, the three little Browns, two little Martins and one little Hutchinson should develop into scorchers of high degree, and blood will tell—*par exemple* Bonnett, father and son, though in this case the father follows in the footsteps of the son rather than the natural reverse. Then there is Trustee Clirelugh's eight year old boy, whom I have seen cover his thirty and forty miles a day and cry for more. [Oh! Ep.]

JONAH.

The New Rapid bicycle and the Quadrant tricycle, both on exhibition at the New York Bicycle Co.'s salesrooms, are attracting much attention.

HARLEM WHEELMEN NOTES.

The prospects of the Harlem Wheelmen for the coming season are quite promising, as the members are riding more enthusiastically than ever before. A party of fifteen left the house on Sunday, and were photographed on Riverdale Hill, by Mr. Harry Cochrane, a member of the club. The proof is anxiously looked for.

Rumor has it that the Harlem Wheelmen, not satisfied with the room gained by the recent addition to their club house, contemplate securing the house adjoining, and turning the two buildings into one, thus gaining enough accommodation, for a few years, at least.

The Harlem Wheelmen have decided to admit lady riders to associate membership, limiting the number to one-third of the regular wheeling membership. Mrs. Elliot Mason and several other ladies have already applied for admission under the new rule.

Captain Halstead has succeeded in mastering the Star. Some of our recent Star converts have returned to their old loves, not finding them suited to their powers.

The initials "H. W." will soon disappear from our uniform, to be replaced by "Harlem," in rolled gold plate. King Solomon, the Queen of Sheba, and the Lily of the Field will have to sneak into a corner when it comes to a mere matter of glory.

D. E. RICK.

FROM THE ORANGES.

I am sorry to have to correct "Jonah's" statement about the condition of the macadam here; but the truth is that it is not up to our usual standard, though the light rains recently have tended to improve it.

As I stated before, the laying of sewer pipes throughout East Orange is to be completed this Spring, and, consequently, there will be at least one or two streets unrideable all the time. Gangs of workmen are now on Prospect and Dodd streets, completely obstructing them.

Repairs have been made on some of the streets where the pipes were laid last Fall, and top dressings are to be put on by the town as fast as circumstances permit.

Side paths and dirt roads are getting into shape very slowly. Last year they were well settled at this time.

Your correspondent, "S. Tar," is evidently displeased at a few remarks I made about Dr. Kinch's nomination for Chief-Consul by the Union Co. Wheelmen. I said nothing that reflected on anybody. The fact, nevertheless remains, that Dr. Kinch's nomination appeared in the same number of the *Bulletin* as the regular ticket nominated by the committee (Mch. 18, page 229.)

The new Victor is a handsomer wheel than its predecessors. Mr. Johnson, the New Jersey agent, has already sold a number, and is himself riding a nickel 56 inch. He has just received his first invoice of Humbers.

The Wanderers' Club runs begin to-morrow, when the Bicycle Division will go to Irvington and Milburn, and cover the Team Road Racing Association's course. The first club meeting in the new rooms was held on Wednesday night, and several new members were elected.

5678.

The many advantages of the Rudge Humber Tandem in point of ease of running, strongly recommend it to intending purchasers of a double tricycle.

PITTSBURGH NOTES.

Since my last, nothing new has arisen in regard to our quarter mile track, the meeting called for April 11th not proving a success; but there is a good prospect of our having the track by the last of May, and a Spring meeting is talked of for June.

A sample of the new League cloth was given a severe test by a local tailor a few days ago, and he pronounced the color perfectly fast. Every one who saw the sample admired both shade and quality. The "two weeks" rule of making up suits is most excellent.

A new style geared "Star" bicycle—42in. geared to 51in.—made for the agent here, is being shown, and creates much favorable comment. The forward vertical stay is done away with, and the hinged end of the lever is fastened directly to the frame, with ball bearings added, making a very neat and strong finish.

Our Keystone Club will probably make a two days' tour along the Lake Shore road to Chautauqua on May 29 and 30. The touring committee have the matter in charge, and seem to favor that route.

KEYSTONE.

PHILADELPHIA POINTERS.

The *Press* cycle fiend is after me with a pointed timber, for giving too sombre a tint to things Philadelphian, and sighs "for a correspondent who will use other tints." Now I had an idea that I was giving the most roseate hues to cycling matters in this section; but, it may be that his views of the "rosy" and mine are different; or it may be that he did not read straight; or perchance his digestion is not good. At any rate, he says, in the last Sunday's issue of the great *Farm*—beg pardon, I mean *Home Journal*, that Dixey "seems to think, that if Gideon refuses to race this season we are hopelessly and everlastingly left," etc. This "seems" is well put, as it must of course refer to his own opinion alone; but, if he will reread my letter carefully, he will see that I mildly remarked in the way of items, that Mr. G., in accordance with his custom of past years, has declared his intention not to race—a declaration which he has invariably rescinded later on. As I am a friend of Gid's, (and this is doubtless enough to forever blast me in the eyes of the *Press* correspondent,) I sincerely hope that he will have the courage this year to stick to his purpose. He has little or nothing to gain by racing at home, as he has in the past six years beaten on the path every native Philadelphia rider with whom he has raced, including the present professionals, Woodside and Frazier—before they left the amateur ranks—and every time he goes away from home to race, he gets licked out of his boots.

I did say that Bart Keene was the best amateur we have, and I am willing to back my opinion, by betting the *Press* man a new hat, that the first time Keene and Richwine meet, that the latter, although a pretty good man, will have to take a back seat at any distance. I am not a racing man, but I do think well of myself when it comes to judging the merits of men whom I know as well as these two.

Moreover, I am not altogether sure that the absolute and entire absence of races and racing men in our city, would be so conducive to outer darkness and utter despair, as depicted by the poor *Press* dyspeptic. There

is certainly more pleasure to be had in an easy run over good roads in jolly company—witness the weekly runs of the Penna. Club—than in the weeks of training, hard work, and nervous strain that must necessarily accompany every racing effort. A racing man told me only a few days ago, that the muscular effort and exertions of a race, were as nothing compared to the nervousness attendant on the anticipation of the race; that it is not at all infrequent for a racer to be unable to sleep for several nights before a contest. All strains of this kind therefore, are simply accepted drafts on the rider's constitution, to be cashed later in life, and when the funds are most needed.

The *Press* man likewise condemns Beckwith's removal of Aaron and Wells, and sets up a wail that the Penna. Club, with its hundred odd members, is entitled to at least one Representative. True enough; and if the *Press* had been "up with the *Times*," he might have discovered last week, that Mr. Isaac Elwell, of the Penna. Club, had been elected Representative. While most of us think that Beckwith might just as well have waited until the term had expired; at the same time, there is nothing like the amount of feeling on the subject that the *Press* man claims, as it is pretty generally admitted to be just, if unpleasant. I for one, don't believe that Mr. Aaron could have secured two-thirds of the vote of his own club under the circumstances, had he been nominated, despite the *Press* to the contrary, and I know there are many others in this city, who are beginning to take *cum grano salis*, anything which may appear in the cycling column of the paper in question. Certain it is, that the *Press* has been responsible for a great deal of the feeling, if feeling there was, between the large clubs, and it has in every case been practically a mirror of Mr. Aaron's position. So much so, that it is perhaps the lack of Mr. A.'s assistance in preparing his articles that the *Press* man mourns. He has placed us in more than one unfortunate position, and even members of his own club do not hesitate to condemn his correspondence as calculated to stir up strife and dissension among us.

There is a good bit of "*Press*" in this, but it is a plain statement of the facts that I have been promising myself, ever since I heard the end of the secretary business. And now in the interests of peace, harmony, and the good of the sport, for Heaven's sake some of you older men of the Pennsylvania Club whistle to him—call him off—or we shall be again mixed up in a broil with the Executive, that would be foolish as unnecessary.

DIXEY.

On Sunday, April 17th, the driver of a buggy deliberately attempted to run down Messrs. Reber and Kluge, while out riding in the Oranges. They called to the driver, but without avail, and they only escaped serious accident by expert manœuvring. Another gentleman, who happened to be driving by, chased the driver of the buggy, caught up with him, and stopped him, thus enabling the cyclists to come up with him. The would-be runner-down proved to be E. S. Lyon, a livery-stable keeper of Newark, against whom the wheelmen made a charge. On the day set for the trial, the man begged off so piteously that the wheelmen agreed not to press the charge. Doubtless, Mr. Lyon will give wheelmen a wide berth in the future.

THE KINGS COUNTY WHEELMEN'S NEW HOUSE.

EDITOR OF THE WHEEL: That the Kings County Wheelmen are to have a new club-house is a fact. It is to be on Bedford Ave., South of Fulton Street, facing Brevoort Place, will be four stories in height, with a front of brick, iron and terra-cotta, ornamented by a bay-window on the second and third stories, a covered balcony on the fourth, and surmounted by a tower and flagstaff. It will be 75 feet deep, 20 feet wide, between walls, and about 55 feet in height.

The arrangement of the interior is not fully decided upon, but will probably be as follows: Basement: two bowling alleys; first floor: wheel room and a room for the janitor; second floor: billiard room, card room, locker room and bath room; third floor: parlor, reading room, committee room and ladies' room; fourth floor: gymnasium and members' private rooms.

The building will be heated by steam, supplied with hot and cold water, and will be wired for electric lights, by which method it will be lighted if pending plans can be carried out successfully.

The club's new officers and trustees, elected on the 17 of March, went to work energetically, and in less than three weeks submitted to, and secured the club's approval of their plans. Their ready action has allayed whatever feeling may have existed among a few of the men whose "ticket" failed to meet the approval of a large majority of the club's members, at the recent election.

Five members resigned at the last meeting, but their places were immediately supplied by as many propositions for membership, and several others will be offered at the next meeting.

The club is stronger to-day than it ever was, and its future is not doubtful. With its new building, and its energetic officers, and a membership in hearty accord with them, it will maintain its present position as the representative club of the city.

Before your next issue I expect to be able to give you full particulars about the interior arrangement of the building. The erection, will be begun at once and be pushed to speedy completion.

PREX.

UP ALBANY WAY.

THE KNEE-BREECHES MOVEMENT.

In canvassing for votes during the late League election it was my good fortune to make two visits to Troy, our sister city, where I found the interest in League affairs and cycling generally at a fierce heat, particularly at the Bt. Club's headquarters, where they have everything desirable for social and athletic enjoyment. This club polled a large vote for Ira Coon, one of their members, and if he is elected, a new interest will be awakened in that section, where heretofore the L. A. W. has been held in great contempt.

Last Sunday, several of the Wheelmen were seen upon the plank road enjoying the first ride of the season, the planks being in very fair condition for this time of the year, the roads still being unridable.

The knee breeches movement is bound to be a success, as will be seen by the enclosed clipping from the *Argus*:

"Contrary to the expectation of those who predicted an absolute and unqualified failure of the movement to introduce knee-breeches as an ordinary garment for street wear, it is now stated by one who ought to know, that the proposed reform has survived the adverse criticism and active opposition of those who were actuated by no higher motives than a mere desire to see the triumph of their own personal views, and is about to become an accomplished fact. A large number of responses have been secured through the medium of the circulars issued to those who were known to be in favor of the movement, endorsing heartily the steps that have been taken, and pledging their active support and co-operation over their signatures. A very much larger number, who are not willing to assist in the initial demonstration, have voluntarily expressed intentions of following the mode if once established. Many gentlemen have already purchased these garments, and will begin to wear them some time in May. It is generally conceded that altogether too much weight has been attached to the apparent conspicuousness of appearing in a garment that has already been made popular and familiar on the streets by bicyclists, tennis players, tobogganists, etc. After a few days, very little curiosity

or attention will be attracted by an exponent of the dress reform. Mr. Joseph J. Price the well known State street grocer, who has been very enthusiastic on the subject, donned a new suit yesterday with knee breeches, and informed all his friends that 'they had come to stay.' There will be plenty to follow his example as soon as the weather will permit."

THE BROOKLYN BICYCLE CLUB.

The Brooklyn Bicycle Club, the oldest cycling organization in this city, was organized June 21, 1879, with six members. Cycling was then in its infancy, being looked upon by many who are now enthusiastic as a childish and short lived amusement, and for a long period the growth of the club was necessarily slow, because of the limited amount of material with which to build up a strong organization. But the lapse of eight years has made a remarkable change in the wheeling history of this country, and the cycle is every day becoming more popular as a practical means of locomotion from place to place, and as the most healthful and pleasant form of recreation for business men in every phase of life as well as ladies and children.

As has been the growth of cycling, so has been the growth of this club, steady, vigorous and substantial, always maintaining its high rank and standing among the oldest and most prominent clubs of the country. The present year finds us with a membership of nearly eighty, most comfortably housed in very cosy if not sufficiently commodious quarters, without a dollar of debt and a substantial treasury, a happy little community free from any factions, working together as a unit and ready for a strong pull, and a long pull up the hill to prosperity. While pre-eminently a riding club, social features are not forgotten, and our visiting brethren will always find a hearty welcome awaiting them at our club-house, No. 112 St. Felix street.

To those who are uninitiated in the pleasures of cycling we would say a few words. Most persons unfamiliar with the use of a wheel seem to have an idea that learning to ride a bicycle is synonymous to learning to walk the tight rope. Nothing is more absurd than this mistaken impression. The art of cycle riding is much more easily mastered than either tennis, base ball, foot-ball or many kindred sports which are generally supposed to be simplicity itself. An ordinary person of intelligence can master the wheel sufficiently well to enjoy it to a pleasurable degree after a few weeks' practice, while either of the other sports mentioned would require months of practice before one could come anyway near being proficient, and the two latter of the sports mentioned are far more dangerous than cycling. Speaking of the dangers of cycling, we would positively assert that they are greatly magnified. The proportion of accidents to cyclists in comparison to riders or drivers of horses, are greatly in favor of the cycle. In almost every instance, accidents to cyclists occur to the most experienced, and directly the result of sheer carelessness. If a cyclist does happen to get hurt, the report is printed in all the papers from Maine to California, and by the time it reaches the latter place, a few bruises have been magnified into a most terrible breaking and mashing of bone and tissue.

On the other hand the pleasures of cycling cannot be described. They must be enjoyed to be appreciated. Weary and worried after a day of toil, an hour's spin on your wheel invigorates every nerve, and leaves you fresh and invigorated. This may seem to you child's talk, but ask the business man who does this thing, and if you take no credence of his assertion, try it yourself and be convinced.

As to the distances that can be covered on a bicycle, they depend entirely on the endurance of the rider. An ordinary strong rider can cover his fifty miles a day and think nothing of it. The total mileage of the members of this club during the year 1886 was over 56,000 miles. One member covered over 8,000 miles and several from 3,000 to 5,000 miles. Two members covered over 205 miles in twenty-four hours, and fourteen covered 100 miles inside of fifteen hours. Can horse flesh eclipse these distances?

Every person, if they are not already, must soon be convinced that the bicycle is not a toy, but a practical road vehicle, and there are hundreds in this city whom, if they would familiarize themselves with its usefulness and health-giving qualities, would eat better, sleep better, and pay less to the doctor.

Thus briefly have we given you an insight to our club history and into the pleasures of cycling generally. We look with pleasure back to our early struggles, and cherish dearly the fact that we are

the pioneer club, organized by the pioneer wheelmen of this city, and we have yet to regret the day that initiated us individually and collectively into the mysteries and pleasures of cycling.

At the conclusion of the lecture Mr. Stevens will be pleased to receive all those who desire to meet him at the club-house, No. 112 St. Felix street.

BON.

MONTREAL BICYCLE CLUB.

ANNUAL MEETING.—ELECTION OF OFFICERS.

The annual meeting of the Montreal Bicycle Club was held in the club house on Thursday evening, April 14, there being a very large attendance. The Secretary's report was satisfactory, the work done by the club being heavier than in any previous year. The management of the C. W. A. meet resulted in giving the finest bicycle meeting ever held in Canada. The mileage was not so heavy as in former years, which was accounted for by the association meeting, and also by the fact that September was very rainy, and in fact the whole season was not the best of wheeling. The financial standing of the club was good.

The election of officers resulted as follows:

President, J. D. Miller; 1st Vice-President, F. G. Gnaedinger; 2d Vice-President, J. T. Barlow; Secretary, R. F. Smith; Treasurer, R. Lloyd; Captain, H. Joyce; Lieutenants, J. L. Gnaedinger, E. W. Barlow; Bugler, J. T. Ostell; Committee, Louis Rubenstein, E. W. Barlow, A. L. Lane and J. L. Gnaedinger.

Following are the leaders in the mileage:

F. W. S. Crisp, 330; E. W. Barlow, 314; J. H. Robertson, 311; A. L. Lane, 301; J. Barlow, 299; H. Joyce, 294; Club mileage, 615; Average attendance, 12; Largest muster, 52.

CYCLING IN SOUTH AFRICA.

"I arrived at Capetown on 18th February, and after a couple of days went on to Grahamstown, about 600 miles to the east. Grahamstown is a very nice place—the more I see of it, the more I like it. I do not think I could possibly get a more comfortable place. The hills around Grahamstown are all low and rounded with deep wooded 'clofs' or valleys between them, and in the bottom a small stream. The south side is wooded, and the north has generally low bushes of thorny acacia, with four-inch thorns, which it is almost impossible to crush through. On Thursday, I went with a friend, in a Spring cart, to a place called Howison's Poort—a deep glen about six miles off. I brought the gun, but had no sport, except a couple of wood pigeons, and we saw one snake, but it immediately hid in the bushes. The lower part of Howison's Poort is very like the Dargle, only the trees are not so large, and there is less water. As to the road, it is considered a very good one here, but it is so rough, that if you leant against the back of the cart, you would be jolted to pieces. An Irish jaunting cart would turn over in the first quarter-mile, and as for a bicycle, you might as well try the Black Banks of Glenmalur, or the track up Mangertown. The average colonial road is merely a track worn by the bullock wagons, and is kept in order only by the feet of the bullocks and the wheels of the wagons. Every now and then, if a place becomes entirely too bad, and if the track cannot be moved to one side or the other, gravel, earth and stones, up to eight or ten inches in diameter, are laid on by the ton. Therefore, it is no wonder that sixteen or eighteen oxen are required for a cart carry 8,000 lbs. Just near the towns, the roads are taken care of, and are about equal to very bad Irish roads. In the towns, the roads are passably good. Near Capetown the roads are good, and only for the dust, would be equal to any I have seen. This is the only place I have seen with good roads, and they only extend for six or seven miles from the town. This is no exaggeration of the facts of the case. There is a bicycle club in Capetown, which seems to get on fairly well, but they cannot have long excursions, and can only ride in three or four directions, as Capetown has the sea on one side, and Table Mountain on the other. The club goes for rides twice a week, but I only saw two bicycles during my three days' stay. Port Elizabeth has a club, and a few fair roads (slightly worse than an Irish bad one). Grahamstown has three bicycles, of which I saw one, an old "Xtra," with the levers taken off, and a piece of iron tube about eight inches long let into the backbone and rivetted in.—*Irish C. and A.*

A QUEER ADVENTURE.

I feel some reluctance in committing to paper the following account of an adventure I once had whilst bicycling: firstly, because its connection with bicycling is only incidental, and secondly, because it is rather unusual, and people might think I was not strictly following the truth. To the second objection, however, I can refer any one who doubts my story to the landlord of the inn of which I shall speak later.

Two years ago last November I was travelling on a Rudge bicycle along the Portsmouth Road towards London. I left Portsmouth after breakfast, intending to put up for the night at Ripley—well enough known to all cyclists, at least by reputation. The roads were in capital condition for that time of the year, early November, and the day a lovely one; indeed, I think November a much maligned month. In the wild common land that one finds in Hampshire and Surrey, the difference of the seasons is not so marked as in many other places. Trees, except evergreen pines, are not plentiful, and the downs and commons look but a trifle browner than in Summer, so that as I was bowling merrily along, with a blue sky overhead and a good road underneath, I could forget that Winter was so near at hand and would soon enwrap with its snowy shroud this wild country of pine-clad hills and bleak downs.

I arrived at the Red Lion, a very old-fashioned hostelry, in time for tea, and concluded not to push on for Ripley but stay here for the night. After tea, seated before a blazing log fire in the old inn parlor, with a glass of something hot for myself and another for my host, we fell to talking about the state of trade, politics, and one thing or another, when I happened to remark that it must be a lovely place in Summer and Autumn, though perhaps even then it would seem desolate, but in Winter he would find it awfully dull.

"Well, there's no denying it, it's rather lonesome, but I've been here, man and boy, for over fifty years and have got to like the place, though some of the country around here is uncanny enough. Now, there's Snaggert's Hollow for instance; I wouldn't live in that place for a pension. Why not? why because the place is haunted. I see you don't believe it, but I do; not that I have ever seen the ghost—I've always tried to keep out of his way—but plenty of people around here have. It has been haunted now for a matter of seventy years, or thereabouts, by a sailor who was hanged for murder. People don't care to venture near the old farmhouse after night-fall, I can tell you. But I see you don't believe what I'm a telling you; think I'm a liar, may be."

I had smiled a superior supercilious smile of incredulity, which seemed to get the old fellow mad.

"I'll tell you what I'll do, young man," said my host, knocking the ashes out of his pipe and looking me full in the face: "I'll bet you five to one in holy crowns that you won't walk over and stay there alone for an hour." "Done," said I, and we shook hands on it. I had no sooner made the wager than I began to reflect what a fool I had made of myself, having to walk a couple of miles and sit all alone in a dreary house for an hour, when I might have been a good deal more comfortable where I was; but I couldn't very well draw back without showing the white feather, so I put on my hat, and, getting directions from the landlord, started on my journey. Heaven knows the place seemed weird enough to be haunted by fifty ghosts. Although the moon was somewhat obscured by clouds, I could make out the outlines of that curious circular valley that rejoices in the appropriate name of the Devil's Punchbowl. A mile ahead was a ridge, ending abruptly, and known as the Devil's Leap. Under shelter of this ridge was the house said to be haunted. I now wished, more than ever that I had not started on my fool's errand, but, bracing up courage, I tried the door, found that it was unfastened, and walked in. To my great amazement I found I was not alone, though the room was almost in total darkness, the shutters being closed, I could hear something that sounded like a tambourine being thrown about, and there were also sounds, as of heavy furniture being roughly moved.

I was about ready to sink with fright, when a stern voice exclaimed:

"Whoever you are who have disturbed this meeting, immediately return to your place within the circle, or I will not answer for the consequences."

Mechanically I moved towards the place where the voice proceeded from. I sank exhausted into a chair when my hands were at once grasped by some one.

"Where am I? What does this mean?" I asked, my faculties almost benumbed with a mysterious dread, for instinctively I felt myself in the presence of the supernatural, and an overpowering one took possession of me.

"I must insist on silence," said the same cold voice, and I felt constrained to obey. I was in no condition to critically examine my surroundings, even had I not been in almost total darkness, but I could make out that there were probably about six or eight persons about me, in a kind of horseshoe or semicircle, but no words were spoken. Presently, the noise caused by the furniture being thrown about ceased, and I discerned a faint bluish light, and as the light increased, it disclosed an ethereal-looking mass of drapery which soon developed into the semblance of a human form. The feet were bare and the hands held a smooth round stone, which emitted the blue phosphorescent light. The face was strikingly handsome, but had a look of great sadness. It was very pale, the eyes were dark, and black beard added impressiveness. The whole figure was draped and looked very much like an Arab. In response to inquiries from the leader the figure said:

"My name on earth was James Bristowe. You are the first mortal who has dared to hold communications with me, and you will be the last, for my attraction to this earth's sphere has long been weakening, and to-night, if you will assist me with your 'Vrill' or will-power, I leave it forever. You desire to know my story—it is a sad one: I was born at the village of Elstead, some three miles from here. I was a headstrong lad, and much against my parents' wishes ran off to sea, shipping as cabin boy on an East Indiaman. After having spent a few years roving from port to port I returned to visit my native village. In this house I first met her of whom I can hardly speak without emotion; not that Kate Lamonte (that was her name) was, strictly speaking, a beautiful girl, but her charming manner and clear gray eyes at once won my heart. I soon had to join my ship, but before doing so left her my affianced bride."

"At that time we were at war with France, and our ship had the ill fortune to be taken by one of the enemy's privateers. For three years, until the conclusion of the war, I was a prisoner. On my release, I hastened to my betrothed, and arrived in this very room one Winter's night, when, to my surprise, I found Kate and my cousin George here. To cut a long story short, it was another case of Enoch Arden. I was supposed by all to have been dead, and by resurrection now was very *mal apropos*. George had usurped my place in Kate's affections, and they had been married some weeks. Would that I had followed Enoch Arden's example and retired from the scene, but fate decreed otherwise. I met Kate and George, hard words were used, and my cousin used taunts which so completely maddened me that I struck him a heavy blow in the face; he seized an ax, but before he could use it, I drew a pistol and shot him dead. The sequel is sad enough. Kate's reason gave way under the strain, and I made no effort to escape justice, for I was tired of life, and soon ended it ignominiously on the gallows, thus paying a just penalty for my crime. But, alas, my punishment had just begun, for I found myself unable to enter the higher spheres, and have ever since been compelled to hover around the neighborhood of my crime, until I had fitted myself for further progress in the spirit world."

"Seventy long and weary years have passed away, and during that time I have been alone, wandering between heaven and earth, belonging to neither, seeing generations born, die, and pass beyond me in the spheres, but now I feel that my sins are forgiven, and I shall no longer trouble this house. I feel, even now, an attraction drawing me upwards. My friends, think as kindly as you can of an erring, suffering spirit, who now forever bids you farewell."

The figure, spirit, or whatever it was, grew fainter as the light it held diminished, and presently disappeared in darkness; then, after a short pause, we heard five distinct raps or knocks.

This, it seems, was the signal that the meeting was at an end, for some one present struck a match and lit a lamp, and I beheld a number of middle-aged and elderly gentlemen, who were apparently as much surprised to see me as I was to see them.

The solution of this mystery is this: These gentlemen were members of the well-known "Society for the Promotion of Scientific Study of

Hypnotism, Psychology and kindred subjects," and had come down from London, with the medium Guillaume Egglise, to hold a seance at this so-called haunted house. At this seance I had intruded, but in the confusion of the tables and chairs moving and tambourine playing, they supposed I was a member of their society. Furthermore, it transpired they were putting up at my inn, the Red Lion, and the landlord, knowing they would have a seance with the spiritualist medium, thought it would be a good joke to play off on me, to send me down to get scared out of my life. The house *was* thought, by the country folks, to be haunted, and the tale told by the *soi-disant* spirit agreed substantially with the local tradition.

I can only further add, that the remainder of the evening was passed very pleasantly with the "investigators," one of whom, by the way, was a fair billiard player. The seance, a full account of which appeared in the spiritualistic press, greatly enhanced the fame of the medium, M. Guillaume Egglise.

I had fairly won my bet, and, on starting the following morning, had a trifle to receive, instead of the usual bill to settle. T. I. B.

HEALTH PRECAUTIONS.

SOME SENSIBLE ADVICE.

The best safe-guard in this matter, is undoubtedly the proper attention to dress. Many men, especially beginners, who make up their minds to get a uniform by-and-by, commence their cycling efforts—in the beginner, by the way, more perspiration is induced than is the case with the expert—clothed in the cotton garments of everyday life. The least perspiration wets these garments through, and they rapidly cool if brought under any cooling influence, or if removed from the body, the contact then of the wet, cold garments, being most productive of colds and chills. The moral induced from this, is the care with which wollen garments should be worn next to the skin. Even in the warm days of Summer, wollen garments should be used. These may, of course, be thinner in Summer than in Winter, but the cyclist should eschew cotton as he would poison. Wollen clothes, while taking up all the moisture they come in contact with, retain the heat, and do not get cold and clammy, like cotton. This precaution taken—especially at this time of year, when one day may be warm as Summer, and the next cold as an icicle, with biting east winds—another point to be observed, is, that when the ride is finished or a dismount made, the rider should be particularly careful not to stand in a draught, or in the entry of an inn or stable yard; and we should advise all to carry a light wollen or silken wrap in the pocket, to put around the neck immediately after exercise is stopped. This, with the coat buttoned round, keeps the heat of the body in, and prevents the cold air getting down to it. Neglect of these precautions very frequently produces colds, which are in themselves slight, but which may lead to more serious results. Rheumatism, too, finds a willing ally in similar neglect of caution, and all who dread this insidious foe, should be particularly careful when cycling—even if it is but a half-mile spin—to see that due precaution is taken against overheating and sudden chilling of the blood.—*Cyclist*.

Stevensiana.—On Monday, Mr. Thomas Stevens received a very large and fine gold badge from the German Cyclists' Union. Stevens is now an honorary member of six clubs. A new club in Michigan has asked Mr. Stevens' permission to call themselves the "Stevens' Bicycle Club." The lectures at Scranton and Brooklyn were a decided success, and Mr. Stevens has already arranged the following dates: April 20th, Washington, D. C.; April 22d, Auburn, N. Y.; May 4th, Cleveland, Ohio.

Sundries of all sorts are a specialty of Messrs. Stoddard, Lovering and Co. for 1887, and attention is called to the merits of the Rudge Enamel, Lucas' "King of the Road," Lamps and everything novel and useful that the trade demands.



STEVENS AT SCRANTON.

Steven's lecture and reception at Scranton were decided successes. An artistic banquet card lies before us, and it is one of the prettiest things of the kind we have ever seen.

After the lecture, which was delivered to a large and enthusiastic audience, Mr. Stevens was tendered a banquet at "The Wyoming."

The Reception Committee were as follows: Citizens: Mayor E. Ripple, Colonel H. M. Boies, Colonel J. A.

Price, Mr. T. H. Watts, and Mr. Reese G. Brooks. Bicyclists: Messrs. George A. Jessup, John J. Van Nort, Fred. C. Hand, F. B. Ward, A. J. Kolp, George Sanderson, F. D. Watts, George B. Jermyn, C. J. Gillespie, and Harry P. Simpson.

After the menu had been successfully attacked, several toasts were responded to by Rev. Dr. Spencer, and others. The Reverend gentleman mentioned Mr. George A. Jessup as President of the L. A. W.

In conversation with a representative of THE WHEEL, Mr. Stevens expressed himself as highly gratified at his reception at Scranton. He thought the Rev. Spencer hit the nail on the head, when he advocated Mr. Jesse for the L. A. W. Presidency.

BROOKLYN NOTES.

As Thomas Stevens appeared upon the stage at the Academy of Music on the 16th inst, to face his first large audience, to many of those present it seemed like a transformation, to view him in a dress suit rather than in the knickerbockers, turbaned helmet and peculiar shoes which have shared his trials. Were it not for the debilitated companion of his great trip, which stood beside him in almost majestic silence, one could hardly have appreciated that he was listening to the man of determination who, while suffering hardships and indignities, had given us many moments of pleasure by drawing aside the veil and affording us brief glimpses of Eastern life. It was not until he had started to weave the web of his narratives, that one lost sight of the figure before him, and reverted to the illustrated letters received from the great traveler, descriptive of the very scenes he was picturing to us. From the moment he left San Francisco and began his apparently foolhardy trip, across the American continent, until he bade them good-bye at the foot of Yokohama, his audience were treated to the story of his joys and sufferings, his successes and reverses.

The entire affair, inclusive of the reception tendered him by the Brooklyn Bi. Club, passed off admirably. The house was well filled, the wheelmen gave him a rousing welcome, and the lecture was unmarred by the embarrassment so common to a first appearance.

The newly elected Board of Representatives consists of Messrs. Bridgman, Scwalbach and Loucks, K. C. W.; Greenman, I. B. C.; Barkman and Potter of the B. B. C.; Luscomb of the L. I. W. That over a dozen candidates were in the field was due to the facts that each club voted, as far as it voted solidly, a different ticket and that there were only two names upon every ticket. Five of the new members are on the present Board, the two "novices" being Messrs. Loucks and Greenman.

The announcement that the paths as well as the drives of the Park may be used by tricyclers at all hours of the day, has been

received with delight by the latter. Probably more solid enjoyment is derived from their use in the early summer mornings by those who appreciate the joys of a stroll awheel through the beauties and pleasant sounds of awakening nature, than the Park privileges can in any other way confer. This just discrimination between bicycles and tricycles, will add new charms to tricycling, and we may expect to see a tightening of its already strong grasp upon popular favor. The rule will act as a special boom to lady tricyclers, who may be disposed to take independent rides, as naturally they derive little pleasure from riding on the roadways when crowded with vehicles.

Most of the road committees of the clubs are preparing schedules of runs and tours from May 1st through the season. As usual at this period of the year, many extensive and distant tours are being mapped out, but if only the usual proportion of them fall through the amount of touring will be greatly increased over previous years. Many however, are holding back in anticipation that the New York Road Book will open new fields for exploration. The proposed encampment and State meet at Otsego Lake, has also fascinated some of us, and the particulars regarding some of them are anxiously waited. The expense and time necessary to take in the St. Louis meet, will prevent many from attending, but as these restrictions need not apply to the above mentioned encampment, its promoters feel justly confident of receiving a very substantial support from the members of the New York State Division. ALERT.

THE NASHVILLE-NIAGARA TOUR.

ADVANCE PROSPECTUS.

The writer, who is the instigator of the Niagara tour, has been chosen by the club to select the route and attend to all correspondence relating to same. We will start on the morning of July 4th, will proceed to Louisville by the way of Franklin, Ky., Bowling Green and Elizabethtown, to Cincinnati, via Lexington, Ky., then to Dayton, Springfield, and by the best route from

Springfield to Cleveland, thence to Erie, Buffalo and the Falls, where the tour will virtually be over. Some of the Party will probably wheel across N. Y. State to the Metropolis, while some think of trying a wheel through Canada to Detroit, and winding up at the Queen City of the West (Chicago) and return to Nashville by rail.

We have had nice wheeling here since Jan. 1st; the roads are all in fine condition, and from all prospects wheeling will be on a boom here this summer. The writer will keep notes of the Niagara tour and write up the trip on his return home.

J. CLAY COMBS.

ODDS AND ENDS.

Mr. E. K. Austin, has removed from 55 Hart street, Brooklyn, to Flatbush, L. I., which will be his future address.

Correct for Once.—F. P. Prial, a gentleman prominent (Ah! Ed.) in cycling circles, has joined the Ixion Bicycle Club.—*Mail and Express*.

The Rudge Bicyclette seems to be in great demand. Messrs. Stoddard, Lovering and Co. have been compelled to cable three times to duplicate their stock order.

Messrs. Hinrichs & Co., 29, 31 and 33 Park Place, have just issued their 1887 catalogue of sporting goods. This firm will make a specialty of the "Marlboro" racket and the Ayers' Ball. The catalogue contains full description and price lists of tennis, archery, cricket, croquet, base-ball, foot-ball, gymnasium and bicycle goods.

Stevens at Auburn, N. Y.—Thomas Stevens will deliver his lecture, "Around the World on a Bicycle," at Association Hall, Auburn, N. Y., Friday evening, April 22d, at eight o'clock, under the auspices of the Auburn Cycle Club. Tickets 50 cents each, including reserved seats. Parties ordering tickets by mail, will please address Lewis V. Cock, Secretary, 92 South street, Auburn, New York.

The Pittston, Pa., Bicycle Club opened their new club rooms on Main St. on the 14th and 15th inst. with a fair and festival. The affair was very successful, and will enable the "Boys" to furnish three rooms nicely. The club is growing, six new members being admitted at their last meeting, and now with their new quarters, their large rooms on the second floor, they will have an opportunity to spread themselves socially; card parties, dancing parties, &c. P.

No club dinner is complete without Royal Sec Champagne. Of this delightful brand, the *Wien and Spirit Review* writes: "Probably the most remarkably record in the history of the champagne trade ever scored, or rather, the best record ever made by a yearling, is that of 'Royal Sec,' the importations of which, by our friend, Mr. A. B. Hart, during the past year, have mounted up to nearly five thousand cases. When it is considered that the first case of this now popular brand was placed upon the market one year ago last September, the above figures are something remarkable indeed." A. B. Hart, agent for the United States and Canada, 17 and 19 Broadway, New York. **

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No. 2. 54 in. Standard Columbia, full enameled, ball bearings, dropped bars, excellent order. \$62.50
No. 3. 52 in. Standard Columbia, enameled and polished, ball bearings, little used. Cost, \$100.00. \$55.00
No. 4. 48 in. Standard Columbia, full enameled, good order. Cost, \$87.50. \$32.50
No. 6. 50 in. Expert, full nickeled, dropped bars, brand new tire, excellent order. Cost \$137.50. \$85.00
No. 7. 55 in. Columbia Light Roadster, all nickeled except rims, 1886 pat., double grip ball pedals. A 1 order. Cost, \$150.00. \$110.00
No. 9. 35 x 50 to 53 in. Invincible Safety, enameled, with nickel trimmings, cow-horn bars, T handles, hollow rims, tangent spokes. A 1 order, will fit rider of 50 to 54 ordinary. Cost, \$130.00. \$85.00
No. 10. 36 x 54 in. Kangaroo, enameled, with nickeled parts, dropped bars, excellent order. Cost, \$130.00. \$80.00
No. 11. 38 x 51 to 53 in. Rudge Safety, enameled, and nickeled balls all round, A 1 order. Cost, \$140.00. \$95.00
No. 13. 50 in. American Rudge, enameled and nickeled, cow-horn bars, excellent order. Cost, \$110.00. \$75.00
No. 15. 50 in. Columbia Expert, enameled and nickeled, latest pattern, double grip pedals, run 20 miles, good as new. Cost, \$125.00. \$105.00
No. 21. 46 in. Standard Columbia, bright and painted, excellent order. Cost, \$80.00. \$40.00
No. 22. 44 in. Standard Columbia, half enameled. A 1 order. Cost, \$77.50. \$35.00
No. 25. 52 in. Standard Columbia, half enameled, latest pattern, K. O. R. lamp, H. O. T. alarm, good as new. Cost, \$105.00. \$70.00
No. 27. 55 in. Rudge Light Roadster, standard finish, Butcher Cyclometer, excellent order. Cost, \$165.00. \$95.00
No. 29. 52 in. Columbia Expert, full nickeled, ball pedals, dropped bars, A 1 order. Cost, \$137.50. \$100.00
Humber Tandem Tricycle, standard finish, in excellent condition, lamp included. Cost, \$265.00. \$180
No. 42. 58 in. Expert, full nickeled, Kirk Saddle, C. H. Bars, '85 Pat. Tire in good shape. Excellent condition. Cheap. \$90.00
No. 43. 48 in. New Model Star, 3-4 nickeled, balance enameled, balls front, hollow rims, power traps, new last season. Cost \$135.00. fine shape. Price. \$95.00
No. 46. 52 in. Expert, half nickel and enamel, lug carrier. Good order. \$75.00
No. 47. 54 in. Expert, full nickel, balls to both wheels. Cheap. \$90.00
No. 48. 54 in. Rudge Light Roadster, enamel, nickle finish, tires excellent, A 1 finish, Rudge Ball pedals. Wheel in fine order. Price. \$100.00
No. 50. Cunard Clipper Tricycle, standard finish, alls all round, run 50 miles. Cost, \$190.00. \$135.00
No. 52. 52 in. American Club, enamel and nickle trimmings, straight bars, par. pedals. Wheel in good condition. Price. \$65.00
No. 54. 56 in. Columbia Expert, full nickeled, D. G. ball pedals, A 1 order, K. O. R. lamp. Cost, \$140.00. \$105.00
No. 58. 54 in. Expert Columbia, half nickeled, excellent order. \$80.00
No. 60. 48 in. Standard Columbia, full nickel, As good as new. Price. \$60.00
No. 61. 56 in. Standard Columbia, enamel and nickle trimmings, balls front, '85 patent, in fine condition. Price. \$60.00
No. 62. 50 in. "Club Lt. Roadster" enameled and nickeled, cow horn handle, bars. Good as new. Cost, \$142.00. Price. \$100.00
No. 35. 48 in. Columbia Expert full nickeled, brand new, never run a bargain. Cost, \$135.00. Price, \$100.00
No. 36. 54 in. "Victory" half nickeled, balls all round, fine order. Cost, \$140.00. Price. \$80.00
No. 37. 56 in. Columbia Expert, full nickeled, dropped bars, square pedals, A 1 order. Price including lamp. \$100.00, cheap.
No. 50. Columbia King Tricycle, enameled, balls all round, spade handle, used but little, good as new, great bargain. Cost, \$180.00. Price. \$90.00
No. 51. 52 in. "American Rudge" enamel with nickle trimmings, ball pedals, excellent order. Cost \$112.50. Price. \$80.00
No. 52. 50 in. "Club Light Roadster" wheels enameled, balance nickeled, balls throughout, excellent order. Cost \$135.00. Price. \$85.00
No. 53. 52 in. "American Club," nickeled and enameled, A 1 order. Cost \$140.00. Dirt cheap at \$70.00
No. 57. 56 in. AMERICAN CLUB, full nickeled, ball pedals. A 1 order. A slaughter. \$75.00
No. 59. 50 inch STANDARD COLUMBIA, enameled ball bearings, good order and cheap. \$50.00
No. 63. 44 inch IDEAL, enameled. Excellent order \$20.00
No. 66. 42 inch OTTO, painted, good as new, Cost \$40.00. Price. \$20.00
No. 68. COLUMBIA tricycle, (3 track) balls all round, good order. A bargain. \$70.00
No. 73. 54 inch COLUMBIA EXPERT, wheels enameled balance nickeled, cow horn bars, spade handles, good as new. Price only. \$100.00

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The above is only a partial list of our present stock, which is increasing every day. If you don't see what you want, be sure and write us, stating just what you require and we will fix you out to your satisfaction. Be sure and have latest list before purchasing elsewhere.

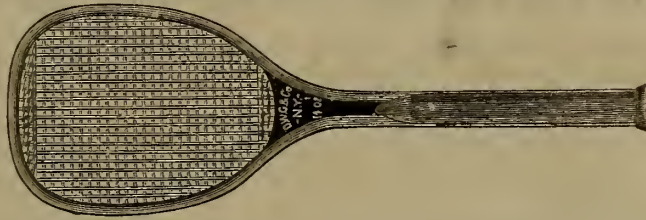
We have a large number of machines on our Register, and if you cannot find anything in above list to suit, let us know what you want, and about the price you wish to pay, and we will fix you out to your entire satisfaction.

NEW YORK BICYCLE CO.,

General Agents for all the best Makes,
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The best RACKET made is the "ASSOCIATION."

It is the most perfect in shape; it has the best stringing and is the finest in finish. Every one warranted. Price \$5.50.



The genuine "SHEPARD" is superior to any racket made except our "ASSOCIATION." The genuine are stamped D. W. Granbery & Co. in full, all others are imitations and of inferior quality. Price \$4.00. Other Rackets from \$1 up. Nets, Balls, Shoes and every requisite for playing the game.

D. W. GRANBERY & CO., Makers & Importers,
20 JOHN STREET, NEW YORK.

Send stamp for Catalogue, containing "an account of the game at Tennis," as played one hundred years ago.

FOR SALE, EXCHANGE, WANTS.

No. 74. 52 inch RUDGE LIGHT ROADSTER, enameled and nickeled. A 1 condition. '86 pat. \$100.00
No. 75. 48 inch COLUMBIA EXPERT, full nickeled A 1 order, great chance. \$80.00
No. 76. 52 inch COLUMBIA EXPERT, full nickeled dropped bars, ball pedals, excellent order. A bargain at. \$95.00
NEW YORK BICYCLE Co., 38 Park Place, N. Y. City.

NEW YORK WHEELMEN can find good storage for machines, and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half block from L Station. Call or address:
H. WIMMEL, 138 West 104th Street, New York.

56 INCH Standard Columbia, great bargain. Nearly new, has ball-bearings, and is in absolutely perfect order. Price \$90.00. Reduction for cash. Address, G. E. STUBBS, St. James' Church, Cor. Madison Ave. and 71st Street, N. Y. 4-15

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list containing many genuine bargains, to THE COVENTRY MACHINISTS' Co., 239 Columbus Ave., Boston.

FOR SALE—Vol. v, vi, vii, viii, of *Outing*. Price \$6.00. Address E. H. this office.

\$50. WORTH.—A new jobber self-inking printing press weight about 250 lbs. including thirteen new fonts of type, new styles, 6 lbs. of quads and spaces, 6 lbs. leads, 35 dashes, 15 cuts, 6 ft. of brass and wood rules and four pounds of border, and one font of circulating quads, also \$10 worth of paper, envelopes, tags, note and bill heads, cards, 2,000 doggers, all blank, and ink. Also one new bracket machine and turning lathe complete. Press been used about six months and in good working order. For a good Bicycle from sizes 42 to 46 inches, in good running order. Address, J. P. McLAUGHLIN, Rubber Stamp M'fg. Jermyn, Pa., Box 157, 158

1886 PATTERN, EXPERT COLUMBIA, new, same as '87, any size or finish. A big bargain. Don't write unless you mean business. C. A. UNDERWOOD, 389 Trimont St., Boston. 1-22

WANTED.—48 inch, second-hand Rudge Mail or Victor bicycle, must be low priced. Address E. K. AUSTIN P. O. Box, 2414, New York.

FOR SALE.—One fifty-one inch Aerial bicycle, nickel and enamel, in fine order, complete with nickle hub lamp and tool bag. Price \$50. Also, one 52 inch American Rudge, nickled and enameled, with a Perfection alarm bell, used but little and in the best order. Address, W. S. RUSSELL, Prop'r Cooperstown Bicycle Agency, Cooperstown, N. Y. 4-22

FOR SALE.—Stars, 54 in. \$40. 51 in. \$40. 48 in. \$60. 48 in. \$55. 51 in. \$100. 48 in. \$105. 48 in. \$90. Particulars of any machine on application. GRANT BELL, Minneapolis, Minn. 5-6

SPECIAL BARGAIN.—54 inch special improved Star in fair running order. Enamel finish, has not been run 500 miles, \$45.00. Reason for selling; have a new Semi-Racer. JOHN J. YOUNG, Braceville, Ill. 4-22

FOR SALE.—One 50 and 52 inch Expert Columbia bicycles, '86 pattern and in excellent condition. Address, FRANK L. HATFIELD, Trumansburgh, N. Y. 4-22

FOR SALE.—One 54 inch Expert Columbia, new last August, also one 50 inch. Address, W. D. WRIGHT, 46 Temple St., Springfield, Mass.

FOR SALE.—48 inch Star, two-thirds nickle, '87 pattern, latest improvements, only delivered from factory April 7th, 1887, ridden twice, for sale cheap. For particulars address, F. PHILIPS, 104 West 124th Street. 4-29

FOR SALE.—48 inch Expert Columbia, '86 pat. all improvements, partly enameled, as good as new, with lantern, tools, etc., \$85. Address, 14 Cortlandt Street, New York, 4-29

MUST GO.—A tricycle good as new, only \$50. No room to keep it. W. I. WILHELM, Reading, Pa.

ONE 52 inch Harvard, all nickle but wheels, in excellent condition, only \$50. W. I. WILHELM, Reading, Pa.

A BARGAIN. 54 inch enameled Star, low head, oscillating spring, cow horn bars, single front bar, very good, sacrificed at \$50. W. I. WILHELM, Reading, Pa.

54 INCH Royal Mail in very good condition \$80. 55 inch Club Racer in good condition \$45, or the two for \$115.00. A great bargain. Both being stored in Orange, N. J. Canadian custom laws being very peculiar, owner must sell at a sacrifice. Address, E. P. BAIRD, 220 Street, Montreal, Canada.

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50 inch AMERICAN CLUB, full nickel, dropped bars. \$75.00
50 inch EXPERT, full nickel, plain pedals. 80.00
51 inch BRITISH CHALLENGE, enamel, ball pedals. 80.00
52 inch AMERICAN CLUB, full nickel. 80.00
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56 inch AMERICAN CLUB, full nickel. 85.00
56 inch EXPERT, full nickel, ball pedals. 100.00
58 inch EXPERT COLUMBIA, ball pedals. 100.00
54 inch ROYAL MAIL, 1886 pattern. 100.00
COLUMBIA, two track Tricycle. 100.00
" " " 110.00
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RUDGE TANDEM. 110.00
HUMBER TANDEM. 200.00

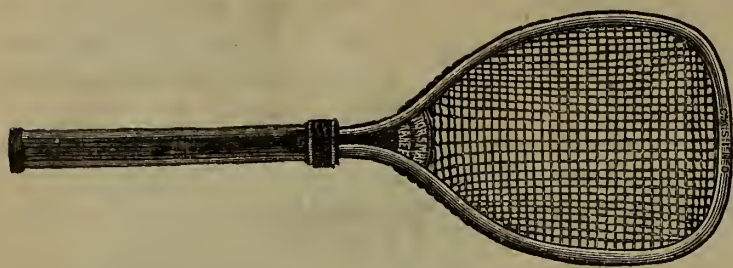
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TENNIS.

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WOULD YOU LIKE TO SMOKE A REALLY GOOD
Five Cent Cigar?

THE RISIDO

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A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

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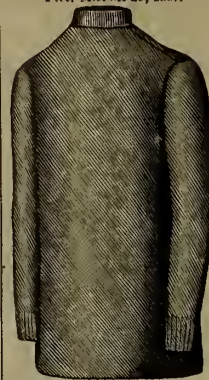
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Bicycle Suits, Shoes, Caps, Stockings, Sundries, etc.

Jersey-Fitting Underwear Co.

We Call Special attention to our
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Long sleeves, standing collar, Laced front.

LAWN TENNIS.

Plain Colors or Striped.

Long sleeves, standing collar. Laced front, long sleeves. Jersey jacket, a new thing.

YACHTING.

Long sleeves, low neck. Long sleeves, half high collar.

ROWING JERSEYS.

Low neck, sleeveless. Low neck, long sleeves.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders Arm Holes and Neck**, as they are made to fit. These goods are **PATENTED**, and all infringements will be prosecuted to the full extent of the law.

Our Bicycle Full Tights.

Are knit with selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



Bicycle Knee Tights.

Made same as full tights, to three inches below the knee.



Trunks.

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



Jersey Fitting Knee Pants.



Buttoned in Front, same as Pantaloon, without certain objections.

We offer them to the trade and clubs as **SOMETHING NEW**, and invite all to examine them.

Ladies' Jersey Fitting Tricycle Pants.

A NEW THING.

These pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garments a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

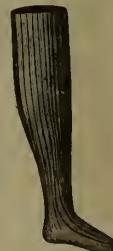


Pat. Apr. 7, 1885.

Ladies' Union Under Garment.



We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jerseys and Tights.



Would like to have every Wheelman see these

Jersey-Fitting Stockings.

TRADE MARK. As we believe there is nothing better.

Send us your order for any of these garments with your measure and a Post-office order for the same, and we will send by mail or express the garment ordered; and if you do not find them satisfactory, you can return them, and we will return the amount paid for them, or we will send them C. O. D., with the privilege of trying them on. Address,

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Buy, Sell or Exchange.
 ADVERTISE IN OUR
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Twenty-five Words, - - - Fifteen Cents.
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ALL ADVERTISEMENTS MUST BE RECEIVED
 BY TUESDAY MORNING.

SEND FOR PRICE LIST.

The Plaint —
 O Luna dear
 With thy light clear
 Pray lighten my distress.
 I weep and sigh
 Each day for I
 Can't buy me a new dress.

The Reply —
 "You are absurd.
 Have you not heard
 Lewando can dye dresses
 So that they'll do
 As well as new?
 That secures the possession."

LEWANDO'S FRENCH DYE-HOUSE

GOODS CALLED FOR AND DELIVERED FREE.

Every Variety Fine Dyeing & Cleansing.

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We can furnish it to you just taken, Cabinet size, or 11x14. We have also a fine line of well-known cyclists, including Woodside, Morgan, Higham, Shock, Prince, Hardwick, Snyder, Armaindo and Savage, the Minnesota Champion—Amateur.
 A dozen others, also.

Prices: Cabinets, 25c. Each.
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For practice, SEAMLESS CANVAS RUNNING SHOE,
 Light, Strong and Cheap, to order \$3 and 3.50.

Send for Catalogue and Price List.

THE 1887 PATTERN

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Patrons are requested to order at once and prevent vexatious delay
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THE LATEST HILL CLIMBING RECORD.

The famous WEATHEROAK hill, near Birmingham, Eng., which though often tried by various Bicycles and Tricycles, has never been surmounted except by Mr. ALFRED BIRD, who on Saturday, Feb. 28th, and on the following Tuesday in the presence of witnesses, successfully rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, with ordinary cranks and handles from base to summit without a stop. Many attempts had been made by others, and since Mr. Bird's feat, scores of famous road riders and hill climbers have tried to reach the top on other machines, but without success. This marvellous feat proclaims the Quadrant the

BEST HILL CLIMBER OF THE AGE.

and its as yet unapproached record of a mile on the road in 2 min. 38 sec. establishes its claim to speed and easy running.

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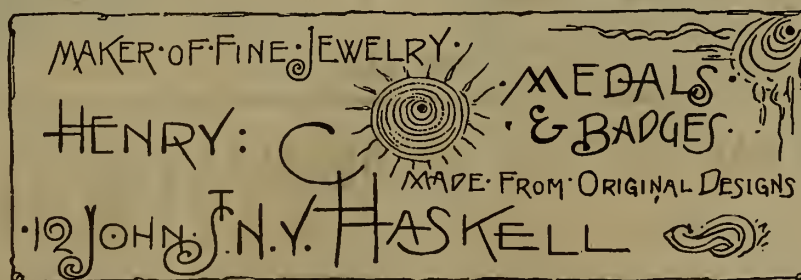
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Send for Catalogue of 1887 machines containing
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The Marlboro Club is on view at Messrs. Schwalbach & Willdigg's Prospect Park
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We have a fine lot of Second-Hand Wheels

MANY FULLY EQUAL TO NEW AT LOW PRICES,

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Specialty in Exchanging Second-Hand Wheels for

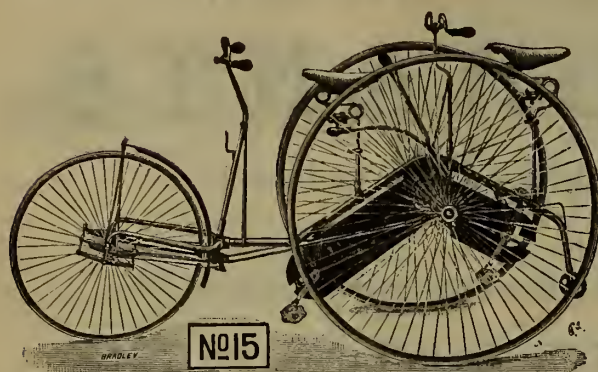
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STARS, VICTORS, or any other make

WE ARE SOLE AGENTS FOR NEW YORK OF THE

NEW RAPIDS, QUADRANTS, AND SPARKBROOKS.

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Harlem Branch now open—124th St. and 7th Ave. Renting, repairing, storing.



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Watches.

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1 1/2 MAIDEN LANE,

New York.

Cheapest.

Split Second

Stop-Watch.

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Best.



My illustrated catalogue with prices, enables club committees to purchase as well as if they visited my store.

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THE ONLY MEANS OF KEEPING YOUR BEARINGS FREE FROM GRIT.



WILL ADJUST BEARING BOXES, TIGHTEN SCREWS, AND REMOVE HARD OIL WITHOUT WASHING THE WHEEL. STIFFEST UNBLEACHED BRISTLES, FOR POCKET OR TOOL. BAG. BY MAIL, 75 CTS. P.H. BERNAYS, LITTLE ROCK, ARK. FLORENCE MFG. CO. FLORENCE, MASS.

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Ask your Dealer for these Shoes and take no other.

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| Outing, | \$3.00 |
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The Sensation of 1887!

THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, **oiling is rarely needed.**

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE.—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand some and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

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WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

See this Wheel
Before Purchasing.

ASK Your Dealer For It.



Handsome
Photograph
OF THE

NEW MAIL

Sent for
14 Cts. in
STAMPS.



Sectional and end view of
back fork end of Backbone.

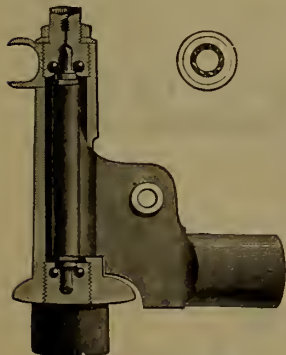
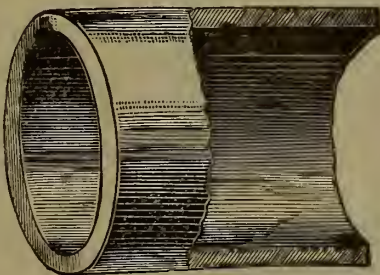
CEMENTED TIRE.

A Superb Light Roadster.

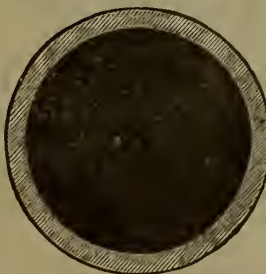
—SEE ONE.—



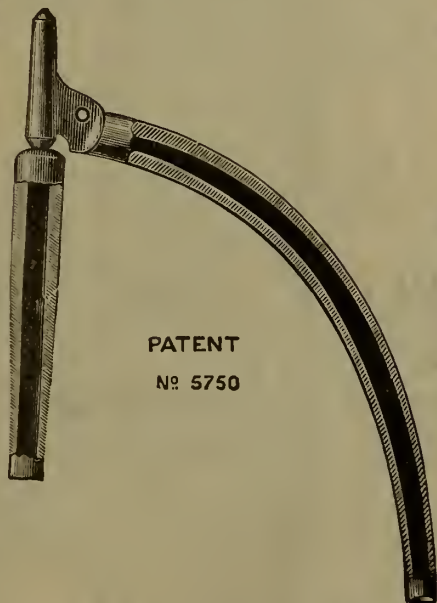
Warwick's New
Hollow Rim.
with thickened bot-
tom. Seamless and
perfectly smooth
outside.



Trigwell's Ball Head. Greatest Modern Improvement.



Sectional and end view showing
strengthened neck end
of Backbone.



PATENT
No. 5750

Sectional view showing Backbone and Forks
when made up. A splendid improvement.

SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

WM. READ & SONS, Manufacturers, - - 107 Washington Street, Boston.

THE RECORD SLATE.

SOME RECORDS ON COLUMBIA BICYCLES Champions of the World.

AROUND THE WORLD, - - - THOMAS STEVENS.

Greatest Distance ever made inside the Hour, 22 Miles, 150 Yards, by Rowe, at
Springfield, October 25, 1886.

ACROSS THE CONTINENT, - - - F. E. VAN MEERBEKE.
ACROSS THE CONTINENT, - - - GEORGE B. THAYER.
PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

Greatest Distance ever made without a dismount, 235 Miles, by Morgan, at
Minneapolis, December 20, 1886.

| | MILES. | TIME. | | MILES. | TIME. |
|---------------------|--------|------------|---------------------|--------|---------------|
| WORLD'S RECORD, - - | 4 | .35 1-5 | WORLD'S RECORD, - - | 12 | 32 .35 |
| WORLD'S RECORD, - - | 1-2 | 1 .12 4-5 | WORLD'S RECORD, - - | 13 | 35 .18 2-5 |
| WORLD'S RECORD, - - | 3-4 | 1 .50 1-5 | WORLD'S RECORD, - - | 14 | 38 .01 2-5 |
| WORLD'S RECORD, - - | 1 | 2 .29 4-5 | WORLD'S RECORD, - - | 15 | 40 .41 2-5 |
| WORLD'S RECORD, - - | 2 | 5 .11 | WORLD'S RECORD, - - | 16 | 43 .25 4-5 |
| WORLD'S RECORD, - - | 3 | 7 .48 4-5 | WORLD'S RECORD, - - | 17 | 46 .14 4-5 |
| WORLD'S RECORD, - - | 4 | 10 .41 2-5 | WORLD'S RECORD, - - | 18 | 48 .58 |
| WORLD'S RECORD, - - | 5 | 13 .23 4-5 | WORLD'S RECORD, - - | 19 | 51 .40 1-5 |
| WORLD'S RECORD, - - | 6 | 16 .12 3-5 | WORLD'S RECORD, - - | 20 | 54 .25 2-5 |
| WORLD'S RECORD, - - | 7 | 18 .59 | WORLD'S RECORD, - - | 21 | 57 .07 3-5 |
| WORLD'S RECORD, - - | 8 | 21 .41 2-5 | WORLD'S RECORD, - - | 22 | 59 .46 |
| WORLD'S RECORD, - - | 9 | 24 .26 4-5 | WORLD'S RECORD, - - | 23 | 1 .08 .22 3-5 |
| WORLD'S RECORD, - - | 10 | 27 .07 1-5 | WORLD'S RECORD, - - | 24 | 1 .11 .28 4-5 |
| WORLD'S RECORD, - - | 11 | 29 .51 3-5 | | | |

1-4 TO 22 MILES, INCLUSIVE, BY ROWE; 23 AND 24 BY WOODSIDE, AT SPRINGFIELD, OCTOBER, 1886.

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A Fac-simile Blackboard, containing the matter upon this page, sent by mail to any one who will hang it up in a conspicuous place.

LLEWELLYN H. JOHNSON,

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