

AND RECREATION.

VOL. XIII.—No. 19.]

NEW YORK, FEBRUARY 3, 1888.

[WHOLE NUMBER, 331.

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

SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

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

Our latest acquisition was Frank Dingley's wonderful performance in the

Minneapolis Rink, when he ran

350 1-2 MILES IN 24 HOURS

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

Then there's Whittaker's unapproachable run on the fifty-mile course at

Crawfordsville (his mount a 40-pound Light Champion) of

323 MILES IN 24 HOURS.

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

Add to this Dingley's track record of

100 Miles in 5 Hours 38m. 441-5s.,

still with the Ordinary American Light Champion.

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THE STAR

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Wenck's Opera Bouquet is the latest.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

TIME. I. H. J. Hall, Jr., K. C. W., 2. C. A. Stenken, H. C. W., 3. E. Valentine, K. C. W., 4. H. L. Bradley, Ild. B. C., STAR, 1.33.53 STAR 1.33.57 Columbia, 1.34.34 1.34.49 Columbia, W. F. Caldwell, E. W., Columbia, 1.37.02

Roseville, N. J., July 4TH. STAR first and second in 1-mile Novice.

" second and third in 1-mile STATE CHAMPIONSHIP " " 2-mile "

New Castle Pa., July 4, 1887. STAR WON Hill-Climbing Contest.

1-mile Open. 2-mile Open. 3-mile Lap Race. DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

NAME 25 MILES. TIME. J. H. Knox, K. C. W., E. P. Baggot, H. C. W., S. B. Bowman, E. W., H. Greenman, I. B. C., STAR, 1.38.17 Columbia, STAR, 1.40.02 1.40.20 STAR, 1.43.36

WILKESBARRE, PA., JULY 4, 1887.

STAR WON

FIVE FIRSTS:

1-mile Novice. 2-mile 6.45 Class. ½-mile Boys' Race. 1-mile STATE CHAMPIONSHIP

3-mile " "TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in r-mile Open. in 1-mile Class.

in 2-mile STATE CHAMPIONSHIP.

ST. Louis, July 10, 1887. THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. Greenwood won easily. Stone "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

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

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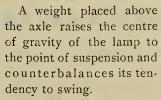
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	No.	Siz	e. Name.	Cost.	Price.	Finish.	Bearings	Conditio
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	149	51	"Special Star,"	135.00	93.00	3	ball	2 2
	179		Sp'kb'k Cripper Tr	i. 180.00	85.00	4	2	2
	180		" Hbr. Tander	m.260.00	220.00	4	2 2	1
	213	52	British Challenge	135.00	65.00	3	1	4
	217	48	Special Star,	120.00	110 00	4	ball	1
	220	53	Royal Mail,	140.00	95.00	4	1	2
	234	52	Rudge Lt. Rdstr	135.00	90.00	4	1	
	235	55	Col. Lt. Roadster,	150.00	100.00	4	1	- 1
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	264	54	Columbia Expert,	130.00	75.00	4	2	4
ı	265	52	Royal Mail,	137.50	95.00	3	1	2
Į	266	55	Spldg, Semi-Racer.	140.00	40.00	4	1	4
	269	51	Spl. Star,	160.00	100.00	4		1
ŀ	270	56	Racer,	140.00	40 00	4	$\frac{1}{2}$	4
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ı	277	52	Specl. Club,	160.00	105.00	1	i	ı
ı	278	50	Premier,	100.00	70.00	1	4	1
ı	282	38	Rudge Safety,	135.00	60.00	4	1	1
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ı	288	56	Columbia Standard	1, 107.50	40.00	4	4	4
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And in making this announcment to the Cycling public, we consider it an opportune moment to ask them to

REMEMBER that we were the first to introduce on the American Market, our now famous method of wheel construction, with TRUE TANCENT SPOKES, and that while every American Manufacturer of note has been forced to copy it, we still have, in all our NEW RAPID CYCLES, the BEST and STRONCEST cycle WHEELS ever made.

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F. P. PRIAL, Editor and Publisher, 23 Park Row,

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New York.

Mr. Henry E. Ducker sends a letter to the Bulletin of January 27th-republished in another column-which we would commend to all wheelmen

interested in the League's success and progress.

The time has long since passed since the Bulletin was a factor to be considered in the success of our own paper. We look at the matter from a purely loyal League membership standpoint, and from that standpoint we emphatically endorse Mr. Ducker's views. In the field of political manipulation Mr. Ducker is nil, but he is a practical man ot affairs, a man of experience and sound sense.

An examination of the columns of THE WHEEL

since January 1st will show a remarkable state of affairs all over the country. Our correspondents analists all over the country. Our correspondents in important wheel centers report a feeling, both club and individual, if not outright Anti-League, at least dangerously lukewarm. Individuals and clubs are failing to renew, and many who have been forced into the League with their clubs are "kicking."

We might paint a much brighter picture, but we

believe in looking at things as they are.

The League has now arrived at a time when it must follow the advice recently given by editor Dana to editor Pulitzer; it must "Move On"; move on in numbers, in influence and in work accomplished.

We have, from time to time, published our views on League reform. Other cycling pressmen have done the same. Within the past two years, column after column of League criticism and articles urging reform have appeared in the wheel papers. But those who had the power to do something preferred to absolutely disregard all

suggestions offered them. In April, 1885, we contributed to THE WHEEL our views on League reconstruction. We especially harped on the decentralization of the League, the making of the Divisions more powerful, and allowing them almost the entire proceeds from renewals and membership fees. It is now three years since that article appeared, and yet the League has just realized that, in its plan of reorganization. nization, the Divisions must get more money that they may do more work; that the League must, in a measure, be decentralized, and that the matters of wheelmen's rights and road improvement are all important.

The principal causes of the League's non-progress are as follows: The vital and pre-eminent cause for which the League was organized, viz.: the protection and establishment of wheelmen's rights on the road has been lost sight of, or if not, a depleted treasury has prevented the department having said work in charge to properly discharge its duties.

Again, the League has failed to make such

progress in the matter of road improvement as it should have done; this is the most practical part of its work. Something that appeals forcibly from the non-League wheelman.

And finally, the League's governmental machinery has become too ponderous and expensive, the main items being the salary of a Secretary-Editor, the cost of publishing a weekly paper and the expenses of committee-men and officials.

On the other hand, the League has done much. Its Rights and Privileges committee has done efficient work; has conducted many cases to successful issues, has established many valuable precedents in courts of law, and in many states has secured for the wheel the same recognition, rights and privileges as are accorded pleasure road vehicles. Besides this, the League has been an important factor, ever ready, when possible, to support wheelmen as against road hogs, ignorant and monopolistic town legislatures and corporations and other opposers of wheeling. As an advancer of the sport, as a promoter of the fraternal feeling among wheelmen, and as the securer of public recognition of the value, benefit, immensity and importance of wheeling and wheelmen, the League has been and is of incalculable value.

A committee of talented and loyal gentlemen met in Buffalo on Friday last for the good purpose of projecting a plan of League reorganization. The result of their work we know not; but it will first be submitted to the Board of Officers at New York. York on February 22, and will afterwards be offered, probably in an amended form, at the general meeting at Baltimore. Meanwhile a few general remarks may be offered to thinking League members, as a sort of intellectual cud, which if chewed properly, will yield abundant nutriment in the way of better League work and larger League membership than has before been recorded.

We have enumerated above some causes of the League's non-progress, and we propose to offer them for consideration seriatim. The League, we have stated, has in a measure lost sight of, or if not, its depleted treasury has prevented it from not, its depleted treasury has prevented it from properly attending to the establishment and defense of wheelmen's rights. This being a fact, is not discussible, but the cause of the depleted treasury is worthy of inquiry. The League was primarily organized for this work. The League has received a great deal of money. Why has not to? Has the money been spent unwisely? Is the salary of the Secretary too large in proportion to the receipts of the League? Is a national Secretary-Editor an absolute necessity? cessity? Has the money been spent on a weekly organ? Is a weekly publication necessary? Has too much money been spent for the traveling expenses of both state and national committees? If so, can not a new system of government be devised, which will minimize such expense? There is food for the thinking League member.

The second cause of the League's non-progress is its failure to take up the matter of roads improvement in a live manner. This is now the subject of the hour. With decent roads, wheeling would assume proportions now undreamed of. It is a significant fact that since its inception, about 22,000 men have joined the League. Of this 22 ooo, about 7,000 will probably be League members on March 1, 1888. Here is a disappearance of 15,000 men. Where have they gone? Have they only left the League, or have they given up wheeling for good and for all? Why did they give the League the go by? Why did they cease to wheel? Probably the League disgusted some; probably the roads disgusted others. Here in New York is an example. The roads are vile. You must go uptown to your club-house to don your wheeling garb; distance from office to club house, from three to seven miles. When you return you must reclothe with the garments of civilization before you can return home. Time and patience are wasted, and the roads being none of the best you are tired out. The man of affairs cannot spare the time for the traveling, the undressing and the re-dressing. The social man will not spend the time. dressing. The social man will not spend the time. The weak man and the lady are very liable to give it all up as too much like work; as too great a strain on the nervous system. These are facts, gentlemen, and in the face of them, why is not the question of roads improvement the most important now before the wheel world?

With Roads Improvement and Rights and Privilege Committees in active working order, a membership of twenty thousand awaits the League; its members and legislators could well afford to sneer at the "What has the League done" order of insect. Let the League cry: "We have improved the roads." "We have secured your rights," or again: "We will," etc., and the question of proper support will be no longer a pro-blem.

The third cause of the League's non-progress is the expense of its ponderous government. opinion the reduction of these expenses is merely a question of Constitution and By-Laws. Under reorganization and decentralization, this meteoric penses to meetings should be paid by these States.

hurrying about and convening of committees and officials could in a large measure be avoided. The official organ, be it weekly or monthly, should always be used as a medium of communication.
The watchword of all League officials, committeemen and others should be "Economy."

Curiously enough, the conduct of the League's official organ has assumed the first position in importance in the matter of League reorganization.

Shall it be a weekly Shall it be a monthly? Shall it be anything?

As a weekly, it is claimed the League members are cemented together; in fact that a weekly medium of communication is absolutely necessary to keep the League membership up to its present numerical strength and the members up to their present standard of enthusiasm and loyalty. Yet with this weekly medium, the cement has been of poor quality and the enthusiasm and loyalty undiscoverable.

The League has lost money on a weekly organ. There is scarcely an item of official matter that could not be published in a monthly and effect the same result. It is also sad to relate that League officials now rank their "weekly newspaper" as the greatest return for the League member's dollar. League member who must be seduced into membership by the tender of a weekly paper is scarcely worth having. He will generally prove a mercenary wretch, a sort of dead and alive individual, who will drop out at the end of the year and will forever after meander over the planet incessantly asking: "What has the League done?" The League member will also fail to receive a "weekly newspaper," for sub rosa, it has not been a "newspaper;" merely a circular, with a few columns of ornithological and horticultural sauce which may or may not render the dish palatable.

The trade is asked to support this weekly organ. It has hitherto done this with a good grace. But the trade cannot afford to pay the high advertising rates the *Bulletin* must demand to be made selfsupporting. The trade in this country is supported in the supporting of the support of the suppo whole, to support any expensive paper, no matter what its circulation, for its surplus is devoted to extending its plant, to enlarging its business. We are not now discussing the advertising value of the Bulletin; we cheerfully admit that it is a first class medium. But the moral remains that the trade is as yet in a comparatively embryonic state, and must get low figures.

The expenses of a monthly would be less; its value would be just as great; the Secretary-Editor would then have time to attend to the purely clerical duties of the League and would save the expense of assistance. We know that the manufacturers would more readily pay fifty dollars per month than twenty-five per week.

We wish to state right here that the cycling press have treated this matter in a manner which entitles it to the respect and regard of all League members. The best elements which make up that press have always criticized the League in the role of a publishing house in the kindliest terms and solely with a view to improvement. Yet are there League members who take a Satanical delight in insisting on the publication of a weekly paper, believing that it is cutting the throat of "you fellers," as they generally term us cycling publishers? Yet we all furnish a better paper than the Bulletin, and yet manage to secure enough of God's air and man's food to live on. In our opinion, the League can make money,—for the idea of gain seems to be pre-eminent with some members of its Board,—on a monthly publication, and the purpose for which the weekly was established will be efficiently served.

The Secretary-Editor could then have time to do

all the work of the League. At present it costs New York State \$400 per year to have this work done; nearly one-half of the state's proceeds devoted to payment for clerical work. Other states are also at an expense for this kind of work and the real work suffers for want of funds.

Let us hastily glance over the ground now, and formulate a plan, crude and imperfect, because the problem is broad and deep and not to be solved

by a bird's-eye view.

We want an Executive Committee of three or five, of which the President and Vice-President shall be members; if it is wiser to have five, the

League's Secretary-Editor might be included.

We want the following National Committees:
Rights and Privileges, Rules and Regulations,
Racing Board and Roads Improvement.

We want a National Board of Officers, composed of the Chief Consuls of all the States, whose ex-

The Executive Committee should meet once a year, and their expenses should be paid out of the

National Treasury

The National Board of Officers should meet not oftener than every two years. It is now time to es tablish a permanent form of government and fixed modes of procedure, so that the semi-annual treatment, amendment and revision of the Constitution and By-Laws should no longer be necessary. This constant doctoring of the Constitution and By-Lays is characteristic of the undergraduate and amateur literary society wrangler, to whom a wordy debate is more welcome than a good dinner.

The functions of the Rights and Privileges Committee are at present well defined. With proper financial backing they could easily carry on the work of their department. The work accomplished by this committee has been highly creditable. They have only failed when the League

funds gave out

The Roads Improvement Committee should appoint Roads Improvement Committees in every State. Information could be gathered and dis-seminated, and anything that would advance the condition of the roads or add to the public's knowledge of the benefits of good roads would be proper work for these committees. The National Committee should be superior to the State Committees. In matters of expenditure, the State Committees could only act on the authorization of their State Boards.

The Rules and Regulations Committee should have charge of the League Constitution and By-Laws, and its function should be to properly carry out the instructions of the National Board of Officers, or of the membership at large, voting through

the official organ.

The National Racing Board should appoint State Racing Boards, and these should appoint and elect State handicappers. The National Racing Board should have entire charge of path and road competitions, should construct rules and regulations, and should be the head center of information and authorization to all State Racing Boards.

We want a monthly organ, which shall be used by all officials and for balloting, to save expense. We want a secretary-editor, who should be able to make his salary and all the League's clerical expenses out of that organ. If this were impossible—in our opinion it is not—the Executive Committee should have power to vote the deficiency out of national treasury.

Financial.—A small proportion, say one-quarter of receipts from dues and initiation fees, should be turned into a National Exchequer, together with any surplus from the publication of a monthly organ. The balance should go to the divisions. Out of this national treasury, the following expenses should be paid: Expenses of National Committees by expenses we do not include the traveling exby expenses we do not include the traveling expenses of committeemen, except in the case of the Executive Committee. The expenses of the Racing Board would be light, of the Rights and Privileges Committee lighter. The expenses of the Roads Improvement would be light; the real expenditure for this work should come from the State treasuries. The expenses of the Rights and Privileges Committee would be heavy. The National Board per mail vote if the case was prepare should ileges Committee would be heavy. The National Board, per mail vote if the case was urgent, should have power to vote extra appropriations to the Rights and Privileges Committee, the Roads Improvement Committee, or to any State making some special effort to advance wheeling. The appropriation should be taken from the National Treasury, or might be raised by a prorata assessment of all the States.

We want the same State organization and government as at present. But the expenses of no state officer, committeeman or others, should be paid—except, of course, stationery, postage and such items except by special authorization of the State Board. The principal clerical work of the Secretary-Treasurer should be done by the Secretary-Editor.

"You do not suppose I left New York without visiting some of the wheel notables? Of course I visited editor Prial, of THE WHEEL, and found him a very mild-mannered man indeed. Prial is a young man of say twenty-four years of age, and has brought The Wheel to where it now is by sheer hard work and perseverance. He has associated with him two bright young men, who attend to the advertising and mailing departments of the paper. His office is on the third floor of 23 Park Row, among the newspaper offices."—"Gentleman John," in Bicy ling World, Alas! The "two bright young men" have struck for higher salaries. They never knew their value till Gent Jack happened along, a very mild-mannered man indeed. Prial is a

MASSACHUSETTS CLUB MEN AT DIN-NER.

The Massachusetts Club held its annual dinner at Young's Hotel, Boston, on last Friday evening,

January 27th.

The members began to arrive about seven and the following gentlemen interviewed the elaborate menu, Messrs. Carr, Randolph, Howard and Morse being guests of the club: Col. A. A. Pope, Mr. Charles C. Ryder, Mr. John S. Pratt, Mr. Charles A. Martin, Mr. C. N. Davis, Mr. J. M. Sprague, Dr. D. W. Ball, Mr. J. B. Bassett, Mr. C. J. Mills, Mr. Frank Carr, Mr. John Randolph, Mr. F. N. Dowden; Mr. E. B. Pillsbury, Mr. H. M. Saben, Mr. C. S. Iloward, Mr. A. D. Peck, Jr., Mr. William H. Minot, Mr. C. De Vere Graves, Mr. C. A. Collins, Mr. W. B. Salkeld, Dr. Cushing, Mr. T. F. Salkeld, Mr. C. D. Cobb, Mr. J. W. Hill, Mr. S. R. Eaton, Mr. A. D. Salkeld, Mr. W. M. Farrington, Mr. C. B. Goldthwait, Mr. F. W. Hobbs and Mr. J. C. Morse.
Colonel Pope sat at the head of the table, in the absence of President W. S. Slocum, whom a family bereavement had prevented from being present, the following gentlemen interviewed the elaborate

ily bereavement had prevented from being present, and presided in a delightfully witty and easy manner, that made every one feel at home and loosened every tongue, so that a flow of eloquence, humor, reminiscence and anecdote answered his call, such as had never been heard at any previous dinner of the club. Prominent were the very witty account of Mr. A. D. Salkeld, who told how he had covered 1000 miles during the season without as much as a tremor in his voice or the twitching of a muscle, his actions alone setting the table in the roar; Mr. W. M. Farrington, the belle of the club, who responded so aptly for the ladies so dear to the club, whose "ladies" nights" are famous, and who in rapturous style a bass solo; Mr. C. B. Goldthwait, who recited a pathetic poem (suppressed by Anthony Comstock, so 'twas said) to closed doors and windows; Mr. C. De Vere Graves, who gave a humorous account of the trip to Cot-

After calling the company to order such as cyclists keep, Colonel Pope said that his thoughts went back to the days when the club was founded. He was very strongly reminded of the flight of time in the fact that of the chosen coterie of 15 or 20 enthusiastic spirits that assembled for that purpose in an attic on Summer street and sat on cases, boxes and barrels, he was the only one present. They were the finest set of fellows he had ever met. The club was once much larger; had ever met. but, though differences and difficulties had diminished the numbers, those who had stayed by the flag had not suffered. The riders of to-day roll up larger records than those of his day, but they have better and easier machines on which to ride. He spoke of Parsons' 60-inch wheel, of Parkhurst's ride from Clinton to Framingham, and his victory on a sandy mile race track at the latter place, where he, as a judge, had to descend from the stand and call the rider's attention to the fact that he was distancing the field. He said that the manufacturers had given up having racing teams or professionals to ride for them, a fact that he believed would help the bicycling interest, and bring about a change so that young men would race and ride for pleasure. He announced that Mr. Ducker intended to give class races, which would attract many new riders.

The remarks of the Colonel were received with great applause, and he was voted "all right" and

great applause, and he was voted "all right" and a "lulla" with great fervor.

Capt. A. D. Peck, Jr., then read the riding record of the club. Mr. Charles A. Collins, with 5,209 miles, headed the list, and the announcement was received with cheers and the queries: "How did you do it?" "What make of cyclometer?" "Did you use the horse cars?" etc. Peck, with 4.002 miles, was second; Pillsbury's 2,600 miles on a tricycle was received with shouts of "good." Then followed Coverly with 2,460 miles; Davis 2,400: Amory 2,000: Dowden, 1,600. S. Davis, 2,400; Amory, 2,000; Dowden, 1,600. S. R. Eaton's 1,500 miles drew a series of prolonged whistles, and he was politely asked who turned the pedals. Then came Tibbet with 1,349; Sprague, 1,325; Corey and Williams, 1,200; Slocum, 1,148; Hill, Salkeld, Perkins, 1,000. The announcement of Salkeld's record convulsed the assembly.

The records of the following riders dated with the beginning of their riding: Peck, 14,791; Collins, 14,215½; Slocum, 11,603; Davis, 7,614; Farrington, 7,350; Bellows, 6.193; Pillsbury, 5,236; Eaton, 5.150; Coverly, 5,700; Shillaber, 5,000; Col A. A. Pope, 5,000.

The other speakers were Secretary Ryder, who announced the probable accession to the club of

Mr. Raymond S. Coon, now Secretary-Treasurer of the New York State Division. L. A. W., and J. B. Bassett.

Messrs. Carr and Randolph contributed to the great enjoyment of all by vocal solos and duets, and Messrs. Mills, Ryder and Peck also showed their proficiency in the musical line. The evening's fun came to an end with the singing of "Auld Lang Syne" by all present. — Boston Herald.

BERKSHIRE COUNTY WHEELMEN. PITTSFIELD, MASS.

Officers for coming six months: Pres., E. H.

Kennedy; Vice Pres., J. N. Robbins; Sec., S. England; Treas., R. A. Dewey.

Executive Committee: E. H. Kennedy, J. N. Robbins and G. L. Harnbrook. Vigilance Com-R. A. Dewey, G. L. Harnbrook and J. N. Robbins.

Capt., W. H. Sheridan; 1st Lieut., Dan England; 2d Lieut., E. M. Platt; Bugler, F. Liver-

We are just beginning our eighth year with largest membership we have ever had.

E. H. K.

ROWE GOING TO ENGLAND.

W. A. Rowe, the bicyclist, accompanied by W. F. Allen, of this city, will leave New York next week and sail for England. Billy will take along his wheel and during the four months he will be away he will take in the Spring races in that coun-

THE LEAGUE REORGANIZATION COM-MITTEE.

This committee convened at the Buffalo Clubh use last week, and spent Friday and Saturday in discussing plans for League reorganization. The gentlemen present were: Messrs. Kirkpatrick, Bidwell, Luscomb, Bassett and Butler.

The committee formulated their views on the reconstruction of the League and will submit them to the National Board Meet to be held February

22d, at New York.

A synopsis of the plan to be submitted to the Board will appear in THE WHEEL of next week. It is understood that radical changes will be recommended, and that economy, more money to the Divisions, and the improvement of the roads will be the plants of the League's new platform.

THE LEAGUE PRESIDENCY, 1888.

This matter has not been agitated to any considerable extent this year by the cycling press; possibly because said press has discovered that the thing is always cut and dried, and nomination,

thing is always cut and dried, and nomination, suggestion and recommendation are in vain.

Of the available material there is T. J. Kirkpatrick, Springfield, Ohio; George R. Bidwell, New York; H. W. Hayes, Boston; Charles S. Luscomb, Brooklyn; John C. Gulick, New York; C. S. Butler, Buffalo, and J. R. Dunn. Massillon, Ohio. The name of Chief Consul Jessup of Pennsylvania is also mentioned. Juggle up these names, and from your hat you can pick out those of the president, vice-president and executive committee extradent, vice-president and executive committee extraember. Here are some likely combinations: President, Kirkpatrick; Vice-President, Hayes; member.

Committeeman, Bidwell.

President, Dunn; Vice-President, Hayes; Committeeman, Bidwell. President, Luscomb; Vice President, Dunn;

Committeeman, Bidwell; Vice-President, Dunn; President, Bidwell; Vice-President, Dunn; Committeeman, Hayes, with Luscomb as Chief Consul of New York State. This last state strikes us as the most likely.

W. A. Rowe sailed for England on Wednesday. He will beat the cream of England's fliers, and justify abroad the high regard in which Americans hold him.

The L. I. Wheemen will have a mock trial at its club-house on February 18. It will be a breach of promise, the man bringing the action against the woman. Nothing indelicate will appear. This is the only feature in which it will differ from a "real" breach of promise case. The affair will give occasion for much fun.

An English cyclist, C. W. Brown, rolled up a mileage of 7095 in 1887. His highest month's records were July, 971; September, 934; April, 819. Longest ride 259 miles.

WHEEL GOSSIP.

A California inter-club racing association has been formed with eight clubs to start with. A series of 25, 50 and 100 mile races will be held, the first to occur Feb. 22.

BETTER ROADS DEMANDED. -From The State, of Richmond, Va., we republish the following: "If there was a Roads Improvement Association, it might write a letter of thanks to editor R. A. Bierne and thus secure an editorial advocate.

Mr. J. M. Richards, of the Pope M'f'g Co,'s Warren street store has been confined to his house by illness for the past ten days.

The Kappa-Gamma-Chi of Herkimer, N. Y. send us an elegant engraved card of invitation to their Fifth Annual Reception, to be held at Fox Opera House, on February 9th Mr. George W. Nellis, Jr., the well-known wheelman, is one of the committee having the affair in charge.

wonder if the following, from last week's

Bulletin helps the cause:
"Now is the accepted time. Repent and

Renew while you are yet young. You will be

older next week."

We should construe this last exhortation as follows: Hurry up, you fellows and renew, while you are young and foolish, and don't know the value of money. Next week you we days older and may have better sense.

Do give us logic, Brer Bassett. Next week you will be seven

You are not coaxing a sick child to take castor oil, but urging

intelligent beings to a duty.

"If the League has given its members much in the past it will give them more this year—Baltimore."—Bulletin.

We should like to fondle Brer Bassett with a Baton Rouge, or have him tossed from the horns of a Buffalo, that he might quickly join Los Angeles.

Mr. Frank White, of "Spalding's," is in town, after a trip extending as far as San Francisco. Frank will keep an optic on the bicycle department, and between the Whiteman and the Bark man, Victors will be sold.

W. W. Stall, the popular Boston wheelman, Star agent, expert photographer, and good fellow, was in Gotham this week.

The cycling papers are just now echoing The Wheel's pioneer cry for a Roads Improvement Association.

The Alexandra Palace Tournament, the Springfield Meet of England, is announced for June 14, 15 and 16.

G. Lacy Hillier, at the next meeting of the N. C. U., will move that any amateur competing in a road race on the public highway, at any distance under one hundred miles, shall be disqualified This is the first attempt made in any country to limit or entirely do away with road contests.

HUDSON COUNTY WHEELMEN'S ENTERTAINMENT.—The Hudson County Wheelmen will hold a wheel entertainment at the Pavonia Rink, Jersey City, on Friday evening, March 2. The following will be the principal features of the entertainment: Club Parade, Club Drill, Polo on Star Wheels, One Mile Race, Trick Riling on Crank, Trick Riding on Star, Slow Race.

The Southern papers are editorially commenting on the "Mobile Case," which was first made public in the columns of THE WHEEL.

T. W. Eck, Frank E. Dingley and W. F. Knapp will run a seventy-two hour race, twelve hours per day, at the Elite Rink, Philadelphia, February 21.

T. T. Roe, of Chicago, has commenced suit for the money he lost on the Whittaker-McCnrdy

"Howard A. Smith & Co., at their stores in Newark, N. J., and Orange, will have a greater variety of wheels on sale and for rent this year than ever before."

Chief Consul F. A. Elwell of the League of American Wheelmen of Maine, is arranging a bicycle tour through England and Ireland in 1889. He states that probably a party of thirty wheel-men will leave New York in June, 1889, for Eng-Mr. Elwell, as it is well known, for several years past has managed very successfully, extensive bicycle tours in various sections of the country, which have been participated in by many prominent wheelmen in the land.

The Cambridgeport Cycle Club has a committee to work arranging for an extended Summer tour by the club through Vermont and Canada. It is intended to start from Cambridge, August 12, pass through Fitchburg, Mass., Keene, N. H., Rutland, Burlington, St. Albans, Vt., and Phillipsburg to Montreal, Canada. Here the wheels will be left, and a course of Canada made by train. Montreal, Canada, Here the whole and a tour of Canada made by train. Returning to Montreal the members of the club will take trip will take about three weeks.

DATE OF THE LEAGUE MEET.-The Maryland Division L. A. W. has sent an invitation to the League to hold its annual meet in Baltimore. The date suggested is June 18th and 19th.

Alphabet Webber, the one time English crack, has just been admitted to the bar.

Manhattan A. C. Games, held at Madison Square Manhattan A. C. Games, held at Madison Square Garden, on Saturday, January 28, one and a half-mile bicycle handicap. Heat 1: J. W. Schoefer, Ilderan Club, 90 yards, 6:22 4-5; E. I. Halsted, Harlem Wheelmen, 20 yards, 2d; P. M. Harris, New York Club, 75 yards, 3d; O. M. Emanuel, Harlem Wheelmen, 120 yards. Heat 2: A. E. Preyer, 80 yards and E. C. Parker, 75 yards, both Harlem Wheelmen, walked over: time, 7:10. Harlem Wheelmen, walked over; time, 7:19.
Final Heat: Halsted, 6:16 3-5; Schoefer, 2d;
Preyer, 0; Parker, 0. A good race between Halsted and Schoefer, both of whom are promising

The Englewood Field Club, which contains many wheeling members, gave a concert on Tuesday, at Englewood, N. J.

The Thorndike Bicycle Club, of Beverly, Mass., have in daily operation a successful toboggan

The Coventry Machinists' Co., Limited, have opened a branch establishment at Paris.

W. A. Illston, the English amateur, is in the wheel manufacturing business on his own account.

THE WHEEL, in a leaderette on an American Roads Improvement Association, says, in words which equally apply to Englishmen and Americans alike: "The manufacturers and every wheel firm are vitally concerned in the question. They should use their influence and cash to ensure the existence of such an association until it be strong enough to stand alone."—Bicycling News.

Daisy and Thomas Stevens have contributed interesting articles to the Manhattan Club's reception programme.

Proverb-Even a wheel will turn when trod upon.

The president of the Clark Cycle Co. is Mr. J. S. Weaver.

At the Massachusett's Club dinner, Colonel Pope stated, in his address, that the manufacturers given up the practice of supporting professional teams, which, in his opinion, would help the sport and bring about a change, so that young men would ride and race for pleasure. Quite right, Colonel; in perfect accord with the spirit of a recent WHEEL editorial on the subject of "teams."

The Manhattan Bicycle Club holds its reception at the Lexington Avenue Opera House this evening.

Dealers and bicyclists should patronize the New York Belting and Packing Co., 15 Park Row, New York. Although this is the largest rubber house in the country, it makes a specialty of rubber tires of any length or thickness.

MINNEAPOLIS.

A MINNEAPOLIS RECORD FOR '87.

As it seems to be the proper thing at this time of year to send in long distance records made during the past season, the following, made by Cola Bell of this city, on a Star, is respectfully submit-

March 170 miles	Total number of riding
April426 "	days 232, with a
May917½ "	daily average of 23.38
June	miles.
[uly 709½ "	Longest ride taken dur-
August868 **	ing the season was in
September638 "	24 hours on Nov. 8,
October809 ''	when 1323/8 miles were
November312 "	covered in 11h. 49m.
	riding time.

Other long runs taken were as follows: May 14, sixty-two miles in 8h. 30m.; August 7, forty-five miles in 3h. 33m., and October 30, eighty-one miles in 7h. 12m. Quite a creditable showing for a rider in a country not favored for good roads, and which abounds in sand outside the cities. Mr. Bell has also made the distance between here and St. Paul, sixteen miles, part of which is always sandy and hard, in th. 1m.

I am informed that E J. Hale also piled up

1,500 miles to his credit last season, but have no

detailed account of same.

Grant Bell, one of our cycling dealers, is now absent at Smithville, N. J., but will return some time in February, with a full line of New Rapids and Stars, besides samples of the Quadrant Tricycle, the New Rapid Tricycle, and the New Star Tricycle. Some forty or fifty wheels will constitute the Spring stock, and that looks well for trade

the coming season.
Our friend J. P. Bruce, now sojourning in England, and of whose safe arrival there a neat New Year's card, representing a wheelman in a happy state of mind bowling along an ideally smooth piece of road, is a pleasant reminder, having made some statement in the *Bicycling World* displeasing to the gentleman whose record I have given at to the gentleman whose record I have given at length above, a challenge or a twenty-five mile road-race, to come off in the Spring at Lake Harriet for a \$25 medal, has been made and accepted, and presumably J. P. B. is now getting his muscle and wind in shape for the coming contest. Bell is doing what he can at this time of year, and in this Arctic Region, by having a special Star built for him under the watchful eye of Grant Bell, and the result is expected to eclipse anything yet brought to this State, both in lightness and speed.

It has always been a favorite idea of mine that a

Star might be built with the framework entirely of weldless tubing, say three or four times as wide as that at present used, elliptical in shape for strength, and that with the best hollow-rimmed tangent wheels, the whole machine would be much more stiff and staunch for road use than anything yet turned out. A framework made of narrow tubing, to my mind, can never be as strong or durable as one on the lines suggested above. Some day I mean to carry out the idea for my own satisfaction. A careless rider might more easily break it with a side fall; but careless or green riders have no business with high-grade wheels of any make.

And that suggests to me the move towards a cheaper wheel, recently made by the Pope Manufacturing Company, and one in the right direction. From the looks of the cut and specifications, it room the looks of the cut and specifications, it seems to me that the only people to regret it are those riders that purchased an Expert or Light Roadster during last season, paying from \$20.00 to \$32.50 more money for the same. The above wheel and the Pedal Cyclometer bid fair to fill the proverbial "long-felt wants."

Nothing more is heard regarding the late Mc-Curdy-Whittaker scandal and its disgraceful close, the principals having left the city; but a rumor from Chicago reaches us that a well known wheelman there is to be expelled from the L. A. W. for his connection with the same. The last *Eulletin* rather doubts the facts in the case, but they are well known to all wheelmen here, and the local



KIMBALL'S SATIN STRAIGHT-CUT CIGARET

People of refined tastes who desire exceptionally fine Cigarettes should use only our Straight Cut, put up in satin packets and boxes 14 PRIZE MEDALS. of 10s, 20s, 50s, and 100s.

papers contain columns of statements that would

be libelous if not true.

All wheelmen with cash and leisure enough to invest in blankets for a toboggan suit, have been attending the "Winter Carnival" at St Paul, which opened last week In a blaze of glory and red fire. Tobogganing is the universal amusement for young and old, every door-yard large enough having its miniature chute, and the proper thing to be embroidered in many colored wools is "What is home without a Toboggan

My own experience in that way is very limited this winter, for the mercury has had a way of going downard that tends to keep anything but an Esquimaux indoors, and my toboggan slide would need to be well warmed with steam heat to tempt me on it. What do you think of 40 degrees below zero being touched twice in one week? L. B. G.

January 30th.

THE LONG ISLAND WHEELMEN.

A DELIGHTFUL RECEPTION GIVEN TO THE LADIES.

On Thanksgiving Eve last the Long Island Wheelmen had a "housewarming" at their handsome quarters, 1281 Bedford avenue, which partook of the nature of a "stag racket." It was then announced that the fair sex were not to be neglected, but an opportunity would be given whereby they could inspect their building, and Monday evening was chosen as the time for the ladies' reception. A large and sociable gathering came to see the handsome home of the boys, and among the other pleasurable features of the evening was the rendering of the following programme:

Quartet—"In Absence ".........Dudley Buck Schubert Double Quartet.

Baritone solo—"The Wanderer".....Schubert

Mr. Watters.
Piano duet—"Polka".......Kunkel

Mrs. Tollner and Mrs. Hallenbeck.

Mr. Debold.

Zither solo—" Grusse van Nirnberg......Boeck Mr. Debold.

Baritone solo-" When my Ship Comes In" Dulcken

Mr. Watters.

Miss Blauvelt and Mr. Dulcken, accompanists
The members took great pride in the fact that
the above talent all belonged to the club, and they
have just cause for their pride, for the different selections were all good. Messrs. Watters and Lus comb seemed especial favorites. Mr. a pupil of the National Opera School, and has a fine baritone voice of much volume and depth. The Schubert Double Quartet is composed of the of the Schubert Double Quartet is composed of the following gentlemen: First tenors—E. H. King and B. H. Toby; second tenors—L. D. Bower and C. T. Kellatt; first basses—D. H. Maxom and F. E. Clark; second basses—H. H. Kennedy and J. McGravne,

After the musical programme and before the dancing commenced Messrs. Mable and Bradford presented the guests of the Club to the President and his charming wife, Mr. and Mrs. J. D. Huggins. Many complimentary remarks were made during the evening on the handsome appearance of the club house. A bountiful collation was served in the billiard room.

in the billiard room.

Among those present were Mr. and Mrs. Dr. Hudnut, Miss Smith, Dr. William Wilson, Miss Bon, Arthur W. Perego, G. F. Bentley, Miss Philips, E. A. Bradford and sister, Mr. and Mrs. W. H. Hoole, W. W. Share, Mr. and Mrs. J. D. Huggins, Michael Furst, Mrs. Hulda Lissner, Miss Lissner, J. Lott Nostrand, Miss Carrie Smith, Miss M. Williams, Miss C. Oakley, the Misses Lucy and Clara Warner, Miss Nettie L. Arthur, Mr. and Mrs. George G. Teller, C. A. Stratton,



W. E. Fuller, W. H. H. Warner, Fred Pouch, Dr. D. Fuller, H. A. Stratton, Mr. and Mrs. E. I. Horsman, George Purdy and Miss M. Purdy, T. M. Lamberson, Joseph Manne, Albert H. Harris, Nettie Harris, Miss Isabelle Smith, Miss C. Baum, J. Isaacsen, L. H. Wise, Miss Holton, E. M. Merserau, H. E. Raymond, Mr. and Mrs. Charles Tollyer, Farl King, and Miss Gussie Tolly W. J. Tollner, Earl King and Miss Gussie Toby, W. J. Clark, and Miss Luly Sands, Mr. and Mrs. Joseph Sands, Grace Towner, Ira M. Clapp, Miss Vanolinda, C. C. Alden and Miss Gowing, R. W. Horner and wife, John R. Davis and sister, Mr. and Mrs. George A. Rewe, Charles T. Cassum, Charles T. Corwin and Miss Sumner, Mr. and Mrs. J. Matthews, T. E. Clark and Miss Lulu B. Crane, S. E. Buchannan and wife, Mr. and Mrs. E. B. Hutchinson, Mrs. J. W. Hutchinson, Mrs. W. Rogers, Mrs. S. A. Ghio, Miss A. Hodgson, B. Coombs and Miss F. Allen, W. Waters and Miss L. Blauvelt, Mr. and Mrs. Teller, Mr. and Mrs. Hoole.

The committee in charge of the reception was composed of the following gentlemen, who did their business to the entire satisfaction of the members and guests: Messrs E. B. Hutchinson, F. P. Hudnut, J, R. Davies, C. F. Cassum, G. W. Mabie, W. J. Clark and E. A. Bradford.—*Brook-ter.* lyn Times.

COLONEL POPE OPPOSES SPARRING AND FAVORS BICYCLING.

The Boston Herald of January 9th publishes a number of opinions, furnished by prominent gentlemen, as to the developmental value of athletic sports and the effects of sparring. The following is the opinion furnished the Herald by Colonel

Pope:
"Certainly all rational exercises should be encouraged which tend to develop the muscles and lungs, and digestion and blood circulation, and the use of the faculties, but particularly those which are found in the open air and sunshine, and those which combine with the mere bodily exercise the

equal advantages of intellectual diversion."
"Do you favor as special exercises walking, running, base ball, foot ball, tennis, rowing, canoeing, yachting and cycling?"

I favor all of them under certain condi-Yes, I favor all of them under certain conditions. The difficulty with some of these, as walking, running, rowing, is that there is not enough of entertainment or diversion about them to induce people to continue them; the trouble with base ball is that we hire people to play fine games and go and see them, then it is diversion and no ex-The trouble with foot ball is, that, as played usually by the American and English students, for instance, it is rough and dangerous. Foot ball as it used to be played, and perhaps is now at some schools and on private lawns, is not dangerous, and is a wholesome and diverting ex tumble manner which sometimes prevails, it is a rude and dangerous sport and tends to develop brutality rather than grace. Of these other recreations special circumstances will determine the choice of them. Cycling offers the most advantages, because it is comparatively inexpensive, is accessible to every one, because all | eople live on land and near the road; and the season when cycling is enjoyable, even in our northern climate, extends over some ten months of the year, practically from March to January. Cycling also com-bines intellectual diversion or entertainment, development of the faculties, judgment, observation, perception, knowledge of the country, as well as, at the same time, exercising the muscles, lungs and heart, and all the faculties."

"Do you favor dumb bells, horizontal and parallel bars, sparring and those kind of indoor exercises?"

"Yes, dumb bells and such gymnastic exercises are useful in every way; that is to say, for indoor

excercise.

"Why do you not favor sparring as an excreise?" "Because it tends to develop just that side of life which ought not to be developed, namely, the coarse and violent side. Uncivilized man is rude and barbarous, and the less cultivated in our own time and country still have that barbaric love of rude, violent, rough-and-tumble sports. Sparring may be a fine exercise if kept among friends and tempered with soft gloves and protected by good company; but what I say is that it leads to violence, bruta'ity, brusing, bloodshed and fighting."

"Do you believe that boxing can be elevated if the prize ring and boxing for money were done

In the first place 1 do not think it is worth elevating, because there are other exercises equally beneficial, and which do not lead to injurious results. I doubt whether the prize ring can be away with so long as sparring is favored. Sparring leads to prize fighting. It is brutal; it leads to brutality; it is a relic of barbarism; it will be supplanted by more intellectual exercises and means of diversion."

BALTIMORE.

In a former letter your correspondent erred in regard to the time of meeting of the Board of Officers of the L. A.W. at New York This will take place upon the 22d of February, instead of the 17th of January, as was stated. In view of this meeting taking place at so late a date, our "League Meet" Committee has framed an invitation and sent it to President Kirkpatrick, with the request that same be acted upon at once, if possible, as there will be no time to waste, should the League decide to come here, in getting ready. The invitation suggests June 18th, 19th, as the best days, for our section, after taking into consideration the fact that we will have the "Grand National Saengerfest" here from June 30th to July 4th. Had it not been for this, they would in all probability have suggested July 3d and 4th. As it is, however, I think the dates set a very good selection, as July is noted as being one of our "hottest" months, whilst June generally gives us very mild and pleasant weather. C. C. Mealy is doing all the work that he possibly can, preliminary to hearing from the Board. He has already appointed his "Press Committee," and is now making selections for the "Finance Committee," which will necessarily be the most active

In last week's Bulletin I notice an article by Secretary Bassett in regard to holding the "League " here, which, although I may be in error, reads very much to me as though for some reason, which he hides under the stated one, he does not want to see the League Meet held here. Now, what can be the meaning of all this? Up to this issue the Bulletin has frequently contained articles favoring Baltimore, and this sudden change looks, to say the least, odd. I think that Secretary Bassett has certainly made a serious mistake in this article. Why is Baltimore not just as good a place to re-organize at as any other? Of course the oppor-tunity for enjoyment will take many away from the business meeting, but from what has already been mentioned, in regard to the entertainment of the visitors, there is hardly any probability of any stated form of entertainment being set for the morning upon which the business meeting will be held, as it is the idea to have every League member present at that meeting, if possible. Perhaps Brother Bassett does not like the idea of meeting the members of the Md and Pa. Divisions upon their own ground.

January 31, 1888.

"RALPH."

January 31, 1888.

No dlub dinner is complete unless Mumm's Extra Dry is on the wine list.

Mr. Jens F. Pedersen has just received a third order from the Government for medals to be awarded for expert marksmanship.

Charley Schwalbach's repairing business has increased to such proportions that he is compelled to build a large shop and employ a large force of hands to keep up with orders.

The American Wheelmen for December is written in editor Rogers' usual breezy style. A special feature is a two page poem entitled: "A New Year's Vision," in which things and persons cycling are hit off in an amusing and dainty fashion, with a deal of truth underlying the whole.

A number of the clubs have beautified their rooms with the superb colored lithograph published by L. Prang & Co., who are famous in the art world for their artistic cards, etchings, etc. Every club should have one of these pictures. Address L. Prang & Co., Boston, Mass.

WANTED.—A good wheel for cash; 52 inch. Address Clarence Hirschhorn, 57 East 59th st., New York.

ARE THE MOST

WAYSIDE SKETCHES.

III. - PEOPLE WE RIDE PAST.

In the purely rural parts of England, the roads are left very much to their own society, waking up now and then into a short feverish excitement, when some fair or market is being held.

So long, at times, are the stretches of road the wheelman travels without seeing a human face, or hearing a human voice, that when one at last appears, a sense of relief is felt, even though the rider be something of a misanthrope. Alas! the rider be something of a misanthrope. Alas! the class most often met, in many parts of England, are the tramps; an inclusive word, that covers all those rogues and vagabonds against whom so many laws have been made, from time immemorial; men who won't work, won't do anything but wander about the country, in an objectless manner; as also that much smaller, but very different class, those who are really seeking employment, and tramp on, and on, in a weary, fruitless search.

But the genuine tramp is a beggar and a scamp You come across him dozing under a hedge, with his goods and chattels enclosed in a red handkerchief; a short hard stick is on the ground, close his sleeping head; whilst keeping guard over all, sits a half starved terrier, ears erect, tail cut short, and a villainous looking patch over one eye. Let sleeping dogs lie, and ride thee on. Or again you meet him; this time he is slouching along the road. the bundle and stick are over his shoulder, and the dog is off to a neighboring copse, on dining thoughts intent.

"A fine morning, sir," he says.

You agree, and he continues, in a jaunty style:
"Are you going far?" "Yes, to so and so."

He then expresses unbounded astonishment a the distance, and joy at the thought that the road all the way is perfectly flat and unsurpassed for surface. After this a change comes over him, his face grows sad, very sad, deep sighs escape him, tears start in his eyes (but they can't all do that), and in a broken voice he says: "Oh these are bad times for the likes of me. I'm an engineer, I am, sir (they are all engineers), and ain't had no work, come next Toosday (Tuesday) eight months. You have not such a thing as a copper, have you, sir, to help a poor hard working man get a bit of the state I never thought I should come to this. This last shot is delivered in a most pathetic tone, and often has the desired effect, and the rascal pockets the results, with a scarcely suppressed grin.

Let our next sketch be a pretty picture, as a set-

off to the previous ugly one.

Hark to the music of the fox hound pack. They are out for a walk along the road; the huntsmen in red coats and velvet caps, carrying whips with long thongs, keep their ever watchful eyes upon long thongs, keep their ever watchtul eyes upon them. They are particularly wary if a cyclist passes them, as it is apt to excite the hounds, and if once they fairly started after him, it would go very hard with the wheeler. Twice in my rides through English lanes have I had little passes with through English lanes have I had little passes with hounds. The first occasion was in Kent, Some young hounds were playing on the green. They sighted us, gave tongue and started in full cry after the machine, heads well down, tails up, evidently meaning business. We immediately pulled up, and faced round. The animals soon saw we were a fraud, only men and not some new patent fox, and hearing the calls of their keeper trotted back. Had we continued running, this little incident might have had a more sensational ending.

The other affair occurred in that great hunting county, Leicestershire. We were passing a whole pack, in charge of a very stout, broadshouldered huntsman, in the usual red coat and top boots, assisted by sundry boys from the kennel. Suddenly they began baying, lifted their heads, and the whole pack swayed with restless movement. Crack went the whips, touching up smartly any hound that tried to leave the pack. "Down Neptune, down Rez, down Bessie," shouted he of the red coat, and soon the hubbub ceased, save for an isolated case or two, which was promptly

checked.

Just to show that fox hounds are not to be trifled with, I will relate this little tragic story. The hounds one night were making a noise in the kennels, and the huntsman went down to see what was the matter, and to quiet them. It being a warm summer night, he went out in his night shirt. The hounds did not recognize him in this costume, but disregarding even his familiar voice. set upon him, and tore him to pieces. As this casts a slur on the hounds, lovers of dogs will pardon my relating another anecdote, this time to their credit.

They had run the fox to cover, close by Malvern town; the huntsmen cheered on the hounds, who loudly gave tongue; all was excitement and noise. But the horse that carried the head huntsman fell, and a man who the moment before was full of vigor and strength, lay dead on the ground. Instantly all sound ceased, every hound's mouth was closed, and a silence that by contrast with the previous noise was simply awful, ensued. This story was told me by a lady who was an eye witness of the event, and who, like all the others present, was much impressed with the remarkable and noble conduct of the hounds. For it must be remembered their blood was up with the excitement of the chase.

Of sporting characters, however, the gamekeeper is more commonly met on our English roads than the huntsman. More quietly dressed than the last mentioned—in a rown velveteen jacket, corduroy breeches, leather leggings, and a thick pair of boots—he looks what he is, a man of hard work. He carries a stout oak stick, or more frequently his gun, which instrument of destruction is as much a part of him as his legs. A dog is invariably with him, who by dint of a long and painful education has been cured of all personal sporting passions, and slinks along bumbly at his master's Gamekeepers are a race by themselves, and occupy a sort of medium position between the laborers and farmers in the rustic social scale. To tell the truth, the gamekeeper is regarded ra her as an enemy by the laborers, who know very well what sharp eyes he has for all gins, however well planted, and the alacrity with which they make room for him in the inn is actuated perhaps by other motives besides respect.

A strange life, but one not without attractions; to be ever walking alone, save for the dog, through covert, wood and field. At all times of the day, and night, now when the sun rises and catches the tops of the pines, now when it sets and leaves the woods to rabbits and nightingales. At ali times of the year, when the trees first feel the returning spring, when the woods rustle with the falling leaves, and the noises of the guns are heard over fallow fields, when the snow lies thick, unmarked, except for his footsteps of yesterday, and the wind moans among the bare branches. Always walking, always watching, always suspecting, always alone. It is only natural that this unbroken and silent communion with nature in all her moods should have a visible effect on the gamekeeper. And so we find him a sober, and nearly always a very honest man, laconic in speech, free and easy, but never in the least impudent with the gentlemen who come to shoot; grave in his manner, but capable of terribly sarcastic jokes at the expense of an unruly novice, and with just a little touch of sadness in an otherwise hearty face. The great troubles of their existence are poachers, against whom they wage unceasing war. The worst poachers are men who make raids in gangs from some manufacturing town. They do so for the sake of profit; are men of the worst class, and have sporting instincts to excuse them. Terrible fights have taken place between such fellows and a few Terrible fights brave keepers, ending too often in a ghastly tragedy.

The farmers ride on sturdy cobs, strong, rough-coated little animals, provided by kind nature to cart about these great hills of healthy flesh. He would be a poor creature without his cob; we can plainly see, as we ride past them both, either in the meadows watching the haymakers, or on the road, riding gently to market; each blinking in consort their eyes with fatty contentment. And again on returning, after he has taken just that one glass too much, he keeps himself in the saddle, to be sure chiefly, very likely, because it is a very broad one, but is to steering the cob home, he is far beyond that; and the intelligent animal is left to his own devices, a confidence he very rarely

The parson is a familiar figure on a country road. You can tell him a mile off, from his black clothes, flying coat tails and low, round hat, which, with an accompanying smile, is raised in salute to all he meets; and also his brisk gait, a glaring contrast to most of his flock, who tumble along as if they had been on a twenty-four hours' scorch. It is always pleasant, we have found, to enquire our way of one of these gentlemen. The lucid answers, the valuable hints about object of historical interest on the road a subject they are masters of, are given in such a hearty, bright and courteous way that short and casual as our acquaintance is, the parting is taken with no little

to it are made lively by traveling shows, swings, roundabouts, and other rustic dissipations. rather a nuisance to come across a lot of these houses on wheels; they kick up a rare dust, and their rear is often composed of a lot of worn-out horses, with just a boy, or no one at all to look after them; consequently they are all over the road, and when requested by the bell to clear out a bit, simply kick out behind, which is horse language for. "See you blowed first."

But the travelers who create the most constitute.

But the travelers who create the most sensation in the villages, that make the ploughmen leave off half way along the furrow, and run like mad across the fields, and turn all the children pell-mell out of school—are the soldiers. All love to see the sol-diers, looking so brave in their scarlet coats, swords flashing in the sun, and their proud horses, with flashing in the sun, and their proud horses, with arched necks, champing the bits and pawing the ground. When they ride through the village, the band playing in front, then the Colonel, sitting on his charger, as if part of the animal, and looking straight before him, as if rather expecting the enemy round the corner, followed by his men, from all care free, winking at the giggling girls, with the language wagens lumbering in the rear with the luggage wagons lumbering in the rear, and the smart traps and grooms of the officers, then does the rustic bosom swell with patriotic pride and all have something to talk about for a month.

Free Lance.

A RELIC OF THE PAST.

We have unearthed a relic of the past in the shape of an original "Dandy-Horse," built most probably about 1836, or earlier. The machine, which has been in the possession of Mr. Fry, of Weston-super-Mare, for over forty rears, until purchased last week by us, is a genuine "Dandy-Horse," and considerably older in date than the rack-worked machine in Goy's possession. Its wheels measure 23 inches and 24 inches in diameter respectively, the hinder one being the larger. They are built with 14-inch flat iron tyres, each has eight ornamentally-shaped wooden spokes and large wooden axles. The main frame or backbone is also of wood, through which the fork-head holding the front wheel passes, being fitted with an "elegant" curved handle attachment and 11-inch handle bar. The seat is supported on pins which pass through the wooden frame and rest on the ends of a flat spring attached to its lower side, between the seat and the handles a large padded rest for the arms is supported on four iron rods springing from a single stem. Adjustment is obtained through some four inches by raising or lowering the seat supports by screws on which they are supported by the springs, and a further 3 inch or so of adjustment is obtained by putting the back wheel pin in either of the three holes in what correspond to the back fork ends. The machine is painted green and in very fair order, considering its age, and is a most interesting curiosity. We have offered to loan it to the Stanley B. C. Committee for exhibition at the Stanley Show, and, if accepted, we are sure it will be inspected with considerable interest as illustrating the ' ancient history" of the wheel .- The Cyclist.

FERRO-PRUSSIATE PAPER--A SUGGES-TION.

EDITOR THE WHEEL:-In making "Blue Paper" according to the instructions in your January 20 issue, infinitely better results will be obtained by filtering out the precipitated "Prussian Blue," which if applied to the paper fills the pores, and stains the whites and delicate half-tones of the The paper may be safely prepared by weak white light, but should be dried and afterward kept in the dark. Will some experienced amateur contribute a short article on retouching negatives?
There are many who would be quite as grateful as
LUCIDO.

The Springfield Roadster will be handled at Chicago by C. F. Stokes, 293 Wabash avenue. W. S. Doane, a Dorchester wheelman, will be at the head of Mr. Stokes' wheel department.

The Brooklyn Club announce a Ladies' Reception for February 15. Programme: dancing and refreshments.

The Manhattan Bicycle Club admitted six new members at its regular monthly meeting on Monday last.

The Hudson County Wheelmen will increase its membership by ten at its next meeting.

regret.

Nash, the fancy rider, gave an exhibition at the
When a fair is to be held at any place, the roads
New York Athletic Club's reception on January 14.

SHALL THE LEAGUE CONTINUE TO ISSUE THE BULLETIN?

EDITOR BULLETIN:—"To be or not to be?" seems to be the question as to issuing the Bulletin. Any thinking man who has the best interest of the wheelmen and the League at heart would at once say, "No"; the selfish man who cares only for gain would say, "Yes"; while on the whole it certainly seems to me that it is one of the most detrimental things to the League that it has to contend with. In the first place, the League is not a publication house, or it ought not to be, as it has plenty of other business to attend to. The Masons or Odd Fellows don't need a paper, and surely they are as large as the League, and if we had no paper, the daily and weekly press would gladly publish official notices free, which would bring the League's doings to a large number of wheelmen who do not know anything of what we are doing, and tend to increase our numbers, at the same time create public interest. About the first thing that is said to a wheelman asking the question, "What has public interest. About the first thing that is said to a wheelman asking the question, "What has the League done?" the answer that he will invariably get is, that it furnishes a good paper every week free, and great stress is laid on the fact. When we get down to this it is a deplorable state of things indeed. If with all our boasted membership half of them join just to get the paper, and would begrudge the paltry sum of two cents a week in the interest of wheeling, then the sponer we are rid of them the better. then the snoner we are rid of them the better. What we want is wheelmen who are willing to join the League for the good it has done and with the faith that they will do better in the future. That and that only should be all that a wheelman should expect. If, on the other hand, we find that our members must and will have the Bulletin, let it cost the League what it will, then I would suggest that the League establish a publication suggest that the League establish a publication burean, and that the price of the Bulletin be set at the same price as the other weeklies of a like character. Then if a man wanted the paper he would subscribe, just as I do for my World and Wheel. We might, on consideration of his being a League member, send him his paper for half price, or say for fifty cents additional. Should the League adopt that plan it would decrease the printing bills over one half, and even more, and the subscriptions would put the paper on a paying the subscriptions would put the paper on a paying basis, and test the wheelmen as to whether they want the Bulletin or not, and also show how much or many of the members are willing to go down into their pockets for the welfare of the League. be composed of five thousand wheelmen who are active and alive to the interest of wheeling and the betterment of the roads in the United States, than that we have forty thousand wheelmen who have only joined the League that they might get the Bulletin free or at a less rate than the other legitimate papers cost. Of what earthly use, pray, would the other thirty-five thousand men be worth to any organization? We have had too much of this reepaper business; and pray, Mr. Editor, the next time the question is asked, What has the League done? don't, please don't, trot out that old chest-nut, "that it furnishes a good paper weekly, free" [We never do, Mr. Ducker.—Ed.], but kindly re-fer them to our past deeds, and ask them to ante up their little dollars, and have faith that the past is a guarantee of the future, and when there is some money in the treasury to spare they will be able to see for themselves that the League of American Wheelmen is an organization devoted to the interest of the wheelmen of the United States, the improvements of the roads, and all that tends to increase the happiness and enjoyment of the best sport and recreation in the world. Such an organization will the League aim to be, with your support. Henry E. Ducker, in *Bulletin Jan.* 27. BUFFALO, N. Y., Jan. 16, 1888.

THE LEAGUE -- A SOUTHERN VIEW.

Considerable dissatisfaction with the present management of the League of American Wheelmen has of late been outcropping in many of the League's strongholds, and within, the past few weeks this dissatisfied feeling has seized upon many of the L. A. W. members in New Orleans, who have given vent to their feelings in a general cry for reform. The dissatisfied ones claim that the few instances in which the Southern State divise. the few instances in which the Southern State divisions have applied to the parent body for assistance, the requests have met with a nicely worded dodging the issue reply, after which the matter is "shelv-

They also seem to think that the League disposes of entirely too much money without substantial returns, and hint that the affairs of the organization are in the hands of a "ring," composed of a number of New York and Massachusetts "bigwigs," who shape things pretty much as they please. The states of Massachusetts and New as cheaply as anyone, and even if they get more York, with almost one-fourth of the total membership, and the board of officers meeting being always held in either Boston or New York city, these two states practically compose and govern the organization.

Altogether there seems some ground for complaint, and unless a change for the better comes about, there is apt to be considerable discord in the L. A. W.'s ranks.

The election of officers by the membership at large, instead of by the board of officers, as at present, and the taking of the reins of government elsewhere than New York or Massachusetts, are among many wished for changes .- New Orleans Picayune.

MR. GEORGE SINGER'S VIEWS ON TRADE PROSPECTS.

A representative of the Coventry Herald recently interviewed Mr. George Singer at Coventry. The salient points of Mr. Singer's remarks we republish below:

The season of 1887 began a month earlier and finished about a month later than that of 1886; another step towards the time when the "off"

season will be not worth considering,
The productive power of Coventry is larger and The productive power of Coventry is larger and the number of makers greater than ever before. The increased productive power is due to the introduction of special machinery, of which an extended use is made, now that the experimental stage of wheeling is passed. There are twelve firms in Coventry and their output is about 35,000 a season; about 2,600 people are directly employed in the cycle trade. ployed in the cycle trade.

"The safety bicycle is the kind of bicycle most popular just now, and it is likely to be still more in demand, but the large bicycles are by no means superseded; there is still a great demand for them. The tricycle most popular is the front-steering, bicycle-handle style.

FRESH FIELDS FOR CYCLING ENTERPRISE.

"Yes, there are still new fields for the extension of the cycle trade, for there are some countries in which cycles are comparatively unknown. Then there is the question of military cycling. The British and Continental Governments are certainly moving in this matter, and it may become of importance to the trade.

GERMAN COMPETITION.

"What about German competition? Well, I do not fear it. I expect that the Germans will be able to successfully compete with us in the supply of a medium priced cycle in their own country they won't be able to compete with us in England. I have the most perfect confidence in England being able to compete with any country in the world in the manufacture of good things if the J. W. THOMPSON, Sec'y and Business M'ng'r.

men. Our workmen will do their part as well and as cheaply as anyone, and even if they get more wages than foreign workmen do for the same number of working hours, they are worth the difference; there is no doubt people will prefer to they goods made in their own country. The to buy goods made in their own country. The Germans are trying to make cheap goods which Coventry has not found it to its interest to make, but it is no use their copying our better makes, because we are constantly introducing something fresh, and keep a year ahead of them. None of the German manufacturers have done much good in Germany yet. The establishment of works in in Germany yet. The establishment of works in Germany by Coventry firms is no doubt an endeavor to hold the German trade, which is a large one. The policy is a doubtful one, and anyhow must be a loss to Coventry. I do not expect we shall hold the German trade long, neither do I expect that we shall hold the trade in America. We must make the best of both countries while we have the chance, and it will be some time before the demand for high-class English cycles will cease." cease.

The Dorchester, Mass. Club enjoys whist on Tuesday evenings. Their second social takes place to-morrow evening.

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FOR SALE—At a sacrifice. Stock of the New Jersey Cycling and Athletic Association. Arrangements for this year will greatly increase value of stock. Ownership of stock gives privileges of trade and admits to all games given by the Association. Address Box Q, Westfield, N. J.

FOR SALE—56 inch Columbia Expert. In good condition, \$75. 38 caliber Smith & Wesson "safety" revolver, good as new, \$12. Address Frank L. Harris, North Brookfield, Mass.

DIG BARGAIN.—A Ladies Tricycle for sale. Weight only 37 pounds; good condition. For particulars address W. N., P O. Box 444, New York.

FOR SALE.—52-inch full nickel Columbia Expert: A 1 condition; balls all over. \$85, cost \$156,50. D. Hamilton, 1026 East 176th street.

COR SALE.—A 52-inch Expert Columbia, full nickel, with lantern and stand, all in perfect condition, to be had at a reasonable figure before commencing of season. Address A. Z. Boyd, 313 Hicks street, Brooklyn.

PIANO, new, famous maker, \$180; \$7 monthly installments. Also a new Patterson organ \$50 cash. Suitable for club rooms. Steel, 135 E. 23rd st., N. Y. C.

WANTED.—A second-hand rear-driving Safety. State make, price, condition and where wheel can be seen. Address E. Bryant, 847 Prospect Place, Brooklyn.

56-INCH Rudge-Humber Tandem in perfect order, new last spring, will sell cheap, or exchange for bicycle and cash or two bicycles. W. C. Boak, Le Roy, N. Y.

BARGAIN.—For sale \$150—A genuine Humber Convertible Tandem; has been ridden very little and is in first class condition; extra back-bone. Machine may be seen at Long Island Wheelmen's Club House. Arthur W. Perego, 128 Fulton St., New York.

TANDEM WANTED.—Will exchange either one of the wheels below and pay some cash for a good tandem: 52 Rudge Light Roadster, 52 American Challenge, 38 Kangaroo; all like new. H. S. Johnson, Suffern, N. Y.

POR SALE.—Columbia Tandem Tricycle, new last June; latest improvements; cost \$250. Best offer above \$150 takes it. Used very little. Will sell on instalments. A. J. Kolp, Scranton, Pa.

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

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

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

\$60-"Humber," 52-inch. enameled, balls to both wheels and pedals; good as new; cost \$137.00; rare chance. D. H. C., care WHEEL Office.

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

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DARGAINS IN BIKES AND TRIKES.—Fine lot new and slightly used wheels. Standard Makes. Only machines sold that can be guaranteed! All sizes at prices suitable for excellent wheels. Buyers can save from \$50.00 to \$70.00 by purchasing of us. Call or send for Bargain List! New York Bicycle Co., No. 38 Park Place, New York.

WANTED TO PURCHASE.—50 or 52-inch Expert in good condition, cheap for cash. Write full particulars to Chas. Newbourg, 57 Willoughby st., Brooklyn, N. Y.

FOR SALE —56 inch" COLUMBIA EXPERT," wheels enameled, balance nickeled, cow horn bars, fine condition, cost \$142.50. Slaughter for \$55; also 56 inch "AMERICAN CLUB," full nickeled, balls to both wheels, also pedals, excellent order; cost \$160. Price \$60.00. Greatest bargains ever offered Address "Bicycles," 172 West 124th St. New York.

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NOTE THIS!

We want all Wheelmen to know that we have put in machinery for the purpose of manufacturing **NEW WHEELS**, which enables us to do **REPAIRING** in all its branches, such as Stove-Baked Enameling in Bright and Dull Finishes, Drop Forging for Bicycling Purposes, Tubes, Rims, &c. Prices on application. All work done quick, reasonable and satisfactory.

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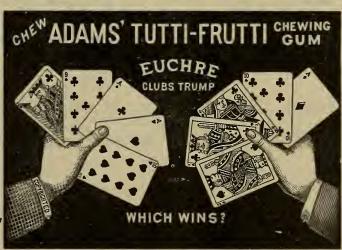
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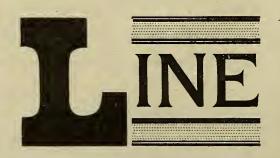
increases the flow of saliva and aids digestion. The Gum is now used by touring as well as racing wheelmen, and it keeps the mouth moist, thus preventing excessive thirst.

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Who has been actively connected with the Agency during the past two years.