

MAY 14
U. S. PATENT

THE WHEEL

A JOURNAL OF CYCLING

AND RECREATION.

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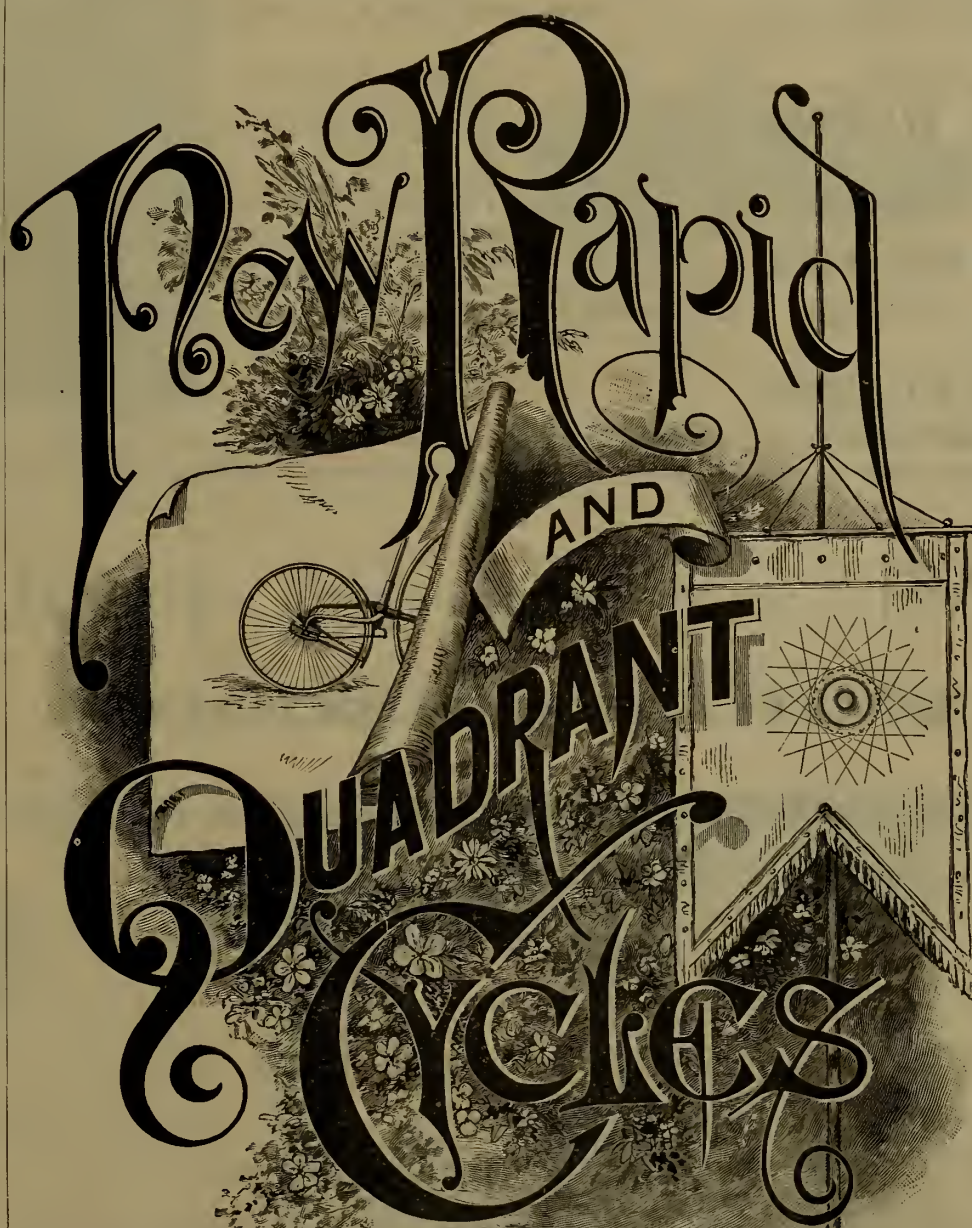
NEW YORK, MAY 6, 1887.

[WHOLE NUMBER, 292.]

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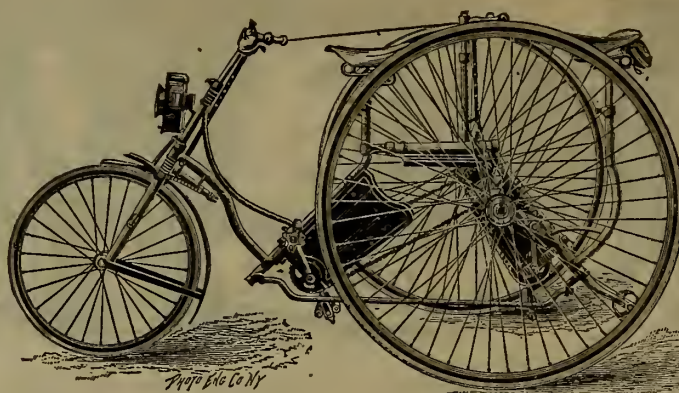
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(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

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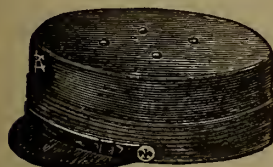
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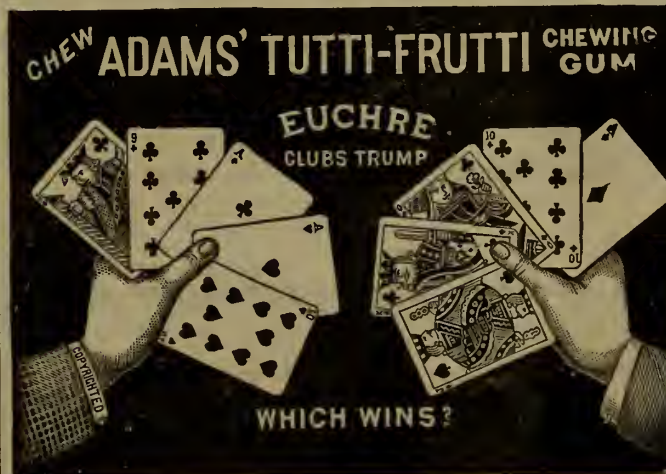
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Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

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

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

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

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

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

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

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Sixteen Reasons Why the American Champion is the Most Desirable Wheel in the Market.

1st. Bearings are the easiest running of any in the world.

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3d. Adjustment of cranks the most rigid, no taps to loose.

4th. Rims constructed to withstand the greatest amount of strain with no danger of buckling.

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7th. The best break, spring and lever.

8th. The most comfortable and elegant saddle.

9th. Absolute dust-proof rear wheel bearings.

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11th. Has more good patented novelties than all other wheels.

12th. Comes at a reasonable price.

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15th. Is honestly made of the best steel.

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Wheelman's Gazette and The Wheel	\$1.25
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Outing and The Wheel	3.00

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

EDITORIAL NOTES.

We have moved, and old 12 Vesey, with its three pair of lung-cracking stairs, will know us and our friends no more. We are now fairly installed at 23 Park Row, Room 30, where we shall be happy to see our friends. There is an elevator, so that no one need fear the two pair that lead to our office. If we are a day late this week we crave the indulgence of our public. If our logic is cobwebby, and our English dusty—in fact, if everything or anything is not up to the mark—credit it to the state of befustlement which naturally accompanies a hasty flight.

We shall sadly miss the forsaken sanctum. The musical rattle of the presses shall no more smite our delicate tympanum. No more shall we draw humorous inspiration from old St. Paul's church yard, directly opposite the sanctum windows; the charm of its dew-decked flowers and grasses of the morning, its ruddy sun tint of evening, and whitened head-stones of the night is lost to us, possibly forever.

But a new vista opens to us. Our new den is open to the four winds, and Old Sol sends in a flood of light nearly all day long. May the effects of fresh air and sunlight show in our pages and in our every act.

The L. A. W. New Uniform Committee has just concluded its labors, the result of which, as embodied in their report, is published in another column. Possibly nothing that the League has ever attempted has been so thoroughly and so carefully done, as was the selection of a new uniform, and the placing of the contract. The extremely, indeed astonishingly and seemingly unprofitably

low price of the uniform, the texture and style of the cloth, and the general make up, will be acceptable to the great majority. The committee have done well and made haste slowly. They can afford to ignore those who attempted to bully them into a hasty and injudicious selection.

The New York State Division is just now engaged on the most important work ever undertaken by either a State Division or the National Body, viz., the Rights and Privileges bill, now before the Legislature of New York State. The bill was reported favorably by the Judiciary Committee, and on Monday, May 2, passed the Assembly by a practically unanimous vote. Mr. Cantor, of New York city, and Mr. Platt, of Poughkeepsie, made brief but forcible arguments in favor of the bill, anticipating and answering all possible objections. The bill has now gone to the Senate, where it will be in charge of Hon. Edmund L. Pitts, leader of the Republican majority, formerly speaker of the assembly, and an able and experienced legislator.

Although there was little or no opposition in the Assembly, the passage of the bill by that body has attracted attention to it, and we are advised by Mr. Potter, who is looking after the State's interest, that considerable opposition may now be expected. We have been asked to make a *very urgent request* that all wheelmen aid in securing names to the petitions which have been circulated, and that they be sent in at once to Mr. G. R. Bidwell, 313 West 58th St. There was never a time when individual effort could be of more service than it can now. The passage of the bill would be a signal triumph for wheeling in this country. Each wheelman should exert himself to the utmost, that the passage of the bill may be assured.

Our Minneapolis correspondent has often interesting things to say beyond the news gossip of his city. His relation of Mr. C. A. Hazlett's love for his old wheels, which prompts him to turn them out to grass when they are old and feeble, will be read with admiring interest.

TRANSPORTATION TO LEAGUE MEET.

IMPORTANT TO NEW YORK WHEELMEN.

Wheelmen of New York City and vicinity who intend going to St. Louis will please communicate at once with Geo. R. Bidwell, 313 W. 58th St., who will furnish full particulars as to leaving, time of train, rates of fare, etc. The party from New York and vicinity will leave *via* West Shore R. R. May 17, 5:40 p.m. Early notification is desired, in order to secure proper sleeping car accommodations. The reduced rates, as published in a recent issue, can only be obtained by certificate signed by me.

GEO. R. BIDWELL.

OTHER MEN HAVE CLIMBED ENGLEWOOD HILL.

EDITOR OF THE WHEEL.—Dear Sir—Your Harlem correspondent is a trifle too enthusiastic in his supposition that the long Englewood Hill had never been climbed before Mr. Halstead got up last Sunday. It is a stiff pull, but has been conquered by many a poorer rider than Mr. Halstead, who is, beyond question, I should say, the best road rider in New York. I have gone up without a dismount myself two or three times, and have seen several other members of my club do it also. Mr. Wm. Lemmon, who lives at Englewood, has climbed it again and again, probably dozens of times; and in difficulty it does not compare with Eagle Rock, even up to the quarry, or with Breakneck Hill, as the surface is usually very fine, and there are frequent easing off places. Nor is it as hard as the famous Corey, which Bostonians thought was almost unconquerable, until real hill-climbers had come on to show them it wasn't so hard.

Yours truly,

EDWARD J. SHRIVER.

New York Bicycle Club.

IMPORTANT CHANGE IN TIME TABLE. TRANSPORTATION TO LEAGUE MEET.

Circumstances have made necessary a change in time of leaving of the L. A. W. train to League Meet, as published in this paper in last issue. The corrected time table is as follows:

Leave Boston, Mass., 3:00 P. M. May 17th, *via* Fitchburg R. R.
Leave New York, N. Y., 5:40 P. M. May 17th, *via* West Shore.
Leave Albany, N. Y., 10:40 P. M., May 17th.
Leave Utica, N. Y., 12:59 P. M., May 17th.
Leave Syracuse, N. Y., 2:20 A. M., May 18th.
Leave Rochester, N. Y., 4:32 A. M., May 18th.
Leave Buffalo, N. Y., 5:30 A. M., May 18th, *via* L. S. & M. S. R. R.
Leave Dunkirk, N. Y., 6:33 P. M., May 18th.
Leave Erie, Pa., 8:00 A. M., May 18th.
Leave Cleveland, Ohio, 11:00 A. M., May 18th, *via* Bee Line.
Leave Union City, Ohio, 7:25 P. M., May 18th.
Leave Indianapolis, Ind., 10:50 P. M., May 18th, *via* I. & St. Louis R. R.
Arrive St. Louis, Mo., 7:50 A. M., May 19th.
Time table to St. Louis, *via* Chicago, Ill., from Boston, New York and the East.
New York and Boston, to Buffalo, N. Y., *via* L. A. W. Special Train, see table as above.
Leave Buffalo, N. Y., 6:45 A. M., May 18th, *via* Michigan Central R. R.
Leave Detroit, Mich., 1:30 P. M., May 18th.
Arrive Chicago, Ill., 9:30 P. M., May 18th.
Leave Chicago, Ill., P. M. May 19th.
Arrive St. Louis, Mo., A. M., May 20th.

A BUNGALOW VILLAGE.

We give below the general plan of laying out and managing a Bungalow Village, or Cyclist's camp, which has proved a success in England. Doubtless some of our State Divisions or large clubs may wish to establish a permanent camp this summer, and for this reason the account will be both valuable and interesting:

"The village grounds, which are situate in the Surrey Hills, are some seventy-two acres in extent, situated one and a-half miles from Caterham, and two miles from Merstham; any member of the club can acquire a piece of freehold ground (which, *inter alia*, gives him a vote for the county) on moderate terms, whereon to erect a bungalow. The club will be managed by a committee on the same lines as any other high-class social club. At the club-house members will be able to have dinners, suppers, etc., just as in the best London clubs, whilst a canteen will also be opened, at which those who prefer catering for themselves in their own bungalows will be able to procure all the necessary articles at very moderate prices. The club-house is already erected, and a billiard-table will ere long be added to its other attractions. One large thirteen-roomed bungalow has already been erected, whilst two or three are dotted about, and, doubtless, before long the village will present quite a thriving appearance. That a number of wheelmen who have enjoyed the pleasures of camping out will, in due course, find their way to White Hill we make no doubt. Already a number of well-known wheelmen have visited the spot, and negotiations for the purchase of accommodation ground are in progress."

KINGS COUNTY WHEELMEN ON THE ROAD.

The officers of the K. C. W. are taking special pains that their club shall be represented as well as the road this year, as it was last. For the purpose of stimulating the members, the following medals have been offered:

For 2,000 miles, a record medal, with an additional bar for each thousand miles over this number; gold medal to the man or men who are most regular in attendance at official club runs, from May 1, 1887, to March 17, 1888. These medals are presented by the road officers, Messrs. Bridgman, Hall and Crichton.

A very desirable innovation is the monthly mileage card, which is to be filled in by the members, and sent to the captain. It is ruled horizontally, a line being given to each day of the month, with a line for totals. It has seven columns, headed as follows: Date, Time of Start, Condition of Road and Weather, Time of Return, Distance, Elapsed Time.

AN AMERICAN ABROAD.

SOME TIPS FOR TRANS-ATLANTIC TOURISTS.

PARIS, April 22d, 1887.

DEAR WHEEL:—The sight of THE WHEEL, this morning, as I went to my grip for some addresses, reminded me of my promise to write something. Yet, alas! what can one say of interest to the wheel-world, when one has been in strange lands less than a week. Under the circumstances, can I do better than to give a few hints to those of the League Touring Party (who contemplate visiting Europe the present season), who have never crossed the briny deep. In the first place those who contemplate an attack of mal-de-mer, should provide themselves with steamer chairs and rugs—which the steamship companies will take care of at Liverpool until their return. If sick, stay on deck if possible; and if on deck, a chair is absolutely indispensable, and the rug will be required to keep the limbs warm. They can be obtained at any bazaar-du-voyage in New York City. In the assignment of seats at table, get centre tables in saloon, if possible, as oftentimes one can worry through a meal in the centre of the ship, when at a side table the rolling would soon send him deckward. The principal amusements on shipboard are: walking—very necessary to keep in good condition, even if not sea-sick—card playing, poker, or not, as you please, and the childish game of pitch-a-ring. I should have mentioned drinking and smoking, but these come under the head of business rather than amusement, from all I have seen. Allow at least \$5 for fees, but sometimes fees will amount to \$7 or \$8. The state-room steward and table steward will each expect not less than half a sovereign. If two men wait upon you at table, fee but one, as they make division between them when the returns are all in. "Boots" will expect half a crown (about 60 cents); and if you are too sick to leave the deck at meal times, the deck-steward will wait on you, and expect something, dependent upon the service. Then there is a purse for the smoking and card room steward, if you frequent that locality, and small fees for special services.

Of English roads, as seen from the car windows, I can only say *magnificent*. They are very narrow, very smooth and clean, splendidly graded, and usually bordered with hedges. The country towns or hamlets are small and compact, so that one runs from open fields into the midst of the little collections of houses at once, and out again in a few moments. The inns, as seen in our flight, were small but neat; and I can think of nothing on earth more enjoyable than a tandem tour of a couple of months amid such beautiful scenery as I passed through on the Midland Railroad, last Monday.

I was surprised to find so little difference in the classes on English railroad trains. One car will contain first, second, and third class compartments, the only difference being in the upholstery; and, in some cases, a little difference in room. The majority of the traveling public take third class, the second being very little used; and, as the saying goes, the first class being patronized by snobs and Americans. Being an American, I rode with the snobs and rather enjoyed it. Two of my travelling companions were a mother and daughter, the latter a stylish English girl of 25, and their conversation was a source of much quiet amusement; this is a sample:

"Guard, *caw'n't* we take the forward compartment?"

"Smoker, ma'am."

In a moment.

"Guard, *caw'n't* you take off the smowker, this mawning?"

She meant that she wished him to take down the little glass sign, which, when put up, reserves any compartments to the use of smokers. As this was the only "first class" smoker on the train, the guard did not comply. The fact was, she couldn't get the seats she wanted in our compartment, as there were only six, and several of them occupied, and thought to better herself in this manner.

Wheels are very common in London; even on the most crowded thoroughfares I saw bicycles nearly every day. Tricycles were not uncommon, and carrier tricycles were occasionally met with. On the other hand I have not seen a cycle of any description on Paris streets, though we know they are used. Hope to take a spin myself in a day or two, when I feel a little better; and if I have any adventures worth telling about, will scratch it down. Weather delightful, and all Paris smiling.

CHAS. RICHARDS DODGE.

THE NEW LEAGUE UNIFORM.

THE CONTRACT AWARDED—THE COST.

NEW YORK, May 2, 1887.

The contract for making the League uniform has been awarded to John Wanamaker, Philadelphia, Pa., at the following prices:

Coat.....	\$6.20	Shirt.....	\$1.95
Trousers.....	4.34	Hose.....	.80

The prices, as above, cover delivery, without extra charge, to any part of the United States, reached by mail or express facilities. The uniform and parts thereof will be supplied to League members only.

Those wishing the cloth for the purpose of having suits made by home tailor will be supplied by the manufacturer of the uniform at an advance of 25 cents per yard. The cloth will be supplied to none but League members, and can be procured only of Jno. Wanamaker, Phila., Pa.

A descriptive illustrated price-list, order blanks, and blanks for self-measurement will be mailed to every member of the League at an early date. The manufacturer is now ready to receive orders, and has facilities for supplying any reasonable demand at short notice.

N. MAHLON BECKWITH,
GEO. R. BIDWELL,
E. W. JOHNSON,
Uniform Committee L.A.W.

THE INTER-CLUB ROAD RACE.

The Inter-Club Bicycle Road Championship will take place at 1 p. m., precisely, on Decoration Day.

The course is the regulation one, from Milburn to Irvington, and will be ridden as follows: Start at Hilton Hill, midway on the course, ride to Irvington, turn back to Milburn, turning finally at Irvington, and finishing finally at Hilton Hill.

The following clubs have entered teams, but have not yet named their men: Harlem Wheelmen, Citizens Club, New York B. C., Hudson County Wheelmen, Elizabeth Wheelmen, Rutherford Wheelmen, Union County Wheelmen, Kings County Wheelmen, Ilderan B. C., Brooklyn B. C.

We are glad to see so large a number of entries, and hope the vets of the New Yorks and Cits will do themselves proud.

The many clubs which will have runs in the Oranges on Decoration Day may feel assured of seeing a fine contest.

MERIDEN TO SPRINGFIELD.

EDITOR OF THE WHEEL:—After eleven weeks' abstinence from wheeling, I yesterday pushed my bicycle straightway for forty-eight miles, a strong south wind favoring me, and the roads being in excellent condition. I was nearly ten hours on the way (9:40 A. M. to 7:10 P. M.) but my rests amounted to two hours. A few blisters on my palms, and a slight saddle-soreness, are the only evil-reminders of my unwonted exertion.

My longest and swiftest stay in the saddle was six and a half miles in fifty minutes. This was from the second mile-stone beyond Meriden to the large hill beyond the railway track on "the direct road" north of Berlin. When I tried this road last October, I thought it stretched in an air-line for ten miles (and I've so alluded to it on p. 582 of "X. M. M."); but I discovered yesterday that there are at least two bends in it. However, I still think it the straightest ten-mile stretch which can be found in New England.

After an hour's halt for an excellent dinner at Merrill's restaurant, next to the public buildings, in the center of Hartford, I again rode fifty minutes without stop,—covering six miles. I might easily have kept the saddle for five miles further, however, to a point where the river had overflowed and caused deep mud—the only mud encountered during the day. No obstacle in the road, indeed, would have forced a dismount for the fifteen miles ending at this point.

Spinning across the new bridge at Windsor Locks, I found excellent surface, both on roadway and sidewalks, through the towns of Enfield and Longmeadow, and I made few dismounts (none of them necessary) for the dozen miles leading thus to Springfield, though some of the hill-climbing was rather tiresome. In general, I think that through tourists will do well to follow my route—keeping on the west of the river from Hartford to Windsor Locks (though on the east route there is a rideable sidewalk all the way), and on the east of

the river from W. L. to Springfield,—though the west route is also excellent, and may be covered without dismount.

During May, my residence will be as written below—for I shall have to stay here to superintend the labeling and packing of my "3,000 subscribers' copies of the book," which are printed in the adjoining city. I expect to see latest pages of the index proofs to-morrow, and I shall date the book then; though I presume my adv. announcing its issue will not appear in less than a fortnight. Meanwhile, non-subscribers who send me \$1.50 will have their names put on the early mailing lists,—this being positively the latest chance of getting the book for less than \$2.

KARL KRON.

WEST SPRINGFIELD, Mass., May 3, 1887.

THE BUSY WORLD.

The N. Y. Columbia agency has shipped three Columbias to Germany.

THIS BEATS ALL.—Seventy-five dollars for brand new bicycles, cash, or on easy terms. See advertising columns.

Mr. Jens F. Pedersen, whose Inter-Club Road Racing Championship Cup has been so much admired, will probably make the medals for the contest of May 30th.

The Judd Mfg. Company truly claims to be the "oldest and most reliable" athletic furnishing house up-town. Mr. Judd has been a prominent figure in athletics for many years, is an authority on training and muscular development, and has several machines patented for special developmental work.

We learn that the brothers Rich are in "fine shape," and will probably be seen upon the path this year. Jesse Powers is also in good trim for path work. A younger brother of Powers is said to possess remarkable speed and stamina, showing his heels to everything on the road. We also learn from Washington that Crist has improved in strength and will show fast work this year.

A new feature in bicycling out-fittings is supplied by the Zylonite Novelty Co., Franklin street and Broadway, N. Y. This company makes a fine line of collars and cuffs for wheelmen, tennis players, and campers-out. The material used is zylonite, which is made up as white and as pure as linen, but with the additional advantage that they can be washed with cold water. We have tried both the collars and cuffs, and consider a wheelman's outfit incomplete without them.

A NEW LUBRICATING AND POLISHING OIL.—We desire to call the special attention of bicycle manufacturers and agents to the Royal Bicycle Oil, advertised in another column. Messrs. Swan & Finch, 151 Maiden Lane, N. Y., who are the largest oil brokers in the city, have had this oil specially prepared for the use of wheelmen. It is the finest oil used, and is equally successful for either lubricating or polishing. Dealers can purchase this oil, and put it up for retail at great advantage to themselves.

A number of members of the Olympic Athletic Club have sent us a testimonial of their appreciation of Adams' Tutti Frutti Chewing Gum. They state that it has been used with marked benefit while training and racing, as it keeps the mouth thoroughly moistened, and tends to subdue the nervousness generally felt just before a contest. We have also received several testimonials from wheelmen, who have used the gum while riding, and who declare they would not go out on the road without it. It prevents dust from accumulating, keeps the throat moist, and makes riding pleasurable. It aids digestion.

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

**

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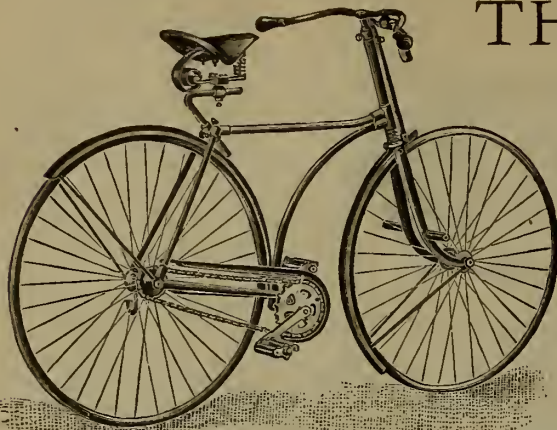
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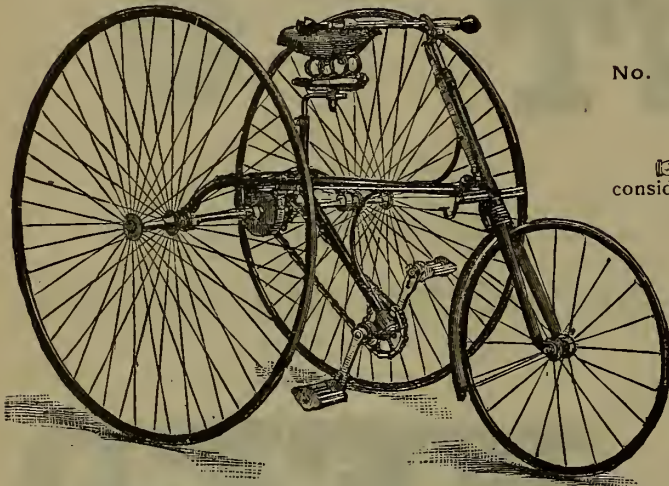
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Our 1887 Catalogue is all ready, and will be mailed gratis to any address. A FEW GOOD, RELIABLE AGENTS WANTED.



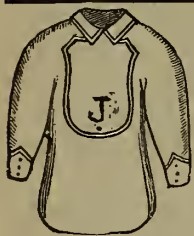
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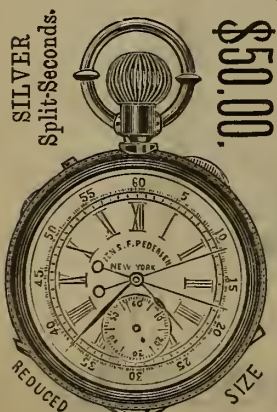


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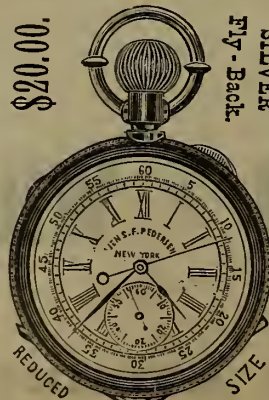
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Southern Department.

N. L. COLLAMER, EDITOR

ST. CLOUD BUILDING, WASHINGTON, D. C.

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

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

NOTICE.

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

THE EDITOR.

EDITORIAL.

As the editor of this department must lay aside his pen and take to the saddle for a short time on the Southern Tour, our readers will pardon the suspension of the Southern Department temporarily.

RATHER PECULIAR.

Developments have lately come to light which place some Kentucky members of the League in a rather peculiar position, and unless an explanation is had "something will drop," as a member of the Division expressed himself to your correspondent yesterday.

It is a well-known fact that in the renewal season of 1885 a large number of wheelmen, who were energetic members of the Division, failed to renew, and the matter caused considerable comment among the membership. The reason was supposed to be the luke-warmness of the men having the reins of government, but in the last few weeks things have been brought up which throw a little light as to the probable reason of some of the decrease in the membership and the failure of the Division to advance as other divisions have done. Lexington, Ky., had a League Consul and a few members; Ashland, Ky., had six or seven members; Augusta, Ky., had some members and a Consul, and now not a name from any of these towns is on the list.

Division Secretary Willison, of Covington, in working up the State, has run across a "mare's nest" as it were. He wrote down to Lebanon, Ky., and requested a well-known wheelman there to help work up some League members in that town, and to join himself. The reply was rather startling. It said in effect that the wheelmen there did not care to waste any more money in joining organizations which they never heard from, or derived any benefit from, after sending in their cash and applications. Mr. Willison wrote for particulars immediately and derived the following facts from the case, stated to him by Mr. C. J. Edmonds, a responsible wheelman, holding a position in the Lebanon National Bank.

In June or July of 1885 six wheelmen of Lebanon resolved to join the League, and sent their initiation fees and dues to the then Secretary at Louisville. The names of these wheelmen can be gotten from Mr. Edmonds or Mr. Willison. They waited anxiously for a reply to their letter, but none came; no League organ weekly gladdened their hearts, and no engraved tickets did they receive. They have been waiting for them ever since.

Mr. Willison, upon this information, wrote immediately to Chief-Consul Johnston, at Louisville, to see Mr. Dietzman, the former Secretary in that city, and get the rest of the books of the League Division, which Mr. Dietzman had failed to turn over at the expiration of his term, stating that they were mislaid and that he would forward them to the new Secretary.

Mr. Johnston succeeded in getting a small memorandum book containing the names of Kentucky members in 1884-5, but no Lebanon applications appeared thereon.

It would be well for all parties and the Division if the matter was settled at once. Of course no one suspects any crookedness, but things are decidedly irregular. Mr. Dietzman and Mr. Anderson, the then Secretary and Chief-Consul, might explain matters and all would be well.

The Division is certainly entitled to it.

Mr. Johnston states that Dietzman still has a constitution of the Division, and another book "somewheres," but that he (Dietzman) is so "forgetful" that he can't think to bring them forward.

No answers to letters written to other towns, which suddenly disappeared from the League rolls, can be obtained.

Election returns come in rather slowly, and the time for the annual meeting of some of the divisions will roll around without knowing who's Chief-Consul and who isn't.

There was a large and enthusiastic meeting of wheelmen at the Gibson House, Cincinnati, last Thursday night, for the purpose of completing arrangements for the trip to the League meet at St. Louis, and also to consider the feasibility of having a big run of all the local wheelmen on May 8. At this meeting it looks as if a car is to be chartered to carry the merry wheelmen to the jamboree in the Mound City, and that a sort of consolidated wheelmen's trip will be taken to some point in this vicinity on the above date. More particulars next letter.

Walton, Ky., was visited by ten members of the Kentons on Sunday, April 24.

NEW ORLEANS NEWS AND NOTES.

[Regular Correspondence.]

On April 23, the N. O. B. C. gave a most enjoyable "smoker," at which a large number of unattached riders and other friends of the club were in attendance, completely filling their cozy parlors. Four hours were pleasantly whiled away between listening to the oratorical and musical (vocal and instrumental) powers of those of the assemblage versed in the accomplishments, and of whom there was a goodly number present, and the more substantial enjoyments of eating, drinking or smoking as suited one's self. All of the local cycling celebrities were on hand and everything passed off very agreeably, thanks to the officers of the club, who fairly spread themselves on this occasion. One of the benefits the club derived from the outlay was discernible in the form of six applications for associate and one for active membership. I hardly know whether to consider the "smoker" a sign of renewed interest in club affairs, but as it looks very much that way, I earnestly add a fervent amen.

On April 30, and before this communication will have seen the light, Mr. Warren Miller, a much esteemed member of the N. O. B. C., will have joined the ever-increasing host of converts to the—Star wheel? No, but to the delights of connubial bliss. From what Dame Rumor says this sort of conversion has taken a regular Sam Jones sort of hold on the bicycle boys of this locality, for the gossipy old dame has it that Earnest Stream and our prospective chief consul, Harry Hodgson, both of the N. O. B. C., and Howard Carey, a popular unattached rider, will all shortly follow in the tracks of Miller, and, if one may judge by appearances, there are two or three others who are eternally soliloquizing on the possibilities of tandemizing through life. What does it all mean, anyway? Has the ailment become epidemic? Ah me! I do not know, but at any rate, here's to you and yours, Miller, and to you, Stream! To you, jovial Harry, here's a big one, and to you, friend Carey, here's still another, and lastly, to the "poor unfortunates," here's one more! One, two, three, four,—next!

Pardon me, Mr. Editor, but why is it that while only the bride is supposed to change her name by the marriage, that people will persist in saying that Mr. So-and-so (the groom) has become a Benedict? This is an owl-one resurrected, and renovated by the use of Putz Pomade.

Chas. M. Fairchild has just completed and presented to his club (the N. O. B. C.) a very creditable road map of this city and surroundings. It is a clever piece of work for a simon-pure amateur, and Fairchild deserves a pat on the back for the labor he has expended in getting up the map. It now adorns the dull parlor enhanced by a neat frame.

It is highly probable before my next that a little tour, or run rather, that is now being worked up, will be a thing of the past. As at present arranged, the party will leave this city Saturday night, May 7, and a full moon being scheduled for that date, will ride a good part of the night, expecting to reach the objective point, Baton Rouge, the capital of this State, 110 miles north, Sunday, P. M., from whence the cars will be taken the same night for New Orleans. So far the party consists of six, but hopes are entertained that it will be increased by as many more, and now with clear weather we hope to show Chris. Wheeler that the sun-tempered negative enterprise of the South (*Wheelman's Gazette*, April, 1887,) is not so awfully negative as he imagines.

By-the-by, won't some one tell us "poor sun-tempered Southerners" whether the sun, moon and stars do not rise and set in Philadelphia, or if the world does not revolve around that City of Brotherly Love (?) It is very amusing to read Mr. Wheeler's efforts to convince the world that Philadelphia is such a great, good and moral city, and then look back a few months and see a few of the "happy mediums," *par example*, Aaron, Wells & Co. Hello there! Gas, cannot you induce the "snap-shot judgment of the West" to procure one of these lovely Philadelphia happy mediums for exhibition during the League meet? It is the chance of a lifetime, so make haste ere it be too late.

Chief Consul elect Hodgson will signalize his election to the office by the purchase of a bran, spanking new Rudge circuit tricycle, the first in the South, the order for which was placed several days since.

Speaking of tricycles, reminds me that Catherine Cole (Mrs. M. R. Field) of this city, and one of the most practical and brilliant writers on the Southern press and widely known everywhere as such, has recently purchased a two-track and we are daily expecting her advent on the avenue. With such a lady to start the movement, it may not be long before our fondest hopes will be realized, and to this once more we say, amen.

Bi.

FROM OUR TOURING CORRESPONDENT.

SATURDAY, APRIL 30.—I have been making preparations all day to leave Washington on Monday next on my wheel for Philadelphia, whence I shall go on the Southern Tour to Staunton. This evening I went up to the Washington Cycle Club-house to a District Division meeting and found some ten or twelve members there out of a possible sixty or seventy. Right here I want to say a word against the custom prevalent in Washington of calling League Division meetings by notice in a local daily. Not one-tenth of the members see it, and half of them forget the date and place. A postal card notice is unquestionably the proper caper.

Well, the object of the meeting was to take some action relative to the Meet it has been proposed to hold during the drill, *i. e.* May 23 to 30. "Pet" presided, and we all joked and offered suggestions until we were out of ammunition. At last we got down to business, and the following committees were selected: Correspondence, Stearns and Collamer; Parade, Smith and Muhleisen; Entertainment, Burden, Moulton, and Smith; Reception, Pelouze, Olds, Collamer, Stearns and Barrington; Finance, Baltzley and DeMerritt.

After a great deal of additional discussion, it was finally decided to have a reception, run to Soldier's Home, banquet, hare and hound chase, trip to Mt. Vernon, general meet, parade, big run to Cobin John's Bridge (probably on Sunday, May 29), run to Arlington (on May 30 sure), and a torch-light procession. The dates for these different features of our gala week were not decided upon, but will given to the press as soon as possible. It can readily be seen, however, that the whole week will be filled up, and visiting wheelmen who have but one, two, or three days to stay can select such from the programme (when published), as suit their fancy best; taking in the drill at the same time.

SUNDAY, MAY 1.—When I first looked out of the window this morning I little thought where I should pen these lines to-night. The day has been beautiful—typical of the month it ushers in, bright, pleasant, happy. I went down town awhile, got my mail from the post office, took it to 47 St. Cloud, answered it, put the finishing touches on arrangements for my departure, then looked at my watch. Half-past ten! And I must wait till to-

morrow to start when all my work at home was done! I wouldn't do it; I would start that afternoon. No sooner decided than I penned a line to Charlie Eisenbrandt, of Baltimore, to meet me if he could, rushed home, had dinner, bade my folks good bye and was off. At last I was going—at last the dream I have had for months was to be realized!

The last wheelman I saw in my native city was a very small boy pushing a very large hopper. It didn't strike me so forcibly then as it does now how smooth Washington streets really are. The reason this fact has impressed itself so indelibly on my feeble brain will become apparent later. The parting salute—the farewell words that rang in my ear as I crossed the city limits and began my long journey, were those of the irrepressible small boy asking me: "Say, Mister, how much money have yer got in that pocket-book?" referring to a small bag I had strapped to my back, and causing an unpleasant recollection of scarcity of the needful with much ahead to spend it for.

But I shoved on and whistled as I rode. I never sing. A rude man I once worked for, got enough, I suppose, of my eternal ear-piercing whistling the second day and asked me to sing. Nothing daunted I struck up. Almost instantaneously came the request, "Please whistle!" So I never sing now—I took the hint. The roads were truly lovely. The weather was simply perfect. And I was happy.

About ten miles out, while spurting down a little hill, I struck a stone, and the road flew up and hit me. It hit me hard, too. Those things are usually called "headers" because you go over the head I suppose—but I didn't. I stayed on the head; and the result was a far more painful fall. A small boy who saw the accident now believes that's the way we wheelmen always dismount. You see I had to tell him so or he'd think I fell.

I reached Ashton (eighteen miles out) about quarter past four and found Robertson, Crist, Rittenhouse, Higham, and all of Washington's racers had been there and just gone back by another road. You see they are training for a road race from Ashton into Washington, which is to take place May 16. But I didn't let that worry me. What was a paltry local race to a great tour like mine (!) So I ate my supper at Mrs. Stabler's cleanly little house, smoked a while, and retired, while the kind-hearted hostess labored over an awful rent in the right knee of my shorts.

MONDAY, MAY 2.—I slept the sleep of the innocent and woke at six with a very stiff hand. Feared I should not be able to go on. But I bathed it in eucalyptine, got a good breakfast aboard, and felt vastly better. At 7:15 I started for Baltimore. At 8:15 I had made four miles and a quarter. Now don't laugh; that was very good traveling over such roads. They were awful! At 10:15 I reached Ellicott City and made a short call on Dr. Sykes, a young dentist of that place, who owns a bicycle. Notice I say "owns," not "rides." Not that I think the genial Doctor never rides, but I don't want to be accused of saying so. You see E. C. is situated just between two immense hills in a valley so low that the railroad runs over the streets on a trestle work; and if the Dr. would leave his office door to take a little spin, he must climb something like a mile and a half of steep, though well-graded hill, in either directions. I rode down one hill into the town and up the other out of it, and I am sorry for my friend Sykes—surely his chances for wheeling are very poor.

At noon I reached Wetherdsville, a hamlet three miles out of Baltimore, and here I regaled myself on ginger snaps and cheese—the best refreshment the town—if I may call it such—affords. Two mill whistles blew, and men and women employes poured out of the doors to get their noon-day meal. I noticed one funny thing—the utter absence of fashion and female frivolities of dress in Wetherdsville. Every woman I saw wore a calico skirt, plain basque of the same material, white apron and huge sun-bonnet. As a result there was no gossip on stile and cut in W. Perhaps the mill authorities paid for those dresses; and if so they are certainly up to snuff.

I waited until quarter of one, then pushed on. Entering Baltimore through the park I rode at once to the Maryland club-house and found it deserted. After a thorough cleaning-up I sat down to write these lines. I haven't seen any of the boys yet, but expect to to-night. My present plan is to stay over to-morrow, and Wednesday and Thursday wheel to Philadelphia—always providing the weather permits. My report for this week must close here, so ta-ta. N. L. C.

HAGERSTOWN NOTES.

[Regular Correspondence.]

Whether the fates are against us or not, we have grievances against the most unreliable of all seasons—gentle spring.

Twice has our worthy Captain Updegraff called us together to open the season with a grand run, hoping to awaken the inactive wheelmen; also the slumbering desires of restless mortals who may eventually cast their lot with us, and twice have the runs been averted by the rain.

Now we have the beautiful to shine upon us, and we will once more start the ball that shall continue to roll through the summer and fall, giving us benefit and pleasure.

Last night, at a meeting of the club, a committee was appointed to arrange a reception of the Southern League Tourists.

The reception will take place at the club rooms, and matters of an entertaining character will be arranged to make the occasion very pleasant.

To-morrow the president of the club, Mr. Albert Heard, will be joined to the one of his choice who will accompany him as he cycles into the future.

The Ariel Club, of Reading, Pa., contemplate a tour South in June. We are glad to see wheelmen at any time, and particularly invite them to drop in upon us. The club will take the best care of them, and show them matters in cycling affairs that will be of interest to them in their primitive condition.

The club has decided to postpone their races until June 15.

At the meeting last night all business matter was suspended upon receiving news of the death of Mr. Charles F. Munder, of the Maryland Club, who was an honorary member of our club. The Hagerstown Club had more than the usual friendly regard for Mr. Munder. In their trips to Baltimore his special and voluntary courtesies were numerous and generous.

HAG.

April 26, 1887.

MINNEAPOLIS MUSINGS.

I doubt if all Western wheelmen approve the policy of the *American Wheelman* and *Great American Prevaricator*, in calling for financial aid to be sent the L. A. W. In the former paper it seems disinterested, but in the case of the latter, it sounds more like seizing every possible chance to "crow over" any difficulty the League may get into, and may be termed "adding insult to injury." When the L. A. W. really feels need of financial aid strongly enough to come forward and ask it, there are thousand of members ready to extend help to the extent of their abilities; but until that time, it would be wise to use their energies in getting new members for the organization, and help it where help is most needed. In this city alone, there is a large field for missionary work of that kind, the number of "unattached" riders being larger than the entire State membership.

One or two changes in trade-circles are to be chronicled. Grant Bell having removed from 705 Nicollet Ave. to 205 1st Ave., South, and R. H. Spear & Co. having bought out S. F. Heath & Co's St. Paul branch—of which Mr. Spear had charge when it was first opened. Although both the New Rapid and Springfield Roadster are represented in this city by agents anxious to begin business, I can learn of no samples yet received, and the inference would be that all other parts of the country are supplied first, in preference to Minnesota. Meanwhile trade in other makes is good, and if April showers ever give us a much-needed rest, riders will have a chance to test their new mounts over more country than is covered by cedar blocks.

The complete prospectus of Minnesota's Second Annual Tour is out, and I hope enough riders can make their vacation arrangements to take in the entire week's fun and aid in making the financial part a success. It would be a pity, if, after all the time and trouble expended by the Tour-Master and his assistants, a beggarly eight or ten riders were all that would turn out. The Division will keep all fully informed of the progress made, and the names of those joining.

I am glad to see that F. A. Elwell, of Portland, is planning another tour through Canadian and Maine districts, and if I were not so far away, the temptation to make one of his party would be too strong to resist. As an old "Kennebec Tourist," I well know the good qualities of Maine's roads, and would beg to be allowed to make one little suggestion; that instead of ending the trip at North Anson, they push on to Skowhegan, but a half-day's run further on, if I remember correctly. Large parties of wheelmen are not so much a

novelty to that town as they were three years ago, but hospitable treatment may be confidently expected. The Skowhegan Band doubtless still exists—improved by practice—and there may yet be fireworks enough "left over" to celebrate in a fitting manner. Any entry into that pretty town would seem a trifle tame after the reception extended us in the summer of 1884. In fact, that whole tour partook more of the nature of some triumphal procession than the quiet jaunt of twenty-five wheelmen in search of out-door exercise over pleasant country roads.

To my sorrow, I learn that the railroad fare to St. Louis and return is about \$30.00, and I fear that will stand in the way of a good many wishing to go to the Meet, who do not see the way clear to lay out that amount in addition to other necessary expenses. That's the way it is with me, but all the same, I envy those who do go. The Clarks-ville road race will alone be worth the time and expense laid out to witness it.

Confound the dark and mysterious ways of all cycle dealers! Here I've been waiting two weeks of spring weather—with an indefinite number more in prospect—for a wheel, promised long enough ago to have arrived twice over. Any "old campaigner" ought to know enough to always own two wheels, so that some kind of mount may be practicable when a wheel is away for repairs, but there are also people that never learn from experience, and I fancy I belong to the latter party.

Hazlett's example is worthy of imitation. He never parts with a wheel, when it begins to grow old and he yearns for a new mount, but humanely stables and keeps it in repair. Friends visiting him to the number of three or four can always be accommodated with a mount that is rideable, if not the latest pattern.

An Expert, with a slight departure from the original pattern, was received in the city to-day, the rear fork being hollow, and looking something like a Special Club's rear fork, only not fluted. Elegant in appearance, how it stands the rough roads time will show. This is a good country to test it on.

The Mercury Bicycle Club's first run is called for Tuesday evening next, "weather and roads permitting," a wise proviso, in view of our frequent rains lately. With the large number of new members recently added, the attendance should be large.

Yours newslessly, L. B. G.

CINCINNATI COMMENTS.

EDITOR THE WHEEL:—Our local wheelmen have once more been made temporarily happy on account of the passage of an ordinance by our City Fathers to pave portions of Main, Seventh and Ninth streets in this city, altogether about three miles, with asphaltum.

Among our foremost clubs here are the Cincinnati Wheelmen, the Avondale Bicycle Club and the Kenton Wheel Club of Covington, each of which, I understand, claim a membership of even twenty-five during the past winter, but since the weather is now becoming fine they all anticipate the addition of many new members.

The Cincinnati Wheelmen have just moved to their new and commodious quarters on Ninth street near Elm, and are busy beautifying the place.

The Avondales have begun their series of tri-weekly runs and tours and usually manage to have them well attended.

The Kentons are also brushing up for the fray, and have determined upon a large mileage during the coming season.

There has been considerable talk recently about our beautiful Eden Park, which is located within six or eight squares of the heart of the city, and has about three miles of lovely drives, an entrance into which wheelmen have sought almost from time immemorial by almost every conceivable means, but without success; and yet the very man who controls it has two sons who are enthusiastic bicyclists. This seems to be an excellent opportunity for the State Division to do some good work.

One score for us which I hardly think was chronicled since it occurred last season was: Two of our prominent wheelmen left here at five p. m. and rode to Springfield, O., eighty-four miles, with but three dismounts each, arriving there at 1:30 that night, which is within a fraction of ten miles per hour for night riding.

L. A. W. 6389.

WHEEL GOSSIP.

The Missouri Club has eighty-eight members.

An Englishman has ridden his wheel 40,000 miles.

Omaha claims to have 200, and Salt Lake City 100 wheelmen.

Another Montclair wheelman—Mr. J. L. Parker is the happy father of a ten-pound boy.

Why is F. B. Williams' new polish like THE WHEEL. Because it is the Cyclers' Best."

Mr. Charles Richards Dodge, who writes us from Paris this week, sails for home on May 28.

The *N. Y. Clipper* of May 7th has a very good cut of "F. F. Ives, Professional Bicyclist."

Rumor hath it that the latest candidate for the L. A. W. Presidency is John A. Wells, of Wells-ville, Pa.

The Kings County Wheelmen have a hole dug in the ground, and the L. I. W. have the first floor beams up.

Mr. Horace L. Snodderly, of Knoxville, Tenn., and formerly of the Capitol Cycle Club, is in town for a few days.

Nashville-Niagara Tour. Information of this tour is wanted by Mr. S. W. Holloway, Box 47, University of Virginia.

L. D. Munger, sometime holder of the twenty-four-hour road record, proposes to ride a tricycle in the Clarksville Road Race.

Messrs. Humber & Co. have offered to present a gold medal to any rider breaking records at the Alexandra Palace Tournament.

And L. I. W. has induced the chairman of the Prospect Park commissioners to sign the petition on the Rights and Privileges bill.

Dr. J. B. Mattison and son started last Saturday for England. They propose to "do" England and possibly the Continent on a tandem.

Call at the Pope Co.'s Warren St. store and be astonished at Karl Kron's "X. M. Miles" sign, all hand-painted. Where are the "old masters" now?

The L. I. W. are temporarily quartered in a large store on Fulton St. near Bedford Ave. Six new members will be admitted at the next meeting of the club.

The most pleasing cycling cartoon we have seen of late is that issued with the *Bicycling News* of April 23. Ten men are depicted riding a *Singer ten-in-hand*, to which is attached a mammoth luggage car.

A number of Orange, N. J., wheelmen, who gain their bread and butter in New York, ride into Newark and back again every day, saving twenty-five cents, thus making their wheels pay for themselves.

At the games of the Spartan Harriers, to be contested at Madison Square Garden, this city, to-morrow evening, a two-mile bicycle handicap will be contested. A large number of entries has been received.

A pointer for Eastern girls—"It is commonly reported that Charley Ashinger is negotiating for the purchase of a tandem. A young lady resident of Sherman avenue insists on his doing so.—*Omaha Chronicle*.

On Saturday evening, April 16, W. M. Woodside made an attempt at Ball's Bridge, Dublin, to ride twenty miles in the hour. He failed by $\frac{3}{4}$ seconds; but owing to a bad corner, he actually rode 20 miles, 198 yards.

The New York Club held their regular monthly meeting on Monday night, and the Ixion Club convened on Tuesday. Both clubs appointed committees of five, to confer on the project of consolidating the two clubs.

Kluge will ride a twenty-one pound "King" race this year, which will put him on an equality with the rest of the cracks, as regards weight of machine, and he will doubtless improve on his best performances of last year.

C. P. Daniels, who trained the Victor team last year, has a number of cyclists under his care at the Boston Y. M. C. A. Gymnasium. Among the party are Neilson, Rhodes, Doane, Corey and other cycle riders. Rhodes will ride in the Clarksville Road Race.

The Newark City Wheelmen will probably soon cease to exist, as its members are being gradually absorbed by the New Jersey and Atlanta Clubs.

The committee appointed to investigate the implied charges, that Dr. Beckwith received a commission on the League uniform, will report at the St. Louis meet. We think it will be quite torrid for the formulator of the malicious statements.

The Grand triumphal train to St. Louis will be reinforced at Springfield, Ills., by Mr. and Mrs. T. J. Kirkpatrick. They will be accompanied by a brass band, which will play "See the Conquering Hero Comes," and whoop things up generally.

Despite contrary rumors and announcements, Mr. C. E. Kluge will not compete in the St. Louis road race. He thinks, and very properly too, that a long scotch on the road would unfit him for path work, to which he intends to devote special attention this year.

A run will be taken by the Harrisonburg, Va., and Valley Wheelmen on May 12 to the Newmarket Endless Caverns. The caverns will be illuminated, and the admission will be fifty cents. Lunch will be served on the grounds by the proprietors of the caverns at a low price.

Balbo, the Cuban, who recently won the Championship Pool Tournament, has purchased a Columbia Expert. He is a general athlete and captain of the Havana athletic and base-ball clubs, and his action will doubtless influence other Cubans to take to the wheel.

Just before going to press we received an urgent letter from Mr. G. R. Bidwell, requesting that the Rights and Privileges bill petitions be sent in *at once*. There is trouble brewing. Get all the names you can and send the petitions to G. R. Bidwell, 313 W. 58th street, N. Y.

An unfortunate accident occurred at Prospect Park on last Saturday, resulting in the loss of three spokes out of Dr. Gilfillan's back-bone, and a sore and badly shocked spinal column to Mr. Frank Share. It has not yet been determined which of the gentlemen ran into the other.

"THE WHEEL is really a very readable and sensible paper, and it pleases us to see it arrive each week in the office." The above paragraph is from the *Bi. News*, Mr. Lacy Hillier's paper. We think Mr. Hillier is coming to the United States this year, and thus casts oil on the troubled water.

Mr. Jason Rogers, a reporter on the *Sunday Mercury* of New York, has started on a bicycle trip through the State. He will contribute the story of his trip to his paper as a news article. Later in the season he will tour through the South. He is a member of the Morrisiana Wheelmen.

An alliterative correspondent says that bicycling beats boating, batting, bathing, bowling, boxing, botanizing, barb-bestridding, by bringing bounding bodies, brawny backs, buoyant brains, and has become the boss banisher of biliousness, blues, and all bothering besetments.—*Omaha Chronicle*.

We have in type an interesting history of the Long Island Wheelmen, with a complete description of their club-house. Unfortunately, the full page illustration which was to accompany it, proved to be a mere botch, and we were compelled to reject it. It will appear in next week's issue.

The Pope Mfg. Company have issued a colored lithographed "Early Closing" card, on which several cycling scenes are represented. As these will be hung up at the entrance to business houses, it is a good advertisement for the sport. New York wheelmen can obtain cards upon application at the Pope Co.'s Warren street store.

The *N. Y. World* has editorially compared the pavements of London to those of New York, greatly to the disparagement of the latter. The press is beginning to wake up to the fact that there is economy in good roads. The League should endeavor to spread the doctrine, by introducing educational road articles into the columns of the lay press.

The Citizens Club held their regular monthly meeting last Monday week. Nothing of importance was done. After the meeting, an informal entertainment was given by the banjoists, zitherists and vocalists of the club. Cold ham, beans, *a la Boston*, and hot coffee were served, with smoking paraphernalia, of course. The pool tournament still continues, with the pool sharks far in the lead.

Massachusetts Club Runs—May 6, moonlight run to Waltham via Alston, Brighton and Newton; Saturday evening, May 7, moonlight run to Chestnut Hill reservoir, and return through Hammond street, Jamaica Plain, Brookline; Monday, May 30, all day run to Lynn to attend the races there, starting at 8:30 A. M. The evening runs are called for 7:30.

Mr. W. C. Herring, Ixion B. C., has retired his Ordinary in favor of a Star. He mounted his stellar wheel and reached the end of Riverside with only four dismounts, by which time he had completely mastered his new mount. On the way home he made her "zoon," which is Herringese for lightning-like rapidity. Mr. H. will not go to Japan, and the hearts of the tea-house Yum Yums will not be shattered.

We learn that good old John Ruskin has been giving his opinion on bicycling, which he considers an abomination. All the papers have printed John's "opinion," though it don't amount to a jot; is of no more account, in fact, than the opinion of a Cincinnati porker or a Texas steer on Munkacksy's "Christ Before Pilate." Some one has suggested that if Rusky would only *ride* a bike instead of *deride* it, why he might change his opinion.

Mr. Arthur Von Briton Kennedy Childe—the correctness of this name is not guaranteed—was in town last week. He spent Sunday hobnobbing with Mr. Frank Egan—fit companion—and Mr. Frank Belden. Gotham was unfortunately suffering from a puritanical paroxysm, consequently the trio were compelled to remain strictly decorous. In the evening they dined at the Hotel Brunswick. Wine flowed in rivulets. The Child and The Owl told their best stories, and then—but enough said.

We have it on good authority that some Brooklyn livery stable-keepers have been circulating a petition to have the wheelmen barred from the roads of Prospect Park. One of them offered a wheelman the princely sum of two dollars, if he would ride his wheel on a certain stretch of road, at a certain time. It is supposed that the stableman would have driven out a Park Commissioner behind a fretful horse, and shown him the effects of the bicycle on horses. The offer was promptly declined.

This is the time of the year when "dark horses," "wonders," etc., appear. Now will the par. beginning "Podunk boasts of a seventeen-year old boy who has ridden his quarter-mile in 37 seconds, etc.," make the rounds of the cycling press. We reproduce the first one of the season: "The Pope Manufacturing Company will have two dark horses in the field this season, one an amateur and one a professional. The amateur is pronounced a wonder, who rode a mile on an Expert in 2m. 42s., within three months after he first bestraddled a wheel. He rides a 60-inch machine."—*Boston Globe*.

Five miles bicycle handicap.—An amateur handicap at this distance was contested at the Twelfth Regiment games, held at their armory, 61st street and 9th avenue, last Monday evening. J. W. Powers, New York city, 10 seconds handicap, won by three laps, fairly spread-eagling the field; time, 18 minutes. The other competitors were: P. M. Harris, Ixion B. C., scratch; E. J. Halstead, Harlem wheelman, 15 seconds, and E. C. Parker, Harlem wheelman, 20 seconds. This race might have been more interesting had some one who knew anything about bicycling handicapped it. Powers should have been as scratch, with Harris and Halstead as good long marks, and Parker at the vanishing point.

A NEW PEDAL.—A new pedal for cycles has been patented by Mr. Frank Taylor, of Beaconsfield, Bucks. The object of this pedal is to give an increase of leverage during part of the stroke, without increasing the length of the crank. To effect this a small clutch is fixed upon the inner side of the pedal pin, by means of which the pedal automatically engages with the crank by the pressure of the toes toward the end of the stroke upon the front bar of the pedal, in the action of the foot known to cyclists as "ankling." This pressure of the toes locks the pedal with the crank, and gives an increase of leverage equal to the distance from the pedal pin to the front bar of the pedal. This increase of leverage will enable the cyclist to pass the crank over the "dead points," and will also admit of a shorter crank being used without loss of power. At the end of the stroke the pedal is free to reverse upon the pedal pin in the usual manner.—*Invention*.

JONAH'S JERSEY JOTTINGS.

THE WHEEL always brings us the first news of the week and is doubly welcome because it gets here a day ahead of the other cycling papers. By the time they arrive here much of their news becomes "tales twice told" to us readers; for THE WHEEL is sure to cover all the important events. I hope the day will soon come when the cycling papers shall contain all the news written up to the day before. The cycling journals are far behind the other papers in this. It seems inexcusable in these advanced days that copy should have to be in on Monday or Tuesday morning for a sheet published as late in the week as Thursday. If the present form of bicycle papers necessitates this, the pamphlet fashion should be given up and the big single sheet adopted. By all means and at whatever sacrifice of style let us have the news up to date. THE WHEEL comes the nearest to the desideratum, but let it not rest here until its enterprise has made it perfection; for they say that even perfection can be made more perfect.

On Wednesday last an Elizabeth bicyclist placed to his credit what I consider one of the most meritorious cycling feats ever performed in this section. Jude F. Decker since boyhood has been a gymnast and athlete and only last season turned his attention to wheeling. His machine became his constant companion in all his peregrinations long and short. In a little time he became an ugly customer for the local scorchers to tackle. A week or so ago a party of horsemen and wheelmen was discussing the relative merits of horse and wheel over any kind of road. Some years ago it was said that a trotting horse had made the journey from the Elizabeth depot to the Pennsylvania ferry at Jersey City in an hour and a quarter. Now the distance is about fifteen miles and the road, except between Elizabeth and Newark, is bad. Decker stood up for the bicycle and said he was confident that he could make the round trip in less than three hours—and stated his willingness to prove it at an early date. The start was made at 3.42 P. M. from the Elizabeth depot. The course was up North Broad street to the boulevard, to Newark, through Clinton avenue to Broad, down Market to the old plank road, thence to Jersey City. The train dispatcher's office at the latter place was reached at 4.58, or 1 hr. 16 min. from the start. After telegraphing his arrival he began the home journey at 5.05, arriving at the finish at 7.30 or in 1 hr. 25 min. He had made the thirty miles in 2 hr. 48 min. including rests. The merit of the performance lies in the fact that about fourteen miles of the distance was made through cities over cobble stones and Belgian blocks.

The Passaic County Wheelmen is a live organization and now has thirty-one members. As the club has many strong road-riders, there is a growing sentiment in favor of joining the road racing association. Now that the race-track is used exclusively for horse-racing, there is some talk of uniting with the Rutherford wheelmen in building a bicycle course near Passaic Bridge. The success of the meeting given last autumn, encourages the confidence that such an enterprise would be well-supported.

As the time for the road race approaches, the event becomes more and more the topic of conversation at the clubs. The candidates for team honors are beginning very generally to take constant road exercise, and the Irvington-Milburn course has been visited quite frequently of late by scorchers and dark horses. If the Kings County men are up to their form of last fall, it is pretty generally conceded that nothing over here in Jersey, at least, will beat them, unless "Lou" Johnson of the Orange Wanderers or Charley Stenken of the Hudson County Wheelmen can pilot a team of dark horses. Now Charley and "Lou" are old racing men, and if they appear in the course with a string of flyers, we may rest assured that they come with some hope of winning. It is believed that Johnson and Harry Wolcott can crowd 1.40 pretty close and known that Stenken can. The Rutherford, Union County and Elizabeth boys can be relied on to make a plucky run; but I think they are over-matched by such a team as the Kings County. They show the true sportmen's grit, however, in refusing to be silent partners in the concern. They recognize the fact that a good record will bring them as much credit in a losing race as a winning one. A good record is a good record whether a better one exists or not.

Of the *personel* of the teams, of course, nothing positive will be known until the race committees send in the entries a week before the event. I understand, however, that Deane and Iveson will be probable starters for Rutherford, and as far as I can learn, Tommy Burnet, Ed. Moore and Hetfield, stand the best show of getting in the Union County four. As to Elizabeth, eight candidates are in practice but no selection will be made until ample time and competition tests have been made. "Little Caldwell," who distinguished himself by finishing third in the first race when but fifteen years of age, is doing some work, though he is so handicapped by business that the only time he has for training is in the early hours before breakfast. Burrows, who road a bust race last fall among the leaders for fifteen miles and then broke down, is not at all discouraged and holds himself in readiness to answer the call of the committee if it chooses him. The Bonnetts have taken to the Star, but whether they have gained in speed thereby, cannot be said until the test of time is undergone. Bowman has now a light Star and should be able to cut down his time considerably. The Elizabeth and Union County candidates do quite a good deal of speeding over the boulevard and when they get down to real training chance meetings will, no doubt, produce some lively tussles, as both are to some extent rival local organizations.

It will be remembered that last fall Stenken, Powell and Wilhelm, the Star men, issued a challenge to any three amateurs in America for a team road race. I understand now that the Columbia people are anxious to take up the gauntlet thus thrown down and that before the season closes there will probably be a race. Crist, Powers and Rich are spoken of as the team to be pitted against them. The project is not yet far enough advanced for anything as to time, distance, or place to have been much discussed.

The work of putting the Roseville track in trim for use has begun. This time rumor is reality. All the Saturdays have been spoken for except seven, which have been reserved by the association for wheel race meets. "Get in, gentlemen, before you get shut out."

Jim Burdett of the Citizens did the middle man and specialty acts at the big amateur minstrel entertainment at Elizabeth last Friday.

Quite a number of Elizabeth Wheelmen responded on Saturday night to a call to help in the moving from the club rooms to the new house, and the furniture, pictures and wheels were hustled around to the new building in a way that showed how light were the hearts of the boys at the prospect of a change in quarters. The latter will be ready for occupancy in about ten days and will be a cozy little shanty answering all purposes for the present.

Kluge left the shop, where he is engaged in getting out the King bicycle, long enough the other day to have a chat with me. "No, I am not going to Clarksville," he said. "The hundred miles is a terrible undertaking and would be sure to break my speed for short distances during the season. I think I can do my wheel more good by showing its capabilities in a large number of short races. You have no idea of the terrible strain of such a race. A fellow gets along very well for about seventy miles and then all feeling leaves him and his body becomes perfectly numb. When he finishes he is put on a bed and the rubbing is begun to restore circulation. When the blood begins to circulate it feels as though a fellow was being punched with a thousand needles. Thank you no, it would take a prize of over \$500 to tempt me. We expect to have some of our machines out next week. We are going to build some 21lb. racers and 28lb. road racers. We shall have at least one of the latter in the Decoration-day road race."

"Do you think McCurdy is as good a man as George Weber was?"

"McCurdy may be better than George for twenty-four hours; but I don't think that there is a man living who could have beaten Weber in a 100 mile road race."

"What do you think of the chances in the proposed team race between Stenken, Wilhelm, and Powell on one side, and Crist, Powers, and Rich on the other?"

"I think that Wilhelm and Powell could beat the three crank men, but it would be a rattling good race."

Owing to the recent rains having left the country roads in not very rideable condition, the joint run of the Brooklyn Bicycle Club and the Somerset Wheelmen from Somerville, to and through the Oranges, was abandoned. Bookmaster A. B. Barkman was to have ridden to Somerville from Philadelphia on Saturday. Some fifteen of his club mates were to have met him there, and a large party was to have wheeled homeward together on Sunday. The Somerville boys are much disappointed that their plans for the entertainment of their guests were thus knocked in the head.

The new house of the Atalanta Wheelmen is by no means a visionary project, as considerable money has already been raised for the purpose.

The Somerset Wheelmen have established a series of early morning runs, starting each Saturday at 7 o'clock. The attendance has been excellent so far, the average being fourteen for the first three rides.

JONAH.
MAY 2nd, 1887.

PHILADELPHIA POINTERS.

It now appears that Mr. Jno. Wells has merely offered to assist the subscription for the benefit of the League as a sort of retributory joke. Wants to do the coals of fire act, etc. At least this is the *Press* version of it, but I myself have a little better opinion of Wells than that. A great deal of worryment seems to have possessed the average cycling scribe, as to the probability of Bassett getting through the year without considerable loss on account of the *Bulletin*. Give the man a chance, gentlemen; the problem of the publication of so extensive a paper is not readily grasped in one day, or one month. It took one party we wot of nearly three years to find out that he could *not* run it.

The road race of the University Bicycle Association was run off on Wednesday, April 27, postponed from the previous Saturday. The course was twenty-five miles in and out on the Lancaster pike from Bryn Mawr starting, finishing, and having the half-way point at that place. After a sharp ride, C. B. Keene, '89, captured the race and the handsome gold medal in 1 hour 42 min. 25 sec. His only antagonist was Whitaker, '87, who kept within three seconds of him until after passing half way. Keene is one of our best riders, and as I see that Wilhelm, Powell and Stenken are out with a challenge to ride any three amateur wheelmen in the United States for any distance, I think I can suggest a team to beat them. How, for instance, would Christ, of Washington; De Blois, of Hartford, and either S. H. Rich, of Brooklyn, or C. B. Keene, University of Pennsylvania, do for an opposing team?

The Century Wheelmen of this city have taken up a new scheme to encourage road riding, and offer medals to each member covering more than 1,000 miles in the season. Fleming, the Philadelphia-to-Nebraska man, has already covered twice that distance, and expects to roll up close to 8,000 miles. His mount is a New Rapid. The Tioga Cycling Club offers a prize to the member covering the greatest number of miles; to the member covering the greatest distance in one day, and to the member taking the greatest number of rides, exceeding three miles each. A "booby" prize is also offered to the rider competing who shows the worst record. Both these clubs are young, live and energetic.

John Wanamaker, the Philadelphia merchant, has secured the contract for the manufacture of League suits. As this was given him in direct competition with New York and Boston firms, we naturally feel a little proud of the enterprise of the village, and hope some day to be almost as much of a town perhaps as, say, Boston.

One of last Sunday's papers gives a really pretty fair eulogy of Aaron—"the genial and courtly Aaron"—claiming for his industry and perseverance the present power of the Pennsylvania Bicycle Club. It is a fact that he did probably more to build up this club than any other man in it, and this is one reason that his club-mates refuse to believe any ill of him whatever.

The Schuylkill Navy Athletic Club of this city proposes to give, some time this month—probably the 28th—an athletic meeting, in which will be included one mile and two mile bicycle, and one mile tricycle races. Handsome gold and silver medals to first and second.

DIXEY.

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

56 INCH Standard Columbia, great bargain. Nearly new, has ball-bearings, and is in absolutely perfect order. Price, \$60. Reduction for cash. Address, G. E. Stubbs, St. James' Church, corner Madison ave., and 1st street, New York.

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

FOR SALE.—Vol. v, vi, vii, viii, of Outing. Price, \$6. Address, E. H., this office.

FOR SALE.—Stars, 54 in. \$40; 51 in. \$40; 48 in. \$60; 48 in. \$55; 51 in. \$100; 48 in. \$105; 48 in. \$90. Particulars of any machine on application. Grant Bell, Minneapolis, Minn.

WANTED.—An A 1 Bicycle repairer. Permanent position to right party. Address, "Machinist," WHEEL Office.

FOR SALE.—52 in. Harvard Ball Bearing Wheel in good condition, with common lamp, etc. Price, \$75. Address or call, S. M. Butler, New York Produce Exchange.

FOR SALE.—"Ralph" A. K. R. 3745. Mastiff dog, good color and points, \$100. Address, H. W. Porter, Reading, Pa.

FOR SALE.—Expert Columbia, 52 in. full nickel cow-horn bars, balls all around, 1886 pattern, all improvements, excellent condition, cost \$137.50, will sell for \$100. W. I. Ticknor, 112 St. Felix street, Brooklyn.

FOR SALE.—New 56 in. Humber Racer, will accept first reasonable offer. H. M. P., 216 Bay street, Jersey City, N. J.

GREAT BARGAIN.—A 48 in. nickeled (except rim) double ball bearing, British Challenge. Luggage carrier new. Hill & Tolman Automatic Alarm, almost new. Lock Box No. 105, Whitehall, N. Y.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment.

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54 inch Royal Mail.....	86 90
54 inch Rudge.....	100 00
54 inch	110 00
56 inch American Club.....	85.00
56 inch Columbia Expert.....	95.00
58 inch Expert Columbia	100.00
Kangaroo Bicycle.....	65.00
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PRINTERS OF "THE WHEEL."

desire to give it a trial on our hills. The "New Rapid Safety" will be here in a few days, the agent having ordered some time ago. By the end of the season we will no doubt have several on the road.

The riding season of our Keystone Club began May 1st, and to judge from the interest shown, the committee in charge will have to award a large number of medals at end of the season. This committee has absolute authority in all matters pertaining to the records and have issued a long circular of rules and regulations. This has boomed the "reliable" cyclometer business, about a dozen new ones being ordered, with others to follow.

I am glad to know Mr. Karl Kron will soon realize the completion of his book and trust that many thousand copies will be sold. From advance sheets, I take it, that it will repay the time and study of any wheelman.

What a splendid chance is offered New York wheelmen by the Manhattan Athletic Club, and they should avail themselves of it. Your illustration of their club house is the finest thing published in a cycling paper for many a day, though it is but in keeping with the rest of the paper.

I read a letter from a railroad friend a few days ago who evidently thinks the Inter-State Commerce bill is justified by the Scriptures, viz.:

"Thou shall not pass."—Numbers, XX. 18 v.
"Suffer not a man to pass."—Judges, III. 28 v.
"The wicked shall no more pass."—Nahum, I. 15 v.

"None shall ever pass."—Isaiah, XXXIV. 10 v.
"This generation shall not pass."—Mark, XIII. 10 v.

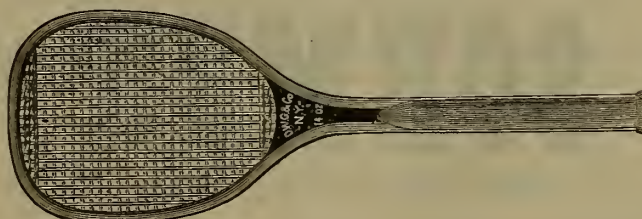
"Though they roar yet can they not pass."—Jer. V. 22 v.

"So he paid his fare and went."—Jonah, I. 3 v.
Burley B. Ayres should appreciate the above.

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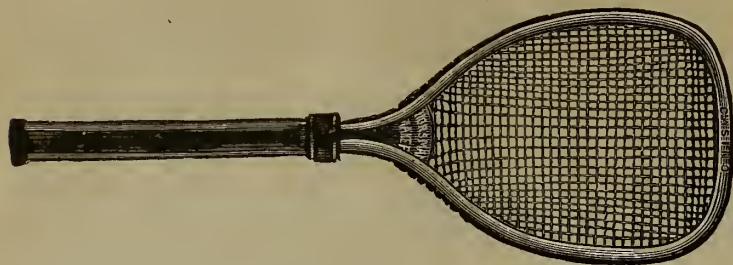
F. B. WILLIAMS, 244 E. 86th St., N. Y.

PITTSBURG NOTES.

Cycling has been dull here for the past ten days, rain and disagreeable weather preventing; but new wheels continue to arrive and riding is flourishing at the bi school. Mr. Hill, representing W. B. Everett & Co., Boston, spent last week in the city and succeeded in placing an agency. Their "Apollo Safety" is the first of the Rover type to be shown here, and created much comment and a



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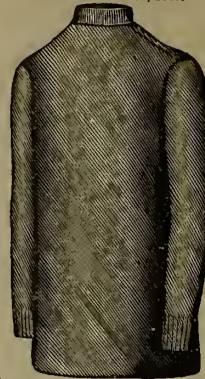
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Agents for SINGER'S WHEELS, and KING SAFETY. Call and see the MARLBORO SINGLE and TANDEM TRICYCLES. Wheels Bought, Sold and Exchanged
Bicycle Suits, Shoes, Caps, Stockings, Sundries, etc.

Jersey-Fitting Underwear Co.

We Call Special attention to our
Pat. March 29, 1887.



BICYCLE JERSEYS.

Long sleeves, standing collar, Laced front.

LAWN TENNIS.

Plain Colors or Striped.

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

YACHTING.

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

ROWING JERSEYS.

Low neck, sleeveless. Low neck, long sleeves.

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

Our Bicycle Full Tights.

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



Bicycle Knee Tights.

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



Trunks.

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



Jersey Fitting Knee Pants.

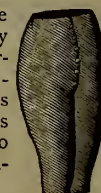
Buttoned in Front, same as Pantaloon, without certain objections.

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

Ladies' Jersey Fitting Tricycle Pants.

A NEW THING.

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



Pat. Apr. 7, 1885.

Ladies' Union Under Garment.

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



Would like to have every Wheelman see these

Jersey-Fitting Stockings.

TRADE MARK. As we believe there is nothing better.

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

HOLMES & CO.,

17 Kingston Street,

Boston, Mass.

--- HOW TO ---
Buy, Sell or Exchange.
 ADVERTISE IN OUR
*For Sale, Exchange,
 and Wants Column.*

Twenty-five Words, - - - Fifteen Cents.
 Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
 BY TUESDAY MORNING.

J. O'CONNOR,
Practical * Boot * and * Shoe * Maker,
845 SIXTH AVENUE,

First door from S. W. cor. 48th St., NEW YORK.
 All kinds of Foreign and Domestic Patent Dressings.
 A full assortment of Custom made Boots and Shoes
 always on hand at Reasonable Prices. Orders of every
 description promptly attended to and a perfect fit
 guaranteed.
LAWN TENNIS SHOES A SPECIALTY.

F. J. W. JAEGER,
Confectioner and Caterer,
 Bonbons, Chocolates, Caramels,
 ICE CREAMS AND WATER ICES
 OF ALL VARIETIES AND FLAVORS.
 MADISON AVENUE, COR. 59TH ST.,
 —NEW YORK.—

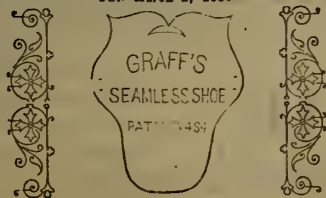
SPADE HANDLES!
 Handsomest, Strongest, and best Handles in the
 Market.
 Only \$2.50.
 WE HAVE THEM TO FIT ANY CYCLE MADE.
 C. W. SPINNEY, Fitchburg, Mass.

ASK FOR THE


PERFUMES AND TAKE NO OTHER.
 Wenck's Opera Bouquet is the latest.

ANDREW GRAFF,
 MANUFACTURER OF
SEAMLESS SHOES.
 SPECIALTIES:
 Running, Walking, Bicycle, Lawn
 Tennis, Foot Ball and Base
 Ball Shoes.
 339 COURT STREET,
BROOKLYN, N. Y.

Pat. March 2, 1885.



Reg. May 1, 1885.

For practice, SEAMLESS CANVAS RUNNING SHOE.
 Light, Strong and Cheap, to order \$3 and 3.50.
 Send for Catalogue and Price List.

THE 1887 PATTERN * QUADRANTS *

— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vexatious delay
 when rush commences.

THE LATEST HILL CLIMBING RECORD.

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

BEST HILL CLIMBER OF THE AGE,

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

Send for Catalogue.

SAM'L T. CLARK & CO., Importers, Baltimore, Md.

The Marlboro Club Tricycles

—AND—

The Marlboro Tandems

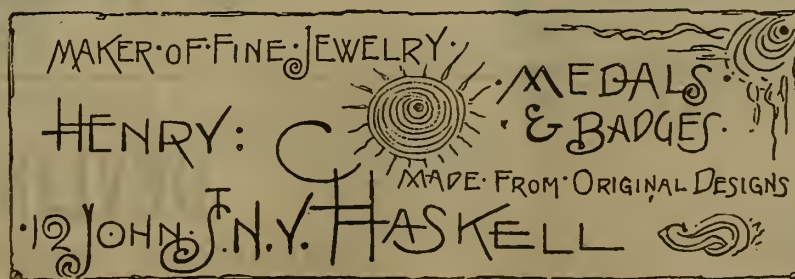
* WERE * THE * SUCCESSFUL * MACHINES * OF * 1886. *

Send for Catalogue of 1887 machines containing
 particulars of all latest improvements to

The Coventry Machinists Co., Ltd.

239 COLUMBUS AVE., BOSTON.

The Marlboro Club is on view at Messrs. Schwalbach & Willdigg's Prospect Park
 Plaza, Brooklyn N. Y.



CATALOGUES

SENT

UPON

REQUEST.

SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES
 Bicycle, * Tennis, * Boating, * Shooting, * Athletic Clubs, * &c.
 — BEYOND COMPETITION. —

WE HAVE A FINE LINE OF SECOND-HAND WHEELS, MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging Second-Hand Wheels for New Rapids, New Mails, Quadrants, Sparkbrooks, Stars, Victors,
OR ANY OTHER MAKE.

WE ARE SOLE AGENTS FOR NEW YORK

OF THE

New Rapids, Quadrants, and Sparkbrooks.
NEW YORK BICYCLE CO.,

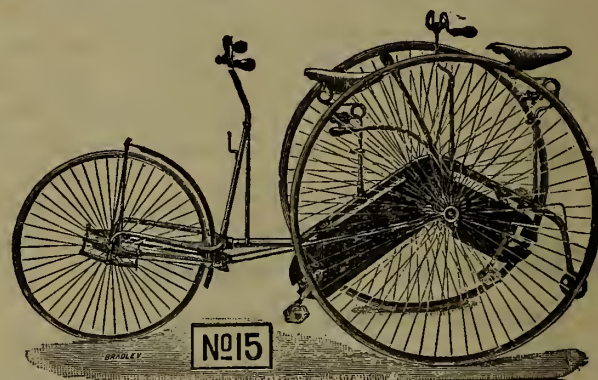
Harlem Branch—Now Open,
124th Street & Seventh Avenue. }

38 Park Place, N. Y.

RENTING. REPAIRING. STORING.



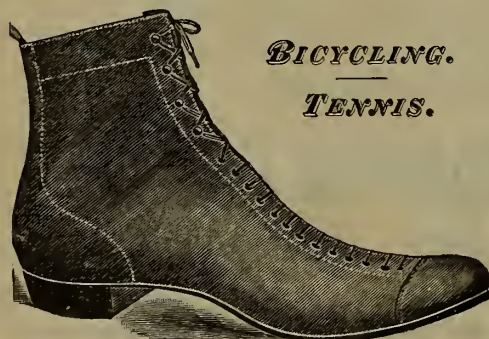
THE NEW RAPID.



THE CYCLE BRUSH TOOL
THE ONLY MEANS OF KEEPING YOUR
BEARINGS FREE FROM GRIT.



WILL ADJUST BEARING
BOXES. TIGHTENS SCREWS
AND REMOVE HARD DIRT
WITHOUT WASHING
THE WHEEL
SCREW DRIVER. SPANNER. UTILITY.
STIFFEST UNBLEACHED BRISTLES,
FOR POCKET OR TOOL
BAG. BY MAIL, 75 cts.
P. H. BERNAYS, LITTLE ROCK, ARK.
FLORENCE MFG. CO. FLORENCE, MASS.
FOR SALE BY THE TRADE.



BICYCLING.
TENNIS.

NORMAN & BENNETT,
133 Oliver St., Boston, Mass.
Manufacturers of SPORTING SHOES.
Ask your Dealer for these Shoes and take no other.

A RARE CHANCE.

Outing,	\$3.00
Bicycling World,	1.00
The Wheel and Recreation,	1.00
American Wheelman,	.50
Wheelmen's Gazette,	.50
	\$6.00

Mailed, post-paid, for one year for **\$4.75**

THIS BEATS ALL!

\$75.

ALL SIZES.

Will buy a brand new hollow fork, weldless steel tube Bicycle, with ball bearings to both wheels, and modern improvements; enamel and nickel finish or full nickel for \$82.50. These machines formerly sold for from \$125 to \$160, according to size and finish.

\$75.

Will buy a brand new Light Roadster, with hollow felloes, tangent spokes, balls to both wheels, weight of 50-inch, 36 pounds. Formerly selling from \$135 to \$160. Also, some high grade Safeties and Tricycles.

TERMS:--CASH, OR EASY PAYMENTS.

If you want a good machine for little money, do not lose this chance. Send for List, giving description and testimonials from former purchasers.

S. T. CLARK & CO.,

2 and 4 Hanover Street, Baltimore.

Mention this Paper.

OFFICIAL TAILORS AND OUTFITTERS,

Hudson Co. Wheelmen.
Citizens' Club.
Long Island Wheelmen.
Harlem Wheelmen.
Hideran Bi-Club.

DEVLIN & CO.,

New Jersey Wheelmen.
Roselle Ramblers.
Huntington Bi-Club.
Yonkers B. C., and others.

BROADWAY AND WARREN STREET,

MANUFACTURERS OF

Bicycle and Tennis Suits, Caps, Stockings, etc.

The Sensation of 1887!

THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

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

Also Our Specialty: Perfection Strengthened Backbone and Forks.

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

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

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

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

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

This gives very strong rigid forks.

AGENTS.

Schwalbach & Willdigg,	Brooklyn.
Peck & Snyder,	New York.
E. K. Tryon & Co.,	Philadelphia.
Crist & Higham,	Washington.
Hibbard, Spencer, Bartlett & Co.,	Chicago.
Edward Sells,	St. Louis.
Brush, Moore & Co.,	Cleveland.
T. B. Kaercher,	Pittsburgh.



WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

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

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

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

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

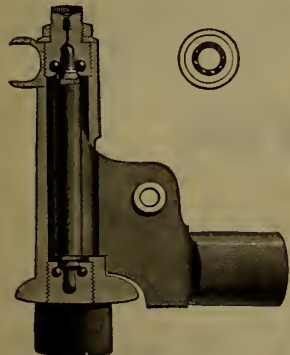
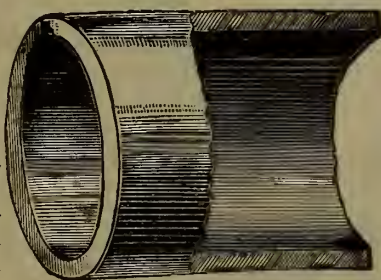
Agents Wanted Everywhere

See this Wheel

Before Purchasing.



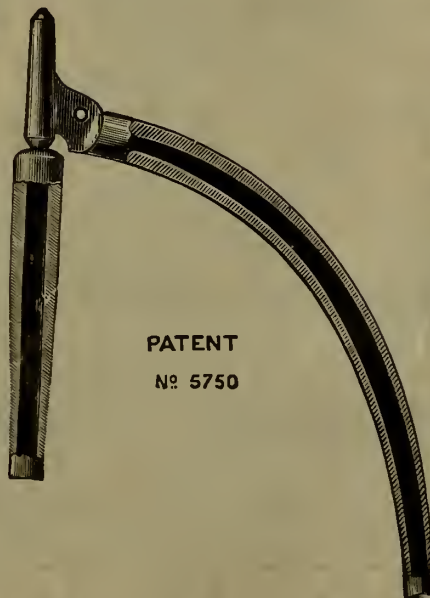
Warwick's New Hollow Rim. with thickened bottom. Seamless and perfectly smooth outside.



Trigwell's Ball Head. Greatest Modern Improvement.



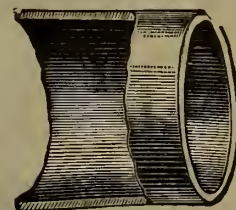
Sectional and end view showing strengthened neck end of Backbone.



PATENT
No. 5750

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

ASK Your Dealer For It.



Handsome
Photograph
OF THE

NEW MAIL

Sent for
14 Cts. in
STAMPS.



Sectional and end view of back fork end of Backbone.

CEMENTED TIRE.

A Superb Light Roadster.

—SEE ONE.—

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

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

COLUMBIA AXIOMS.

A RECAPITULATION OF FACTS--NOT MERE CLAIMS.

1. The tenth year in the manufacture of American machines, for American riders, upon American roads.

2. The experience resulting from devoting the whole of that time to the manufacture of higher grade bicycles.

3. The world over, in the making of everything, experience and the most valuable results go together.

4. Perfection is claimed by many. The Pope Mfg. Co. does not claim it, for it does not exist.

5. The present Columbias are the result of these years of patience, expenditure of money, scientific experiment, and mechanical skill.

6. With these advantages, it is simply natural that the Columbia should be considered, by the majority of American wheelmen who ride higher grade machines, as the best machines for all-around or special use.

7. The Columbia is the only machine which has been ridden around the world.

8. It has been ridden the greatest distance within the hour.

9. It has been pedalled across the continent many times.

10. Its riders hold the **World's Records** from one-quarter to twenty-four miles, inclusive.

11. It requires the most thoroughly-made machine to withstand the extreme test of fancy riding. Fully ninety per cent. of all the fancy riders in America ride Columbias.

12. There was never a Columbia which has been discarded because it was worn out.

13. It costs a good round sum to make the Columbias; consequently, the Columbias sell for a good price. The nature of the trade does not admit of much for little.

14. In every Columbia is the full worth of the money paid for it.

15. When the majority of American riders of higher grade machines purchase and ride Columbias, and continue to ride Columbias, it is fair to presume that prices and machines are considered satisfactory.

16. The Pope Mfg. Co. is the largest cycle house in the world with the best equipped factory, and ought to be able to manufacture first-class cycles at lower prices, consistent with intrinsic value, than can be produced by any other house.

17. The Company warrants all of its productions, and backs that guaranty by its reputation as a manufacturer, and its business standing.

18. That large army of riders of Columbia machines, who have ridden them for years, and are riding them now, is a moving impressive testimonial of the excellence of the Columbias.

19. An examination of Columbias by prospective wheelmen must result in advantage.

20. If one is not familiar with mechanical construction, the advice of a mechanical expert is invaluable in the selection of a machine.

21. The Columbias have been over and over again tested by expert engineers, and the Pope Mfg. Co. has always urged the most thorough inspection.

22. The Pope Mfg. Co. rests the question (if there is any question) of the superiority of the Columbia bicycles and tricycles with the opinion of any unprejudiced mechanical expert and engineer of recognized standing.

23. The purchasers of Columbias obtain the most for their money. 'Tis an old and true saying, "The best is the cheapest."

There is a Transparent Moral Here; It Need Not Be Pointed Out.

POPE MFG. CO.

ALBERT A. POPE, PRESIDENT.

EDWARD W. POPE, SECRETARY.

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The Most Comprehensive Cycling Catalogue Published—Fifty-two Pages, Forty-Eight Engravings—Sent Free by Mail upon Application.

L LEWELLYN H. JOHNSON *Has Removed to*
4 PARK STORES, MAIN STREET, ORANGE, N. J.

Where he will carry, as heretofore, a complete Line of Bicycles, Tricycles and Cycling Accessories. Purchasers will consult their interest by

visiting or writing to him. Store open evenings until 10 o'clock. Electric Lights. Fine macadam to Door. Telephone, Orange, 111. Lock Drawer 1010.