

Vol. XIII.—No. 17.]

NEW YORK, JANUARY 20, 1888.

[WHOLE NUMBER, 329.

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

SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

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

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

Minneapolis Rink, when he ran

350 1-2 MILES IN 24 HOURS

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

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

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

323 MILES IN 24 HOURS.

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

Add to this Dingley's track record of

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

still with the Ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long distance record, and it is only fair to give some credit to the

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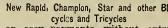
A large stock of Second-Hand Wheels always on hand. All Grades. All MAKES. ALL PRICES.

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DR. RADWAY'S PILLS.

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THE STAR

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

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

ROSEVILLE, N. J., JULY 4TH. STAR first and second in 1-mile Novice.

" second and third in 1-mile STATE CHAMPIONSHIP

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

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

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

NAME 25 MILES. TIME. 6. J. H. Knox, K. C. W., 7. E. P. Baggot, H. C. W., 8. S. B. Bowman, E. W., STAR, 1.38.17 Columbia, I.40.02 STAR, I.40.20 9. H. Greenman, I. B. C., 1.43.36

> WILKESBARRE, PA., JULY 4, 1887. 1-mile Novice. STAR 2-mile 6.45 Class.

WON

1/2-mile Boys' Race. 1-mile STATE CHAMPIONSHIP. FIVE FIRSTS:

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

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

in 2-mile STATE CHAMPIONSHIP.

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

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

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H. B. SMITH MACHINE Smithville, N. J.

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Environs of N. Y. City.

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Compiled from the New Jersey State Geological Survey, the U. S. Coast and Geodetic Survey, Local Surveys and other authentic sources.

Size 3 2-3 ft. x 4 1-2 ft.

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

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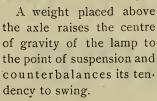
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ADVANTAGES

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It prevents spilling of oil from the cup.

It is ornamental to either nickel or black wheel, weighs less than half-apound, and can be attached to any lamp in fifteen seconds.

Ask your dealer for it, or send name of your lamp to

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1406 New York Avenue, WASHINGTON, D. C. who will mail a sample, postpaid, for one week's trial, upon receipt of price.

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TANDEMS.

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BEARINGS.-"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

					sh.	Bearings.	Condition
No.	Siz	e. Name.	Cost.	Price.	Finish.	3ea1	Jone
146	56		§132.50	\$85.00	4	ī	٦
149	51	Columbia Expert, S	135.00	93.00	3	ball	Š
179	OL	Sp'kb'k Cripper Tri.		85.00	4	2	2
180		" Hbr. Tandem	.260.00	220 00	4	2	j
213	52	British Challenge	135.00	65.00	3	1	4
217	48	Special Star,	120.00	110 00	4	ball]
220	53	Royal Mail,	140.00	95.00	4	1	- 5
234	52	Rudge Lt. Rdstr.,	135.00	90.00	4	1	
235	55	Col. Lt. Roadster,	150.00	100.00	3	1	-
236 237	56 48	Columbia Expert, Columbia Expert,	132.50 122.50	$70.00 \\ 70.00$	ە 4	$\frac{1}{2}$	- 4
238	46	Special Facile,	123.00	80.00	4	ĩ	- 3
244	45	Special Pony Star,	107.00	100.00	4	-	i
245	54	Royal Mail,	140.00	95.00	$\hat{4}$	1	-
246	52	Columbia Expert,	137.50	90.00	1	1	
247	54	New Rapid.	150.00	110.00	3	1	-
248	50	Ideal,	80.00	55.00	4	4	-
252	56	British Challenge,	150.00	55.00	1	1	-
258	48	Spl. Star,	129.00	95.00	4		
260	48	Columbia Standard,	100.00	40.00	5	4	ť
263 264	55 54	Rudge Lt. Rdstr., Columbia Expert,	138.75 130.00	73.00 75.00	4	$\frac{1}{2}$	
265	52	Royal Mail,	137.50	95.00	3	ĩ	3
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269	51	Spl. Star,	160.00	100.00	4	-	
270	$5\hat{6}$	Racer,	140.00	40 00	4	1	- 2
271	52	Sanspareil,	127.50	75.00	4	2	
274	52	Sans. Lt. Rdstr.,	137.50	75.00	4	$\frac{2}{2}$	
275 276	48	Victor,	127.50	90.00	4	1	;
276	52	Columbia Expert,	137.50	105.00	1	1	
277	52	Specl. Club,	160.00	105.00	1		
278 282	50	Premier,	100.00	70.00	1	4	ě
283	38 51	Rudge Safety, Spcl. Star,	135.00 130.00	60.00 90.00	4	1 2	-
285	51	Spel. Star,	120.00	80.00	4	3	-
286	44	Spcl. Facile,	130.00	70.00	$\bar{\hat{4}}$	ĭ	
287	$\tilde{52}$	Columbia Expert,	127.50	80.00	4	î	-
288	56	Columbia Standard,		40.00	4	4	-
289	Sp	k'b'k Cr'p'r Tricycle	, 180.00	130.00	4	1 1	1
290	52	Victor Lt. Roadster,	132.50	90.00	4	1	
291	55	Columbia Lt. Rdstr,	145.00	110.00	3	1	
292	56	Columbia Expert,	142.50	110.00	3	1]
393	54	Columbia Expert,	130.00	70.00	3	$\frac{2}{1}$	
294 295	54 54	Columbia Expert, Victor,	130.00 130.00	80.00 100.00	4	1	-
296	52	Columbia Expert.	137.50	90.00	1	i	:
297	46	Columbia Expert,	120.00	70.00	$\frac{1}{3}$	i	-
298	39	Boys,	70.00	25.00	5	4	
293	50	Columbia Expert,	135 00	80.00	ĭ	1	3
300	50	Victor,	125,00	80.00	4	1	
301		Quadrant trike No. 8	, 185.00	165.00	4	1	

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AROUND DRUID LAKE, BALTIMORE,

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Cycle Club and the Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

NEW RAPID BICYCLES.

POSITION AT FINISH.

THE FIRST MAN IN WAS H. L. KINGSLAND, RAMBLER CYCLE CLUB, RIDING A

New Rapid Light Roadster,

IN THE MARVELLOUS TIME OF

30 Minutes 44 Seconds.

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REGREATION

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New York.

MR. DUCKER AS A REFORMER

After a short period of quiesence, Mr. Ducker has again commenced to stir the simmering broth in the amateur-professional, L. A. W.-A. C. U. cook-pot. Mr. Ducker, in the communications with which he has favored our Boston contemporaries, deals simply in innuendo, and asserts his ability to totally demolish the L. A. W. Board, if he wished to produce certain documents. Mr. Ducker's course is a striking example and endorsement of the general accepted theory that history reports itself. Before the Boston meet of 1886. Mr. peats itself. Before the Boston meet of 1886, Mr. Ducker deluged the cycling press with just such matter as now emanates from his Buffalo sanctum. When the time came for action, when Mr. Ducker had a chance to put his views before the general meeting held in the Mechanics Building at Boston, Mr. Ducker utterly failed. The Springfield chieftain had no views to formulate; or if he had views, he kept them to himself, his confusion preventing him from addressing the meeting in a way to contain the backgraphing to offer If Mr. vince it that he had anything to offer. If Mr. Ducker had only brought up with him the Springfield club, he could have controlled the meeting. On the other hand, the then chairman of the Raing Board was completely vindicated, his masterful report being received with an emphatic welcome of unstinted applause.

And now Mr. Ducker has another chance. The

Board will presumably meet in New York on February 22. If Mr. Ducker has anything valuable to offer, and we readily admit that the amateur rule and its furbelows of sub-clauses is capable of improvement in the line of liberalization, let him then appear and declare himself. Let him in open

meeting formulate his curative system and chal-lenge the others to better it.

In regard to the N. C. U., there certainly was a field for it. But it was born in wrath, the wrath of Mr. Ducker at the non-success of his plan.

It was never properly organized, for its chief promoter had no talent in that direction, and those who might have reared a substantial structure quickly lost their enthusiasm for Mr. Ducker's off-spring. We have no doubt but that Mr. Ducker is honest in his attempts at reform; but he goes about it the wrong way. He sighs for a fight "open and above board." Why then, like a cycling Alexander, should he not invade the coming

Board meeting and force a battle?

Our personal opinion, however, is that the magour personal opinion, however, is that the magnificent tournaments organized by Mr. Ducker were the highest development of scientific and sensational cycle racing. These tournaments grew to stupendous proportions; then, like rockets which have spent their force, they tailed off. The public was offered too much tournament, and as is usual with prolonged feasting, they become satiated, almost nauseated. They were the palmy days of the sport, and they can never return until a future development of wheeling shall make the iron horse as common a sight as that of flesh and blood.

E. & W. collars and cuffs are a favorite brand. They are made of the finest linen, and may be bought at any first class dress furnishing store.

ELIZABETH WHEELMEN.

The annual meeting of the Elizabeth Wheelmen was held last Thursday evening in their club-house on East Broad street. A pleasant feature was the presence of a number of the lady members. Vice-President Bergen was in the chair and the large amount of business on hand was rapidly dis-

Secretary Pennell's report gave a history of the club during the year embracing the building of the club-house and other improvements which have been carried out. He paid well deserved compliments to the retiring president, Mr. R. A. Clapp, and expressed sentiments of regret in which the club heartily coincided. The statistical part of the report showed that there had been a net loss of one active member, while in the lady membership there had been a gain of six—the club having now a larger lady membership than

any club in the country.

Captain Berry's report was next read. The total mileage of the club so far as reported was 22,597 miles, a considerable falling off from the preceding year. The individual records ranged preceding year. The individual records ranged from 69 niles to 3,495. Those who rode more than a 1,000 miles were Gilbert, 1,106; Finck, 1,107; L. B. Bonnett, 1,162; Decker, 1,200; Caldwell, 1,336; Bowman, 1,467; Chandler, 1,637 and D. B. Bonnett, 3,495. The latter gentleman thus won the long distance medal, and it was duly presented to him. Gilbert made the largest monthly record, covering 459½ miles in July. He also is added to the list of century riders, having ridden 102 miles inside of twenty four hours on the 21st of July. Fight twenty-four hours on the 21st of July. members reported rides of 50 miles or over in the day. Ex-Captain Martin made the highest average per ride--22.6 miles, but having failed to cover 1,000 miles in the year, the medal was given to L. B. Bonnett, whose average was 17.8. The report then gave a summary of the racing events in which the club took part during the year.

The resignation of R. A. Clapp, who is engaged

in business in the South, was accepted with regret. He was then unanimously elected as an honorary

member.

The election of officers for the ensuing year next took place resulting in the choice of the fol-

President, George C. Pennell; Vice-President, Walter Chandler; Secretary, A. N. Lukens; Trustees, Aug. S. Crane, D. B. Bonnett, W. N. Edelsten, A. Faulks and A. G. Jenkins; Captain, Samuuel J. Berry. Jr.; First Lieutenant, L. B. Bonnett; Second Lieutenant, F. C. Gilbert; Serrent A. C. Larkins, t. Calor, beauty, W. N. geant. A. C. Jenkins; Color bearer, W. N. Caldwell; Bugler, A. N. Lukens; Surgeon, D. M. Miller, M. D.; Legal counsel, C. A. Swift.

The question as to whether the E. W. should re-

main an L. A. W. Club was decided in the affirma-tive by an almost unanimous vote. The proposition to raise the club dues was vigorously voted down. Notice was given of several amendments to the by laws including one to change the meet-

ing night to Monday.

Immediately after adjournment the new trus-

tees held a meeting and relected E. A. Faulks, treasurer.

Through the courtesy of the Hudson County Wheelmen their new 1,000 mile record medal was exhibited. It is very handsome and is well worth working for.

THE PIONEER'S RETURN.

Mr. Edwin Oliver, representing the Gormully & Jeffery M'f'g Co., was in town from Saturday till Tuesday evening. Mr. Oliver was a pioneer wheelmen, was a charter member of the Citizens' Club, and once interested in THE WHEEL.

He has not been in New York for three years,

and that his visit was a pleasant one can well be imagined. He was astonished by the development of upper New York.

During his stay, Mr. O. met his old partner Fred Jenkins, W. R. Pitman, the Owl and other old timers. The exciting events of the early wheel days were recounted with a pleasure that would be activally lost in the talling and appearing to the contraction. entirely lost in the telling; old associations were entirely lost in the telling; old associations were raked over with gusto; the many midnight rides to Yonkers, the early struggles of the clubs, the generosity of "Dick" Coulter, the talents of "Benny" Sanford, Harry Brown and others known to old New York wheelmen, were retold with enjoyment. Mr. Oliver left for Boston on Tuesday night Tuesday night.

An advertiser offers a piano on very reasonable terms; a good chance for some club to get a fine instrument.

MISSOURI BICYCLE CLUB.

THE YEAR'S RIDING.

From this report it appears that only fifty-eight of the ninety-six active members kept any account of their mileage. These fifty-eight rode a little over 45,000 miles altogether. The ten leaders were the following:

		Miles.
I.	E. A. Smith	4,003
2.	W. M. Brewster	3,671
3.	Alex. Lewis	2,531
4.	C. C. Hildebrand	2,401
5.	E. C. Klipstein	2,255
6.	Bert Taylor	1,650
7.	W. P. Grath	1,557
8.	E. B. Kidson	1,450
9.	A. W. Douglass	1,308
10	. Robt. Holm	1,228
	Total	22.054

NEARLY ONCE AROUND THE GLOBE.

It will be observed that these ten did nearly half e riding of the entire club. The distance they It will be observed that these ten did nearly half the riding of the entire club. The distance they pedaled was almost equal to that traveled by Thomas Stevens in his three-year ride around the globe. The daily average of the ten was nine miles, but if the rainy, hot and otherwise "unrid-able" days were not included, the average would be very much higher. The grand total of 45,000 miles was made principally on St. Louis streets and roads, although, as Mr. Stevens poetically puts it, "nearly every State in the Union has felt the pressure of our rubber tires," Some of the members were fortunate enough to do some riding in Europe, and one member, Secretary-Treasurer J. A. Lewis, reported a pleasant and thrilling run over the mountainous roads of Switzerland, which has been described in the Post-Dispatch.

THE CLUB CHAMPION. Mr. E. A. Smith, who carried off the medal the past season, won the lead by great riding in the month of September, when he rolled up 1,130 miles. The previous month's record was Stevens', made the year before, 1,058. Mr. Smith did this by pounding away at the Manchester road day after day, between St. Louis and Ballwin, a distance of twenty miles. Once every day for twenty-light days hered a the correlation for the standards. eight days he made the round trip, forty miles. A proper estimate of this achievement cannot be made until it is understood that this was done always out of business hours, and he says he did not lose a single day through his riding. forty miles he made every day were rolled off over a road which, though the most popular here, is on account of its hilliness, a terror to the average visiting cycler, who is satisfied if he can ride the one way and find a railway train to bring him back. In none of the other seven months did Mr.

ing as follows: April, 325 miles; Mav. 350 miles; June, 370 miles; July, 453 miles; August, 562 miles; September, 1.130 miles; October, 483 miles: November, 330 miles. Average per month, 500 miles.—St. Louis *Post-Dispatch*.

Smith fall below 325 miles, his monthly record he-

LONG ISLAND WHEELMEN.

President Jos. D. Huggins of the Long Island Wheelmen has made the following appointments for the ensuing year:

for the ensuing year:

House Committee—Messrs. Wm. S. Hawxhurst,
Chairman C. W. Babcock, Wm. M. Whitney, O.
E. Parker, Jos. Mathers, Jr., Ira M. Clapp, C.
L. Healy and E. B. Hutchinson.

Membership Committee—Mr Henry H. Bell,
Jr., Chairman; and Messrs. E. W. Starr, J. N.
Richards, E. Tollner, and A. W. Caswell.

The club will give a Ladies' Reception on the
30th inst; the first ever given by the club. It is

30th inst.; the first ever given by the club. It is to be a very swell affair. Other social entertainments are expected in rapid succession. most harmony prevails, and everything points to a most successful and enjoyable season.

EDW. A. CANER,

The annual dinner of the Massachusetts Club will be held at Young's Hotel, Boston, Friday evening, January 27th.

The Owl Bicycle Club, of Bordentown, N. J., The Owl Bicycle Club, of Bordentown, N. J., has elected the following officers: President, Professor C. P. Hoffman; Vice-President, John Matthews; Secretary, Charles E. Burr; Captain, F. G. Wilse; First Lieutenant, Charles R. Garwood; Second Lieutenant, Howard Newell; Color Bearer, Paul O. Hudson, and Bugler, Lewis W. Wilse

THE WHITTAKER-McCURDY RACE A FRAUD AND A SWINDLE.

This history of professional cycle racing in this country has been augmented by a chapter, whose main incident is the Whittaker-McCurdy race. It appears that Whittaker agreed to ride the race and was to have received \$2,500. So far so good. But the men who had agreed to pay Whittaker this sum were professional swindlers, men with whom Whittaker should have had no business relations. The race never came off. Whit never received his share, and in a fit of virtue he "blows" on the whole crew. From the Minneapolis Tribune we republish this bicycular romance:

"EVERYTHING FALSE."

"Thomas Rowe, William Davis, the principals in this bicycle romance, Whittaker and McCurdy, the riders, accompanied by a number of other sporting gentlemen, called at the *Tribune* office

last night with gore in their eyes.
"Mr. Whittaker said: 'I want to deny all of those reports about myself and Mr. McCurdy that were printed in the Journal. I never sold out to Mr. Rowe, as the paper states, nor did he ever ask me. We, McCurdy and myself, never put up a cent with Col. Tanner. I will expose everything; the race was a fraud if ever there was one, as there was not a cent of money put up by my backers. There was \$8,000 up, and that belonged to Mr. Rowe. The other gang simply took that money and bet it over again. I had a contract, but it was with Wood and Tanner, to win the race and receive \$2,500. want to say is that the race has never been run because I did not ride at all and consequently could not have won the race. Besides, I never got a cent out of it; Tanner, Woo'l and the rest of them have all of the boodle."

" HE IS OUT \$8,000."

"Mr. Rowe then corroborated everything said by Mr. Whittaker and said: 'I'll acknowledge that I have been played the sucker to a certain that I have been played the sucker to a certain extent and am out the \$3,000, but it remains to be seen whether I shall play sucker long. I think I will soon be able to demonstrate that "he who laughs last laughs best." There never was a race and I don't see how those people could either claim or carry off the stakes. They have got the money, of course they have, and I have a sheriff after the cute Mr. Wood, of the Bodega. It after the cute Mr. Wood, of the Bodega. It doesn't make a bit of difference who has the money, Col. Tanner, Tom Eck or Steve Carlisle. Any of them can serve a term in the penitentiary if they wish to. If I haven't enough money here I know where I can get it. It was a skin game all through, and those fellows never had a cent up. I can also bring positive proof that my money was all divided up before hand, each one taking the amount they were to have.'

RUTHERFORD, NEW JERSEY, WHEEL MEN.

Captain W. Wallis Hill, of the Rutherford Wheelmen, sailed for California on the steamship Colon, last Tuesday. He was accompanied to the vessel by a large delegation of wheelmen, among whom were President S. N. Higbie, Treasurer H. R. Jackson, Jr., 1st Lieutenant E. W. Dean, Jr., and As the steamer "pulled out," the calls of the

Rutherford Wheelmen were given with a vim, that astonished not only the passengers, but the crowds on the pier, who were waving adieus to their

When Captain Hill appeared at the rail of the vessel, "Rutherford, Rutherford," "Rah! Rah!! Rah!!!" "What's the matter with Wallis?" "Oh, he's all right," were the shouts that went up with vigor, and did not cease until the steamer was out in mid stream.

Captain Hill's absence will be extended for a year, but his many friends here will hold him in kind remembrance, and tender him a hearty reception when he once more returns and recites his adven-

We wish him a pleasant and profitable trip, and

the possession of perfect health.

Lieutenant E. W. Dean, Jr., has ridden 3,500 miles during 1887, on a 56-inch Rudge Light Roadster; longest ride in one day, 87 miles. This year

Owing to business relations, one of our most enthusiastic wheelmen, Mr. F. N. Burgess, has taken up his abode in St. Louis, and I am told he has had the pleasure of meeting Stone, Greenwood and others:

The Manhattan Athletic Club have a "boxing night" Thursday evenings.

A. B. RICH RETIRES.

Mr. A. B. Rich, "Quilla," will ride no more. We have learned this fact from the gentleman himself, and are glad to correct false rumors.

Mr. Rich will not go to Europe; he will not be trained in connection with Mr. Crist, and will not make the "circuit" this year.

Mr. Rich will shortly marry a Boston lady, thus following the good example set by Billy Rowe and other prominent racing men. Rich has won enough honors and prizes to satisfy even the most ambitious, and he retires with a creditable record. His home-stretch spurt was invincible, and when fit and determined to win, he could slow his little wheel to any amateur we now have. We should like to see Rich challenge Forster and Crist to a final trial and then shake the dust of the cinder path from his feet.

WHEEL GOSSIP.

The Chicago clubs are intensely active in the social field and in wheel promotion. Clawhammer sends us an interesting batch this week from the great blizzard-ridden city. The clubs are electing officers, arranging hops, smokers, and subscribing funds for new buildings. Some of our Eastern clubs should look Chicagoward; they may catch some of the spirit.

The New York Club's bowling members, since the Harlem team announced their intention of sending in a defi, are practising every Monday and Saturday evening to get up "form." Mr. E. and Saturday evening to get up "form." Mr. E. J. Shriver managed to make the remarkable record of 71 on Saturday evening last. Mr. S. is in training for the individual bowling championship.

STARS FOR 1888-Now that Mr. Kelly, who takes great pride in the Star, is at the head of the Smithville works, a greater effort will be made to push the wheel. In regard to the 1888 wheel, the mannfacturers write as follows: "The machine of 1887 was so perfect and gave such general satisfaction, that the changes for 1888 are very slight The Star has finally arrived at that state of perfection, that the machine of 1887 need not necessarily be laid aside, as many have done with the machines of former years. Of course, there will be some little changes and improvements in details, and we hope to have the most perfect and durable machine in the market. We may also be able to add a little to the finish."

The Springfield Bicycle Club's minstrel troupe gave an entertainment at the Chicopee, Mass., Opera House, January 13th.

The Citizens' Club elected Thomas Stevens to membership on Monday evening. Committees were appointed to arrange for a ladies' reception and an annual dinner.

Elliott Mason, Pope M'f'g Co's New York manager, reports that a number of inquiries for the new Columbia "Volunteer" are received every A peculiarity of the inquirers is that they are day. perfectly new to wheeling. The 'big' season is very promising. The outlook for a

Mr. Wood, of the A. G. Spalding & Bros. New York house, has invented an ingenious step, which automatically closes up close to the back-bone, when the foot is removed from it. It is a valuable device and is on the market for disposal.

A. B. Barkman has just returned from a business trip East. He reports a bright outlook, and promises a vigorous Victor campaign. The Overman Wheel Company have their factory running in smooth working order; they will enlarge their capacity later in the season.

The Satin Straight Cut Cigarettes, manufactured by Wm. S. Kimball & Co., are used by club men and gentlemen of refined taste in all sections. The flavor and finish of these cigarettes form material for an exquisite puff on any occasion.

THE AMERICAN RAMBLER.-This is the name the Gormully & Jeffery M't'g. Co. have given their new rear-driving Safety, of which we shall publish description and cut next week. The Rambler has very neat lines, weighs but 44 lbs. and is sold at \$120 to \$135 according to finish.

The "Best" tonic should be a favorite on the road for thirsty and tired wheelmen. the nauseating concoctions which they generally gulp down, and which do more harm than good, they should drop into any druggist's and get a drink of the "Best" tonic, which is a nervine and invigorator, and is recommended by eminent physicians.

Messrs. Humber & Co. will make a specialty, next season, of Carrier tricycles.

A correspondent of the Bicycling News writes that within the past eight years he has ridden 18,846 miles before breakfast, out of a total mileage of 33,400. He rides without refreshment and suf-fers no evil consequences.

AN ELECTRIC LANTERN.—Messrs. Lucas & Son, of Little King Street, Birmingham, announce that they have got their electric lamp into good shape, and some time this month they expect to place an incandescent electric lamp on the market.

Germany rejoices in a sixteen-stone feminine trick rider, who carries with her the name of Mlle. La Countess Filomena, of Neapel. She rides around a small circle, and her principal feat is to raise her right limb and rest it on the handlebar.

The Whittaker-McCurdy race fell through, Whit's machine having been doctored, and McCurdy refusing the referee named.

Morgan Marshall, of the New York Club, has a record of 277 miles for 1888 thus far. The Vermont Wheelmen, Brattleboro, had a

dance on the 17th.

The Warren Wheel Club, Roxbury, Mass., has selected February 10th for its annual reception.

The Brookline, Mass. club, held its annual ball on Wednesday, and the Cambridge Club dances to-night.

Mr. C. R. Zacharias, formerly of Zacharias and Smith, sends us a copy of the Birmingham, Ala. *Herald*, containing a strong editorial demand for better roads.

Manhattan Athletic Club games, Madison Square Garden, 26th street and 4th avenue, Saturday, January 28, at 8 P. M. A one and a half mile bicycle handicap will be decided. Entrance fee, fifty cents; close January 21, with C. C. Hughes, 524 Fifth Avenue, New York City.

The Binghampton Bicycle Club has decided to disband on April 1.

The New York Club will organize a bowling team with Irving Shaw as Captain, probably. The club bowls Monday and Saturday evenings at 347 West 59th street.

Hee-haw-watha, the Christmas publication of the Irish Cyclist and Athlete, should be in the hands of every cyclist. U. S. Agents, Bicycling World Co., 12 Pearl street, Boston.

A PLEA FOR BETTER ROADS.

EDITOR OF THE WHEEL:

The fact that you are such a staunch advocate of good roads, and that the policy of your paper is to keep hammering away at that question of improvement in the present condition of our roads, ought to gain you supporters all over the country.

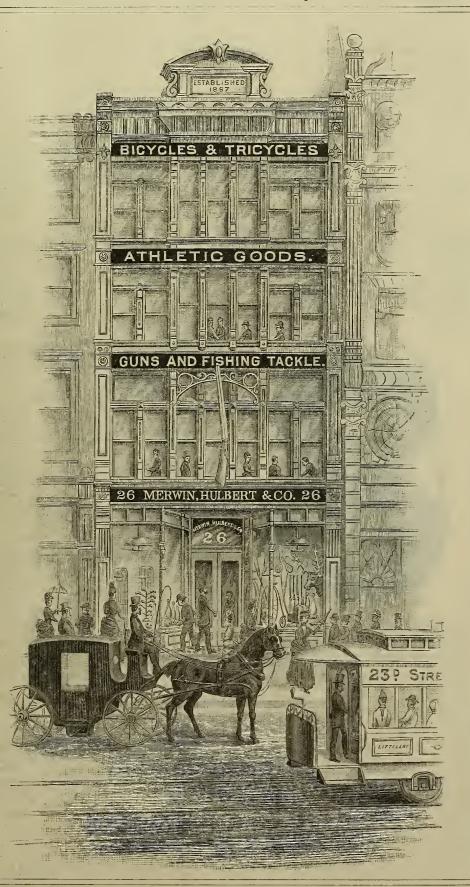
Leaving out of account the great pleasure and relief it would be to bicyclers to have better roads, it is a matter that concerns every one, be he bicycler, driver, horseman, or footman. And still there is nothing that is more universally neglected and allowed to take care of itself, than the condi-tion of the roads, and this is specially the case in most of the Southern States. In Kentucky, and parts of Tennessee, they have turn-pike companies, corporations formed for nothing else but to make good roads and keep them in repair. But in Alabama, the roads as a rule are execrable. And it is all the more remarkable that a community, like the Birmingham (Ala.) district, which has made such wonderful progress in the past few years, in manufactures, furnaces, rolling mills, and railroads, should be so totally unconcerned and neglectful of the vital question of good roads. More would be saved in the wear and tear of vehicles, harness and the roads in good condition for five times that length of time. And it is a matter that has to be attended to sooner or later, by every community. We may put it off for a more convenient season; but in the mean time we are losing the enjoyment of what we could very easily have, at a comparatively slight expense of time and money,

Until the roads of our glorious country are very much improved and made at least rideable, bicycling will be looked upon, as it is in certain sections now, as an amusement for small boys and a few rattled-brain men; and bicyclers should work together to have this state of things changed, and at once.

BIRMINGHAM, ALA., January 9, 1888.

MERWIN, HULBERT & CO

West Twenty-third Street, New York.



MESSRS. MERWIN, HULBERT & CO.

This firm, which handled the Columbia wheels last year, has taken an important step and will en-gage in the wheel business this year on a very much larger scale than ever before. We welcome this old house as a factor in the trade, and we pre-

this old house as a factor in the trade, and we predict for them a satisfactory success.

The firm of Merwin, Hulbert & Co. was in business on Chambers street for twenty years. On May 1st, 1887, it removed to a magnificent fourstory building, at No. 26 West 23d street, just opposite the Fifth Avenue Hotel. This is one of the busiest spots in the whole United States every day from ten to six. By this move, the firm secured by far the largest sporting goods establishment uptown, and indeed, second to none in the city.

Messrs. Merwin, Hulbert & Co. have a gun factory at Norwich, Conn., and a cartridge factory at Coventry, Conn., which takes up an entire square.

Their building, of which we present a view, has been subdivided into different departments.

The entire top floor,—25x100 feet—will be given

The entire top floor,—25x100 feet—will be given over to wheels. The floor has been smoothly painted, the walls re-decorated, and altogether, no wheel room in the city will surpass it. Over two hundred wheels will be carried in stock. The firm has placed heavy orders with all the leading concerns, and will carry a varied assortment. They will make a speciality of the Gormully & Jeffery wheels, including the Champion, Light Champion, American Challenge, and Ideal. They will also carry a full line of Gormully & Jeffery sundries, including the Champion ball pedals, Champion rattrap pedals, Challenge parallel pedals, Ideal parallel pedals, Challenge wall bracket, Ideal rack, Dayton bicycle stand and camp-stool, spoke wrench, a full line of bells. Lillibridge saddle, the Cobblestone saddle, the Duryea saddle; Merrill's Automatic lock, the Ideal padlock and Yale lock'; the Challenge and telescopic tool-bags. Lamsons luggage carrier; American, Ideal and Champion lamps and Ideal tricycle lamp; oil-cans, whistles. cyclometers, shoes, enamel, and lubricating oils, A line of Springfield Roadsters, Victors. Columbias and boy's and girl's bicycles and tricycles will be kept on hand. The floor will be well lighted and roomy, and there will be no difficulty in exhibiting stock. An elevator will carry visitors directly to the wheel department.

The third floor of this immense building is used for carrying stock and packing goods. On the The entire top floor,—25x100 feet—will be given over to wheels. The floor has been smoothly

The third floor of this immense building is used for carrying stock and packing goods. On the second floor are the offices. The ground floor is the store, in which may be found a complete line of sporting goods. Of their last year's catalogue

of sporting goods. Of their last year's catalogue of 155 pages, 62 are given to a description of their hunting goods, including a long list of fire-arms of all descriptions, gun cases, hunting leather goods, clothing ammunition, decoy birds, targets, etc. A line of fine grade cutlery is also on hand. Merwin, Hulbert & Co. are prepared to completely outfit in any branch of athletics. Their base ball, tennis, gymnasium, rowing, boating, football and skating departments are complete, and first-class stock at reasonable prices may be selected. A full stock of fishing and traveling goods is kept on hand, and among specialties are the Star Safety Razor, small printing presses, traveling cases, and Razor, small printing presses, traveling cases, and a line of photographic goods. This year the firm will issue a superb catalogue of 180 pages, which

will be ready by March 1st.

In the line of bicycle outfittings, the firm is specially equipped. There are many styles of uniforms; full length cotton tights, full length worsted tights, lisle thread tights, knee tights, ranging in price from 75 cents to \$3; cotton, worsted and velvet trunks from 50 cents to \$2; finer worsted in heavy and light grades, all colors, at \$5; sweaters of first and second quality wools at \$3.50

and \$5.

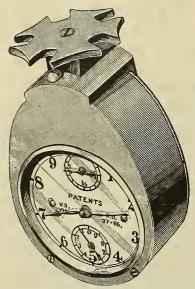


KIMBALL'S SATIN STRAIGHT-CUT CIGARETT

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

WM. S. KIMBALL & CO.

THE PEDAL CYCLOMETER.



The manufacturers of this cyclometer state its

merits in the following items:

First.-This cyclometer is not suspended from the hub or attached to the spoke, but is fastened to the under side of the left pedal, which is kept level and always in position for mounting.

Second.—It is impossible to ride the bicycle

with the foot on the pedal without recording the distance traveled, a feature not possessed by other cyclometers.

Third .- Not being on the hub it does not interfere with the lantern.

Fourth.—There are no springs, cams, or other uncertain mechanical devices to get out of order. The mechanism is simple and positive, and can be depended upon at all times.

Fifth.—It cannot be wrenched or otherwise injured, or come in contact with the ground by the falling of the bicycle. It can be run backward or forward with equal facility.

Sixth.—It is absolutely as dust and waterproof

as a stem winding watch.

Seventh.—The record of the distance traveled can be read at a glance by simply turning the pedal

Eighth.—These cyclometers are made to fit all sized wheels, odd or even. If a rider changes the size of his wheel after buying our cyclometer, we will alter it to suit for \$1.50.

The cyclometer will be ready for delivery about February 15. In ordering carefully state size of wheel, maker of pedal, whether plain or ball bearing, and if possible, size and a drawing of pedal, shaft from the inside of the pedal, to the end that passes through the crank slot; please furnish this information if possible, as we desire to carefully adjust each cyclometer to the pedal to be used. Price \$10.

AMATEUR PHOTOGRAPHY.

No. VIII.

Last week the photograph was finished and ready for mounting. To mount a picture it must first be trimmed. When doing this use a sharp knife. The Robinson Trimmer will be found useful, as it leaves a clean edge and with it one is less liable to tear the print.

For the purpose of mounting the prints, a round piece of wood and a piece of smooth glass will be found useful; also purchase a jar of paste prepared for this work and a flat brush of an inch and a half or two inches in width. One of the best plans to pursue is to first wet the glass, then lay one of the prints on it face down; immerse it in water until it lays perfectly smooth; place the second print on the first and repeat the operation, and so on until all have been dampened; drain off the surplus water. Now wet the brush and squeeze out the water; then dip it into the paste and apply it to the print on top of the pile, being careful to give it an even coating. Care should be taken not to neglect even coating. Care should be taken not only the edges. Raise one end of the print, and hold



it in position so that the paste side is down; now lower it to the centre of the cardboard, and gently press one end down, and then the other. Place a clean piece of paper on the print and roll the round piece of wood over it, to press out the air and prevent blisters. When it seems to be smoothly pasted, stand it up to dry. This should not be forced, but left to do so gradually. Always be sure that the paste is sweet. It should always be sure that the paste is sweet. It should always be tightly corked so as to keep it free from dust.

There is another method of producing a positive picture on paper. These pictures are called blue

prints; they are exceedingly popular among amateurs, one reason being the very simple way of

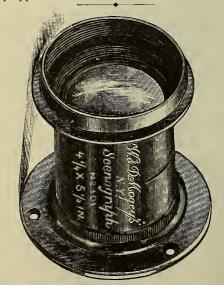
making them.

The negative is placed in the printing frame, and a piece of ferro-prussiate paper laid upon it, with the blue side down; the back is then fastened and the frame placed in the sun. When on examination the print is distinctly seen, it is removed from the frame and put into a pan containing clean water, where it remains for ten or fifteen minutes, or until the white parts of the picture are clean; it is then dried, and a permanent blue print is made. This paper should be handled in a weak light until after it is washed.

TO MAKE BLUE PAPER.

To make blue paper, dissolve one dram of ammoniated citrate of iron in one ounce of water, also one dram of red prosate of potash in one ounce of water; when dissolved, pour the iron into the bottle containing the potash. This should be done in a dark room. Now take a flat brush and coat the surface of the paper which you have procured, after which hang it up by one corner to dry.

It must be hung up, otherwise the iron will leave a black stain. The paper used must not contain any hypo.



FIRST CLASS AMERICAN PHOTO-GRAPHIC LENS-THE SCENOGRAPH.

Although some of the most important improve ments in photography, regarding the art alike from its chemical and mechanical standpoints, have originated in the United States, the idea has prevailed that for ordinary purposes, where good work is desired, we cannot turn out a strictly first class lens. Much the same opinion was entertained of our work as producers of telescopic lenses of large size, until the late Alvan H. Clark practiworld in this particular field, and the firm of W. & D. Mogey have been equally successful in dispelling the illusion as to the inferiority of photographic objectives of American make. In their Scenograph they supply an objective that is not only unsurpassed for sharpness, depth of focus and rapidity, but unequaled in all these points. It rapidity, but unequaled in all these points. It absolutely corrects astigmatism, centralizing the converging rays of light on one focus, so that each object in the picture, irrespective of its distance from the objective, is clearly focused and evenly illuminated, a point of special importance in photographing groups, landscapes, portraits, etc. It is perfectly aplanatic, covering with full aperture the size of plate laid down in the list and a size larger when stopped down, and it is very rapid in action, rendering it specially valuable for instantaneous exposures.

These results are obtained by the employment in the objective of two achromatic combinations, constructed on an entirely new formula, and the same scientific skill that has made the telescopic objectives supplied by these makers superior to the foreign article, has been devoted to the production of this objective. The diaphragms, or stops, are made in accordance with the system universally adopted, in which each stop gives half the illumination of the size part larger requiring the illumination of the size next larger, requiring double time of exposure. The lenses are made in eight sizes, Nos. I to 8, ranging in diameter from I to 33/4 inches; the back focus is from 6 to 271/2 inches, and the equivalent focus from 63/4 to inches. The No. 1 objective will cover a plate $4\frac{1}{4} \times 5\frac{1}{2}$ inches, and can be had in pairs for stereoscopic work; the No. 4 will make life-size portraits, and the No. 8 will cover a plate 20x22 inches.

The members of the firm have been many years in business, and at 418 West Twenty-seventh street, New York, have a wel-equipped factory. having the latest machinery as well as some specially ingenious apparatus of their own invention, which enables them to turn out their work with great rapidity as well as precision. They use the best foreign glass, specially made and imported for this purpose, and their telescopic work is well known and highly appreciated.

They supply goods fully equal, and in many respects superior, to any all present on the market. Dealers will find it to their advantage to handle these lenses, as they are not only first class in every particular, but they admit of a good margin of profit, while parties who desire a fine article at a moderate price, will find the Scenograph not only equal to anything in the market, but offered at much lower cost than other lenses in no respect its superior.

The Scenograph is now used by members of the Brooklyn Camera Club, who speak in the highest terms of its good qualities. This lens is sold at

a lower price than imported lenses.

LYNN CAMERA CLUB.

On Friday last, the members of the Lynn Camera Club were treated to a visit by W. G. D. Milburn, of the Eastman Dry Plate and Film Co., who demonstrated the uses of bromide paper, film negatives and transferotype process. The latter is one of the most useful in photography, as the its beautiful pictures of care which the process. by its beautiful pictures of any subject can be permanently transferred to ordinary windows, lamps shades, plaques, etc. The demonstration was very successful, all present being highly pleased with the ease and beauty of the processes.

ed with the ease and beauty of the processes.

The following officers were elected for 1888:
President, W. H. Drew; Vice President, W. B.
Gifford; Secretary, O. T. Dewhurst; Treasurer,
E. F. Bacheller; Librarian, E. F. Bacheller; Executive Committee for one year, W. H. Drew, W.
B. Gifford, O. T. Dewhurst, E. F. Bacheller and
J. W. Darcy; for two years, T. D. Hoyt. The regular meeting night will be the first Tuesday in each month, although, for the present, meetings each month, although, for the present, meetings will be held every Tuesday. On Tuesday, the 17th inst., a meeting will be held when the new "flash light" will be demonstrated by members of the club. This is very interesting, as by its means pictures can be taken at any house in the evening with no more trouble than by daylight. Persons interested, whether experienced or only beginners, will be welcomed cordially. The rooms are situated at 347 Union street, over Beckford's Pharmacy.

The Somerville Cycle Club has elected the fol-The Somerville Cycle Club has elected the following officers for the ensuing year: President, J. B. Cann; Vice-President, J. H. Woodbury; Recording Secretary, H. L. Billings; Corresponding Secretary, W. B. Nelson; Treasurer, Eugene Sanger; Captain, Fred B. Kimball; First Lieutenant, Elmer J. Bliss; Second Lieutenant, W. J. Emerson; Color Bearer, Carl P. Cubberly; Buglars, W. H. Hooper and Edward K. Sawyer. F. B. Kimball was declared the winner of the gold watch, offered as a prize to the member, who made the offered as a prize to the member who made the largest number of club runs during the season. Mr. Kimball attended every run made by the club but one. Last Wednesday evening was ladies' night, on which occasion a very pleasant social entertainment was enjoyed at the club rooms.

L. Prang's superb bicycle lithograph should be in every club room. See advertisement.

ARE THE MOST

PERFECT.

CHICAGO.

The Lincoln Cycling Club held its first annual meeting and election of officers. The "87" ticket, with a few exceptions, was re elected for the workers of "88." Pres't, Edwin Oliver; Vice-Pres't, Frost; Sec'y, F. Ed. Spooner; Treas., Roger G. Hall; Captain, Chas. B. Pierce; Quartermaster. J. M. Irwin; 1st. Lieut., J. H. Thiele; 2nd. Lieut., J. G. Calrouw, Jr.; Color Bearer, W. A. Smith; Bugler, B. J. Schneider; Librarian, W. J. Stapleton; Surgeon, Dr. T. A. Benson. Following the election. a banquet was tendered

Following the election, a banquet was tendered the members by the newly elected officers. The Lincolns are divinely happy. New Year's Day a little hairy bundle lay curled up at the door where Pres't Oliver, who was about to enter the cosy club-house, saw it, and tenderly poked it with his polished boot through the open door—finally it thawed out, and proved to be a dreadfully homely Scotch terrier. Upon the President's recommendation—that the dog be made a member—honorary. with no dues, it was passed, and now old Abe lives on pie and billiard-table chalk.

The Illinois Cyclers held their annual meeting last Tuesday evening. The following gentlemen were elected to fill the various positions:

President. ...H. A. Sloan
Vice '' W. A. Blackman
Secretary E. L. Ferguson
Treasurer George Mason TreasurerGeorge MasonCaptainBob Ehlert1st LieutenantFrank Loveday2nd LieutenantFrank Riggs3rd LieutenantH. E. Morris4th LieutenantRobert Slade, JrColor BearerW. H. BlackBuglerA. W. McConnell

A most excellent selection from first to last, forming a combination that will bring the I. C. C. to a most successful "'88" finish.

The Owls came down from their various perches last Tuesday night, and elected the following gentlemen as their hustlers for '88:

President
Vice "L. Vassall
Secretary F. T. Harmon
TreasurerF. M. Cory
Librarian
CaptainCharles H. Sieg
1st Lieutenant R. O. Forrest
and LieutenantJ. H. Boque
Orderly
Color Bearer
Bugler W. P. Robertson

HOUSE COMMITTEE.—Chairman, N. H. Vansicklen, Morton Sieg, H. P. Pope and G. N. Carlson. A delicious supper was served at 12 P. M. Mr. Morton, Sieg, Toastmaster, called upon many of the assembled wheelmen for a speech, which was cheerfully given. The owls have made a splendid launch into "'88."

Robert H. Ehlert, the present Captain of the Illinois Cycling Club leaves us about the latter part of February. Bob has boomed amateur racing in Chicago. He has met and defeated our champion, and a good many other city No. 1 riders have found it convenient to ride way back of him. He will locate in Buenos Ayres, South America. The I. C. C. loses a hard worker, a splendid officer. a delightful companion, and a

gentleman—from its ranks. Success to you Bob!
And now for the dear old Chicagos. After an-After another year's slumber they have awakened and rubbed the sand from their eyes; they beheld the various wheel clubs that have sprung from their side, growing prosperous and influential organizations. The gentlemen present at their last pow-wow decided to make "Rome howl,"

The following officers were elected: President......W. C. Thorne,
Vice President.....L. W. Conkling,
Secretary-Treasurer....R. E. Schmidt,
Librarian....B. B. Ayers, Captain.....F. A. Ingalls.

The club, which during "87" was almost ashamed to know itself has, with its election of the above officers, taken a fresh lease of life; and is no more to be gulled into a waiting and hopeful inactivity by windy promises and empty pledges. It was well known that during 1887, the club was obliged to give up its club house; dropped its members by the dozens and was robbed of almost all the social advantages which go to make club life

The dues of a faithful few, however, came in regularly and as there were no expenditures the former, as a matter of necessity, slowly accumu-

lated until at the end of the year, the Treasurer had in his inside pocket over one hundred dollars, This was the straw which was and no liabilities. desperately grasped at and volubly enlarged upon by a portion of the powers-that were-one member of the out-going board, beaming with assumed satisfaction made a parting speech in which he congratulated himself, as he hopped off his executive perch, viz., that he retired, leaving for the first time in the history of the club a flourishing sur-plus. Considering the unfortunate events which brought about this surplus, a veteran member of the club was heard to say—in regard to the above claim: "That reminds me of the country doctor who, upon being questioned about the result of a baby scrape to which his services had been called, replied with an air of professional pride, tinged with a little melancholy that the mother and babe were both dead but thanks to his surgical skill, he had pulled the old man safely through.

The splendid showing made by the local clubs on the occasion of the Ill. Division L. A. W. Pullman Run has suggested to me the idea of having a joint run once every month—the different clubs to lead in turns. This would show Chicago nearly if not quite, four hundred wheels in line, and sight could be seen every month, until finally cycling would gain such a firm grip on Chicago that when we announce spring meets, we can raise money, when we have our race meets, we can have a crowd and thereby make a financial

success as well as a cyclistic.

The best way to bring cycling to the high lands of success is to be with it in the struggle, so when Captains Ehlert, Pierce, Sieg, Ingalls and Bray call on you to go on the "joint" run, see to it that you are in the ranks.

The Lincoln Club Smoker & Musicale on the evening of January 7th, proved to be a most en-joyable affair. Nearly, if not quite two hundred wheelmen responded to the invitation to come and smoke a peaceful cigar and enjoy the delightful music and singing. Promptly at 9 P. M., the Reinas Victorias were passed around and for the next two hours we were entertained by Prof. R. G. Allen the expert banjo manipulator, whose superbly rendered selections, imitations and songs met with such hearty receptions that had not a string broken—I fear he would be entertaining the Lincoln's yet. The Lincoln quartette sang as sweetly as ever. One song in particular being keenly appreciated, viz: "O where is our wandering boy to-night," referring to Ned Oliver

The 20th of January, the Illinois Cyclers will give a dancing party.

The Lincoln's have announced a "Grand Hop"

and set January 26th for the date.

The "Owls," January 17th, will dance the "German." A complimentary affair given by a fair young lady friend of the club-particularly the Treasurer's-at her residence on Oakwoods boulevard.

The Pope Mfg. Cos. Ch.cago Branch, of which Mr. R. D. Garden is manager, was crowded yesterday noon by nearly all the local scorchers. They all want another Pullman Road Race. Garden's last race was a colossal affair over forty racers all clad in the regulation uniform started, and everything went off as lovely as a hot stove on a cold

day.

Mr. Garden would not say definitely whether or no he would get up the affair again for this

Pierce, Maas, Wilbur and Crennen will have to do some tall hustling before spring if they expect to beat several dark horses that I know are hard at work three times a week. Dumbbells, pulley weights and one mile runs form part of their programme, and they are getting quite hard and tough.

Mr. E. M. Smiles, one of the most prominent

wheelmen of Chicago left us last month to locate in New York City. Mr. Smiles is a most sociable chap and will surely join a New York club. The Owls and Lincolns send him the new year's greet-

ing.
Thomas Muncasten and W. C. Thorn were admitted to active membership in the Owl Cycling Club at their last meeting.

Captain Frank E. Vates, announces that he will challenge George L. Magill to a race on Rover safetys. Magill threatened to blossom out in the spring tra la! mounted on a Veloce, likewise John

Tom Roe is a sadder, but a very much wiser

C. C. Mead, a prominent Owl, leaves for Washington shortly for a few weeks visit.

CLAW HAMMER.

PITTSBURGH.

A lot of rain and slush, with many sudden changes of temperature, has about finished what little cycling surface remained on our roads, and wheels are rarely seen.

Mr. William Gillette, in the "Great Pink Pearl," will be at the Opera House this week, when it is probable our wheelmen will attend in a body and perhaps entertain the "Professor."

I. Wilhelm, in a letter to a friend here states he will certainly do some racing the coming season, possibly not so much as of yore, but will attend all prominent meetings. Therefore those racing men depending on his absence for their

honors will do well to make a note of this.

Messrs, Gormully & Jeffery will be represented here this year, their first, a pretty good indication that there is business to be done here in the wheel

Mr. Edwin Oliver from the Chicago house was in the city a few days ago, and among other things showed a sample of their new hollow rim to be placed on all Light Champions, Safety, etc., the present year. The sample rim had not been fitted with spokes or hub, yet was of such strength as to sustain the weight of a 150 pound man without giving way. Another peculiarity is, the rim comes from the machine shop an almost perfect circle and needs hardly any truing up by means of the spokes. A cut of their new Rover pattern Safety provoked favorable comment on the many new points of apparent value, not least of which is weight—under 44 lbs.—whilst the front wheel being smaller than the driver will have a tendency to lessen the sensitive steering so noticable in machines of this type. Mr. O. said it could be ridden "hands off" and he ought to know.

DENVER, COL.

At the second semi-annual election of the Denver Ramblers, the following officers were elected: President, J. F. Allers; Captain, R. Gerwing; Secretary, W. E. Perkins; Treasurer, W. L. Van Horn; First Lieutenant, A. A. Morris; Second Lieutenant, H. E. Peck; Third Lieutenant, G. H. Gordon; Bugler, A. T. Hoevet; Color Bearer, H. G. Kennedy.

The boys have ridden every day this year so far.

Last Tuesday the thermometer reached 72 degrees above. The Rambler's entertainment, given at the Mammouth Rink during the last week of 1887, was a complete success, as the Treasurer's report shows, and as a result, the club room will soon be decorated with appropriate works of art. tertainment consisted of racing, fancy riding and drilling by the squad.

Wheelmen traveling west of the Missouri River have a cordial invitation to visit the Ramblers headquarters, and are always welcome. The League ticket is as good as a letter of introduc-

We all regret the intended departure of Mr. C. C. Candy from our ranks. The Overman Wheei Company certainly make no mistake in selecting RAGDE. him to represent them.

TO AGENTS.

Every enterprising agent should keep THE WHEEL on file. Through it he can learn the news of the whole country; the latest inventions first appear in this paper; by loaning it to his customers, he can make converts to wheeling.

The disturbing element in the Orange Wanderers seems in a fair way to be eliminated from that organization. Within a short time the resignations several of the members who were most active in the fight against L. H. Johnson, whose case was used as a test one between the two factions in the club, have been presented and will be acted on at the next meeting. There is scarcely a doubt that they will be accepted. Those who have handed in their resignations are C. W. Baldwin, Mr. and Mrs. L. H. Porter and A. E. Cowdrey.—East Or-

At the meeting of the Calumet Cycling Club, of Brooklyn, January 4th, the championship medals for the past year were presented to the following members: The long-distance medal to Mr. Walter Bonner, for having made 6,374 miles on the wheel during the past season, while Captain Jones, as a good second, only made 6,118 mile. The second medal was given to Mr. Arthur L. Ward for having the fastest mile during the year; a handsome diamond studded League badge was presented to Bugler William F. Murphy for having brought into the club the largest number of new members.

CYCLING AND THE TRADE IN GER-MANY.

INTERVIEW WITH MR. T. R. MARRIOTT.

"Now, Mr. Marriott, I want you to tell me all about it, as though I were your confessor."
"Well, I'm afraid I shall not be able to tell you

anything startling, but, of course, what I can relate is fully at your service."

"Thanks, very many. Now, passing over the pleasant voyage—which I trust you had—where did you land?"

pleasant voyage—which I trust you had—where did you land?"

"Antwerp, and proceeded to see our agent, Mr. or Mynheer Van den Eynden, who does a good business in cycles both in Antwerp and Malines, a smaller town twenty miles off. He was very sanguine as to a successful year in 1888."

"Of course you saw De Beukelaer?"

"Yes! both going and returning. I was hospitably entertained by his father, who is a large liquor distiller in the town. The Belgian champion was looking well, and astonished me by the array of prizes he possesses, which he has strung together into quite an imposing collection."

"He is more fortunate in Belgium than in England, then?"

land, then?"
"Yes; but I don't think he has ever been seen in his real form in England, and if he trains next year properly, as he intends doing, he may surprise some of us."

"Well, let us bid adieu to Antwerp and go-

whither?

"Frankfort was my next town. Here, of course, I visited the magnificent depot of Kleyer & Co. which is built on a scale unknown in the English trale. There are no less than six stories to this fine building, with a handsome frontage, and fine statue surmounting all."

statue surmounting all."

"Herr Kleyer is a general agent for English wheels, is he not?"

"Yes. He has a stock of 600 on the premises, and they are principally English, though he makes a few cheap machines himself. He seemed to think there was room in Germany for both the English and home trade, the latter of which is rapidly growing."

"From Frankfort?"

"I went to Stuttgart, where little of general

"From Frankfort?"

"I went to Stuttgart, where little of general interest occurred to me, and I proceeded to Munich, which is a hotbed of cycling. The country round is flat and uninteresting, and the roads bad; but there are no less than 1,500 cyclists in the town, which also produces the only illustrated comic paper devoted to cycling."

"How do you account for this?"

"The students of the University, when they are

"The students of the University, when they are not fighting, are cycling, and, apropos to this, I was much struck with the appearance of these young fellows, who consider it a point of honor to have their faces scarred in duels. When the face have their faces scarred in duels. When the face is slit by the rapier, they rub brandy in so as to perpetuate the mark. Thus one side of a boy's face may be handsome and the other hideous."

"They seem to have got as much civilized as North American Indians, eh? Had they forgotten Webber's victories over Munich's chivalry?

"I am afraid so; but the class of the ridges is good, and Herr Heimerl, the obliging agent in

good, and Herr Heimerl, the obliging agent, informed me that English wheels are in chief demand. His depot is a large one, and in the window is a bicycle worked by a water motor, which attracts much attention. From there I went to Nuremburg."

to Nuremburg."
"What sort of a country lies between?"
"To an English eye very dreary in places, with no hedges or leafy lanes: but about fifty miles outside Nuremburg it improved, and one place strongly reminded me of Dovedale. I saw lots of women mending the roads, which do not appear as good on the whole as those in France."

"Nuremburg is another cycling centre, is it

"Nuremburg is another cycling centre, is it not?"

"Yes; there are several German firms manufacturing there, as well as promise of an English factory, which I was told would employ 200 men when opened."

"Do the Germans like the idea of an English firm coming there?"

"I can't say. Of course, the agents I saw expected damage to their own business through it."

it."

"Where did you wander next?"

"To Chemnitz. This is a town of some 160,ooo inhabitants, and boasts a cycle factory employing about forty men. Herr Jaenicke, who is
an agent here, showed me every politeness, and I
passed on to Madgeburg, which is a large town,
but very quiet from a cycling point of view."

"I suppose you then went on the Spree?"

"Yes. Berlin was my next, and, needless to say, I sought Mr. Walker, of *Der Radfahrer*, who, with his partners, Herren Siemens and Dunstrey, gave me a warm welcome. Mr. Walker is an agent in a large way, and has fine offices in the Zimmerstrasse."

"What does he think of trade prospects?"

"He is very sanguine on the subject, and anticipates the revival in favor of the ordinary bicycle. Cycling in Berlin is stunted in its growth by the police regulations, which prevent riding in the streets of the city"

police regulations, which prevents streets of the city."

"Where do the men ride?"

"Outside the town, the latter being almost entirely paved with asphalt, and very tempting. The country itself is flat, and there seem no country houses as in England. Berlin is full of fine buildings in which live the people who in England would have country seats."

"Did you see any celebrities?"

"Yes, the greatest. The grand old Emperor shows himself to such of his people as like to see him once a day, and Mr Walker put me in the way of being present. He bowed several times in reply to the cheering, and though ninety-two vears old does not look seventy. I was very glad to have seen him."

"When you had laggered farewell to Walker

where did you go?"
"I reversed the procedure of George the First and went to Hanover, Herr Rismann, a cycle agent, took care of me, and introduced me at the Hanover Cycling Club's club-house, where I was most warmly received and as my train did not most warmly received, and as my train did not leave till 2 A. M. the members insisted on my remaining there with them. They were most kind, and actually produced English bottled stout to regale me with."

"Is there any factory there?"—I don't mean for stout.

for stout.

"Yes, but not on a large scale, and there is another in Bielfeld close by, which I had no time to visit. At Dresden there is the largest factory of all. 1 saw a photograph of the place and of the I,000 hands employed. From Hanover I came to Antwerp, and thence to the tight little island."

"What are your general impressions on your visit, without allowing me to pry into your private affairs?"

"The trade seems almost entirely in the hands of "The trade seems almost entirely in the hands of the agents, who are also supplying the Austrian market and sending as f. r as the shores of the Adriatic. The best class of riders at present want English wheels in pref rence to the home-made machines, which are heavy and lacking in symmetry. When these points are overcome the fight will be a close one. In several places I was told machines could not be supplied fast enough to keep page with the demand last year. The difficulty in pace with the demand last year. The difficulty in some quarters is that agents have had cheap English wheels supplied to them and have been allowed even as much as 50 per cent discount, and they want all English manufacturers to make the same allowance.'

"Which—as Euclid says—is impossible?"
"Precisely. I think there is at present plenty
of scope for English trade in Germany, but the
ruinous cutting down tactics, combined with the exportation of second-class wheels, will play into the hands of the German manufacturers, who are drawing close to us."
"Many thanks, Mr. Marriott, the readers of Wheeling are much indebted to you."

- Wheeling

LEAGUE OF PHILADELPHIA CLUBS.

Delegates from the various bicycle clubs of Philadelphia met at the Philadelphia Bicycle Club house, Twenty-sixth and Perot streets, January 9, for the purpose of considering the advisability of forming an organization that shall have the same relation to the several bicycle clubs that the Schuylkill Navy has to the twelve boat clubs of which it is formed. The Philadelphia, Pennsylvania Tioga Germantown and South End bicycle which it is formed. The Philadelphia, Pennsylvania, Tioga, Germantown and South End bicycle clubs and Century Wheelmen were represented. A temporary organization was effected by the choice of Isaac Elwell, president of the Pennsylvania Bicycle Glub, as chairman, and Mr. Morris, of the Philadelphia Bicycle Club, as secretary. Although every man present seemed in favor of the organization, no final action was taken. The delegates were all referred back to their clubs for instructions. Only two of the above clubs retain instructions. Only two of the above clubs retain their membesship in the League of American Wheelmen.

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

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

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

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

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

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

FOR SALE.—BRAN NEW SPRINGFIELD ROADSTER Bicycles for \$68.00. A. W. Gump, Dayton, Ohio.

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

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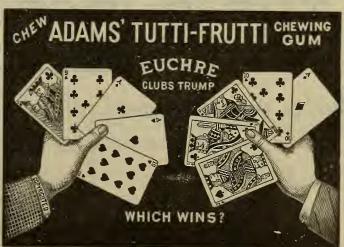
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