

#### AND RECREATION.

This Paper has the Largest Circulation of any Cycling Weekly Newspaper in the United States.

Vol. XI.—No. 13.]

NEW YORK, DECEMBER 24,

WHOLE NUMBER, 273.

#### WHEEL GOSSIP.

The Lynn Cycle Club will hold a grand ball and exhibition on New Year's night.

We have it on the best of authority that Charles Frazier will not go to England. He will remain at Smithville, shooting bears and

The Springfield Club will not concentrate its energy in a grand ball, but will give several social entertainments of minor degree during the winter.

The chief contributor to the Cycle, in the romance line, is Colin Gray, Colin's name is suggestive of the effect of his stories on the hirshute growth of his readers.

THE STANLEY SHOW .- The show will open at the Royal Aquarium, Westminster, on January 27, and close on Feburary 5. It will be open from 11 A. M. to 10 P. M. Exhibits must be in position by January 26.

Remarks Daisie in the Cycle: "The papers are read even more in winter than they are in summer, and it is then that editors put forward their strongest endeavors." And it is then that manufacturers should put forth some effort, for Daisie's statement is truth itself.

Woodside, Morgan and others are arranging for a grand bicycle tournament in Boston during the first part of January, prior to their departure for Europe. Professional and amateur races and fancy riding will combine to make up a very enjoyable programme.

Mawkins, the married man of the club, stole into the club-room the other night with with a portentious frown. "What's the matter, old man?" inquires the club's nothing; my daughter has simply hinted that I might drop a tricycle in her stocking for Christmas."

The Buffalo Bicycle Club, December 13, ratified a new Constitution and By-laws and elected officers as follows: President, C. P. Churchill; vice-president, Geo. Dakin; secretary, A. C. Richardson; treasurer, J. B. Newman; captain, R. C. Chapin; attorney, A. C. Spann. The club's riding season

miles. The greatest mileage was as follows: Dr. Appleby, 4,028; R. H. James, 3,906; C. P. Churchill, 2,839; R. C. Chapin, 2,200; G. G. Gething, 2,025; C. W. Adams, 2,001; F. M. Brinker, 2,000; J. H. Isham, 2,000. Twenty-five rode 1,000 miles or over. Century runs were made by C. W. Adams, J. A. Pferd, F. M. Brinker, C. P. Churchill, C. G. Gething and R. W. Rummell.

Sommerville Cycle Club.—The annual election of officers, held Wednesday the 15th inst, resulted as follows: President, J. B. Carm; vice-president, W. A. Davis; recording secretary, Geo. Shaw; cor. sec., Fred Joice; treas, Elsworth Fiske; captain, W. R. Maxwell; 1st lieut, H. L. Kimball; 2d lieut., F. A. Hobart; buglers, F. A. Lane and H. L. Billings; color bearer, C. B. Cubberly. The club now has sixty members.

Wheeling's Christmas Annual-This year Wheeling will issue a Christmas volume entitled Chestnuts. The contents will be "The Wheeling Sanford and Merton," being an account of the visit of the Rev. Aitche Barlow and his little charges, Master Billy Sanford and Master Percy Merton, to cycledom. and their doings whilst so engaged. It will be written by W. McCandlish and F. Percy Low, who are a likely pair, and should turn out a rib-splitting volume.

RECORDS.—The N. C U. Record's committee, after overhauling the records and rejecting many of the doubtfulls, have accepted the following. Bicycle, path: P. Furnivall, at Long Eaton, August 23, 1886. 1/4 mile, 37 2-5; ½, 1.16; ¾, 1.53 4-5; 1 mile, 2m 32 2-5s. Tricycle, path: G. Gatehouse, at Long Eaton, August 23d, 1886. 1 mile, 2m. 46 2-5s. Tandem, path: F. J. Osmond and S. E. Williams, at Crystal Palace, June 25, 1886. 2 miles, 5m. 47 2-5s. Tricycle, road: Sidney Lee, August 24, 1886: 50 miles, 3h. 09m. 15s.

A meeting of the Executive Committee of the L. A. W. was held at Phila. last week. Its proceedings were sub rosa, and our representative was unable to glean any information from the prominent League officials of this city. It seems there was considerable dissatisfaction with the net financial returns from the publication of the League organ. The advertising rates were advanced, "which will make a great difference in the the organ's finances," says a member of the practically extended from April 3, to Nov-ember 6. The total mileage was 48,936 committee. The regular Board of Officers all modes of seeing the world."

meeting will be held at the Grand Union Hotel, 42 Street and Fourth Ave., New York, January 17th. Some sensational developments are promised.

Harry Corey was so well pleased with the North German Lloyd Steamship "Aller," on which he crossed the Atlantic last October, that upon his return home he spoke of their courtesy on board, and mentioned it in an interview with the Boston Herald. Their agent in Boston noticed the remarks he made concerning the "Aller," and sent the paper on to the company in New York, and Corey was agreeably surprised a few days afterwards, by receiving an elegant oil painting of this steamship, thirty by fifty inches in size, which now adorns his office.

Our readers will remember that some weeks since, a prize of £50 was offered by Tid Bits, a London journal, for the best bicycle experience. The prize has been won by Hugh Callan, a Glasgow University Divinity student. His "experiences" were based on a tour which he briefly describes as follows: "On the 3rd of July I rode a bicycle back from Glasgow to Leith, whence I took boat to Hamburg. Starting from Hamburg on the 6th of July, I rode on to Berlin, and thence to Dresden, Prague, Vienna, Buda-Pesth, Belgrade, and down through Turkey. The countries I traversed are Prussia, Saxony, Bohemia, Austria, Hungary, Servia, and Roumelia in Turkey. At Kuprili, in Roumelia, not far from the sea at Salonica, I was arrested, and officially deterred from completing the journey on to Athens-first, beause I was suspected, and secondly, because brigands were known to be swarming in the neighboring mountains through which my path lay. The whole mileage done is 1,450 English miles. At every large town I stayed on an average two days, and on the Servian and Turkish frontiers I lost about four days through official and would-be official punctiliousness. Here (in Piræus in Greece) I am staying with my uncle. I came down from Salonica by boat, and, after having made a number of short runs around Athens, I shall return to Glasgow by steamer. It may be interesting to note that the entire cost (including sixteen pounds for duty on my machine in Turkey) from home to Salonica was £12, and from home, all round, back will be £20—illustrating the fact, that bicycle-traveling is the cheapest of

# THE AMERICAN CHAMPION

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On a straightaway country road in the

Marvelous time of

59 Minutes, 35 4-5 Seconds.

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100 MILES

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6 HOURS 11-2 MINUTES.

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AND BETTER THAN THE

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All the above by S. G. Whittaker, on an ordinary roadster, excepting a somewhat lighter rim, and the course an ordinary surveyed country road. If road records talk, then the American Cycles are the easiest running machines in the world.

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#### \* \* WORLD'S RECORDS. \* \*

NOW, GENTLEMEN:—We fail to see why records made on a 22-pound racing wheel, and on a track with an exceedingly smooth racing surface—we fail to see, we say, why these results demonstrate any superior excellence in a Roadster, (a differently constructed machine) even though the latter be made by the same Company; but when remarkable results are attained on the machine for which the superiority is claimed, that fact we believe to be significant.

## THE AMERICAN CHAMPION \*\*

to-day holds every world's record on the road above 25 miles to 300 miles; the latter enormous mileage being done within the hour by STILLMAN G. WITTAKER, at Crawfordsville, Ind., October 18th and 19th. The run was made on a straightaway and surveyed road, under A. C. U. Rules, and not on a carefully selected ten mile stretch. The following are the times:

	Miles	(about 4 minutes behind his previous world's record),	ноикs. - 2	59	50 2-5
100	46	(25 minutes ahead of the world's record, and over a minute better than Ives' Springfield track record),	6	1	15
150	6.6		- 10	28	52
200	66		15	13	30
300	46	(about 24 minutes better than the best world's track record), -	- 23	46	16 3-5

The latter magnificent record is about FORTY-ONE MILES better than the hitherto accepted A. C. U. record by Munger, about 19 miles better than Hollingsworth's performance, and 13 miles better than McCurdy's, neither of which two are accepted records, however.

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CHICAGO



# REGREATION

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The Cycle and The Wheel	-	1.50
Bicycling World and The Wheel -	-	1.50
Outing and The Wheel	-	3.00

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F. P. PRIAL, Editor and Publisher, 12 Vesey Street,

P. O. Box 444

New York.

At this season of the year, the grand army of editors girdith up its loins, and in its choicest English, wisheth all manner of men Merry Christmas, and scattereth broadcast the doctrine of "peace and good will." Though it is nearly nineteen hundred years, since this greatest day in Christendom was first celebrated, and though the poets and painters and preachers of all the intervening centuries have sung and painted and told in various strains, of the advent of the King his time, advice, work, and the payment of Kings yet the story never grows wear; \$40., he has had simply a place to keep his of Kings, yet the story never grows wearisome. It makes little difference, from a humanitarian standpoint, whether it is fact or allegory; as the former, it has been and is the central fact and guiding star to millions; as the latter, it has been productive of more real and fancied happiness, than all the dead and alive systems of philosophy ever concocted. On Christmas Day, the favored of earth recollect that there are such things as penury and misery; the poor taste the pleasures of plenteousness, not the less sweet if only for a day; the good exult; the wicked become thoughtful. To both good, bad and indifferent, though we feel certain that all our readers are among the elect we wish a Merry Christmas.

In another column, a veteran of '79 tells the delights of winter riding. It were well if our readers experimented in the direction he points out. "The cycling press," says the vet., "is responsible for the sudden stowage of wheels at the earliest puff of cold weather, by continually prattling about the starts the year with a capital of \$200, for season." It has also followed the same amassed during the previous year. Instead New York, Dec. 20, '86. stowage of wheels at the earliest puff of cold

policy, and has frightened off the general of collectiong yearly dues of \$8.00, compublic, by its incessant twaddle about "headers." There should be no off sea-

The Bicycling World knocks out The Cycle by a comparison of the price and reading matter of the two papers. We reckon on the World and the Wheel at scratch, to represent The Cycle on the 100 yard mark.—Wheeling.

Thanks! Good Junius. Yes, it is a race between The Wheel and Recreation and the World, and we hope the one who quickest mounts the greased pole of popularity and fortune, will do it by the honorable hand-over-hand method.

#### CYCLING CLUBS FINANCIALLY CONSIDERED.

Under the above caption, Wheelibus contributes a thoughtful five-column article to Wheeling, November 27th; pages 110-111. WHELLIBUS unfolds a plan by which clubs may not only become prosperous and be placed on a substantial basis, but even a dividend may be declared on the club's stock, and divided among the members. As few cycling men will wade through five columns, and as the proposed plan is at least worthy a trial, we place the gist of it before our readers, with apologies to Wheelibus for our maltreatment of his logical paper.

THE PRESENT STATE OF CLUBS. -- Under the plan at present generally adopted by clubs each member pays yearly dues to the amount say, of \$8.00. If a member works hard for the success of a club for five years, and is then compelled to cease connection with it, either through removal, closer attention to business, the formation of new ties, etc., etc., during the five years he will have paid \$40. into the club's treasury, while his devotion to the management of race meets, and other profit and loss affairs, has added a considerable amount to the club's resources. For machine and enjoy the company of his fellow cyclists. Under ordinary conditions, it is impossible to get a man to pay down a yearly sum, and work to accumulate money, which future members may spend as they

THE PROPOSED PLAN.—In place of the plan generalized above, it is contended that each year's successes and expenses should be proportionately divided by the members then actually representing the club, and if, by their indefatigable zeal, the members place the club in good financial condition, they should reap the benefit of their labors. order to carry out this plan, each club should be formed into a stock company. Instead of a member paying an initiation fee, he should be compelled to buy a single share of stock. At the end of each year the actual profits should be divided among the members of the past year as a dividend, after retaining a sufficient surplus as a working capital during the following year. If the year results in a loss, a call should be made on each member to make good his proportionate share. This annual call to make up the deficit would correspond to the annual dues paid under the present regime. Suppose a club

pel each member to take a share, netting \$400. With every man directly interested in the club, and with a capital of \$600 to start on, a profit of at least \$200 should be realized from race meets, etc. Of this \$800, \$300 would be a fair allowance for current expenses. Of the balance on hand at the end of the year--\$500-\$200 might be divided among the members, which would be equal to fifty per cent per annum on the amount invested, and yet leave a working capital of \$300. for the next year.

PLAN FOR DISPOSAL OF SHARES.--If a member cease all connection with the club, he should have the option of retaining his share, as his payment on the same has been a proportional part of the means of the club attaining his position at the time. If the holder fails to renew, the share becomes The holder should also have the privilege of selling his share to an applicant

for membership in the club.

It would be a good plan to have two grades of shares, ordinary and preferred; the former to be held by non-workers, and to be of no value as soon as the holder ceased his membership in the club, to the success of which he has contributed neither time, labor, nor advice, and the latter to be held by committee-members, and positive workers, to be sold by them to other committee members on their retirement from the club. Under this new plan, extravagance would be avoided, and every member would put his shoulder to the wheel, and push the club to a degree of success, undreamed of under the present

#### WINTER RIDING.

Why is it Mr. Editor, that so many, at the first appearance of cold weather or slight snow, cry out that "the riding season is over," and immediately put their wheels in vaseline, and sigh for the gentle zephyrs of spring? I also notice a disposition on the part of the press, as well as the dealers, to echo this sentiment, and to my mind it is radically wrong. To me, the riding season is never over, and those of my hardier friends agree that there is nothing as delightful as a scorch on a frosty morning. Of course, I do not pretend to say that I ride in all weathers, including rain and slush, but there are often times when our roads, especially macadam surfaces, are superior in winter after a thaw, followed by frost, than in the summer time. It does not take many hours for the ruts to be worn down, especially where the traffic is heavy, as in this city, and the lazy wheelman who puts his wheel in limbo, looses many a delightful spin. Of course, proper care should be taken to protect the body, and warm clothing should be worn. The chest should be well covered, and there is nothing so effective as an old-fashioned sheet of wrappingpaper to avoid pneumonia and kindred ills. The much abused corduroy coat will not come amiss, and a pair of warm gloves with ventilated backs ought to answer for the hands.

Keep your wheels turning brothers! It convinces the public that cycling is for all seasons, and does a heap of good to the cause in that respect, besides training up the system for the trying days of early FREDERICK JENKINS.

#### WHAT OF THOMAS STEVENS?

NO WORD FROM THE FAMOUS TRAVELER SINCE OCTOBER 4TH.

The opinion is daily gaining ground that Thomas Stevens has met with some serious interference on his journey, and if he is not heard from before many days, this opinion will become a certainty. Ever since Stevens started on his great tour, his correspondence has been received at the Outing office as regularly as clock-work. The last letter received was dated October 4th, and mailed at Shanghai. Since that time, nothing further has been heard of him. A correspondent of the Philadelphia Times, writing under date of October 24th, reports having met Stevens at a small Chinese village. He was much debilitated from bad food. This town cannot be found on any atlas of the district through which Stevens was traveling, and but little stock is taken in the story.

A representative of The Wheel and RECREATION called at the office of Outing last Tuesday, and had a long talk with a gentleman connected with the magazine. The Outing Co., he said, had the utmost confidence in Stevens' resources, and were sanguine that he would pull through. He had had a long experience in India, and was therefore fully acquainted with the country through which Stevens is passing. tributed Stevens' success to the fact that the natives reverence religious enthusiasts, are fearful of anything bordering on magic and the unnatural, and hold lunatics as sacred beings. All of the natives regarded Stevens as either one of these three things; his bicycle frightened some, and his forlorn appearance and endeavor to always be getting on, caused others to regard him as a religious enthusiast on a pilgrimage. Any one of these claims was sufficient to enlist their heartiest sympathy, and they did all in their power to help him on his way, often refusing to accept pay for food, drink and lodging, in the same spirit as christians give alms.

In China, however, where the inhabitants are mainly infidels or disciples of confucius, and are haters of Europeans, Stevens was more likely to fall a victim to treachery.

When last heard of, Stevens was estimated to be within twenty days wheeling of Yokohama, from which place he was to embark for San Francisco, reaching New York early in January. At the present writing, it is believed that he has been laid up for a few weeks with fever, the seeds of which could easily have been laid in in August, when the the thermometer averages 125° for the entire twenty-four hours. It would be a matter of the deepest regret, should Stevens fail to accomplish his object after such a superb

#### ROWE AND HENDEE.

While journeying to Los Angeles, Mr. A. L. Atkins stopped over at St. Louis, where he was intercepted by a Post-Despatch reporter, who reported at length his opinion of the comparative merits of Rowe and Hendee, to the great disparagement of the former. There has been so much twaddle about these two, that we forbore inflicting our readers with Mr. Atkins, purported utterances. We have been waiting, however, to note the effect Mr. Atkins' opinion might have on the cycle editor of the Lynn Bee, which is, very properly, Mr. Rowe's organ. As we suppose, he sends back to the wild make the affair a success. A short time ago

the things that the *Post-Despatch* scribe credited him with. The reporter is a curious animal. As a drunken man sees seven lamp-posts where there is but one, and three key-holes, where there is but none, so does the reporter hear a column where but one word has been spoken. From what we know of Mr. Atkins, he is a man of few words, and not likely to melt even under the pressure of the snappy journalistic agents of the glorious west. As to the abilities of Messrs Rowe and Hendee, there can be but one intelligent opinion. The man from Shoemakerville is certainly the fastest. He is a decidedly new order of racing man, and there are but two men who can hope to successfully cope with him; Furnivall and Howell. It is a wise man who knows when to retire, and especially is this true in competitive athletics. Had Hendee retired when he had reached his climax, he would have retained a reputation not second to that of Cortis. But he listened to the voice of sweet-tongued flattery, and followed the misguiding advice of sanguine friends. The Bee, in its long harrangue, refers to the cause of Rowe's defeats at Roseville, which he claims were caused by sickness. The Bee has only Rowe's word for this, but anyone who saw Rowe at all the tournaments, can easily vouch for the truth of this. At Roseville, or Newark, where the wheelmen lived. Rowe's appearance proved him to be entirely off color. This was attributed to the Newark drinking water, which, we believe, is hurtful to anyone not habituated to it.

#### BROOKLYNETTES.

Truly the Brooklyn Bicycle Club is naught if not a hardy road riding club. At the commencement of the season the club offered medals to all whose records would amount to over 1,000 miles, with a bar for every extra 1,000 miles ridden. The scorchers have accordingly rolled up miles to their utmost capacity, so that the club's riding record is said to amount to 50,000 miles. B. Barkman, president of the club, heads the list with a record of 8,000 miles, Mr. Hawkins has a record of 5,000 miles, Mr. Skinner 4,000; Mr. Williams 3,000, and and Mr. Brush 2,500. Many extended tours have successfully been undertaken. Messrs Barkman and Hawkins have made and remade 24-hour Long Island road records, and Mr. Skinner and a friend rode to Buffalo last summer. The medals will be awarded to the successful ones early in January.

This enterprising club, the B. B. C., gave a ladies reception at their spacious club-house, on Friday last, Dec. 10th. There were thirty couples present, and all had a very enjoyable time. The entertainment consisted of musical and literary selections.

The members of the Ilderan Bicycle Club intend giving an entertainment on Wednesday evening, December 29th, at Everett Hall, 398 Fulton St. The programme will include musical selections, recitations, and a humorous lecture by Mr. W. F. Miller, who has gained an enviable reputation by his recent lecture at the Ilderan Bicycle club rooms. We hope to see many wheel-men present, in order to help the Ilderans Boston last spring.

west and "Manager Atkins" a clarion blast this club set on foot a subscription for a of defiance to the extent of almost a column. There is much common sense in the "de- already been pledged, and the click of the fense," but we doubt if Mr. Atkins said all home-trainer will shortly re-echothroughout

> The members of the Brooklyn Club have organized a toboggan club, which has now twenty members. They have a splendid slide at the Washington Baseball Park. The uniform of the toboggan club consists of the Brooklyn's uniform and a toboggan cap with the club's colors, red and black. The members have also organized a pool tournament, for which ten have entered.

> Tobogganning seems to be in favor among the bicycling public. The riders of Brooklyn have splendid opportunities by inducing the park authorities to keep certain heights for the special use of tobogganists; as for instance, Observatory Hill.

> Howard A. Greenman, the president of the Ilderan Bicycle Club. who showed such good form at the Alphabetical road race on Election Day, comes out strong in favor of the "Star." If he keeps his present excellent form he will give some of his competitors a hard tussle next Spring.

Dec. 25, 1886.

INDEPENDENT.

#### HARTFORD GLEANINGS.

The Hartford Wheel Club, after several postponments, on account of bad weather, formally opened their toboggan slide to the public last Friday evening. The opening was a big success; a large crowd of ladies and gentlemen thronged the platform and the centre, while the toboggans were all kept busy flying down the quarter-mile stretch of ice, as fast as they could be loaded and started, the fences and adjacant fields were crowded with boys and men who "did not tobog." There were fire-work displays, and in addition to the electric lights, red fire threw a chaim over the scene, that is impossible to describe. The toboggans used by the club are the "Star;" the slide is one 320 feet long and averages one foot drop in four for 260 feet, and one foot in three for the first sixty feet; there are two chutes forty inches wide, the platform is raised fifteen feet from the ground and is fifteen feet square, under it is the room for warming and resting oneself and keeping the toboggans.

Since the Hartford Wheel Club was organized, fourteen months ago, its members have made a record that I do not believe any other club in the country has equalled, they have taken one or more prizes at every race meet, (including road and home-trainer contests), in which any of them have competed; winning a total of sixty-seven prizes, beside prizes for numbers in parades. The only man who trained and went through the whole circuit was E. A. De Blois, who heads the list with twenty-five prizes; following are F. G. Warner, with six, W. H. Harding, five, Fay, Spencer, Judson, W. H. Illston, and Jackson, each three; Dresser, Chapman, Norton, H. Goodman, and Damery, each two; R. P. Judson, Wilcox, Richardson, Lee and King, each one, and the team one. Dresser and Spencer won first and second at the League "home-trainer contest" in

F. F.

#### THE FIRST CRUISE OF THE "MINNEHAHA."

NOT BY AN EYE WITNESS.

Under the new dispensation of THE WHEEL AND RECREATION combined, I know not if there be a boating department; but I will trust to the good-nature of the editor to let this sea-faring narrative escape the waste basket, inasmuch as the heroes are three prominent wheelmen of the Northwest. The venue is the Mississippi River, not very wide or deep at this stage of its travels, and the leading lady the "Minnehaha," a new steam launch, length 19 feet over all, breadth four feet, and draught, when loaded, twenty inches. The crew, for obvious reasons, we will designate by initials, and as two rejoice in the same surname, we will call them W. 1st and W. 2d, the latter having recently purchased the launch of H., who was acting

as engineer and captain. To save time we will imagine the launch safely transported to Ft. Snelling by train and there embarked. The date was October 15, 1886, and the point of destination Winona, where the happy owner of the boat resided. About a year previous, a memorable bicycle run of thirty-seven miles down the river to Hasting had been taken, but the coming back was attended with much walking and weariness of spirit, and this trip was expected to put the other entirely in the shade, as far as speed and comfort were concerned. It was apparent when all three got into the boat, that it could not be shoved away from the bank, so H. courageously removed shoes and stockings, walked into the cold water, and they were soon under way. The run of eight miles to St. Paul was made in forty-five minutes, and when some one faintly suggested supper, they having left Fort Snelling at 5.15 P. M. he was laughed to scorn, as they intended reaching Hastings in time for that. The first sand-bar was encountered here, and to the delight of all, the boat was found to run as well backward as forward, which fact was of great service on the voyage. It now began to grow dark, the moon being young and feeble, and not giving much light till about seven, and the speed was somewhat slackened. About five miles below St. Paul, W. 1st, who, acting as pilot, was measuring the depth of the river with a long pole, and, a la Mark Twain, was yelling out: "Four feet! Three feet! Two feet! No bottom!" and like remarks, suddenly uttered a howl of warning; but it was too late and the boat ran half her length up on a boom of logs. Had it been light enough, disgust would have been seen plainly planted on the faces of the crew. After half an hour's tugging and pushing—no one caring to do the wade act—the boat again floated. Three miles further down, she became entangled in a large snag, and when she was at length clear, an attempt to go ahead was followed by a loud escape of steam, but no movement. W. 1st, after removing all the clothing that the temperature permitted of, climbed over the end of the boat, and after hunting around in the water, declared that the screw had been lost. A sudden sinking of hearts followed this discovery, and the situation was by no means funny. The party were eight miles from any town, supperless and without and they progressed slowly until 11 P. M., when all agreed to tying up the boat to the Blunt provided a collation.

shore, and try to get some sleep as best they could. W., 2d in high spirits at being ashore once more, started up through the bushes at a great speed, and as suddenly disappeared from sight at the top of the bank. smothered howl was heard, and language that would scarcely be reportable showed him to be still alive. The others rushed to his aid and discovered a large hollow some 10 feet deep, into which he had fallen. Now, this was just the needed place for a camp. Bushes abounded, a fire was soon made and the thoroughly chilled voyagers courted sleep with an old tarpaulin for a cover. But slumber fled, and in her place came tempting visions of the supper in St. Paul, so scornfully refused hours ebfore.

At daylight, a large farm-house was discovered on the opposite side of the river, and it was but a half-hour's work to pole over and induce the occupants to sell them a hearty breakfast, which was destined to be three meals in one. Rough paddles were fashioned and the voyagers proceeded on their way. The current of the Mississippi is not very rapid at this point, and as a strong head-wind came up with the sun, it was sometimes hard to tell whether they were going up or down the stream. W. 1st was heard to remark with a western exuberance of language, that it reminded him of "the old lady and the perils of traveling by water or land," for said he, "if you ride a bicycle and fall off, you know where you are!" No one vouchsafed an answer to this obvious truth, but the motions of pulling a chestnut bell were wearily gone through with and the river seemed to run faster. Even the turns and bends in a river have an end, and about 2 P. M. the town of Hastings appeared. The wind redoubled its efforts and the waves ran high, but the boat rode them like a cork—and also about as fast. Tacking was resorted to, and the wharf at Hastings was reached at 3 P. M. Luckily they had a new screw, and the rest of the afternoon was devoted to fitting it to the shaft. W. 2d. was anxious to continue on to Winona by boat, but the others, saying they knew when they had a sufficiency, took train for Minneapolis. The owner was obliged to leave the launch at Hastings, and have it towed down a week later. to say, the story has been kept to themselves to this late date. It has just occurred to me that possibly a better title for this sketch would have been "Three Cranks, or the Screwless Boat," but that might have had too mechanical a look, and frightened away the non-mechanical reader. As no story should be without a moral, when morals are as cheap as now, I will close with this: Never ride a steam-launch when you can a bicycle—or, as W. 1st. so beautifully puts it: "If any man attempts to rnu down a bicycle, launch him on the spot.' L. G. B.

The New Jersey Wheelmen are at home to their friends every Thursday evening. A billiard room will shortly be an additional feature in their club house at Broad and Bridge streets, Newark.

The Massachussetts Bicycle Club's ladies' night, last Saturday, was most enjoyable. A large number of members, with ladies, atmotive power, but poleing was resorted to, tended, and enjoyed the vocal and instrumenial music, readings and dancing. Caterer

#### CYCLING INSTITUTIONS.

[From Karl Kron's X.M. Miles on a Bicycle.]

The "Irish Cyclists' Association" has for an official organ the Irish Cyclist and Athlete (fortnightly, begun may 20, '85; \$1.35), and the ed. thereof is its Secretary, R. J. Mecredy, who successfully conducted a touring party of thirty from Dublin to the Lakes of Killarney, early in August '86." When, in the autumn of '84, some emissaries of the N. C. U. sought to establish a Local Centre in Ireland, they urged as a reason that the I. C. A. was essentially a Dublin body, which only roused from its torper once a year to hold the championships, and then went to sleep for another season. Though the effort failed, because of Irish antipathy to 'English importations,' it had the valuable effect of stirring the I. C. A. into vigorous action,—resulting in an increased and more representative membership. The body has since created an agitation upon the roads question; and at the C. T. C. Council-meeting of Mar. 13, a vote was passed giving \$125 to the I. C. A. to assist its prosecution to the demand for

better-kept highways."

On the Continent, the largest club of the sort is the "Deutscher Radfahrer-Bund" (German Wheelmen's Union), whose fortnightly organ, the *Radfahrer*, was sent to 7187 members Oct. 1, '86, when its whole ed. was 7700. This shows that the membership has increased 916 in 3 mos., and has more than doubled in 18 mos.,—for the revised list of Apr. 1, '85, had only 3327 names. The society was founded at Leipsig, Aug. 17, '84, by the amalgamation of a pair of earlier ones, whose officers and delegates convened for that purpose, and thus amicably put an end to the two years' factional rivalry between the Cycling Unions of the North (org. Oct. 22, '82, at Hanover) and the South ("German-Austrian," org. May 29, '82, at Munich). At the close of '83, according to Walker's "Jahrbuch" the latter comprised 49 clubs, with about 1100 members, whose annual fee of 50c. included the price of a monthly "organ"; the former comprised sixteen clubs with 242 members, paying 25c. fees, and 115 of the unattached, paying 75c. The Radfahrer's office has lately been changed to 87 Zimmer St., Berlin, W. Its ed., T. H. S. Walker, was one of the founders at Hanover in 82, and got his paper (then called the Velociped) adopted there as official organ. He is an Englishman, and a chief consul of the C. T. C.; and the same may be said of C. H. Bingham, of Utrecht, the first President of the "Nederlandshe Velocipedi-President of the "Nederlandshe Velocipedisten Bund" (Dutch Cyclers' Union), founded July 1, '85, who perhaps still holds that office. Its publications, and the official organ of the Belgians' Union,—"Federation Velocipedique Belge," founded at Brussels, Jan. 21, '83.—are mentioned on p. 700.

The "Union Velocipedique de France"

was founded at Paris, Feb. 6. '81. De Baroncelli's "Annuaire" of Jan., '83. mentioned eight leading clubs in seven cities as supporting it: and, a year later, gave a list of its chief-consuls in twenty-nine towns. The general officers were as follows, at both those dates: Pres., E. Varlet, 90 av. Niel; Sec. H. Pagit, 111 av. de Villiers; Treas. L. Viltard, 4 rue de la Zone (Charenton). Mention was made in Feb. '86, of a "Consul General," Mr. Jacquot, as in the act of preparing a road-book of France. The Sec. is ed. of the oldest French cycling journal (the Sport Velocipedique; begun '80; weekly, 12 pp. \$2.40); and his ride from Paris to Vienna, several years ago, attracted much notice, as the first long-distance tour on the Continent. His paper is the official organ of the Union. The ed. of another one, the Velo Pyreneen of Pau, was spoken of scoffingly, in the summer of '85, as trying to form an opposition society, the "Alliance Velocipedique de France," and put himself at the head of it; but I think nothing was really done. Switzerland is the fifth continental country known to me as possessed of a cyclers' government,—the "Union Velocipedique Suisse" having been foundered in '84, ten towns as supporting the Union.

De B's '84 book also names the "N. Z. Cyclists' Alliance (org. Oct. 30 '82)" and the "Australian Cyclists' Union (org. Feb. 6, '82; 2000 members)." The Melbourne Bultetin of Mar. 19, '84, reported a councilmeeting of the latter, as having arranged for a parade in April and for races in May: but I think its name must very soon have been changed to "Victorian Cyclists' Union," for all the wheel legislation which I have seen mentioned since July, '84 in the Colony of Victoria, has been thus accredited; and three of the other colonies have similar governments, which seem to recognize no superior or central authority. In Sept. '86, the sec. of the V. C. U. was F. W. Moody, of the Prothonotary's Office, Melbourne; D. Tough was treas., and Geo. Spicer was official handicapper. "His Honor, Mr. Justice Williams," accepted the Presidency of the Union in May, '85, and doubtless still holds it, as well as the Presidency of the Melbourne B. C., which he was holding in '83,—though I infer that his relation towards each is a purely complimentary one. The "New South Wales Cyclists' Union" was alluded to as early as July, '84, as an old-established affair, with James Martin, of Sydney, as President; and I presume he still keeps the position, for he was re-elected at the annual meeting of June 1 (8) '85, by a vote of 53 to 38, after an attempt to render him ineligible, by adopting a rule that no one in the cycling trade should hold office, had been defeated by 70 to 10. At the same time, C. W. Chambers was chosen sec., and E. H. McRae, treas. The "South Australian Cyclists' Union" is younger, for its first "annual parade" was on January 20, '86, (attracting 114 riders), and its first race-meeting was held Oct. 2, in Adelaide. The project of forming a branch of the N. S. W. C. U. for the colony of Queensland, was discussed at the annual meeting of the Brisbane B. C., Apr. 16, '85, and a committee was appointed to confer with other clubs upon the subject.

In Aug. '84, the treas of the "New Zealand Cyclists' Alliance" sent me a copy of its rules and recommendations, printed in the shape of a broadside or poster, 16 by 24 in. Of the four officers named at the top of the sheet, I think these two may still be in service; Pres. W. H. Wynn Williams, Christchurch; sec. E. H. Burn, of Dunedin. The annual fee is 62c. or 50c. when the entire club joins, and a life membership may be had for \$5; but the sheet gives no token as to the number of members. I suppose this must be small, though there are nearly 100 riders in the two clubs at Christchurch, the chief city, pop. 30,000

and sizeable clubs exist at a dozen other towns of the islands. My only knowledge of the "Tasmanian Cyclists' Union" is an allusion to it in a letter of June 2, '85, from R. O. Bishop, who said he foundered it, after coming to Hobart in '84, and was its first secretary. I suppose its activity is slight. The name is probably the case with the three Unions on the continent, for neither of them has attempted to issue an "official organ"; and not even the V. C. U. has been given much mention in the Australian Cycling News, whose history may be found on p. 696. Its editor and proprietor, W. H. Lewis, in announcing its discontinuance, Sept. 25, '86, said he had "conducted it for three years as a hobby, and must now bid farewell to cycling and journalism, because of the incessant demands of the practice of his profession,"—presumably that of law.

#### THE PROFESSIONAL EXODUS.

THE MANAGER'S OFFICIAL DOCUMENT.

"To the Editor of Sporting Life."
"Sir:—Wishing to call the attention of the patrons of legitimate athletics to the proposed European tour of the American team of professional cyclists during the coming year, I beg to lay our roughlysketched plan before your readers, so that our intended visit may be known, and give European riders a chance to prepare to meet Americans. The personnel of the team will be as follows:—William Miller Woodside, champion of America, born in Philadelphia, Pa., in 1860, stands 6ft. rin., weighing 175 pounds, rides a 59in bicycle; T. W. Eck, champion tricyclist of America, born in Chicago, Ill., in 1857, stands 5ft. 9in., weighs 165 pounds; Charles H. Frazier, born in Smithville, State of New Jersey, in 1863, stands 5ft. 9in., weighs 165 pounds; W. J. Morgan, of New York City, New York, born in Glamorganshire, Wales, in 1860, stands 5ft. 8½ in., weighs 150 pounds. It is our desire to race all the best men, including Howell, Battensby, Lees, and Wood. Woodside will ride a series of races with Howell on any track or tracks, at several distances, for the world's championship. Having defeated Fred Wood in this country in the majority of their races, I think he is entitled to that distinguished office. T. W. Eck will meet Battensby and other tricyclists, and run him for the International Championship at various distances; while Frazier and myself will run any rider long distances. The American riders do not boast of 'that superiority' over other countries, as Howell in your columns recently would have us believe. But one thing is quite certain, Howell will have to run faster than he has ever run before in order to retain the World's Championship, for Woodside has ridden faster than Howell ever has done, and in competitions, too. Secretaries of grounds in the cycling cities of Great Britain, who can offer satisfactory inducements for any team to appear, will please address me at the office of the New York Clipper, New York City, U. S. A., until our sailing in January, afterwards Sporting Life office. The fair play which has made Englishmen noted in all branches of athletics, makes us feel in advance that our tour will be one of pleasure as well as work, and as

much good should result from the proposed contests between two such noted cycling countries as England and America. Yours, &c.

WM. J. MORGAN.

#### THE NEW YORK BICYCLE CLUB.

Editor of THE WHEEL:—As many of your readers have doubtless noticed, one of the official correspondents of the Bulletin recently made an uncalled-for attack on the New York Club. Although he was discharged from the League's employ, and a tardy appology made in the editorial columns, the latter was qualified in such a way as to considerably destroy its force. It does not require an enormous amount of courage for a man to frankly own that he has erred, and Mr. Aaron has disappointed me sadly in falling short of this requirement; but he has even more astonished me by his want of readiness to set matters completely right, by publishing the following letter, which has now been in his hands for two weeks, but has not yet appeared in the *Bulletin*.
"Dear Sir:—At the risk of meeting an-

"Dear Sir:—At the risk of meeting another rebuke for rushing into print with undignified haste, I find myself again compelled to give up valuable time to the unwelcome task of objecting to the somewhat discourteous remarks, with which you accompany an otherwise graceful apology to the New York Club. It does no more harm to acknowledge that he is wrong, and an editor has always the legitimate excuse that objectionable matter has been overlooked; but the amende honorable should be promptly made.

Now, the letter of A Pencil to which we objected, appeared in the Bulletin of November 12th, and not a word appeared in the editorial columns in any way explaining it until the issue of December 3d. Our response was mailed to you immediately on receipt of the paper, but it is not published until Nov. 26th. If the Bulletin is in anyway run as a newspaper should be, it is nonsense to say that matter received five days before issue is "too late for publication." But it is not necessary to assume this, for in the Bulletin for November 20th, there are four communications dated the 13th and two dated the fifteenth, or two days later than our letter, which was certainly entitled to precedence, as it related to a journalistic question of privilege.

Your failure to make any reparation for the unfortunate (and I am quite willing to believe, accidental, so far as you are concerned) insult, freed our hands to publish our denial as widely as possible. But apart from this entirely, we had a clear right to do so. The slur on the club was public, and until disclaimed by the Bulletin, official we were entitled to make our protest equally public. We don't want to get into any fights that we can help, and much prefer to mind our own businers and live at peace with our neighbors; but when we are hit we intend to hit back, and do it just as hard as we know kow. You may remember that the League Organship was once taken away from a certain paper on account of just such mudthrowing; and now that we run our own organ, we certainly expect the same regard for journalistic ethics as was shown us by the Springfield Gazette on a similar occas-Yours truly, ion,

EDWARD J. SHRIVER.



THE ROVER SAFETY.

Imported by L. H. Johnson, East Orange, N. J.

The American wheel manufacturers dealers and importers who have visited England this Fall, to get an inkling of next season's market, have returned fully impressed with the capabilities of Safeties of the "Rover" type, and the prominence they will achieve next year. "They will be all the rage," they say, consequently, although the machine has been described and illustrated elsewhere, it has not been thoroughly introduced in this country, and its lines will strike many of our readers as something new. In regard to the merits of the "Rover" we publish a few extracts from letters, which appeared in the December in having only one chain to adjust, in being number of the C. T. C. Gazette, in reply to safe, and in the little vibration it gives to a correspondent's desire for imformation on the subject. The imformation-seeker had been riding a tricycle, and he was anxious

to know whether it would be advantageous to give it up for a "Rover,"
"For some years I rode a tricycle, when I changed to a 'Kangaroo,' having previously ridden an ordinary, my fortune being lighter work and a couple of headers. This year I have been riding 'Rovers,' the first being a full roadster, weighing complete 47 pounds, geared to thirty-six inches. This machine behaved very well, not costing me a penny in repairs-excepting when I was driven into-in 3,000 miles odd. My second 'Rover' was a very light machine built with ½ in. and 5% in. tyres, etc., and geared to 66 in., which I have ridden about 500 miles in all sorts of weather, and every description of road, and I find that it stands the work as well as the full roadster, notwithstanding it's being some twelve pounds lighter, and I can ascend hills easier with the high gear than I could with the 56 in. on my previous machine. The following may be classed as advantages :- Perfect immunity from headers, great brake power, ease in mounting and dismounting, great power uphill, does not offer much resistance to wind, less vibration and bumping than any machine I have ever ridden, can ride machine where you could not ride an ordinary tricycle, comfortable foot-rests, less splashing from mud, etc., great speed with little exertion, all parts adjustable, splendid the reasons which influenced my selection machine for night riding, good luggage-carrier—having often carried complete phocorrect; if not, I am open to conviction. tographic apparatus, including stand, besides other impedimenta.

"The 'Rover' is a most suitable machine for general use owing to its perfect safety, the absence of vibration, its facilities for carrying parcels or luggage, and its requiring little room for stowage. It is easily learnt, in so far as to ride it, mount and dismount without assistance, in two or three days, though to be a perfect rider of course takes time and practice. A friend of mine, who had never rode any sort of cycle, I taught to ride in three days. The "Rover" and its class are probably the best hillthe rider. In the two latter qualities the "Kangaroo"-type of machine does not excel. I have ridden the "Rover" some 3,000 miles, so write from practical experience.'

" 1. Ease in Learning .- A cyclist will learn to ride a "Rover"-type in an hour, and in a day will be at home. 2. Safety.—A "Rover"-type will mount obstructions with ease, because there is very little weight on front wheel; also, on account of the shape of front forks, the shock is not carried direct into the machine, the blow of the wheel being behind the line of forks instead of in front. A "Rover"-type will not slip because driving has no effect on the wheel apart from making it revolve. 3. Hill-climbing.—The "Rover"-type is far the best for numerous reasons: Position of rider; one chain; no "back-lash" to pick up every stroke, more weight on driving wheel, which increases instead of decreasing with the gradient; driving as mentioned with reference to slipping; no strength is wasted in keeping front wheel straight. 4. Steady Downhill.—With feet on rests of a "Rover"type, pace has no effect on its steadiness; there is an absence of that tendency in front wheel to "get its head." With a "Rover"type there is little vibration; it is also cleaner and quieter. So far, I have given the advantages of the rear-driving type. Whilst not asserting that the machine of my choice is the embodiment of all perfection, correct; if not, I am open to conviction. The machine I have selected is the "Psycho," by Starley Bros., because it is lighter

than the "Rover"—glbs.—simple frame, and, as a consequence, fewer brazed joints, brake more powerful construction, does not admit of any "spring" when applying. Shape of front forks—with straight forks rain and mud run down inside of half hollow section into front wheel bearings. Ease in altering height and position of saddle; two distinct bearings for crank-axle, giving wider support; detachable cranks.'

#### THE TRADE.

The manufacturers of the Cunard cycles, for which Messrs D. Rogers & Co., of Newark, are sole agents in this country, have been compelled to organize a new firm, to properly meet the increasing demand for their machines. The firm will be known as the Cunard Cycle Co., and will have a capital of £50,000. The shares are nominally valued at £1 each. The company has made application to have its stock listed at the London Stock Exchange. The minimum dividend the stock will earn is estimated at 20 per cent.

The suit between the Butcher Cyclometer Co. and the Downs Cyclometer Company has been decided in favor of the latter, which is owned by the Overman Wheel Company.

Evidently Corey was not asleep while in England, for Messrs Stoddard, Lovering & Co., write us that they have received their sample patterns of all their bicycles and tricycles for 1887. They have a number of specialities which they propose to bring out, including a new pattern Rudge Light Roadster, a Rudge Bicyclette, a Safety of the Rover type, an improved Rudge Humber Tandem, a new Crescent Tandem of the Cripper form, and the latest thing in the shape of a light single Crescent tricycle. Extensive preparations are being made to place these machines on the American market early in the season, and orders are now being booked from their larger agents. They promise us full particulars of all these machines at an early date.

A Boom in "Stars" for 1887.—A representative of The Wheel and Recreation dropped into the H. B. Smith Co's., new branch store in Lil erty Street, on Tuesday, to inspect this latest edition to our metropolitan cycle depots. The store is in charge of Mr. A. M. Hall, whom visitors at the big tournaments will pleasurably remem-Mr. Hall's forte is wood-working machinery, and he will have control of this part of the business. The bicycle department will be in charge of the genial and rotund Mr. Higgins, of Howard A. Smith & Co. An active policy will be pursued, and it is expected that the sale of "Stars" will be very large in the vicinity of Gotham. The Smith Machine Co. have experimented very largely on the size of the front steering wheel, and have decided to enlarge it in all their next season's machines, to minimize the vibration felt on rough roads. following scale of front wheels has been adopted: forty-two inch Pony, twenty-ore inch; forty-five and forty-eight inch machines, twenty-two inch; twenty-three inch for a fifty-one, and twenty-four inch for a fifty-four. We shall shortly illustrate the new machines.

To-day is Karl Kron's fortieth birthday.



THE "CUNARD" CONVERTIBLE TANDEM.

Sir,—As one of the 22,000 and the happy possessor of a "Cunard" convertible tandem, I am pleased to be able to answer your querist. We have had our tandem eight months; it has had several railroad journeys and more than one long journey over country roads, tied behind a carriage, and it is as rigid as when we bought it. For six months we rode it as a tandem, and found it most satisfactory. It is well balanced and never tips, even with a 12st. rider behind and only 8st. in front; both seats are comfortable for a lady, and it is easy to mount and dismount. Our tandem has been ridden by both young and old ladies and gentlemen. divided axle in no way interferes with the rigidity of the machine. I frequently take off the wheel, as in damp weather I bring t'ie machine into the house. The last two months I have used it as a single "Cripper," and it really is perfect. As the frame has to be lifted back, so that the weight of the rider is over the axle, and the chain shortened, of course it cannot be "converted in five minutes" as many advertise, but is easy to do and perfect when done. The chain has two screw rivets, so that you know exactly how much to shorten it. Another thing I liked, there were no extras to be paid—for two dress-guards, thumb-screw for dividing axle, luggage carrier and fixings, tools and valise, all included. The Wheel World, March, 1886, had a notice of it, entitled the "Common Sense Tandem."—A LADY MEM-BER, in the C. T. C. Gazette.

How To Save Money.

Wherever you live, you should write to Ilallett & Co., Portland, Me., and learn about work that you can do while living at your own home at a profit of at least from \$\$5 to \$\$25 and npwards daily. Some have made over \$50 in a day, All is new. Either sex. All ages. Hallet & Co. will start you. Capital not needed. All particulars free. Send along your address at once and all of the above will be proved to you. Nothing like it ever known to workingmen.

# A Prize Competition.

We shall award the following prizes for chatty and readable descriptions of tours, etc.:

#### FIRST PRIZE, VALUE \$6.25.

One year's subscription to Outing, Bicycling World, The Cycle, Wheelmen's Gazette, and THE WHEEL.

#### SECOND PRIZE, VALUE \$4.00.

One year's subscription to Outing and THE WHEEL.

#### THIRD PRIZE, VALUE \$2.00.

One year's subscription to Bicycling World and THE WHEEL.

COMPETITION CLOSES JAN. 1ST.

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Outing,		\$3.00
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The Cycle,		.75
The Wheel and Recreation,		1.00
American Wheelman, .		.50
Wheelmen's Gazette,		.50
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Parties negotiating purchases through our columns are advised that perfect security is obtained by the medium of our "Deposit Department." In order to make use of this, the money must be deposited with We then acknowledge receipt of same to both All articles thus transacted for are understood-subject, of course, to private arrangement otherwise-to be sent on approval, and carriage paid one way, in case of return, by each party. Upon hearing that the article sent on approval has arrived and is duly approved, we will at once forward the deposit, less a charge of 25 cents to cover the expenses of postage, exchange on checks, etc. In case a sale is not effected we return the deposit, less the same deposit fee. By the adoption of this system strangers may deal with each other in perfect safety.

#### RECENT PATENTS.

The following is a list of the patents of inventions pretaining to cycling, to whom Letter Patents were granted during the week.

A. A. Carter, Newark, N. J.; Bieyele.
G. D. Ferris, Springfield, Ill.; Bieyele.
G. Haynes, Jr., Boston, Mass., and A. E. Schaaf, Buffalo, N. Y.; Anti-Friction Bearing.
C. H. Linley and J. Biggs, Southwark, Eng.:

Velocipede.
L. F. Mohr, Howard Centre, Iowa.; Velocipede.
H. H. Pope, Hartford, Conn.; Velocipede.
G. W. Rodecap, Middletown, Ind.; Velocipede.

#### -> SOCIXL ->-

We shall be pleased to have Club Secretaries and Committee Chairmen send in the dates of their social events for insertion in this column.

DECEMBER 29. Ilderan Bicycle Club's Entertainment. Brooklyn.

JANUARY 6. Mass. B. C., Athletic Entertainment. JANUARY 22. Somerville Cycle Chib's Bail.

#### FOR SALE, EXCHANGE, WANTS.

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54-INCH-86 pattern Expert, almost new, will be sold at a special bargain. Also 52-inch new Rapid.
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OR SALE. 54-inch Humber Bicycle, no defects, C. O. D. \$75, CHAS. M. AMS, 372 & 374 Greenwich St., New York.

DICYCLES AND TRICYCLES—Sent to any address for examination (by freight or C. O. D.) upon receipt of charges for transportation.

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POR SALE.—50-in full nickeled Expert; 54-in, full nickeled Expert, \$80; 54-in, full nickeled Standard, \$70; 56-in, American Club, full nickel, \$80; 58-in, full nickel Expert, \$100; Rudge Tricycle, \$80; Rudge Coventry Tandem, \$110. Great baagains. 124 Penn St. Brooklyn, N. Y.

HAVE a few more Harvards, Yales, and Cornells left, which I am selling at greatly reduced prices; also Meteor Sociables. Old machines taken in exchange for new ones. The only place where you can get the parts of the above machines. Send for second-hand list to Murray's, 100 Sudbury Street, Boston, Mass.

DICYCLES, TRICYCLES—To close out stock. 150 machines. No price list. Correspondence invited, Send stamp, stating, as definitely as possible, the description of whed wanted, also size and about what price.

BUTMAN & CO., 89 Court St., Boston.

CHICAGO, ILL.—THE JOHN WILKINSON (O. 68 Wabash Avenne, makers of Bicycle Hose Supporters The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.

OR SALE—Columbia three track tricycle.in good condition; cost \$160. will sell for \$65. A bargain.

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WANTED IMMEDIATELY. Customers for Wright & Ditson Rievels Wright & Ditson Bicycle, 46-in., nearly new, \$15; also, Victor Tricycle, good condition, \$55. Correspondence solicited. Address,

COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass. I would call the attention of wheelmen to the line of Fine Watches illustrated below. I believe it is generally admitted that my Medals cannot be surpassed for beauty as well as cheapness. I follow the same rule in my watch department, that is, I offer the best goods obtainable for the money. My plan for submitting watches for examination and approval, before requiring payment, has become very popular, because it allows an out-of-town buyer to obtain as good a bargain as he could get by a personal visit to the city. I am making a reduction of five per cent. to all wheelmen, and am now offering

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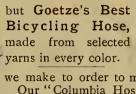
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