

THE WHEEL

A JOURNAL OF CYCLING

Established 1880. 12 Vesey St, N. Y.

AND RECREATION.

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

VOL. XI.—NO. II.]

NEW YORK, DECEMBER 10, 1886.

[WHOLE NUMBER, 271.]

WHEEL GOSSIP.

Mr. A. L. Atkins has written friends of his safe arrival at Los Angeles, Cal.

"There is a pleasure in the pathless woods." This is a fallacy, from a wheeling point of view.

The *cheapest* wheel in America: *The Cycle* at seventy-five cents a year. But the *cheapest* is not always the *best*.

The wheelmen of Illinois have found a League organ for their State in the Saturday morning edition of the *Inter-Ocean*.

English hotel proprietors are now introducing into club dinners a very thin soup, appropriately called the "Sarah Bernhardt."

Senator Morgan writes that the pros take our digs at their worldly weaknesses in good part. Would that some amateurs we wot of were so tractable.

Mr. Ducker has declined a renomination for the Presidency of the Springfield club. His associates are using their most persuasive language to induce him to change his mind.

It is not generally known, or rather it has generally been forgotten, that C. S. Howard, of the *Boston Globe*, was once a racing man. In 1882 he won a race at the Springfield meet. It was a 100 yards slow race.

The Massachusetts Bicycle Club will have a ladies' night, Saturday, Dec. 18. There will be music and dancing. These affairs are splendidly managed and find the greatest favor with members. The next athletic entertainment will occur Jan. 6.

Charles Richards Dodge, the late editor of *Outing*, has taken an office in Pemberton Square, Boston, where he will devote his time to literary labor, including the compilation of several matters of statistics, which he is doing for the government.

We are happy to set a thousand different rumors at rest by stating that Mr. A. Kennedy Childe will not build bridges for the Pope M'f'g Co. next year, and will not be run for the League presidency, but will simply travel around the country like any other mortal, in the interests of the firm which has employed him. He takes the place of Mr. Garden, who has represented the Pope M'f'g Co. in Chicago since Major Durell's death.

Many of the Ilderan Bicycle Club are going into training for racing next year, as Mettler, Savoye, Farr, Schoefer, Hornbostel and others.

The employees of Messrs Browning, King & Co., the League tailors, are on a strike. President Beckwith is also on a strike. He demands a certificate from the firm that in the future, the colors of the L. A. W. cloth will be fast, which they certainly have not been during the present year.

We have just received a post-card from "OLD INQUISITIVE." He is dodging around in and out-of-the-way corners of Brooklyn, and does not return home from school till nightfall, when he approaches his home in company with his papa. He promises never again to indulge in personalities, if we can only conciliate Mr. E. M. Valentine.

Little Johnnie was reading the newspaper when he suddenly looked up and remarked: "Say, Par, its ten days or ten dollars for anyone caught stealing a ride on a horse-car." "Is that so, my boy?" Yes, and Par, if you'd only buy me a bicycle, I wouldn't have to steal any more rides." But Johnnie's Pa, not being a political economist, couldn't see through it.

It snowed heavily last Sunday, and we hired a goat from Mrs. O'Glagerty, of upper Fifth Avenue, near Mt. Morris Park. There may seem to be no connection between these two statements, but the fact is, we expect a large influx of "snow" poetry, and we have hired the animal to chew the mss. It is much cheaper than storage and much more satisfactory. We know the goat will suffer from indigestion, but it is all for the benefit of humanity. We also propose to prod the animal whenever the bright people who come into the sanctum get off antique funnisms. This will make the goat say: Maa! Maa! Which will be more effective than several bells.

The Pequonnock Wheel Club, of Bridgeport, Conn., held its first annual road race on Thanksgiving Day. For the first class a 20-mile race was arranged. The following were the contestants and the time made:—W. M. Richardson, 1h. 32m.; W. M. Middlebrook, 1h. 32m. 20s.; J. Wilkinson, 1h. 35m. 30s.; George R. Fryer, 1h. 43m. 45s. The race in the second class was to the Southport Congregational Church and return—13

miles. The result was as follows:—Chas. E. Moore, 1st, 1h. 30s.; A. B. Ray, 1h. 1m. 30s.; E. J. Morgan, 1h. 11m.; F. S. Isbell, 1h. 24m. 30s.; R. E. Wheeler, 1h. 32m. 30s. The judges were George H. Johnson and A. N. Stanton; referee, Calhoun Latham; starter, E. Stewart Sumner; Checker at Southport, W. F. Healy; at Green's Farms, E. H. Havens and C. E. Cole.

A new form of electric light for cycles.—A novel system of electric lighting for bicycles has recently been patented by Mr. Richard Weber. It does not necessitate the use of heavy and cumbersome apparatus, and therefore should find favor with cyclists. The light, an incandescent lamp, is supplied with the necessary electricity from a small dynamo, operated by the large wheel. The dynamo, which only weighs a few pounds, is so arranged that the light can be set in action or extinguished in a moment, by turning a lever near the handles. It is so simple in its action and convenient in use, that it should certainly supersede oil lamps. It has the advantage over the latter of requiring no cleaning or attention, and of being always ready for use. The light is also not affected by jolting over bad roads, which frequently puts out oil lamps just when they are most required.—*Cycling Times*.

The Philadelphia Bicycle Club had a house-warming Friday night at the Club's new building, corner of Twentieth and Perot Streets. Between 500 and 600 guests were present. Professor H. C. Barrett, formerly instructor at the Y. M. C. A. gymnasium, appeared with a class of five young men, who gave a good exhibition on the horizontal and parallel bars. The class comprised Messrs. William Meine, Alfred Croskey, Fred Finkelday, Louis Kirchner and Louis Saurwein. At the conclusion of the athletic entertainment, lunch was served. The club was organized May 22, 1879, and incorporated December 19, 1885. The corner-stone of the building was laid June 24th last. The building with furnishings cost \$17000. The officers of the club are: George E. Bartol, president; H. A. Blackistone, secretary and treasurer; Ewing L. Miller, captain; Edwin W. Burt, lieutenant; and Thomas Hockley, Harold R. Lewis, William Morris and R. Taylor Middleton, with the president, secretary and captain, trustees. The membership now numbers 75.

THE AMERICAN CHAMPION

STILL IN THE LEAD.

20 MILES

On a straightaway country road in the
Marvelous time of

59 Minutes, 35 4-5 Seconds.

A WORLD'S RECORD.

50 MILES.

in 2 Hrs. 55 Min. and 46 1-2 Sec.

—THE—

AMERICAN RECORD

FOR THE DISTANCE.

100 MILES

—IN—

6 HOURS 11-2 MINUTES.

& WORLD'S RECORD.

AND BETTER THAN THE

American Track Record.

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

MANUFACTURED BY

GORMULLY & JEFFERY,

Catalogue Free.

CHICAGO, ILLS.

✠ ✠ WORLD'S RECORDS. ✠ ✠

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

❧ THE AMERICAN CHAMPION ❧

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

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

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

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Manufacturers of American Cycles.

CHICAGO.



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

A Prize Competition.

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

FIRST PRIZE, VALUE \$6.25.

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

SECOND PRIZE, VALUE \$4.00.

One year's subscription to *Outing* and *THE WHEEL*.

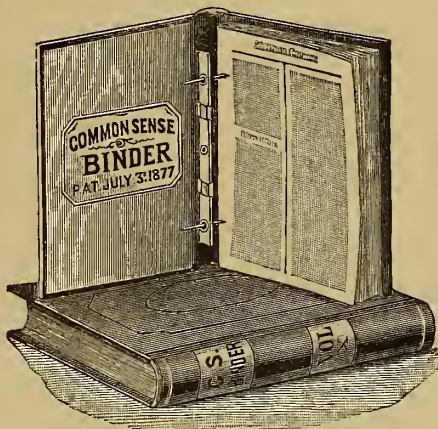
THIRD PRIZE, VALUE \$2.00.

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

A RARE CHANCE.

<i>Outing</i> ,	\$3.00
<i>Bicycling World</i> ,	1.00
<i>The Cycle</i> ,75
<i>The Wheel and Recreation</i> ,	1.00
<i>American Wheelman</i> ,50
<i>Wheelmen's Gazette</i> ,50
	<hr/> \$6 75

Mailed, post-paid, for one year for \$5.25
WITH COMMON SENSE BINDERS, \$10.00



CYCLING versus CARRIAGE RIDING.—There are doubtless many of our readers who may turn up the nose of disgust at what they consider a thread-bare theme. Nevertheless, *THE SOLITARY CLUB*, whose *re-entre* to our columns will be most welcome to our readers, presents the different phases of these two methods of recreation in logical and incontrovertible language. If it will only make some of those who dawdle through our parks every afternoon in carriages stop and think, we shall feel amply repaid for publishing it. If it will only furnish some cycling missionary with argument for debate, whereby *pater* or *mater* may be brought to use the wheel, we shall be more than satisfied. Veteran wheelmen need not read it.

SOMETHING FURTHER ABOUT OPENING CENTRAL PARK.—The representatives of the two clubs who have undertaken to secure increased Park privileges for New York riders, Messrs E. J. Schriver, Jr., and F. W. Kitching of the New Yorks, and Messrs O. L. Moses and F. A. Egan, of the Ixions, were to have appeared before the Park Board at its last meeting, to learn the fate of the petition submitted some time since. Unfortunately, owing to a misunderstanding as to the time, the committee failed to come together; but two of its members, accompanied by Mr. Alfred Conkling, as Counsel, had a long talk with the Park Board. Mr. Borden was decidedly opposed to any change in the present arrangements, Messrs Beekman and Crimmins were non-committal, and Mr. Powers was decidedly in favor of granting increased rights. No satisfactory settlement was arrived at, but after some correspondence, Commissioner Crimmins agreed to propose at the next meeting, that the Park be thrown open as an experiment during the next few months.

TO COASTING AND RACING MEN.—At the meeting between the committee members and the Park commissioners, detailed above, the principal objection urged against granting increased privileges was that even now wheelmen break the rules by coasting on Riverside Drive. Now it is about as hard for a wheelman to resist the coasting temptations of Riverside Drive, as it is for a thirsty dog to pass a pool of water without drinking, but if they will only consider that they are simply ruining all chance of ever gaining entrance into the Park by persisting in this practice, they would strive to deny themselves. We repeat that this is the main, in fact, the only objection the Park Commissioners have, and if this point were taken away, there would be left no basis for further opposition to our demands. The objection to racing with, or even having the appearance of racing with a vehicle, even though the driver be anxious for a test of speed, must be obvious to all. Even if the horse be not frightened by the presence of the cycle, he may become unmanageable for some other extraneous reason. Of course the blame would be placed on the wheel. One serious accident would put us back a decade. So we say: Wheelmen! Don't coast, and don't race.

CASTE IN CYCLING.—The formal opening of the Capital Club's new house, reminds us that we are rapidly getting a *ton* in cycling, and that "classes" are becoming more distinct every day. The Roman simplicity of the pioneer days, when a club, even though it met in a barn, was an object of interest and even respect, is rapidly disappearing, and nothing short of a \$20,000 club house of Grecian elegance, is now regarded as

"the thing." The acquirement of such elegant club houses as those of the Citizens', Capital's, Massachusett's and other clubs will attract the attention of all classes, and is in fact, a big "ad" for wheeling. If all the clubs in America would combine and build a "wheeling" tower that should o'er-cap the Washington monument, it would result in a certain benefit to the sport, for it would set the world a-talking. There is nothing like advertisement.

WANTED, SOME NEW IDEAS.—It seems to us that cycling is worn threadbare. Nowhere on the literary hat-rack, is there a single peg vacant on which to hang a new idea. The veterans wrote delightful stories on all manner of themes, from, "Racing for a Ribbon" to, "A Race for Life," and there are no more new things for us latter-day scribes. It will shortly be in order for cycling journalists to advertise for new ideas.

An esteemed contemporary, while wishing us well in our new venture, for which many thanks, advises us to drop the "alleged funny business," and publish something valuable, to which one can refer and look back to. While we always appreciate criticism, we think the above unjust. Why, pray, does the editor of our esteemed contemporary hire a writer to supply him with just such stuff as he criticises? No, we shall not drop the alleged funny business, and go into the ancient history, tour-driving line. We claim to be essentially a newspaper, and besides furnishing the current history of the week, we shall add the solid and instructive, and throw in the "alleged funny business" gratis. Meanwhile our readers have a perfect right to criticise us, on the principle, that one has a right to ask for that which suits him, when he is paying for it. We shall be grateful for any private hint, opinion, or criticism, from any of our readers.

TRAINING AND THE HEALTH.—We welcome Mr. Morgan's contribution to our columns, and yet we have not changed our opinion, that a long season of rigorous training is detrimental to the faculties, and leaves the trainee in an unfit state to resist disease. The term "rigorous training" cannot be applied to the processes ordinarily gone through with racing men to get into condition. By it we mean constant and long continued exercise, and strict diet, with repeated high pressure efforts. The result of this is that a man is kept keyed up to concert pitch too long. He may look fit to race for a man's life, and probably is, but a slight exposure, which might be risked by an untrained man with impunity, is often attended with serious results. We might state that many of the sporting papers pointed out this same danger, and backed their opinions by citing the deaths of many performers in the different branches of athletics. Of course very few men train up to that point which we have described as dangerous.

THE GREATEST MILEAGE OF THE YEAR.

As in previous years, the Lakin Cyclometer Co offered a gold cyclometer to the rider making the highest mileage from Jan. 1, to Dec. 1, 1886. Wheelmen in all parts of the country have been rolling up the miles for this prize, but returns have been received from but three men as yet.

By the rules of the contest the figures have to be substantiated by two reliable witnesses and sworn to before a justice of the peace. As the prize was captured last year by bank clerk Goodnow, captain of the Westfield Bicycle Club, on a record of 5,056 miles, it looks as though a local rider has again carried it off, as neither of the local contestants have scored less than 10,000.

The affidavits given in today show that Gilbert J. Loomis has a record of 13,498; A. B. Norton, 10,706; Emerson Burt, 10,002. The riding was in all cases done without interference with business or school duties, and within the limits of Hampden County. Loomis is a high-school pupil aged about 15, and he rode a 52-inch machine. Norton, aged 22, rode a 48-inch machine. He is now manager of the local telephone office. Burt is a little newsboy under 15, and his record is all the more remarkable from being on an amateur 42-inch Ideal.

MEETING OF THE MASSACHUSETTS DIVISION OFFICERS.

IMPORTANT MATTERS DISCUSSED. THE NEW ROAD BOOK AND CAMP.

The officers of the Massachusetts L. A. W. Division held a meeting in Young's Hotel, Boston, on last Saturday evening. Previous to the meeting a dinner was given, to which the following gentlemen sat down. Chief Consul H. W. Hayes, representatives, J. S. Dean, E. G. Whitney, Dr. W. G. Kendall, W. I. Harris, Dr. W. H. Emery, Chas. E. Pratt and Abbott Bassett, of Boston; Sanford Lawton, of Springfield; J. Fred Adams, of Haverhill; John Ames, of Cambridge; W. S. Slocum, of Newton; H. Foote, of Somerville; and Messrs. J. H. Grimes, and F. A. Pratt of the road-book committee.

At nine o'clock Chief Consul Hayes called the meeting to order. After the reading and acceptance of the minutes of the last meeting, Secretary-Treasurer Sanford read his report. This showed receipts from August to date amounting to \$936.79; expenditures to the amount of \$114.89, and a balance on hand of \$824.87.

Chairman Hayes then followed with a long speech on the present condition of the Division and discussed various methods of holding the present large membership, which he thought was largely due to the League meeting held in the Spring.

On motion of Mr. Dean instructions were given to insert a letter of appeal in the *Bulletin*, and the Chief Consul was empowered to use such means as he thought likely to retain or increase the membership.

Of the road-book it was stated that the cost, roughly estimated, would be between, \$700 and \$800, and that the same would be issued during the riding season of 1887. The estimate contemplated an edition of 1600 electrotyped copies of the same general nature as the Pennsylvania book. The matter

of allowing Rhode Island a place and also of advertisement, as well as changing the tabulated forms of routes and maps, was all referred to a committee on the book. On motion of Dr. Emery, it was moved that each member in good standing when the book is published, be given a copy of the road book, and that no book be sold to anyone not a member of the League. As a result of the discussion on sign boards, the work of procuring iron boards was assigned to the Committee on boards, with instructions to report the cost at the next meeting. They were also directed to place a suitable cautionary sign on the hill where the late Mr. Cunningham fell.

Chief Consul Hayes and Messrs. Harris, Whitney, Dean and Sanford were appointed a committee to consider the question of the proposed encampment at Cottage City. From the Committee on rules and regulations, Mr. Harris stated that they would report at the next meeting.

The subject of appointment of Consuls coming up, Chief Consul Hayes incidentally remarked, that while a majority of the appointees were more than fulfilling expectations, there were several who were exceedingly derelict in their duties, and as he wanted none but workers, he contemplated soon decapitating them. Several minor questions were also considered, including the road rights of wheelmen at night. The whole occasion was particularly notable for its entire formality. So much were the members pleased with this innovation of Chief Consul Hayes, that they voted to adjourn to the first Saturday in January, when it is not improbable that a monthly meeting will be decided upon. In closing, the Chief Consul stated that he would be pleased to have any officer bring with him such League members as would be interested.

A NEW CLUB HOUSE IN NEW ORLEANS.

The New Orleans Club has just secured a site for a new club house on St. Charles street. The plans, which are already drawn, provide for a handsome building. It will be in the Norman style, with an oriole tower at one corner. The material will be Philadelphia pressed brick, laid and pointed in black mortar, with imitation stone trimmings. An arched doorway will lead into the wheel room, 15x20, which will be provided with lockers, stands for wheels and other conveniences for the riders. In the rear of this will be a completely fitted up lavatory and bath room.

In the second story there will be two parlors, 15x30 each, and a billiard room, 15x20. The vestibule in front will have a large triple window, and in the tower will be fitted up a pretty little retired nook. On both the floors, the apartments will be divided by sliding doors, so that when necessary, there can be arranged two large rooms, each 15x27. The house will be elegantly papered and decorated. There will be some handsome wainscoting in the first story, and the windows will be of stained glass.

Work on the new building will be commenced without delay. The club will doubtless be encouraged in its enterprise, and unattached wheelmen will come in and help make it the leading bicycle club in the South.

THE NEW YORK BICYCLE CLUB.

The position of this pioneer club at the present time, is akin to that of the club man who, in the early days of his organization, gives both time and money to advance it, and when he has lost his enthusiasm, as men always do after a few years of experience, and has resigned the helm to younger blood, he is regarded by the new comers as a fossil. So it is that many of our mushroom Metropolitan clubs and mushroom wheelmen point the finger of scorn at the New York Club, and whisper: "Dead and alive."

It is admitted by all that the New York Club has done as much, if not more for cycling in the early days of the sport than any other club in this city. Yet the members now realize that by neglecting to keep themselves in the papers, they have lost the recognition of the public as a factor in cycling, in this locality. To be sure, they have enjoyed themselves, but "all in a quiet way," and as no one saw their coming and going in twos and threes, it naturally become an accepted fact that the club was either dead or dying. But spurred on by vinegarish thrusts of the cycling scribes—to whom be all honor—the members have decided to become publicly active. At the regular meeting of the club held last Monday, it was decided to waive the initiation fee during the winter months. The annual dues are \$24, payable semi-annually. The club has a house at 58th Street and 8th Avenue. It contains wheels, bath, reception, locker and card rooms. During the winter, Thursday evenings will be devoted to whist. We recommend unattached wheelmen to correspond with Mr. E. J. Shriver, Secretary of the club.

THE CAPITAL CLUB'S HOUSE-WARM.

The event of the week in the Washington cycling world was the house-warming of the Capital Bicycle Club. Indeed the event created such a flutter in social circles that all the society writers paid the event the compliment of their attention. The Capital Club about corresponds to your "Cits" or the Massachusetts Club of Boston, and wheelmen who have ever visited the Capital City, hold the club and its hospitality in high repute.

The corner-stone of the new house was laid last May and was celebrated with proper ceremonies and a run. The style is Americanized Norman, the superstructure of brick resting on a massive rough-hewn Ohio sandstone Norman arch, which forms the entrance and encloses the basement, which is used for a wheel room. The entire cost of the building was \$20,000.

The building faces the parks south of the Treasury department and the executive mansion. The interior of the building is elegantly furnished, and is constructed not only for the purposes of a club, but for entertaining on a large scale. A number of articles of bric-a-brac, vertu, and bits of antique and artistic furniture are tastefully distributed about the principal rooms, while superb oil paintings by Max Wehl and Meling, and water colors by Messrs. Holmes, Gill and Hatch, and numerous pen and ink sketches by club members adorn the walls.

The guests, which numbered about 400 ladies and gentlemen, were received in the principal drawing room by President John

Killetts and Vice President Rudolph Kaufman, and Mrs. George Kenan, Mrs. P. T. Dogde, Mrs. E. A. Bullock, Mrs. G. G. Allen, Mrs. W. B. Hibbs and Mrs. J. B. Church.

In the early part of the evening the orchestra rendered a fine programme of promenade music. At ten, dancing was commenced, and the brilliantly dressed ladies and exquisitely attired gentlemen floated through the "mazy waltz," and danced through the exhilarating lancers for several hours. At twelve, the party temporarily adjourned to the wheel room and enjoyed a superb supper. The Maryland Club was represented by Messrs. E. P. Hayden, President E. F. LeCato, B. Steinmetz, Y. Penneman and Halbert Mott. The toilets of the ladies were especially brilliant, even for this fashionable city. All the club members wore their blue jackets and knee-breeches, which were enriched by steel buckles and buttons. The house warming will be followed by other entertainments during the winter. The club membership has reached 130, and numbers many young men of high social and professional standing. The receptions of the Capital Club promise to be great events in the Washington social world this winter.

WHITE HOUSE.

A REMARKABLE ROAD RIDE.

THE ST. LOUIS RAMBLERS' 100-MILE RUN.

The St. Louis Ramblers have capped the climax of road runs, by a 100-mile tour in which fifteen men finished. The date of the ride was Sunday, Nov. 28th. In the early morning, (6.20 A. M.) sixteen Ramblers started out with the laudable intention of winding up the season with a "Century Club Run." The names of the riders are: R. E. Lee, Lindel Gordon, E. C. Klipstein, A. A. Hart, C. C. Hildebrand, F. W. Young, Henry Oellien, Will Rosbrough, A. L. Jordan, Hal Greenwood, Walter H. Wylie, Paul Brant, C. L. McDonald, G. O. Miller, G. E. Tivy, C. T. Westlake. They were under command of R. E. Lee, Captain, and C. C. Hildebrand, Lieutenant. They swept rapidly out the Olive street road, and the eastern portion of St. Charles Rock road being loose macadam, they continued to the Wabash track over the Olive street road, whence they went over the new clay road, very slippery on account of the frost, to the St. Charles Rock when they continued on to the Missouri River, which was reached at 8 o'clock; cyclometer measure, sixteen and one-half miles. On the return, which was made without delay, they lunched at Rinkelville at 9.22. Returning to Forest Park they circled about the King's highway to Bate's monument, and thence to the Olive street road again. Just before this, Miller's wheel "buckled" in a rut, and after several plucky attempts to continue he had to fall out. The Lake House, Creve Cœur, was reached at 11.45; cyclometer register, forty-six and one-half miles. Schweickardt's cottage in Forest Park was reached at 1.45; sixty and one-half miles having been traversed. After stopping there fifty-five minutes for dinner they left for the last section, the twenty miles to Baldwin and return at 2.40 o'clock. They went over the King's highway to Christovel's and on through Benton, Cheltenham and past Barthold's. The ride out proved to be the hardest of all. On reach-

ing the Kirkwood road, the wind, which had been blowing hard, suddenly sprung into a gale from the West, blowing clouds of dust into the tired rider's faces, and making motion against it nearly impossible. In fact going down Solomon's hill the most vigorous pedaling was necessary to keep from being blown back up the hill. Baldwin's was reached at 5 o'clock, and there the record-breakers registered. The ride home was made in the dark, the club house being reached at 8.12; cyclometer, 100¾ miles. During the long ride, the entire party had kept bunched and reached the end in close order. Only four falls were taken during the entire ride, and but one of these was a header. Nobody was hurt in the entire trip. Arrived at the club house, refreshments which had been provided by others were partaken of, but only for a short time, as the boys were tired enough to soon slip homeward and to bed.

SOME FIGURES.

The full time they consumed in riding was thirteen hours and fifty-two minutes. The total resting time was two hours eighteen minutes, leaving the actual riding time eleven hours, thirty-four minutes. The average speed was, therefore, eight and three-quarter miles per hour. Total number of miles made by the fifteen, 1,500 miles. But the total distance ridden was increased by the mileage of other members of the club who took part in a portion of the ride. A Post-Dispatch reporter, who was unable to make the start, joined the party on their way back from St. Charles and rode to Creve Cœur and back to Baldwin and back, registering sixty-two miles. Ed Horn rode to Creve Cœur and back, thirty miles. The mileage of these two thus raises the total figure to 1,592 miles, which is a fair day's journey.

INFORMATION FOR NOVICES.

FROM THE *Bicycling News* PRIZE COMPETITIONS.

On the question of "what is the best division of the day when touring," the following opinions were given. American riders must lop off a few hours of after supper riding, as we are not favored with the long twilight of England.

"The following will be found a workable division of the day, (of course in summer): 4 A. M., rise; 5 to 8, ride; between 8 and 9, breakfast; 9 to 10, rest; 10 to 12, ride; between 12 and 2, luncheon and rest; 2 to 7, ride; between 7 and 8 dinner; 10, "good-night." This arrangement allows 10 hours for riding per day—quiet enough when touring; or part of the time allowed for this can be spent in sightseeing. It is best *not* to ride immediately after a meal. Don't go to roost *later* than 10 P. M. The best eating times are as follows, if convenient—7.45 breakfast; 11, lunch; 1.30, dinner; 5, tea; 9, supper. The best time to sleep is as follows: from 11 to 7.30. Some people like a short sleep in the afternoon for ten minutes, and it is very nice when you have time to spare. The best times to ride in hot weather are as follows:—from 8.30 to 12, from 3 to 9 or 10. You cannot ride much in the heat of the day. T. H. remarks: "I should begin the day with a breakfast at 5.30 A. M., get on the machine at 6 and ride 'till 12. I

should then have a good dinner, rest until about 2.30 P. M., ride until 5, tea, afterwards ride till dusk, and finish up with a good supper." A. R. B. remarks: "This is my plan for touring—Rise at seven, take a walk to see the town before breakfast, which have at eight. Start riding at nine, have lunch about 12.30. Start again at 2, spend the interval between lunch and starting in seeing the sights of the town, etc. Have dinner about 6.30, after a hot bath, and go to bed about 10 or 11."

THE BEST METHOD OF TIGHTENING SPOKES.
—Amateur "wheel truing" is not usually very successful, but as amateurs *will* true wheels, we give the personal experiences of our informationists. Thos. H. Hall says: "Spokes are tightened by an instrument called a 'spoke-tightener,' which can be purchased at any cycle emporium. Truing wheel.—Spin it and mark with chalk where it runs out. If it is out sideways it is simply a matter of loosening two spokes on the other side of the rim, or vice versa. If it runs out in circumference, the spokes must be tightened at that place and loosened on the opposite side of the wheel." R. P. Tweed remarks: "When you see your wheel untrue take a piece of chalk, let it touch where the rim is most untrue; then spin the wheel around, and by this means you can see where the fault lies, for the chalk will have left a mark at intervals. The best plan is always to carry a small spoke tightener, which can be got at any cycle depot for about 1 | 6; you must then, with your spoke tightener, tighten up the spoke or spokes on the opposite side of the chalk mark or marks, which will draw the rim to the true. Of course you cannot tighten spokes if the rims have stripped. N. B.—You tighten spokes in the same way as a screw." S. Powell observes: "The best way to tighten spokes is to bind them together in twos with a string of fine wire, half way between the hub and rim. I have ridden an ordinary racer the greater part of this season, of which half the spokes in the large wheel, which were very loose, were tightened this way with wire, and it has stood the strain remarkably well. Wheels are best trued by loosening the spokes where the rim is bent out, then tighten the spokes on the opposite side. After the rim is pulled over enough, tighten those which were first loosened. Rims that are bent, or very much out of true, are best done by getting three bricks, laying the wheel with the bent-out part uppermost to them, one brick to be on each side of the bent part. Place one foot on the rim where the bend is, take hold of the rim with the hands and pull up."

Bicycle races at Seventh Regiment games. —Nearly 5000 fashionably attired people crowded the Seventh's armory last Saturday evening to witness the games. Among the events were two bicycle races, which seemed to enthuse the audience. Summary: One mile handicap.—E. Valentine, 40 yards start, 3m. 9 2-5s.; A. B. Rich, scratch, second, by twenty yards; J. H. Tripler, third. The latter led till near the finish of the race. Three miles bicycle handicap.—E. Valentine, 125 yards start, 10m. 20 4-5s. C. F. Burhaus, 200 yards, second. The latter, with a little more experience, will make a fast rider. S. H. Rich, who had fallen in the mile race, appeared for the half-mile novices *run*, which he won in the fair time of 2m. 21 2-5s.

CYCLING vs. CARRIAGE RIDING.

Some one writing recently upon the subject of benefits to health, mentioned "the exercise of carriage riding." He failed to state how any one could take physical exercise in that way, and we doubt if he or any one can make such a statement plain to ordinary mortals.

We personally remember many a carriage ride which ended by leaving us in anything but a rested and invigorated condition; where they were of many miles duration, we had a decidedly cramped and used-up feeling, and long before they ended we longed to get down and walk. What a pleasing contrast to all that is found in cycling,—either bicycle or tricycle. Much of course, depends upon what condition the roads are in, but under ordinarily favorable conditions, the cycle is greatly to be preferred to the carriage, if one would return from his outing with that exhilaration and general feeling of renewed life, that only comes of judicious physical exercise, and which can be had in no other way so pleasurably as in cycling.

We have ceased to wonder why many loiterers in carriages suffer *ennui*, and that evident *blase* tired-of-everything-look, which comes to those who "toil not, neither do they spin," and who, when out ostensibly for benefit to health, get only what fresh air can give them, and miss entirely the chief good of an out-door jaunt, exercise, which the wheelmen secure, and beside that all the other advantages shared by the idler, as scenery, sun, etc. A wheelman on a good wheel and road, instead of wishing the trip shorter, and desiring to walk, longs for more space ahead, and when used to riding, thinks twenty to thirty miles short enough for a morning run; we have taken sixteen before an eight o'clock breakfast, several times, and would every day, if the necessary time was at our disposal. The writer is anything but a long distance rider, or a veteran of cycling, but has at various times done sixty miles and over in a day, on a leisurely run through the country, and on roads that in sections were very sandy and hilly, which are great drawbacks to the pleasure and speed of wheeling. This could be done every day, without any unusual fatigue, just for the pastime of riding, at an average and expense of \$2.50 per day; it is mentioned to show some of the advantages a cyclist has over his fellow traveler by carriage, who will be much the more weary of the two at night, if he can succeed in getting a horse to cover sixty miles within the day. Many wheelmen are there who have done a hundred miles quite comfortably in twelve hours, and at a push, three hundred and five miles has been done inside of twenty-four hours, which is the world's record to-day. But our first figures are for such a pace as admits of stops for "fruits and flowers by the way," not to speak of sweet cider at wayside mills, and chats with farmers and their girls, as we lunch or dine with them.

Think you a wheelman would exchange the health giving exercise of driving this most charming of all vehicles, for the costly, and more dangerous and troublesome carriage and horse? Here some horsemen asks: "How about the headers and falls that wheelmen, even old hands at it, are always taking?" Even on the ordinary bicycle he is safer than behind a horse that has any

mettle at all in him; life insurance statistics will show this; but, with one of the cycles built for safety, that we could name, the element of danger to the rider is entirely out of the question, and it is a point worth looking into for the contemplative buyer of the controllable, easy, silent-going, health-restoring wheel.

THE SOLITARY CLUB.

RIDING IN CENTRAL PARK.

FOUR ADVENTUROUS WHEELMEN HAVE A FROLIC IN PARADISE.

T'was night!

The electric-light on the corner of 59th Street and 5th Avenue sputtered, and the gas jets on the grand circle flickered and fluttered, and no one was abroad. About 11 P. M. when the minions of the Park Commissioners had retired from the scene, four darkly clad figures pushing wheels stole along the Park wall on Fifth Avenue. They had been holding high wassail in their club rooms all evening, and in a spurt of bravado they proposed to outwit the Park Commissioners.

A short distance up the avenue, the wheels were raised over the low stone walls and lightly dropped on the grass, some eight feet beneath. In a jiffy the wheelmen were inside the forbidden ground, and after a brush through the bushes, they found themselves on the broad East Drive.

A push, a hop, and they mount. Oh! Joy! For they taste all the sweets of forbidden fruit. Silent as specters they wheel along. Not a sound is uttered. Their eyes pierce the gloom to catch the first glance of any grey-coated guardian.

Suddenly their hearts are in their mouths, for lo behold, a minion unfolds himself to their affrighted vision. He is leaning against a monument, idly swinging his club to an accompaniment to some popular air, which he whistled for the benefit of the shubbery.

At a word from one of the party they slow up, and skirt the off edge of the road, under the over-hanging trees. Noiselessly as the fabled Arab they glide along. A grating sound, and the minion is alert, conscious of a presence, and straining ears and eyes for further signs.

They wheel past in safety, as the distance between the clubbish and themselves increases, their spirits rise, and one of them vents his feelings in a low snicker. Instantly the grey-coat is alive and rushes towards the spot, venting the shrill whistle of his species. But the wheelmen are putting ground behind then at a three minute pace and he fancies himself deluded.

At a safe distance they slow up, and for the next hour they circle along the roads wherever their fancy leads them. Finally, when they had satiated their thirst for adventure, they cycled out of Seventy-second Street gate, highly elated with their success, and wondering whether the Park Commissioners slept soundly that night.

THE OWLET.

The Binghamton B. C.'s ball.—The Binghamton Bi. Club held a ball last Friday evening. The secretary encloses us an artistic dance order, and writes that the ball was a grand success. The committee of arrangements were: A. S. Bump, Jno. B. Rogers, C. E. Titchener and W. H. Hecox, Jr.

BROOKLYNETTES.

The season is now virtually at an end. Some pleasant days may yet turn up, but they will be exceedingly scarce. This is a pity, for the roads are in excellent condition, especially the Ocean Parkway and the West Drive, the latter of which is, in its present condition, the best road we have ridden on this year.

On Thanksgiving Day, many of the members of the Ilderan Bicycle Club intended making a pleasant run to Orange, returning home about 4 P. M. In the morning quite a few gathered at the club-rooms on Flatbush Avenue. Although the idea of taking the intended run had to be abandoned, yet, after it had cleared up a little, the party sallied forth towards the Park. Through wind and rain they reached the Parkway. Here they enjoyed themselves as well as might be expected under the circumstances. They had an excellent photograph taken by the "Boulevard Photographer." The party returned in time for their Thanksgiving feast.

The Bedford Cycling Club, which claims to have a membership of forty or more, has joined the Long Island Wheelmen. They all seem to be contented with the change. The Prospect Park Bicycle Club is the only one of the smaller clubs which has not consolidated with some larger organization, the Waysides having joined the King's Co. Wheelmen and the Independants having merged with the Ilderan Bicycle Club. According to rumor, the Prospects are not founded on the rock of prosperity and intend joining the Ilderan Club. We say "it is rumored," because we are not sure about it, fearing that some of their members might be lying in wait for us in the Park.

"Bon," the Brooklyn correspondent of the *Bulletin*, says something to this effect in the paper of October 23d. "The rumor of the disbanding of the L. I. Wheelmen is unfounded, unless it originated in the fertile brain of the youthful correspondent of THE WHEEL." To adhere strictly to the truth, there *was* some dissatisfaction existing among the younger and older members of that organization, but that was all. It is incomprehensible how rumor is exaggerated as it travels.

The humorous lecture given by Mr. W. F. Miller, of the Ilderan Bicycle Club, to the members of his club and their friends, was a great success. There were sixty people present, half of whom were ladies. The lecture lasted from 8 to 9.30 P. M. and was illustrated by excellent magic-lantern slides. It evoked much merriment. Mr. Miller made the slides himself from pictures he had taken during the year, being an expert amateur photographer. The affair is much talked about, owing to its originality and novelty. The Amusement Committee of the club are at their wits' ends to have some more entertainments of this nature during the winter.

"J. W. S." the Brooklyn scribe (bl) e (r) of the *Gazette*; writes that "We are glad to see that THE WHEEL has procured the services of a Brooklyn correspondent, etc. He struggles for news, etc." If Mr. "J. W. S." who ever he be, would try his hand at writing for a weekly wide-a-wake paper, he would find it slightly more difficult than writing a small non-newsy column every month, giving "all" the news, when every item is a time-honored ting-a-ling.

At the last regular monthly meeting of the Ilderan Bicycle Club the following officers were elected for 1887. President, H. Greenman; vice-president, E. A. Wagenfeuhr; secretary, R. L. Calkins; treasurer, W. F. Miller; captain, W. J. Savage; 1st lieutenant, H. H. Farr; 2d lieutenant, E. E. Hall; right guide, E. Hornbostel, Jr.; left guide, F. C. Farnsworth; buglar, Percy Seixas; color bearer, F. Hawkins; club reporter, J. W. Schœfer; room and amusement committee, W. F. Miller, chairman. At a special meeting on Monday, November 29, five more members were elected, making a total of fifty members.

We see Mr. Hawkins and a friend riding continually around what is called "Hawkin's Block." What pleasure they derive from doing this for the sake of rolling up miles we fail to see, nevertheless we wish them success and a big mileage.

Announcements of the K. C. Wheelmen's minstrel-show have reached us. The poster is cleverly gotten up and takes at first sight. There will probably be a large gathering at their club-rooms on Thursday evening.

The attempt of the Long Island Wheelmen in regard to inducing the Park Commissioners to open all the drives of Prospect Park to Wheelmen is very praiseworthy. INDEPENDANT.

BROOKLYN, Dec. 3, '86.

THE EFFECT OF SEVERE TRAINING ON THE HEALTH.

Editor of the WHEEL: In your issue of November 19th, there appears an editorial regarding your convictions on long seasons of training, and the bad results which you say are likely to occur from the same. You cite in favor of your convictions the cases of the late lamented heroes, in their respective lines of sport:—George E. Weber and Fred Archer. I must differ with you—although your editorial is well-timed, and ought to be put to good use. In my opinion as a racing man of five years active experience, long seasons of training leave a man in better health physically, and mentally, than otherwise, and there is no reason in the world to believe that the system of any well trained, or hard-worked man, is particularly open to fever, or any malignant form of disease.

It is *neglect* in training and racing, which leaves a man's life liable to danger. For instance, look at poor Weber's case; there was not a more careless man—where his health was concerned—in the ranks of cycle racing men. At Woodstock, Canada, last May, George worked with me, and both Woodside and myself lectured Weber there on his gross carelessness, for the loose manner in which he treated life's chief claim—health. After going five or ten miles he would sit down and chat and cool off, in any damp or cool place, with the perspiration pouring off him. There's the secret of the whole business. It's a cold contracted first, which soon turns to fever, generally typhoid. If a man cannot take care of himself better than Weber did, he has no business in racing, and cycling will suffer none for his absence; as anything like Weber's death is laid at the doors of racing, which is all right if proper judgement is exercised. The case of Archer is different. Two years ago, while connected with the Chicago *Sport-*

ing Journal, I had the pleasure of meeting the "King of the Turf," in the *Journal* office. During conversation, I found Mr. Archer a very pleasant gentleman, and the subject of training was introduced. He said his training amounted to very little, as his weight was pretty uniform, and a few gallops on his mount previous to a race was all the training he required, as the rising generations of "Jocks" attended to the usual routine of Archer's mounts. I think the death of his young wife was more the cause of the lamentable death of "England's Pride," than anything else.

To strengthen my position, I point with pride to the "Columbia" and "Victor" teams of the past season. The former was in active training six months, and look at them when they finished. Rowe goes twenty-two miles and over in the hour. No bad results will occur from training if common sense is exercised to a moderate extent. W. J. MORGAN.

IT IS SAID

That England looses a wise legislator and an entertaining gentleman, and that America gains a ditto in A. Kennedy Childe.

That the League powers have gone into strict training to "interview" the N. C. U. authorities for stealing their badge.

That the Citizens have a monopoly of the musical talent in this vicinity.

That the annihilation of promateurism means better racing and more successful tournaments next year.

That the best thing a man can do when he takes a header is to pick himself up.

That THE WHEEL AND RECREATION has the lead.

That our contemporaries are making a good fight for second place.

That the A. C. U. is still alive, all reports to the contrary, notwithstanding.

That Violet Lorne affects trousers. This emphatically, we do not believe.

That Mr. Foudrinier, of the *World*, is the handsomest cycling pressman.

That Mr. Joseph Dean is disposed to contest this claim.

That Mr. F. is now deriving a large income from the professional beauty photograph racket.

That the N. Y. Board of Aldermen are open to bids on a trike for Miss Liberty. N. B.—All bids unaccompanied by bodice not considered.

That the editor of a certain sheet calls us "Brothers."

That there is only one of us, and we don't wish to claim so close a relationship to the editor in question.

That Wilhelm, the Star racing man, is going to build himself a 30 pound machine for use next year.

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For Sale,
Exchange
and Wants
COLUMN.

SOME STRANGE FELLOWS.

"Nature" says William Shakespeare, has framed some strange fellows in her day. We were not personally acquainted with William, but he was an eminently intelligent and respectable gentleman. Mr. Shakespeare said a good many wise things in his day and generation; we regret that he was not an American. No, poor fellow! He was born in England—same country with G. Lacy Hillier, you know—and in fact died there some years ago. He was a virtuous man; one well worthy of imitation. He never bet on a Presidential election, and didn't know the difference between a straight flush and a full house, though he was a theatricalist. His principal claim to public regard is that he never inflicted a spring poem, and didn't work up the muse over white snow and wet rain. But we started to remark that Nature has framed some strange fellows, and a number of them go about on wheels.

Quite a strange fellow is the wheelmen with the racing fever. He generally gets it before he is eligible to vote. He is an animated encyclopedia of records, times and racing wheels; has calculated to the finest point the distance every rider in his vicinity can ride in a minute, a minute and a half, and so on up to the hour. He always carries a note-book and a stylo, and when not arguing on his pet hobby, is figuring out averages, how fast he went for the full distance, when he won the B. B. C. mile from the twenty yard mark, how many yards he rode per second, and how much faster he would have gone if his saddle was an inch lower, if he hadn't eaten that hard-boiled egg before the race, etc. Never converse with him. He will certainly make life not worth living, by forcing you to work out mental problems in four figures, or compelling you to listen while he flounders through them. He wilts at nothing when demonstrating some pet idea, and you are not allowed to escape until you have been dragged through his reasoning processes, and are forced to admit that he is right. Moral: Capitulate at once. Besides he is infinitely superior to ordinary mortals, who never win a cup, and can't do the mile under three minutes: Shun him! Shun him! an you love yourself. The ten plagues of Egypt and the fate of Sodom are mere fanciful pleasantries to this latter-day inflection.

And then there is the persistent masher. He is distinguished chiefly for his superfluity of "cheek" and the reliance he places on his anything but captivating phiz, as a means of conquering the most headstrong female. He generally dresses in extreme fashion, sports a *boutonneire*, a high silk hat, a merely perceptible mustache, and a perpetually charming smile on his lips. Ah, we forgot, and a light walking stick, which is swung after the English fashion, and which is forever threatening to guillotine other people. The masher delights in promenading slowly along in company with another specimen, distorting the facial features for the benefit of every female seen, whether she be a washerwoman of sixty, or an Italian duchess of ineligible age. He is contented to think that he makes a lasting impression on everyone, but he doesn't. In American

English he is a donkeyfied snob, and if you ever have an opportunity of sitting on him, do so real hard—crush him to the earth. He deserves a vacation for the presistency with which he has worn out innumerable pairs of gaiters on the rough and cruel pavement, but yet he evinces no intention of wooing the office books or the work-bench. He is an enthusiastic student of the science of human beauty. He can tell you to a dot the combination of hair, eyes, feet, nose etc. it takes to form a fair looking maid, a pretty or a handsome one, of any type of beauty. Generally he has a rich "Governor" or a wealthy "old lady." He can throw to the dogs a xx bill at a theatre party with the grace of a Chesterfield, and then quibble over a dollar's repaying to his machine as well as the average woman. All in all, he is tolerated only that we may have variety.

Another specimen of depraved humanity is the genius kicker. He belongs to a club that he may kick; he kicks on every and all occasions, whether for right or wrong; kicks when a new member is admitted, and would kick if he wasn't, he kicks that the club don't purchase a costly work of art, and if they did would call it a beastly bit of extravagance. You can't say that his moods change, and different passions rule in turn, for that is not the case. His one prevailing inclination is to kick as loudly as possible at every opportunity, to show the boys that he will put his oar in, and see that things go right, even though a back-seater. His great boast is, that like Banquo's ghost he refuses to be owned. Don't endeavor to conciliate him, for then he suspects you have some hidden object in view, and will freely air his opinion that you are up to something. 'Tis best to let him follow the dictates of his conscience, and if in time he hasn't the reputation of a harmless lunatic he will surely have that of a fool.

An almost unendurably strange fellow is the political wheelman. Of course he is a member of some political association, and the leaders thereof, the O'Callaghans and the McGilligans, provide him with the material with which he subsidizes his mates. Generally he wears a look of deep thoughtfulness and abstraction, despite which he never fails to recognize you in the street, and in five seconds after he sights you, his relentless hand has a firm hold on your coat-tail, and into your ears he immediately begins to pour his own private disappointments as a politician, the inside, or what he supposes to be the inside, of some remarkable moves in progress on the rival side, and other things in which you have no earthly interest, but which he considers of the deepest importance; he knows or pretends to know just the amount every candidate spent for campaign purposes, and the details of all political chowder parties; you may not think he is particularly bright, but according to his version, he has had numberless satisfactory interviews with the bosses, and "always looks out for his friends;" the fullest details of all these subjects he relates to every acquaintance corralled; in strict confidence, mind. But he has a few good points which other strange fellows of a different order do not possess. What energy remains after he has thoroughly exhausted

political matters, is expended in talking on the subjects of roads, although he has never taken his bike out of the stand. He swears at the Park Commissioners roundly, and tells, in a lot of unintelligible gush and with rising inflection why we should have our rights, and when entirely devoid of breath, concludes by asking: "Ain't that logic now?" Of course you reply that it is very forcible logic indeed, and compare his eloquence favorably with that of Henry Clay, Webster, or Patrick Henry. To successfully cope with the politician you have to study his nature. He has different humors; in some cases after you pay him an unconscious compliment, he allows you to depart with the injunction to remember that he is always ready and willing to give you a little information, whereby you can correctly analyze political movements; but at other times your compliment proves injudicious, and only induces him to soar higher, and your chances decrease; then the only method of escape is to ask him what he'll have; after each glass, he generally allows that he "isn't very well fixed at present, but will remember you when he's elected to the Assembly next year."

There are a good many other strange fellows besides those enumerated, but most of you are familiar with their appearance and habits. Each has his own characteristic oddity, but they are all classed together as unbearable cranks. JUNO.

AN IMPORTANT INOVATION IN THE STAR.—All the 1887 Stars will have a marked increase in the size of the front wheel, which will be half the size of the driving wheel. This will greatly reduce the vibration, which was one of the defects of the "Star," and was extremely unpleasant when riding over rough roads. The increased size will make but little difference in the weight of the Star.

* SOCIAL *

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

DECEMBER 18. Mass. B. C., Ladies' Night.

JANUARY 6. Mass. B. C., Athletic Entertainment.

JANUARY 22. Somerville Cycle Club's Ball.

MISCELLANEOUS.

FOR SALE. 42 inch Special Pony Star; enameled and nickeled; patent foot rest and step; Lillibridge saddle. Good as new. Cost \$114. All complete, \$75.

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FOR SALE. 56 inch Spalding Racer; perfect order, \$75. Or will exchange for Shot Gun; any standard make. BROWN, RHEUBOTTOM & CO., Weedsport, N. Y.

SPORTING BOOK LIST and Circular of Secrets 3 cents. GLOBE PUBLISHING CO., Paulsboro, N. J.

54-INCH—86 pattern Expert, almost new, will be sold at a special bargain. Also 52-inch new Rapid. BUTMAN & CO., 89 Court St., Boston.

FOR SALE. 54-inch Humber Bicycle, no defects, C. O. D. \$75. CHAS. M. AMS, 373 & 374 Greenwich St., New York.

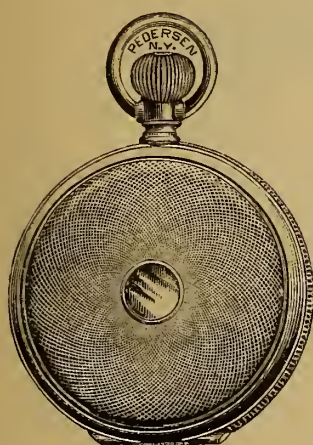
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I would call the attention of wheelmen to the line of Fine Watches illustrated below. I believe it is generally admitted that my Medals cannot be surpassed for beauty as well as cheapness. I follow the same rule in my watch department, that is, I offer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

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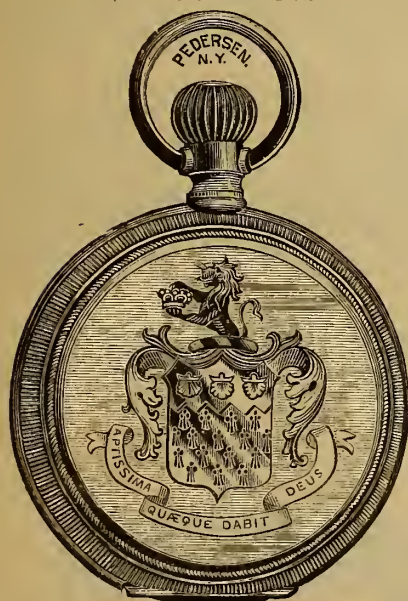
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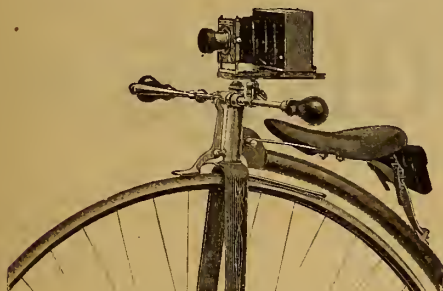
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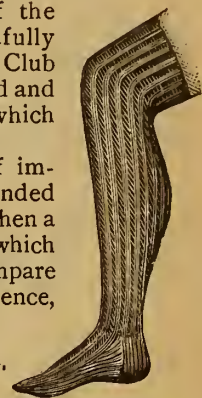
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