

AND RECREATION.

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

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YORK, FEBRUARY 4, 1887. NEW

[WHOLE NUMBER, 279.

WHEEL GOSSIP.

The American Team sails for Europe to-

The Bulletin will not be removed to Boston before a month at least.

The Greenfield, Mass., Wheel Club will hold a concert and ball on February 8th.

The annual dinner of the Boston Club will be held at the Parker House to-morrow evening.

The Cycling Times is authority for the statement that Stevens was born in Great Berkhampton, and was educated in a charity school there.

A "Grand International" race meet will be held in Berlin on June 5th and 6th. The Alexandra Park tournament will be held on July 23d, 24th and 25th at London.

Mr. E. P. Baird, the well-known member of the Orange Wanderers, has changed his residence to Montreal, where he has become manager in an electric clock company. Mr. Baird was an enthusiastic wheelman, wellknown on the racing path and road, and his departure will be regretted by the number of his friends.

A friend of Mr. A. L. Atkins, writing under instructions from that gentleman, writes to the Boston Globe, denying that he had ever stated to any reporter that, in his opinion, Hendee was superior to Rowe. This is exactly what we surmised, and the Lynn Bee and the Springfield Union have wasted just two and three-quarter columns.

The Boston Club's Montreal Carnival party will leave Boston on Tuesday evening, February 8th, in a special buffet car, which will be side-tracked near the ice palace, and will afford them a rendezvous during their stay. The party will be limited to twentyfour, and will remain in Montreal till Friday evening.

The unicycle long-distance record in danger.—An English imbecile has announced his intention of trundling a wheel barrow from his native town to London. The journey will occupy forty-two days. Some us, we can do the same; for, with the excepmen are born famous and some achieve fame by jumping off bridges, shooting rapbarrows, etc., etc.

All the gold and silver medals owned by Dr. P. E. Doolittle, of Toronto, Ont., which were won by him at bicycling contests, and are said to be worth from \$400 to \$500, have been stolen from his residence. No. 237 Front street, east. The thieves found their way into the house through the cellar, and had the case where the medals were stored removed to the back yard, where it was emptied of its contents.

While in San Francisco Thomas Stevens delivered a lecture before the Olympic Club. In a private letter sent to Outing, which we were permitted to see, he writes that he had but two hours' preparation. Yet the lecture was highly amusing, and when he had finished he was dubbed the "Mark Twain of the Wheel." He has re-He has received many offers to lecture from eastern managers, but will consider no plans for the future until he has come to New York.

The Stanley Show opened last Thursday and will close to-morrow. We learn that 276 bicycles and 286 tricycles will be ex-The number of machines exhibited by firms whose wheels are imported to this country is as follows: Coventry Cycle Co., 11 bis 8 tris.; Hillman Herbert & Co., 14 bis., 11 tris.; Marriot & Cooper, 4 bis., 10 tris.; Otto & Co., 2 bis., 6 tris.; Quadrant Co., 1 bi., 8 tris.; Rudge & Co., 7 bis., 9 tris.; Sparkbrook M'f'g Co., 5 bis., 9 tris.; Starley & Sutton, 10 bis., 7 tris.; St. George's New Engineering Co., 10 his., 4 tris; Singer & Co., 12 bis., 17 tris. Mr. Harry Hewit Griffin will specially report the Show for us.

Frederick Jenkins writes to The Wheel, advocating winter riding in words which we thoroughly agree with, and we are glad to find someone on the other side of the Atlantic holding such healthy ideas and backing us up when we heartily recommend cyclists to heed not the weather, the mud, the short days, and the frost. He complains that there is a disposition on the part of the American Press to encourage riders to vaseline their machines "and sigh for the gentle tion of one or two of us and C. W. Nairn, we know of no London pressman who has Jenkins recommends warm clothing, and country.

evidently appreciates a ride over the frostbound road from his glowing descriptions. F. J., we are with you in this.—Bicycling News.

HARLEM WHEELMEN'S MILEAGE.

Editor of The Wheel and Recreation:

I herewith send you a list of the riding of such members as have turned in their account. As the club did not officially recognize any records till March 12, 1886 all the records here given have been made since then. It was decided to award to each member the usual thousand-mile medal and one bar, upon completion of the first thousand miles, and an extra bar for each extra thousand miles. As will be seen, but few have availed themselves of the opportunity, But the sight of the medals on those who have earned them has stirred up the boys who have them not, and we expect a much better result at the end of this year.

In conclusion let me say that anyone outside of New York who thinks the records exceptionally small for so large a city, ought to try our roads and then give his opinion. They are unfavorable to records of any kind, and any man who attempts to make any should be encouraged, at least.

	Riding Days.	Longest ride in one day.		Total number miles for 1866.
E. J. Halsted,	136	$165\frac{3}{16}$	26 1	36021
C. M. Phelps,	57	65	$17\frac{50}{7}$	1019
Wm. Dutcher,	15	15	$7\frac{6}{15}$	III
H. Cochrane,	33	49	$I_{\frac{1}{3}\frac{3}{3}}$	376
A. Rauchfuss,	19	45	$12\frac{4}{19}$	232
F. W. Styles,	211	35	$11\frac{18}{211}$	2749
A. T. Steiner,	125	$152\frac{1}{2}$	$15\frac{7}{125}$	1882
Wm. H. De Graaf,	158	483	$15\frac{15}{158}$	2521
F. A. Ridabock,	105	68	$10\frac{101}{105}$	1151
B. A. Quin,	120	67	$I_{1\frac{1}{6}}$	1340
E. C. Parker,	76	53	$12\frac{25}{76}$	937
F. L. Bingham,	15	45	231	350

Total miles, 16,279

W. D. EDWARDS.

Speaking of the Stanley Show, the Bi. News says: "Many of the high-class machines for 1887 will have hall bearing heads. The Royal Mail was fitted with a ball-bearing head last year, and the enormous sales ids, riding bridge-copings, trundling wheel- been seen lately on the road. Frederick of the machine proved its popularity in this



THEY ARE, GENTLEMEN, and worth your while to read:

- 1. We built the first hollow-forked, ball-bearing Bicycles in the United States.
- 2. We made the wheels for the first rubber tired tricycle put together on this side of the Atlantic.
- 3. We have been manufacturing Cycles for eight years, but do not belong to the Board of Trade, (so-called) of Boston, or any other combination.
- 4. We own the largest Cycle Plant in this country, and paying no profits to Contractors we are able to sell our products at manufacturers' prices.
- 5. Our machines are made for road riding, and hold all of the important world's road and long distance records.
- 6. We believe that all records made on a frail and delicately constructed wheel show no superiority in a roadster.
- 7. If we thought they did we should have made a racer long ago, though we never have.
- 8. If a new mount is wanted, just have a glance at our line for 1887, which are strictly original in vital points, and not reproductions of foreign ideas.
- 9. We shall take great pleasure in submitting our new catalogue to your inspection and critisism. It contains detailed descriptions of by far the most varied and extensive line of Cycles and sundries manufactured in America. Our separate catalogue of parts, telegraphic code, limits instructions, etc., mailed or receipt of one cent stamp.
 - 10. We are,

Very respectfully,

GORMULLY & JEFFERY MFG. CO.,



REGREATION

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P. O. Box 444.

New York.

EDITORIAL NOTE.

With this issue, we inaugurate a new department, devoted to the interests of wheelmen throughout the South and South-West. It will be under the sole management of Mr. N. L. Collamer, St. Cloud Building, Washington, D. C. Secretaries of clubs, members of the press, and Southern and South-Western wheelmen generally are requested to communicate with him on all local, state and sectional matters. Correspondence from the different Southern wheel centres is solicited, and it is to be hoped that wheelmen in this section will take advantage of that opportunity to advance their interests, by keeping our Southern editor posted on all the news.

THAT L. A. W. MAT.

We have seen the completed design of the "Vet's" L. A. W. mat. It is, indeed, a thing of beauty, and every L. A. W. member should have one in his house, and every club should have one at its door-sill. The design of the rug is very rich, the League emblem and stencil board arrows being worked in with fine effect. The price of the rug is \$5. All orders should be sent to this office. See advertisement,

The Hartford Wheel Club gave a smoker and lunch at their club-rooms on February The pool tournament recently held by the club was won by Mr. Ford, Mr. Ayers second. A handsome cue was the prize.

The Ixion Club elected the following officers at its meeting held last Tuesday: Pres. F. A. Egan; Vice-President, Samuel L. Hall; Treasurer, C. A. Dunn; Secretary, run on system. For instance, the date of Frank J. Stott; Captain, M. G. Peoli; First Lieut., A. Y. Pringle; Second Lieut., Irving seventy-two males and of the multitudinous M. Shaw.

THOMAS STEVENS IN PERSIA.

In the February number of Outing, Stevens tells of his journey through Persia. This is the most priest-ridden country on the earth, says Stevens, the mollahs (priests) having set themselves against all reform. There are few countries which do not suffer from mollahs or rather mollys, but in civilized countries they simply confine their efforts to backyardiana, where they perpetually and perennially run up and down octaves, strive after high C's and low B's, and practice vocal gymnastics generally.

Here is a glimpse of eastern royalty, descriptive of the Shah's return to his palace. First came a squad of foot-runners in quaint scarlet coats, knee breeches, white stockings, low shoes and with a most fantastic headdress, not unlike a pea-cock's tail, when on dress parade; each one carried a silver staff: they were clearing the street and shouting their warning to everybody to hide their faces. Behind them came a portion of the Shah's body-guard, well mounted and dressed in a grey uniform braided with black; each of these also carried a silver staff; and besides sword and dagger, had a gun slung at his back in a red baize case. Next came the royal carriage, containing the Shah; the carriage was somewhat like a sheriff's coach of "Ye olden time" and was drawn by six superb grays; mounted on the off horses were three postillions in gorgeous scarlet liveries. Immediately behind the Shah's carriage came the higher dignitaries on horse-back. Not many years ago it was the custom for the natives to prostrate themselves, turn their faces to a wall, or else run away whenever the Shah's carriage approached, and it was a case for an undertaker to violate those customs; but the influx of Europeans has changed all that, and now the natives merely avert their faces.

Seven days after his arrival at Teheran, the Shah sent for Stevens, and rode with him to his summer palace—this palace is built of ice-cream which is constantly fanned -accompanied by a cavalcade of dignitaries. The Shah was mounted on horseback and frisked along beside Stevens in the gayest possible manner. The Shah also showed Stevens around the town. First he took him through the menagerie-what town has not a menagerie—where he "poked up" one of the lions for Steven's especial benefit. It is also probable, though this is pure conjecture, that they dropped in at "sacred concert" or two, had a shy at the "tiger," and finally landed at the club in a state of befizzlement

A most interesting account is that which Stevens gives us of his visit to Fatteh-ali Shah's garden, This is a sort of public garden near the city, the only difference between it and those of civilized countries being that frowzy waiters do not continually harass the visitor to order beer and other stimulating effluvia.

We might mention casually that Antifatali was the father of seventy-two blooming boys and a multitude of daughters. His nursery was conducted by a corps of seven-teen book-keepers and a Lord High Bookkeeper. As soon as a son was born, he was duly labeled and an account was opened for him in the infants' ledger. Every detail was

If Fatty-ali, Jr., was well up on his fourth tooth, it was to be found in the ledger; if Shah-ali needed a scarlet jacket, the ledger again; was Shahina-ali suffering from rickets, instantly an order for a pair of braces was booked. Every morning the visiting physicians came in and ran over the asylum, while stenographers took down their remedies, etc. In fact, this nursery was a national institution. We almost forgot to mention that the heaviest sentence inflicted by the law was ten years confinement in the royal nur-

In the olden days nymphs and naiads innumerable disported themselves in this garden. Here Stevens stops to sigh that the nymphs and naiads are now twanging harps and other musical instruments. In the gardens is a marble slide, a sort of fore-runner of the modern toboggan slide; at its foot ran a purling stream. When the naiads wearied of society small talk, they amused themselves by sliding down into the stream, bull-dogs, baboons, etc. Sometimes, when this became tame. Fatty-oily was wont to slide down a nymph or two for whom he had no further use. But Fatty-oily is no more, the naiads are dust, and the gardens deserted, and naught lives to tell the tale but the marble slide, and the purling stream, which still purls.

Altogether, Stevens' "Persian" letter is probably the best of a very good series.

STEVENS AT SAN FRANCISCO.

Editor of THE WHEEL:

Well, Stevens has been here and is gone again. For days he was the wheeling lion of the town and was stared at and feted to his heart's contents. Let me give you the particulars of his arrival, About four o'clock on the afternoon of the 7th, the City of Pekin, on which steamer Stevens was known to have engaged passage, was sighted and shortly after all wheeldom was aware of the fact. A tug at once set out for the steamer, having on board Chief Consul Welch and four members of the Reception Committee appointed by the San Francisco Bicycle Club. But Stevens was not permitted to leave the vessel until the quarantine officer had made his rounds, and so the "bicycle boys," were compelled to return to town Stevenless.

In the morning they were up bright and early, and accompanied by a quarantine officer, again "tugged" it out to the vessel. But they were compelled to "keep off" until the health inspector had pronounced everything O. K. Then they rushed on board, searched every nook and cranny for the guest, and finally found him in his room in the act of dressing himself. The "incidentals" were most unromantic, but the boys rushed at him and gave him welcome. In a half hour enough was said on both sides to fill a volume. Stevens' jaws must be hung on hall-bearings, for he kept up a 2.29 pace without apparent fatigue. He at once made a good impression, being pleasant, chatty and agreeable, and without either condescension or "stuckupedness."

On Sarurday evening he went to Oakland,

to witness the presentation of a road racing trophy to the Bay City Wheelmen, by the Oakland Ramblers. The party had a splendid time, Stevens being the recipient of much attention. On Sunday he had an outfemales was recorded in black and white. ing in the park, accompanied by a number

co Bicycle Club.

On Tuesday evening he was tendered a complimentary banquet by the California Wheelmen, under the auspices of the Bay City Wheelmen, which was the event of his stay in our city. Over sixty guests sat down to a most elegant menu. The feast of reason and the flow of soul was opened by a song by the Eureka Quartette. C. C. Robert M. Welch then responded to "The League" in the most happy manner. He was followed by Mr. Hobe, who responded to "The San Francisco Club." another song by the quartette, Mr. S. F. Booth, Jr., responded to "The Ladies" to whom he paid glowing tribute, after which Mr. Keyster answered for the "Oakland Ramblers.

Mr. Booth then recited an original poem of six stanzas, in which every voyage of any description was referred to, and all were conclusively proven to be inferior to Stevens' The Eureka Quartette again journey. bobbed up, after which Capt. George H. Strong essayed on "Cranks" and Mr. Yale talked for "The Press."

Then came the hero of the evening, who rose smiling and selfpossessed, began cool and composedly, warmed to his work, and finally worked up his audience to the highest pitch of enthusiasm. His "talk" developed into a lecture; he seemed to sift out all the unconventional incidents of his tour, which were presented to his hearers in various lights; now pathetic, now purely descriptive and again humorous. When he had finished, the M. C. congratulated him and dubbed him "the Mark Twain of the After a few more toasts and a song wheel." by the Bay City Quartette, the company wound up with "Old Lang Syne."

On Wednesday a theatre party was formed. On Thursday the Olympic Athletic Club tendered the visitor a reception. On Friday evening, the officers and directors of the San Francisco and Olympic Clubs, to the number of twenty, tendered him another banquet. After the viands had received their best attention, several toasts were responded to. On Saturday evening, the Bay City Wheelmen gave him a "Smoker' their club rooms, which was highly appreciated. Sunday was devoted to a parade and run, in which 125 men took part. After parading the streets of Oakland, the party rode to Haywards where dinner was taken. Stevens left us on Sunday the 23d. While he was with us we tried to "keep the pot aboiling" and made holiday, and we believe Stevens had an enjoyable time. least we should judge so from the following dainty letter, which has appeared in the local press.

Mr. Editor: I beg leave to express in a few brief remarks, my great appreciation of the hearty manner in which I have been welcomed home and entertained by the wheelmen and wheelmen's friends of San Francisco at the termination of my tour around the world on a bicycle. In a few short days they have succeeded in convincing me that the Californians are among the most hospitable and thorough going people on earth. Banquets, theatre parties, dinners and receptions have been my portion daily in San Francisco. The fricasseed kitten of Cathay, the most of Persia, the dhall of Hind, the yuort and pillau of Islam generally, already seem like an ugly dream of long ago. The best hotel in the city was dream of long ago. The best hotel in the city was placed at my disposal by the California Division, L. A. W. and what, to a person returning home after three year's wandering in foreign lands, proved still more acceptable, a niche in the charming family of two members rode from Elizabeth to Pine Lovering & Co.

of wheelmen. On Monday evening he was elected an honorary member of San Francis-co Bicycle Club. I shall carry with me to the east, memories of Californian hospitality, the perfume of Januarygathered violets, presented on various occasions by fair Californian hands, and of pleasant experiences generally, that will not soon fade away.

Sincerely, THOMAS STEVENS.

GOLDEN GATE.

THOMAS STEVENS' PLANS.

The editor of Outing has received the following communication from the returned wheelman, which will explain to his friends his movements after reaching Chicago:

San Francisco, Jan. 18, 1887. I shall leave here Saturday Jan. 22, traveling east via. Portland, St. Paul and Minneapolis to Chicago. Upon my arrival at Chicago, I want everybody to consider me as blotted out of existence for the brief space of a week, whilst I scurry off down into the backwoods of Missouri to pay my respects to a certain old lady, who has shed silent tears on the pages of the Outing Magazine, as she has read there of dangers and difficulties about my path; and who has prayed as regularly for my safe return, as ever faithful Musselman prostrates himself towards Mecca. After that, I shall take pleasure in endeavoring to show my great appreciation of the kindly welcome I hear awaits me at the hands of my fellow wheelmen.

Fraternally and and sincerely yours,

(Signed) Thomas Stevens.

ELIZABETH WHEELMEN'S MILEAGE

During the past year the Elizabeth Wheelmen have not been idle, so far as road riding is concerned. Our membership has increased from sixty on January 1st, 1886, to seventy-one on January 1st, 1887, of which number sixty-five are active L. A. W. members, including eight ladies (the most lady L. A. W. members of any city in the country), five associate, and one honorary. Our riding record for 1886 is not as large as it might have been had everyone reported. As it is a total of 52,563 3-8 miles was turned in, the leading scores being as follows, Mr. D. B. Bonnett taking the medal for the longest distance during the year: D. B. Bonnett, 3,7671/4; A. S. Roorbach, 2,246; L. B. Bonnett, 2,235; W. H. Caldwell, 2,020; J. O. Roorbach, 1,968½.

In addition, nineteen other members completed 1,000 miles and over in the year. The report by months is as follows:

	No Reporting.	Total.	Larg't Rec'd.
January,	24	$1075\frac{1}{2}$	157
February,	30	18084	· 154
March,	33	2735	346
April,	41	6258	508
May,	45	9072월	516
June,	44	8030‡	4294
July,	40	56474	351
August,	29	5097분	704
September	, 35	4672	420
October,	29	35301	4318
November	, 34	2338	361
December	, 11	944	308

There were 56 club runs held, of which 12 were by the ladies' division, the longest one being on May 31st to Morristown and return, via Pine Brook, a distance of 58 miles. One of our ladies, Mrs. A. H. Oliver, completed the entire distance on a tandem, which is a great performance, considering that the road is only fair for bicy-

Brook and return, a distance of 40 miles, in 4 hours, 15 minutes, including stops. The total length of club runs was 1,1381/2 miles. Lieut. Bonnett took the club run medal, having attended 23 runs.

The club average medal was taken by Mr. Walter Leary, he having 1,097 miles in 39 riding days, an average of 28 1-8 miles per

ride.

During the year 25 members, including one lady, have reported runs of 50 miles and over, the longest being those of Mr. S. B. Bowman, of 103 miles in 17 hours total time, and Mr. Walter Leary, of 115 miles in 12 hours, 30 minutes riding time. In racing we have done nothing, with the exception of our team finishing second in the first N. Y. & N. J. T. R. R., and fourth in the second

GEO. C. PENNELL,

Secretary.

THE KINGS COUNTY WHEELMEN'S RECEPTION.

One of the most enjoyable affairs held in cycling circles in this vicinity was the annual reception of the Kings County Wheelmen, which was held at Knickerbocker Hall last Friday. The hall was tastefully decorated with potted plants and shrubs. An awning and stretch of carpet sheltered the guests from the curb to the entrance. The toilets of the ladies were most elegant, and the ballroom presented a most brilliant appearance. At ten o'clock the dancing was commenced, Mr. Bridgman and lady leading the grand During intermission supper was march. served by Dillard in the K. C. W.'s club rooms, which are next door to the hall. Besides the members of the club, a number of members of prominent New York and Brooklyn clubs were present, acccompanied by their wives or best girls.

Mr. Herring, of the Ixion Club, is making preparations for his tricycle journey through Japan. He is now hard at work studying the language of the country. He may be found almost any evening wandering through the Ixions' club house uttering strange sounds, accompanied by contortions of the face. He is not dangerous however. He is simply saying: "bread," "beer," "bed," "rice," etc., in Japanese. Thus far he has learned to say, "I am Herring." This, he informs us, will be his invariable salutation, when entering any Japanese village. We regret that Mr. Herring insists on this form of address, which exposes him to grave danger. Suppose he arrives at a Japanese town, tired and dusty, and shouts out to the band of jibbering natives, "I am Herring," "Ah, ha!" they reply "Our Mikado dotes on herring," and instantly he is seized and fried forthwith, and served with boiling oil. We sincerely hope Mr Herring's friends will induce him to change his mind.

We have received an elegant photo of Messrs, Stoddard, Lovering & Co.'s wheelroom. We would dilate on the forest of Rudge bikes and trikes represented in the picture, but as we are promised a cut for illustration we shall reserve our descriptive powers until it arrives. The photo would handsomely ornament a club-room, and we cles for at least one-quarter of the distance, are informed that club secretaries may se-The fastest run was on May 23d, when cure them by applying to Messrs. Stoddard,

Southern Department.

N. L. COLLAMER, Editor,

ST. CLOUD BUILDING, WASHINGTON, D. C.

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

FROM A SOUTHERN POINT OF VIEW.

The light in which the recent action of the board at their meeting in New York is viewed in the South, cannot be better described than by the phrase "judgement suspended." What with conflicting opinions, some strong in one direction, some powerful in the other, many undecided or wavering between one sentiment and another, and hundreds astride the fence, League matters in this section are in an utter state of chaos. Numerous popular and influential leaders are shouting incendiary harangues from the house-tops, and threatening all sorts of impossible and uncalled-for punishment to Northern reins holders, while others, more cautious, thoughtful, and reserved, are waiting until the storm blows over, in order that they may view the matter in a rational light, and not act with precipitous speed. The preferring of charges against Aaron, the utter overthrow of that gentleman and his support, and the selection of Bassett as his successor, are viewed with much dissatisfaction by the community at large. There are many willing to acknowledge the latter's ability to conduct the Bulletin with circumspection and care, and to place it upon a profitable financial basis as well as to elevate its tone and render it better in every respect; and all concede with commendable spirit the fact that he is placed in a decidedly trying position, especially on account of the manner of his election to the vacancy caused by Aaron's resignation; but the rank and file are opposed to him, not for his principles, nor for himself even, but because he is a Northern man.

It is, of course, exceedingly unwise to thus permit sectional feelings to sway opinions which have no other foundation, and it is equally unwise to decry the L. A. W. or its management because an editor for its officia! paper has been chosen, who is not the person desired in this quarter; but still the fact remains that the South is up in arms, and it cannot be predicted at this writing just what the result will be. It is obvious to those who have heard different opinions expressed, and varying sentiments loudly voiced, that some step will be taken-and taken at once-which will give vent to the long-suppressed cry for Southern Representation.

Long, long ago, when the amateur newspaper editors of the country wrangled over this question, when young men of brains and ambition sought for the empty honors of office in the National Amateur Press Association, the same feeling manifested itself. Southern support in that association, as in the League, was but scanty, but the section considered itself entitled to officeand to a good office at that. It is not that "to the victors belong the spoils," it is not that the man deserves the place, it is not that suffrage is all-powerful; but it is rather merely that New England and New York shall not continue to hold the reins of gov- climate is death to enthusiasm, and earnest order and running smoothly.

ernment. The amateur rule is considered men must combat a feeling of lassitude Bostonian by birth, and is viewed with much disfavor in this quarter, and the man who framed it, and has so valiantly fought out its bitter existence, is, necessarily, thought hostile to those who cannot conscientiously ally themselves with him, even though he sought the best interests of the association in giving it to them, but presented it in such verbiage that it does not answer its purpose at all, and may be avoided in a dozen ways.

All this, as we said above, is exceedingly unwise; and if the South desires itself to be considered in the best possible light, it will fold its hands and wait developments, and will put up with what may seem to be an injustice, but really is not. It will be high time to object when grounds for objections are found to exist, but rebellious sentiment manifested at this time is ill timed and unwarranted.

SALUTATORY.

In establishing this department, it may be well to say a few words to South-western wheelmen and sympathizers, and to point out our intended line of action.

The state of affairs bicycular on this continent, at the present writing, is in a somewhat complicated condition, and to him who voluntarily takes up his pen to write upon so weighty a subject—to cry down its evils, and to praise its benefits, to set forth the advantages of wheeling, and to give voice to the varying sentiments and opinions which sway the riders and writers, and to endeavor to guide them in the proper direction, and mould their actions in the best manner-to him, we say, is allotted a task most difficult to perform with a satisfactory degree of success to himself or his readers. It is not, therefore, without many misgivings that we set ourself on the pinnacle of manager of this department, and bare our head on the mud-slinging of the fraternity, and the vituperation of the malcontents; and it is with much hesitation that we invite criticism and support in our feeble endeavors to give representation to the great

It is an established conviction, in the minds of the men who reside in our section, that the League is run by Northern men, and that by gag-law the South is cut off from representation by means of office. This feeling we shall attempt to eradicate. It is not so: it is not just to our Northern brethren. They number four to our one, and they contain the bone and sinew of the League. The workers are Northern men, almost entirely, and what few of them reside within our limits do not entitle us to any high office at present. Our mode of procedure, if we would figure on a par with the populous division, is to stimulate action in our own ranks, to promote meets and races, and to treble our membership. Dr. Harris, C. C. of the Virginia Division, in his address to his constituents takes this line of thought, and earnestly exhorts the Old Dominion men to be up and doing. Other prominent leaders throughout the South could wisely adopt the same course, and see that it was carried out.

It is, however, not without reason that our

whenever they would promote an event likely to benefit the section. It is, therefore, doubtful if any Southern State will ever number as great a proportion of riders to its area of square miles as those of New England, for instance—and it is also doubtful if the South will ever produce as many competent, enthusiastic leaders from among its limited number, who are slaves to the enervating climate in which they live, as sister States North of Mason and Dixon's

Let us not be discouraged, however, by the outlook. We can at least do what is possible, and the North is ever ready to recognize true merit and enterprise, when used in the proper direction. If it is not practicable to issue road-books of our section because of the scarcity of ridable pikes; if race meets are not so successful as those further North, because wheelmen live so remote from each other in this section; if local clubs do not flourish, and club-houses are few and far between; if Southern Divisions cannot figure with prominence in the matter of their votes, both local and national, let us compare our League status with the similar state of affairs in our National Government representation, and assure ourselves that it is not the Northern wheelmen who are depriving us of anything advantageous in the cycling line, but the deplorable state of affairs that actually exists, and the cloud of disfavor under which the war has left us.

All this can be changed. The "New South" is even now a popular topic of discussion throughout the press at large and at our firesides. Wheeling interests are reviving, and the coming season promises to be the brightest our sport has ever experienced. What with the Southern District Tour, the Md. Va. and D. C. Meet that is proposed, and the enterprising efforts of our more distant brethren in warmer latitudes, we can look forward to the coming riding season, as opening truly bright and pleasant, and full of promise for the future. To the end that our section may receive representation by the press, with an opportunity to give vent to its sentiments and to publish its news and comment, I have opened this department in The Wheel, and ask that for the good of the South in general, wheelmen who are so inclined will write me in this connection. The Wheel will take a high stand in favor of our section, will decry efforts to belittle us and to deprive us of what we are justly entitled to—if such efforts are made—will publish our opinions and our news with equal willingness, and will give us the advantage of representation through its columns for our best interests. Let us then, on our part, put our shoulders to the tire, and do our share towards our elevation to the eminence we so justly desire.

Let me hear from you fellow-wheelmen, one and all, and believe me,

Earnestly yours, in the cause,

THE EDITOR.

NEW ORLEANS

Last evening (January 25th) a rousing section is so far behind in the matter of meeting of local wheelmen was held and all numbers. Our roads are poorer by far than the details of the illuminated parade disthose in higher latitudes, and wheeling is necessarily at a discount. Our warm, gentle thing connected therewith is now in working

Mr. H. H. Hodgson, the indefatigable promoter, was deservedly elected Grand Marshal of the parade, with Chief Consul Shields, Sec'y-Treas, Bagine, and Messrs. A. M. Hill, W. L. Hughes and S. M. Patton divisions were also appointed and men assigned them.

The parade will take place on the night of February 21st, and the entire route to be traversed is paved with asphaltum, affording safe and easy riding to the most timid. The parade will wind up with a Smoker at the

rooms of the N. O. Bi. Club.

From present calculations, there will be nearly if not quite one hundred local riders and visiting wheelmen. Invitations have been mailed to the various Consuls and prominent clubs, and one to League members in general, through the columns of the L. A. W. Bulletin, and, with fair weather, we promise a good time to all who attend.

The following programme of the events of Carnival week (February 16-23) may prove of interest to intending visitors:

rove of interest to intending visitors:
Feb'y 17—Parade of Knights of Momus. (Night.)
"19—Parade of Flambeau Corps.
"21—Arrival of Rex and his Court (Day.)
Illuminated Cycle Parade. (Night.)
Feb'y 22—Parade of Rex and his Court. (Day.) Parade of Independent Order of Moors (comic). (Day.) Parade of Knights of Proteus. (Night).

THE CAPITAL CLUB'S BANQUET.

At 8 o'clock p. m. on January 31, 1887, the Capital Bi. Club, of Washington, held their eighth annual banquet at Solari's Resturant, with eighty members, out of a riding membership of 123, in attendance. menu was especially fine, and the "feast of reason and flow of soul" which, intermingled with the eating and drinking, kept the members together far into the night, and rendered the affair the most pleasant of all of a like nature that have been held.

Messrs. Allen, Seward, Bacon, Hatch, Chickering and Boteler acted as directing luminaries; the toastmaster, Mr. Allen, performed his duties with special credit to him-

The annual address of the President, John M. Killets, gave a resume of the club's wonderful prosperity, and afforded him an opportunity of verifying his favorable predictions of the year before.

He was followed by remarks from Jas. Q. Rice, whose endeavors and perseverance in collecting the subscriptions that made the new club-house a certainty, will ever be

gratefully remembered.

"Our Light Weights" and "Our Heavy Weights" were responded to by one of the lightest and one of the heaviest members respectively-G. F. Johnson and F. M. Boteler, each of whom endeavored to point

out the advantages of the other's shape.
"Our Club Sisters" was the next toast,
responded to by Chas. F. Bacon, who succeeded in convincing his hearers that double tricycles do not run themselves when off

concrete.

The next toast was "Pockets and Cushions "--responded to by F. S. Church. He was followed by Max Hansmann, who explained the benefits to be obtained from the combination with a cycle of a photographic the stages for the valley. outfit. Having contributed much to the adornment of the club-house, Mr. Hansmann's deeds, far more than his words, fur- staging to do, if you can get it, take a seat

Hubbard T. Smith, the Musical Director be sunny, but it's cooler and the views are of the club, sang a response to the toast, "Club Horticulture," and brought down the

He was followed by Dr. F. R. Lane, who as aids. The Captains of the different gave very interesting accounts of sayings divisions were also appointed and men asbers abroad.

> Frankland Jannus responded to the toast, "The Safety Wheel," and endeavored to show how much bicycle riding generally, and the consequent freedom and privileges of all riders is increased by the introduction of safety wheels, holding that the more small wheels were ridden and the more the practicability of the bicycle was developed, the greater would be the pleasure and enjoyment to be derived therefrom by a constantly increasing number of men, who would otherwise never have become riders.

> Dr. H. M. Schooley, one of the club's oldest members, then gave some very amusing and interesting reminiscences of club life in '79 and '80, in response to the toast, Reminiscences.'

> Dr. E. R. L. Goule responded to the toast "Knickerbockers," and easily persuaded his hearers that they were an article of wear, not only useful but also ornamental.

> The toast "The Small Boy on the Wheel," was responded to by J. J. Chickering in fitting language, concluding with the reading of an original poem entitled "Say Mister,

Ring Your Bell!"

The toasts concluded with "A Prophetic Club Run,"—responded to by Captain L. W. Seely, who, after a truly wonderful description of the beauties of nature, which he attributed to the blind poet, Milton, gave an account of a club run to be held in the Spring of 1900, which was received with uproarious applause.

Intermingled with the last few toasts was vocal music, rendered by the club songsters.

At two a. m. the club adjourned.

A TRIP TO CALIFORNIA.

Leaving San Francisco, we started for the Yosemite Valley. Taking the afternoon train, we have a pleasant ride along San Francisco Bay, then across a stretch of beautiful country, coming to the San Joaquin river at Lathrop. This valley is the great wheat-producing country of California, and is very fertile. The harvesting is an interesting and novel sight. The large combined headers and threshers are pushed by twentyfour horses and cut a swath twenty-four feet wide. They are curious-looking machines; they look like large, lumbering concerns pushed by droves of horses, the heads of the grain seen going in on one side and the cleaned grain running into the bags at the other. The capacity of these ma-chines is forty acres per day. This year a steam power has been attached which increases the capacity about double. About 100 acres per day is a full day's work at

The wheat fields are beautiful, the air is cool at sunset; altogether we have a pleasant evening's ride. During the night our car was left on the siding, and early in the morning we go over the branch road leading from Berenda to Raymond, where we take

At eight o'clock we start on the stages. Now, kind friends, if ever you have any nish a substantial verification of his remarks. on the box with the driver. Maybe it will it felt like hail as it struck me.

finer from the elevated position. In summer the soil is very dry, consequently the roads are very dusty. No one thought it strange to be introduced over again after a ride of twenty-five or thirty miles. You'd be so covered with dust you would hardly know your own self. But the ride is over a beautiful country, up hill and down dale, around abrupt curves, along the edges of precipices, the scene ever changing and always full of interest. We take dinner at Grant's, and from this place on the real work of the journey begins. Out of Grant's there is an eight-mile grade, so steep, that with a moderately good stage-load, with six horses, we were four hours in surmounting. Another word of advice, never when staging find fault about the slow ascent of grades, for time is made up on the down grades. When we came out of the Valley we were just forty-two minutes coming down that eight-mile grade, and a more exciting and exhilarating ride I do not care to take. The summit once reached, with a whistle and a crack of the whip, and away we go dashing down the other side. Sometimes the horses are on a full run. The old drivers have an idea the faster you can go, the steadier the stage rides and the safer the turns are made. And it really seems so.

We reach Clark's (Wawona) about dark, having ridden thirty-nine miles since morn-Tired and dusty, we get washed up, have our supper, and retire early for the needed rest for our early start the next morning. About seven o'clock the next morning

we start for the last day's staging.

We arrived in the valley about two o'clock in the afternoon, but not until we had climbed up another mountain. Crossing to the other side of the mountain, we come to Inspiration Point, where the Yosemite Valley is seen in all its grandeur. This view is the first and most impressive; words fail to describe the sight. El Captain, on the left, 3,400 feet high, an unbroken rock, that monarch of rocks. Opposite to it is the Bridal Vail, a most beautiful waterfall, 940 feet high. Then the Cathedral Rocks, the Three Brothers, the North Dome and the South Dome. The valley is about 4,000 feet above the sea, is about eight miles long, and a mile wide; its average depth is about half a mile. Once into the valley, the rocks tower above you on every side, perpendicularly. El Capitan, thirteen times as high as the spire of Trinity Church, N. Y., one solid granite block. The rainbows on the Bridal Vail in the afternoon are very beautiful. The Cathedral Rocks, 2,300 feet high, just beyond the Bridal Vail, and opposite them the Three Brothers. Further on Sentinel Rock, 3,043 feet, then the Dome, 3,568 feet above the floor of the valley; Half Dome, 3,737 feet, and Cloud's Rest, 6,150 feet. There are the Verndl Falls, 400 feet in height; Nevada Falls, 600 feet; Royal Arch Falls, 1,000 feet; The Bridal Vail we have already spoken of; then the Yosemite Falls, 2,634 feet high.

'Tis the opinion of emineut tourists that these falls have no comparison in the world. The upper fall is 1,600 feet high, an unbroken sheet; then a rapids for 600 feet; last, the final plunge of 400 feet. I climbed over the rocks to the foot of the lower falls. as near as I could get. The spray covered me in torrents, and the force was so great

One of the gems of the valley is Mirror bolts, the consequence being that the bear-Lake. The water is very placid, and the most magnificent reflections are seen upon its surface. A most beautiful sight is to see the reflection of a sunrise over the mountains. You have to get up quite early to

There are many trails which the tourist may take and view the valley from above. These views are very extended and grand. A few wheelmen have visited the valley. Not long before we were there, one of the old settlers saw a wheelman coasting down the grade. He had a great story that evening to tell in his cabin. He said: "I saw a man this afternoon acomin down the hill, a-ridin on a buggy wheel, an I said 'Hold on young man keep your brake on,' and he never said a word nor minded what I said, but kept right on. Them is curious things! A feller can ride without doing nuthin but set on."

DR. F. A. KINCH, JR.

DOUBLE v. SINGLE BALL BEARINGS.

The above subject, which has for some time occupied a prominent place in our "Correspondence" columns, has produced a variety of opinion upon the question, though we think the majority of the criticism has been in favor of the double variety with lateral adjustment, and we are constrained to say that our own opinion leans in the same direction. The matter is one which depends upon very simple laws, which, however, are often frequently ignored by the unthinking, who consequently fall upon a fallacious line of thought and go wrong. We frequently hear it said that single ball bearings must run easier because there are fewer frictional points, and the novice in mechanical matters is very apt to fall into this fallacy. Facts, however, are just the opposite, and it may surprise some to hear that there is no more friction with two lines of bearings than with one, whilst there is less wear, provided, of course, that they are properly fitted, and that no twist or unevenness between the lines is introduced—in fact, if a dozen lines of balls were fitted side by side as in the double ball variety, perfectly even and true, the friction on the whole, taken together, would be no more than on the one, whilst the weight supported by each line of balls, and consequently the wear, would be reduced proportionately. Such a bearing for bicycles, however, would be a case of reductio ad absurdum, but the mention of it serves to illustrate the subject under consideration. On general principles double balls should produce no more friction than single ones, and should last twice as long. In thus speaking, we refer, of course, to two bearings constructed on the same principle, for it is manifest that a difference in system of fitting or adjustment would probably make in our opinion, be the lateral. We do not mean to say that a good bearing cannot be properly adjusted, but what we say is this, that the majority of those who buy and use bicycles find the adjustment of the lateral style more easily understood, and more easy pp. 100, eleven engravings, cloth bound, the best judgment of the proprietors, keepto do, than with the vertical system and side about 30,000 words; mailed on receipt of ing in view the best interests of the bicycle

ing gets a better chance of being adjusted, and is more frequently "kept up" than "kept down," and its life by this means prolonged. The adjustment of the lateral varieties is simple in the extreme, and generally easily done, but we have found the nuts on the side bolts of vertically adjusted bearings as a rule very awkward to get at, and tedious to manipulate, whilst more often than not all the spanners in our possession have failed to get at them. Another point which enters largely into the question of the life of a bearing, and which is too often neglected, is the size of the balls used, and in this, whether single or double lines are used, we are of opinion that the average sizes made use of are too small, this being especially so in the case of tandems, where a very considerable weight has to be borne. It has been asked us, if double ball bearings are superior to single, why are they not used on racing machines? to which we would reply that the life of a racing machine is comparatively of little consequence so long as it will last a season, and the double ball bearing has had to be sacrificed on the score of its weight, and the size of the balls reduced for the same reason—for two rows of large balls mean a larger case and a longer axle, and where ounces have to be taken into consideration this is important. Unfortunately, however, the racing influence has, in many instances, intruded on the construction of the roadster to its detriment. In conclusion, we would remark that to get the best results out of a bearing of either kind it should be carefully attended to, and not only oiled and cleaned as needed, but adjusted from time to time as found necessary "kept up," in fact, and not allowed, as many are, to run the whole season with a little side play, which, by the end of a year, becomes chronic, and the bearing and its maker blamed by the rider instead of his own carelessness.—The Cyclist.

THE LITERATURE OF THE WHEEL.

[From: "X. M. Miles on a Bicycle."]

BOOKS AND PAMPHLETS.

The following is a list of American books and pamphlets concerning the subject (in the market Aug. 1, '86): "Lyra Bicycla: Sixty Poets on the Wheel" (2d ed., Mar., '85, pp. 160, cloth); mailed on receipt of postal-note for 75c., by the author, J. G. Dalton, 36 St. James av., Boston, Mass. "Wheel Songs," poems of bicycling, by S. Conant Foster (July, '84, pp. 80, nearly 50 illustrations, cloth, \$1.75); N. Y. Outing Co., 140 Nassau St. "Wheels and Whims: An Outing," a cycling novel, by Mrs. Florine Thayer McCray and Miss Esther Louise Smith; pp. 288, cloth, illust., \$1.25, Boston: all the difference between a good and a bad bearing. Thus far we have looked at the general principle of the two varieties, but there are other causes which go to make or ton. "Rhymes of the Road and River," mar the success of a bearing from a cycling point of view. The method of adjustment, both for single and double varieties, should, 321 Chestnut St. "A Canterbury Pilgrimage, ridden, written and illustrated by Joseph age, ridden, written and illustrated by Joseph and Elizabeth Robins Pennell," Aug., '85, square 8vo, paper, 5oc.; N. Y.: C. Scribner's Sons, 743 Broadway. "In and Around Cape Ann," wheelman's guide, Aug., '85,

postal-note for 75c., by the author, John S. Webber, Jr., Gloucester, Mass.; revised ed. in preparation for '87. "Road Book of Long Island," Apr., '86, pp. 90, cloth. \$1, tabulated statistics of the best riding within 50 m. of N. Y. City, with through routes, and special maps of various riding districts; mailed by the compiler, A. B. Barkman, 608 Fourth av., Brooklyn, N. Y. "Canadian Wheelmen's Ass'n Guide," Apr., '84, pp. 128, cloth, 5oc.; a revised and enlarged edition, with maps, to be published in Oct., '86, by the secretary of the association, H. B. Donly, Simcoe, Ont. "Cyclist's Road Book of Boston and Vicinity," 2d ed., May 20, '86, pp. 42; 55 routes given by streets; mailed for 15c. by the compiler, A. L. Atkins, 17 West Walnut Park, Boston. "Wheelman's Hand-book of Essex County," 3d ed., Aug., '85, pp. 74; mailed for 20c. by the compiler, Geo. Chinn. Beverly, Mass. "Wheelmen's Geo. Chinn, Beverly, Mass. Reference Book," May, '86, pp. 183; 49 lithographic portraits; 50c. in paper, \$1 in cloth; ed. 5,000; Hartford, Ct.; Ducker & Goodman. "Star-Rider's Manual," 2d ed., Mar., '86, pp. 117; an instruction book on the use of the American Star bicycle; mailed for 75c. by the author, E. H. Corson, ed. of Star Advocate, East Rochester, N.H. "A. B. C. of Bicycling," Apr., '80, 36 pp., 10c.; instructions for beginners, by H. B. Hart, 811 Arch St., Philadelphia, Pa. "Bicycle Tactics," a manual of drill for clul s, Apr., '84, 20c., by T. S. Miller, 162 Washington St., Chicago. "Club Songs," 20 bicycle songs set to popular airs; 25c., by A. S. Hibbard, Arthur Young and T. S. Miller. More important to the tourist than most of the above-named are the elaborate roadbooks published by the several State Divisions of the League, and sold (at \$1) only to League members of other Divisions. The roads of Penn., N. J., Md., O. and Mass. have already been tabulated thus; while Conn., N. Y., Mich., Ill., Ind. and other States have similar books in preparation. More interesting to the general reader than any cycling book now in existence, will be Thomas Steven's "Around the World on a Bicycle," to be reproduced in '87 from the series of illustrated articles which Outing has published monthly since Apr., '85. More voluminous than any other is "Ten Thousand Miles on a Bicycle," (Oct., '86, \$1.50), for it contains a greater number of words than all the above-catalogued books and pamphlets combined.

THE AMERICAN BICYCLING JOURNAL.

Of the prints which are no longer in the market, the earliest mention belongs to the American Bicycling Journal, which made 14 egular fortnightly issues, Dec. 22, '77, to June 22, '78, and four later ones in '79, dated Jan. 25, Aug. 9, Oct. 18 and Nov. 1. "It will be published every other Saturday, and mailed post-paid for 10c. a copy, or \$.50 a year, and all communications should be addressed to the editor, 178 Devonshire St., Boston." Such was a part of the formula Boston." Such was a part of the formula which stood unchanged through the entire 18 numbers, and one of its other phrases for the first half-year was: "As soon as the demand will warrant it, we propose publishing each week,"; but announcement was made in the 14th number that "the paper will now become an irregular instead of a regular noun, its future dates of issue being somewhat erratic, regulated in accordance with

movement, with which their own interests are, of course, identified. They do not seek to shirk any necessary outlay, but they do desire to avoid waste and make their loss as small as possible." No names were ever printed; but the proprietors were Cunningham, Heath & Co., the earliest firm organized for the importation of bicycles into this country, and the editor was their junior partner, Frank W. Weston, b. July 13, '43. He afterwards used the signature "Jack Easy" for many articles in the Bi. World, and his standing as a pioneer is proclaimed by the nickname "Papa," applied by his familiars of the Boston B. C., on whose original roll of founders his name was signed sixth. Its pages measured 9 by 12 in. (a standard size which has been adhered to by the Bi. World and most of the later journals, -thus rendering it easy to file and bind them together) and were numbered from 1 to 16 in each issue,—the last 2, 3 or 4 of them being given to advertisements. An index to these 288 double column pages was printed as a supplement to the Bi. World (June 26, '80, p. 289). whose initial number gave admission to the Journal's illuminated heading, in order that the editor might deliver his valedictory beneath it,-declaring his intention to fill unexpired subscriptions with the new, paper and also to serve as one of its regular contributors. This heading was designed by C. W. Reed, and it depicts a bicycler gayly whirling away from Father Time on a bone-shaker. A scroll or ribbon, clumsily piled up between the two, exhibits the four words of the title, in black capitals of surpassing ugliness; but the main figure, in Scotch cap, velveteen jacket and white flannel breeches, has always been endeared to me, as conveying an admirable notion of the airy ease and gracefulness which render the sport so alluring. The first number con-tained a card from Cunningham, Heath & Co. (whose advertisement covered the final page, whereof the price was named at \$25, "or \$13 a half-page"), saying that a signature-book had been opened at their office for such as might wish to join the proposed Boston B. C., and urging them to sign promptly and ensure for their city the honor of having the earliest American bicycle club. The same number also said: "There are now published in London two weeklies, one monthly and three annuals devoted entirely to the bicycling interest; and a single London firm sold 60,000 machines last year." A large share of the Journal's matter was re-printed from these English papers, and from the Boston dailies, whose columns contained many argumentative and descriptive articles written by the enthusiastic local pioneers of wheeling; but it also published considerable fresh material. My own earliest road-report appeared here ("Bicycling in New York," Oct. 18, '79), and alongside it a list of 23 clubs then existing; while the issue of Jan. 25, '79, gave an alphabetical list of about 250 riders. with their addresses, "though we have reason to believe that it does not represent more than half the bicyclers that are scattered over the land,—whereas a year ago they could almost have been counted on one's fingers." This list was afterwards re-printed in the Bi. World; and the publishers thereof for several years advertised the sale (\$4) of bound files of the Journal, which will always remain an interesting memorial of the manner in which wheeling first won recognition here.

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Mr. H. D. Corey has been elected Secretary of the Wheel Board of Trade.

R. Howell, the English Champion, intends to do considerable racing on the Rudge Bicyclette the coming season. He believes it to be faster than the ordinary.

Mr. G. R. Bidwell, of No. 313 West 58th street, New York City, recently sold to Mr. Cornelius Vanderbilt a 54-inch Rudge Light

The Captains of the Massachusetts, Newton, and Brookline Bicycle Clubs have already pinned their faith to the 1887 pattern Rudge Light Roadster.

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Jos. Butcher, Boston, Mass.; Cyclometer. J. A. Weston, and W. A. Smith, Syracuse, N. Y. Velocipede.

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- 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.

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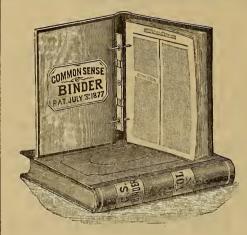
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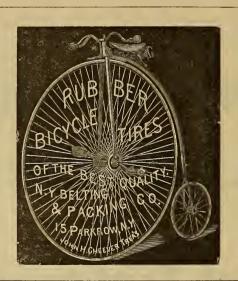
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