

VOL. XIII.—No. 15.]

NEW YORK, JANUARY 6, 1888.

[WHOLE NUMBER, 327.]

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

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SPEEDIER,

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350 1-2 MILES IN 24 HOURS

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Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

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

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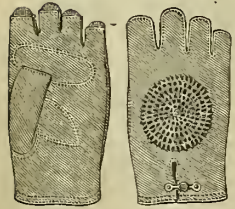
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counterbalances its ten-
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OF

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weighs less than half-a-
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AND

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"4" Enameled with nickel trimmings. "5" Enameled
with polished parts. "6" Half bright and enameled or
painted.

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.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
146	56	Columbia Expert,	\$132.50	\$85.00	4	1	4
149	51	"Special Star,"	135.00	93.00	3	ball	1
179		Sp'kb'k Cripper Tri.	180.00	85.00	4	2	2
180		"Hbr. Tandem.	260.00	220.00	4	2	1
213	52	British Challenge	135.00	65.00	3	1	4
217	48	Special Star,	120.00	110.00	4	ball	1
220	53	Royal Mail,	140.00	95.00	4	1	2
234	52	Rudge Lt. Rdstr.,	135.00	90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	70.00	3	1	4
237	48	Columbia Expert,	137.50	70.00	4	2	4
238	46	Special Facile,	123.00	80.00	4	1	1
244	45	Special Pony Star,	107.00	100.00	4	1	1
245	54	Royal Mail,	140.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	150.00	110.00	3	1	1
248	50	Ideal,	80.00	55.00	4	4	1
252	56	British Challenge,	150.00	55.00	1	1	5
258	48	Spl. Star,	129.00	95.00	4	1	1
260	48	Columbia Standard,	100.00	40.00	5	4	5
263	55	Rudge Lt. Rdstr.,	138.75	73.00	4	1	4
264	54	Columbia Expert,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	95.00	3	1	2
266	55	Spldg. Semi-Racer,	140.00	40.00	4	1	4
269	51	Spl. Star,	160.00	100.00	4	1	1
270	56	Racer,	140.00	40.00	4	1	4
271	52	Sanspareil,	127.50	75.00	4	2	1
274	52	Sans. Lt. Rdstr.,	137.50	75.00	4	2	1
275	48	Victor,	127.50	90.00	4	1	2
276	52	Columbia Expert,	137.50	105.00	1	1	1
277	52	Spec. Club,	160.00	105.00	1	1	1
278	50	Premier,	100.00	70.00	1	4	1
282	38	Rudge Safety,	135.00	60.00	4	1	2
283	51	Spcl. Star,	130.00	90.00	4	3	1
285	51	Spcl. Star,	130.00	80.00	4	1	4
286	44	Spcl. Facile,	130.00	70.00	4	1	2
287	52	Columbia Expert,	127.50	80.00	4	4	4
288	56	Columbia Standard,	107.50	40.00	4	1	2
289	52	Victor Lt. Roadster,	132.50	90.00	4	1	1
290	52	Victor Lt. Roadster,	132.50	90.00	4	1	1
291	55	Columbia Lt. Rdstr.,	145.00	110.00	3	1	1
292	56	Columbia Expert,	142.50	110.00	3	1	1
303	54	Columbia Expert,	130.00	70.00	4	2	2
294	54	Columbia Expert,	130.00	80.00	3	1	1
295	54	Victor,	130.00	100.00	4	1	1
296	52	Columbia Expert,	137.50	90.00	1	1	1
297	46	Columbia Expert,	120.00	70.00	3	1	1
298	39	Boys,	70.00	25.00	5	4	1
299	50	Columbia Expert,	135.00	80.00	1	1	2
300	50	Victor,	125.00	80.00	4	1	4
301		Quadrant trike No. 8,	185.00	165.00	4	1	1

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5.---	J. KEMP BARTLETT, JR.,	Rapid Roadster.	.	.	.
8.---	E. F. LeCATO,	Rapid Light Roadster.	.	.	.
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THE ILDERAN CLUB'S DINNER.

On the 30th December the Ilderans sat down to their club dinner at Wilson's. President Greenman sat at the head, on his right Toastmaster Miller, on his left Secretary H. C. Mettler. The others to the number of about fifty were seated about the "T" shaped table, which extended down the pleasantest dining room that it has been our good fortune to see. Just as they were seated a telegram was handed in containing the congratulations of THE WHEEL. Editor Prial had been previously secured by the Harlems and could not, as he said, "dine with the braves of Ilderan." The usual formality of eating the dinner was keenly relished as they listened to the banjo music of the Dore Brothers, and the stories of Camacho, the celebrated impersonator. The rendering of "Home, Sweet Home," by the banjoists was conceded by many to be the finest music from the strings of the banjo that they had ever heard. From the combined effects of the inspiring music and Mr. Camacho's story telling, the diners felt in a jolly mood, and when the time for the speeches came the order of them was necessarily of a very informal nature. Each of the members was called upon, and each did his best to express a sentiment appropriate to the occasion. A feature of the evening was the presentation to Mr. Miller, in consideration of his labors as treasurer and chairman of the Amusement Committee, of a handsome watch pendant. After the presentation the gathering broke up, though many lingered about the piano to listen to the singing of Mr. Camacho. Altogether it was a most jolly affair, and the treatment received at the hands of Caterer Wilson was of the very best. ALERT.

THE BROOKLYN CAMERA CLUB ORGANIZES.

The promoters of the Camera Club held a second meeting on Tuesday evening last at the Ilderan Bicycle Club rooms.

The following men were present: C. B. Barber, Milton E. Baker, W. F. Miller, Robert W. Candler, E. D. Litchfield, L. E. Adams, Louis Prosch, John R. Hardie, V. Trowbridge, M. L. Allen, J. F. Borland, W. A. Robertson, H. P. Matthews, Louis L. Hayes, Charles H. Stilwell, Howard Greenman and Howard C. Mettler. These gentlemen constitute the charter members of the club. Great interest was taken in the new club, and it was launched under the most favorable circumstances.

The following Committee on Constitution and By-Laws was appointed: W. F. Miller, chairman; M. E. Baker and H. C. Mettler.

A few silver and bromide prints and a handsome collection of blue prints of Long Island were shown. At the next meeting a number of views will be exhibited with an optical lantern.

The next meeting will be held on Monday, January 9, at the Ilderan Club House, 71 Sterling Place. All who are interested in photography are invited.

THE CITIZENS GIVE THE OLD YEAR A SEND OFF AND THE NEW YEAR WELCOME.

Begone, 1887!

Welcome, 1888!

In accordance with their annual custom, the members of the Citizens Club slid out old 1887 and welcomed young 1888 on Saturday evening last.

When the old Dutch clock in the Cits' billiard room marked the last pulse-beat of 1887, the revelry was at its height, and there was certainly no happier company of "watch nighters" on the continent.

From eight to ten the guests arrived, and were ushered with little ceremony into the parlor and connecting billiard room, where they renewed old acquaintanceships and made new friends.

Shortly before eleven, Master of Ceremonies "Lef" Clapp introduced Dr. Aitken, who gave two recitations, to the delight of the company.

The ice once having been broken, the entertainment ran smoothly along. Mr. Thomas Smith recited a negro character sketch and displayed a voice equal to the roar of Niagara.

A number of professional entertainers enlivened things generally. A gentleman with a delicate touch and dainty execution presided at the piano; an odd-looking youth produced some delightful melodies from a Cremona violin; a gentleman played sweetly on a mandolin, and a young man whose face was a lesson in comedy told "How Paddy Stole the Rope."

Shortly after twelve the parlor was cleared of superfluous furniture and dancing was indulged in. It is impossible to name the school or class to which the Cits' cavortings belonged. But it was lively, very lively; a wild, mad whirl in fact, full of life, laughter and go and the participants intensely enjoyed it.

We had almost forgotten to mention the refreshments. Ah! such beans! Boston is simply no where when it comes to a question of mere beans; and the coffee, the aroma of which attracted all to the coffee urn.

Shortly after one a strong breeze wafted in Mr. "Jim" Burdette, the well known humorist and entertainer, who is a member of the Citizens. "Jim" played on the piano, sang a few songs, and told some of his famous stories.

After three, the members and their guests began to leave, and by four o'clock quiet reigned where late the scene of revelry had been witnessed.

The rooms were crowded, and there must have been at least one hundred and fifty people present. Dr. Beckwith told us he enjoyed the coffee very much; it is his favorite beverage. Chief Consul Bidwell was full of a new roads improvement scheme. "Lef" Clapp circulated hither and thither with eagle eyes for the comfort and well-being of all. Mr. John C. Gulick smoked and chatted incessantly, all in a quiet way. Messrs Harris, Shaw, Rauchfuss and Prial represented the New York Club; incidentally, the latter represented THE WHEEL. Mr. Walter H. P. Veysey, the expert accountant, and Mr. Thomas Stevens, whose name is up for election to the club, were present. Mr. Simeon Ford toyed with the ivories. We saw Mr. Richard Nelson supporting the mantel and enjoying an aromatic cigar. Mr. Strugnell, of the Hudson County Wheelmen, was present. Mr. Arthur W. Perego was there, with that perennial smile. Mr. Elliott Mason was of course present; he always is. About midnight, a delegation from the Manhattan Club cheered the Cits, but refused an invitation to come inside.

About four o'clock the writer stole out into the wet, slushy street and sought the sweet restorer, deciding between his last yawns that the Cits are the first club in this country.

LYNN CYCLE CLUB RECEPTION.

The Lynn Cycle Club held a leap year party at Exchange Hall, Monday evening, and it was a very successful affair. The march and circle was started at 8:30 o'clock, led by Frank W. Goodwin and Miss Gertie Libby, followed by about sixty couples. The dance order contained fifteen numbers, not including fancies, and Perkins' Orchestra furnished the music. Dancing was kept up until midnight, and Caterer Nador served ice cream during intermission. The affair was in charge of the following:—Floor manager, F. W. Goodwin; assistant, C. W. Wilson; aids, E. F. Bergholtz, J. H. Shurman, F. D. West, J. H. Young, E. L. Story, J. Travers; Reception committee, E. G. Young, W. C. Stewart, C. Bacheller.

The Overman Wheel Co. are getting out a fine boy's wheel. It is called The Victor, Junior,

TWO BRAVE HARLEMITES RIDE OUT THE OLD YEAR.

A two quart bottle of champagne and two small glasses stood on a table in the Harlem Wheelmen's Club house on New Year's eve.

Enter Messrs "Billy" De Graaf and "Irv." Halstead attired for a spin on the De Graaf's tandem. They start; and a two quart bottle of nothing stands on a table in the Harlem Wheelmen's Club house.

They started at 12 o'clock, rode south to 110th street, and then headed away for Tarrytown and Zilba Carpenter's champagne; for Zilba had promised to do the proper thing by the first New Yorker arriving in 1888 at his hotel in Tarrytown.

We do not mean that Zilba intended to do the leap year act. How embarrassing this would have been to Mr. De Graaf, who is a good deal of a father in his way. Zilba simply intended to set up the champagne.

At two o'clock the travelers reached the Yonkers Bi. Club's rooms, where they found the boys "celebrating." At Kingsbridge the snow had given way in favor of rain, and the champagne hunters were completely drowned out by the time they reached Yonkers.

The Yonkers boys immediately started to dry them up. De Graaf, who carried a change of clothing, which had become quite damp, hung it near the fire, and during the revels, the suit was done brown and was worthless.

A club member supplied "Billy" with suitable wear, and after a final gulp of hot coffee, the tandemons again set out after that champagne. This was on Sunday afternoon at 2 o'clock; it appears they had spent the intervening hours fast asleep on a mattress in the Yonkers Club house.

The following telegrams tell the story:

No. 1. "Arrived at Yonkers Club house at 2 A. M., wet through."

No. 2. "Arrived at Tarrytown at 6:10 P. M., on Sunday evening."

The pair arrived home about 1 P. M., on January 2d, thus establishing a slow record for the round trip between Gotham and Tarrytown.

THE NEW YORK CLUB.

ALL HONOR TO THE FIRST NIGHTERS.

The old year died in quite the proper manner.

He waited until the falling flakes had wrapped a snowy winding-sheet about him and then he flitted off to the great whither-whence-where, as the psychological society man would say.

At the last hour of 1887 a drama was enacted, the scene being Central Park and its purlieus. Here is a brief synopsis:

Time—12:01 A. M., January 1st, 1888.

Scene—New York Club House, 351 West 59th street.

Dramatis Personæ—Messrs. McFadden and Nisbett, on tandem; Messrs. A. L. Paynter and F. L. Daniels, on trikes, and Mr. E. M. English on a bike.

This party of enthusiastic wheelmen, undaunted by the thickening carpet of snow, left their club house at 12:01 A. M., and just as they reached the Park entrance, they espied a party of wheelmen entering. The tandemists gave chase and passed the strangers like a meteor; they proved to be fliers of the Tribe Manahatta.

The tandemists kept up a scorching pace up the West Drive to 110th street, where they stopped for refreshments, and meeting a party of Harlem Wheelmen, helped them celebrate by vigorous blowing of calliopes. Then they started down the East Drive to meet their companions. On, down to the Fifth Avenue gate they pedaled, then across to the club house.

Thus the first recorded ride of the year in Gotham is to be credited to Messrs. McFadden and Nisbett, New York Club, who drove their tandem seven miles in fifty minutes.

LEAGUE REORGANIZATION COMMITTEE.

The Reorganization Committee of the League will meet in Buffalo the latter part of the month. President Kirkpatrick and Secretary-Editor Bassett will attend the meeting. The committee have formulated no plan of action, but many facts have been collected, and a number of plans have been considered. The committee will assemble pretty well equipped to consider the matter of reorganization, and with the addition of Secretary-Editor Bassett's report, they will be able to treat the matter intelligently.

BROOKLYN NOTES.

With the beginning of the new year, bringing hopes and realizations of brighter prospects for all, we trust that the Brooklyn clubs will not be wanting in those very essential elements to their success, and to the veteran Brooklyn, the staid Long Islands, the enterprising K. C. W., the active Ilderans, and to two of their very substantial friends who give the means of enjoyment to both mind and body, friend Prial, of THE WHEEL, and Charlie Schwalbach, we wish one grand "Happy New Year."

How was the day spent? Well! the proverbial New Year Day weather was on hand with its accustomed promptness—pleasant overhead but muddy under foot. The wheelmen were out, although their number included only the more enthusiastic. We were in the Park part of the day and witnessed some interesting struggles on the West Drive Hill as they returned from their ride on the sticky Boulevard against a cold wind. Generally speaking, however, it was an "in-doors" day. Owing to the decline in the last few years of the custom of calling, the club becomes an attractive place on New Year's Day, and Monday undoubtedly witnessed many pleasant gatherings in the different houses. At the close of the holiday season there is always abundant conversational supply in a review of the festivities of the week, besides the special subjects of interest to every club. In the K. C. W. their club house scheme must certainly come in for no small share of talk in their gatherings. The Long Islands were on the eve of a disputed election, and their parlors undoubtedly held many groups of arguing members. And the Ilderans had the features of their club-dinner as a topic of conversation. Thus supplied, the wheelmen passed the day.

A visit to the house of the Brooklyn Bicycle Club would seem to indicate that they are in to stay. Since their occupancy of their present house a dividing wall on the ground floor has been removed, giving them ampler accommodations and greater freedom in the storing and handling of their wheels. They are, furthermore, talking of removing the walled closet space on the parlor floor, thus throwing the parlor and library into practically one room. On the evening of their last entertainment they found the parlor inadequate as an audience room, and by carrying out the above plan the restriction would be removed. On the wall hangs in a glass front frame the banner won in the Election Day road race. Being the only trophy the club has ever captured, the boys are very proud of it. On the next floor they are given an opportunity to drop their small change to the tune of the ivory click. In the card room also on this floor, there are several works of high art received as contributions from the club members. A locker and dressing-room and janitor's room occupy the fourth floor. Although the club is inclined to be conservative, a visitor to the B. C. W. will always find a welcome hand to grasp his and make him the recipient of many kind attentions.

ALERT.

PITTSBURGH.

Our "Keystone" Club, in more than name alone, will remain a League Club—as it has been since '79—during the present year.

Captain Bidwell is reported as offering his "bike" for sale—just why is a mystery—we could ill afford to lose so popular a rider and the Keystone would wait a long while before getting such another captain as he has been to them the past three years. We'll hope for the best and wish for the opening of our riding season, the charm of which has brought back to the ranks many a wheelman who had given up the sport. My dear "Duquesne," if you know how to ride a wheel as well as you use your pen, won't you accept of an invitation from the writer to take a run over the Perrysville Plank Road the first nice weather and try with him some of those "delightful coasts" between Harmony and Allegheny. Aye! "Duquesne," yea! "more than a mile long?" Come, now, old boy, won't you? But, say; I would like to make your acquaintance ere that. Hadn't you better make plain the enigma, as to who you are? By the way, do you really "believe Seidell is the man" who secured the Lowry House; aren't you quite sure? Didn't you know when you wrote the above, that he was the man?

One of the best pleased men in our city last week was "Charlie" Seidell—he is one of our "tough" riders—(now I trust he won't see this) and to be without a wheel is killing, so when he saw his new Star in a crate on the pavement in front of the agents, on a cold day last week, he could

not wait for warmer weather that he might ride home, but hailed the first express wagon and I warrant tried the machine the same evening.

KEYSTONE.

NEW ORLEANS.

DEC. 29, 1887.—A regular quarterly meeting of the Division occurs Monday, 19th January, 1888. Chief Consul Hodgson will not be here to preside. He leaves next Monday for a business trip to New York and will be absent ten or twelve days. And in consequence Representative Patton will have an opportunity of making himself useful.

The lantern parade committee is not meeting with the proper sort of encouragement, and indications point toward an abandonment of the idea entirely.

Dr. J. W. Gibson, San Francisco Bicycle Club, Representative L. A. W., and Compiler California Road Book (all three titles appear on his card), has been in the city for a day or two and was to have left this morning for Philadelphia, where he goes to pursue his studies in dentistry. Mr. Gibson reports the California wheelmen greatly dissatisfied with the management of the League's affairs and about to hold a meeting to consider the matter of an organization of their own so that they may receive the entire membership fees and be prepared to fight their own battles and not be dependent upon the hesitating, half-hearted assistance of the L. A. W. The Californians think that the League spends too much without securing any adequate return in the way of practical accomplishments, and, I may be pardoned for adding that this is just about the sentiment in this neighborhood. The actual work done has been accomplished almost entirely by the Divisions themselves; the parent body has done—what? Furnished a weekly payer that is easily outranked by nearly, if not quite all the other cycling publications. Is there anything else?

We condemn and consider any move looking towards secession as unwise, but do honestly think that California's dissatisfaction is not wholly without foundation, and that the cause thereof should be investigated and a remedy applied. Has anything of the sort been attempted? We Southerners are earnest and sincere in our belief in the possibilities of the League, but firmly believe that there is something radically wrong somewhere in its management, and we intend to commence a kicking and to keep at it until a change for the better comes about; \$6,000 or \$8,000 seems a goodly sum to spend yearly for next door to nothing. BI.

LONG ISLAND WHEELMEN ELECTIONS.

The L. I. W. held their elections on Tuesday evening, January 3d. It was expected that there would be some friction during the meeting, but harmony, with a cap H, prevailed. The elections resulted as follows:

President, Joseph D. Huggins; Vice-President, F. J. Warburton; Treasurer, Michael Faust; Recording Secretary, C. C. Alden; Corresponding Secretary, E. A. Caner; Captain, C. S. Luscomb; Lieutenant, George S. Teller; Second Lieutenant, Louis F. Wise; Lieutenant of Tricyclists, W. N. Walker; Buglers, T. M. Lambreson, F. B. Morrell; Color Bearers, H. F. Donelson, A. H. Harris; Surgeon, F. P. Hudnut; Trustees, W. W. Share, W. H. Hooile.

Between seventy and eighty votes were cast. The Treasurer reported the strong box in a satisfactory state. The club now has between 125 and 135 members.

MR. A. B. BARKMAN TAKES CHARGE OF SPALDING'S BICYCLE DEPARTMENT.

We are glad to learn that Messrs. A. G. Spalding & Bros., 241 Broadway, New York, have placed Mr. A. B. Barkman, of the Brooklyn Bicycle Club and Bookmaster of the L. A. W., at the head of their bicycle department.

Mr. Barkman is a man of energy and foresight and will doubtless make a success in his new field of labor.

His knowledge of the road systems of the country is broad and thorough. As Bookmaster of the League he discharged his duties to the satisfaction of all. His most successful work was the compilation of the New York State Division Road Book, to which task he brought an admirable knowledge of the subject, an expertness in the making of maps and a disinterested enthusiasm rarely met with.

He worked hard for the advancement of wheeling and it is to be hoped that his many friends will aid him in making a success of his new departure.

BALTIMORE.

Although there has been little or no riding done in the last two weeks, the holiday season has kept the "boys" pretty busy. Close upon the Christmas reception of the "Centaur," of which I wrote you last week, there have followed receptions by all of the other clubs.

The first of these was a "Ladies' Reception" given by the "Ramblers" to their lady friends. This took place on Thursday evening last and although an informal affair, was very much enjoyed by all present. The principal portion of the programme for the evening consisted of dancing, besides which there was vocal and instrumental music furnished by the club members. During the evening a neat little luncheon was served to the guests.

On New Year's Day the Marylands hung out their larch string and bade all that might enter a right royal welcome. In fact, what with terrapin stew, turkey, oysters, and punch, more punch, and then some more punch, it is still a matter of conjecture as to how the writer managed to get home at all. Punch is good, but then if it were only possible to leave out the following day. Just now I am wearing a No. 14 hat and still it appears too small. To give you some kind of an idea as to what sort of a spread was there, I will state that the callers numbered somewhere about eight hundred, among whom were the mayor of the city and several other officials.

One of the prettiest club affairs that I have ever had the opportunity to enjoy was the full dress dance tendered by the Baltimores to their lady friends on New Year's night. There were twenty-eight couples present, and had any Northern man stopped in during the evening he would certainly have concluded that Baltimore well deserved its name for beautiful ladies. Bassett should have been there he could certainly have enjoyed one of his "Feasts of Beauty," as he puts it. At midnight an elegant supper was served. Dancing was kept up until the "wee small hours."

On the League meet matter there is hardly anything new to write just now. All indications point favorably to our having it here. One thing is very noticeable in all the cycling papers, and that is that a great many of the wheelmen throughout the country would like to see the meet held here. The meeting set for January 7th will definitely settle the question whether to have or not to have. Of this meeting I will give you a full report in my next.

Yours truly,

RALPH.

January 2, 1888.

MANHATTAN BICYCLE CLUB.

THE GLAD NEW YEAR.

A stag racket was held at their club house, 302 West Fifty-eighth street, on New Year's eve. About forty-five men were present.

The club, which has a prohibition clause in its by-laws, suspended it for the evening, and liquors that elevate the spirits of man flowed freely.

Messrs. W. H. Putney and Frank De G. Kane annoyed the piano with pleasing results. Mr. Ethan Allen soloed vocally. Mr. William Bonelli gave a recitation from Romeo and Juliet in splendid style, also some amusing imitations of Henry Irving.

Captain Metzger, W. K. Kubin, W. F. Pendleton and E. J. Shipsey rode the old year out, while Bugler Sheehan welcomed 1888 with stirring notes.

About 12:30, the Mannhattans marched around to the Citizens' house and gave the club a hearty cheer. The New York Club was also visited, but found deserted, the members being out riding. A break was then made for a neighboring restaurant where a spread was enjoyed.

The boys then returned to their club house and very properly ended the racket with a few hymns.

MANHATTAN.

In its issue of December 29th, the *Wheelmen's Record* announces its suspension. We can safely say we regret its demise, because it represents for Mr. Darrow a year of unprofitable endeavor. The paper made no impression outside of its immediate locality; no doubt it did good missionary work, as all the cycling papers, even to the least of them, do. In its section there certainly should have been enough wheelmen to support it. We can't understand why wheelmen are so niggardly with their dollars, when it comes to a question of supporting their mouthpieces, the extenders, and, to a certain extent, guardians of the sport.

There will be a five-dollar reduction on wheels this season.

WHEEL GOSSIP.

W. I. Wilhelm announces his retirement from the path.

Sport and Play published an interesting Christmas annual.

The Cambridge, Mass., Club will enjoy a ball on the 20th inst.

The Montclair Wheelmen have disbanded, but will probably reorganize in the spring.

There is not a League member in Warwick, N. Y., though there are a number of riders in that lovely village.

There is rumor of a combine between the Kings County Wheelmen and the Calumet Cycling Club, another Brooklyn organization.

The New York Club's mileage for 1886 was but 10,032 miles; for 1887, 26,186. The fabled Phoenix is simply not in it with the New Yorks when it comes to resurrection.

It is rumored that Harry Hall and W. E. Crist will visit England this year. It is also said to be A. B. Rich's highest ambition to make a flight on some of England's paths.

W. A. Illston, the English amateur crack, is anxious to become a professional rider. A professional of Illston's ability can make a handsome income on the other side.

T. G. Conway & Co., 20 Warren street New York, who handled the Springfield Roadster last year, have failed and will probably go out of the cutlery and hardware business, which was their line.

MERWIN, HULBERT & Co.—This firm, which has a magnificent sporting goods store on Twenty-Third street between Fifth and Sixth avenue, will probably handle a number of wheels this year. We advise manufacturers and importers to communicate with them.

"Can Men Fly?" Richard A. Proctor, discussing this question, asserts that learning to ride the bicycle is the beginning of the art; and he who has mastered the wheel is better qualified than he who has not, to float, fall, rise and govern himself in the ambient ether.

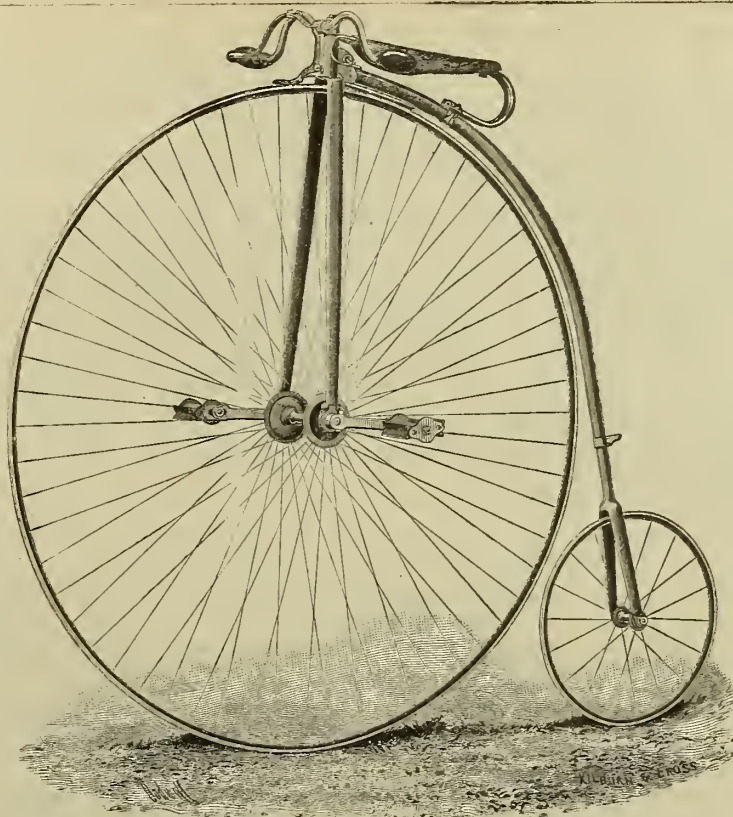
Charles A. Collins of the Massachusetts Bicycle Club has made the following admirable riding record during 1887: Miles ridden since March 27, 5206½; riding days, 170; longest ride, 130 miles; shortest ride, 1¼ miles; best 30 days, 1750 miles; total miles, '86 and '87, 9413.

Mr. S. H. Johnson, Consul, of Suffern, N. Y., was in Gotham on Tuesday. Mr. Johnson, who is agent of several makes of wheels, has made seven converts since he became interested in wheeling. Mr. Johnson firmly believes that wheel papers and wheel agents make wheelmen. So say we all of us,

An enjoyable boxing exhibition may be witnessed on the evening of January 17th, at Athenaeum Hall, corner Atlantic avenue and Clinton street, Brooklyn. On that evening, the amateur boxing championships in the various classes will be decided under the auspices of the Nassau Athletic Club.

TOBOGGAN GOODS.—The Smith Mfg. Co., 125 Fulton street New York, are making a specialty of toboggan goods at this season of the year. This firm has a large and select stock, including every description of tobogganing goods; all guaranteed to be first class or money refunded. The firm carries a large assortment of sporting goods, including cyclists' outfits at reasonable prices. ***

MORGANISM.—A new god has been set up on high upon the cycling altar, and his name is Morgan, the One, the Only, the Senator; the lightning-change artist; the American in Gotham, the Welshman in Wales. For breakfast, dinner and supper we get "Morgan." "Morgan says" and "Morgan does;" the cycling press on both sides of the Great Pool is simply the chronicle of Morgan's doings and Morgan's sayings. To be sure, Morgan is a clever genius. The physiognomies of himself and his team are more familiar than that of Gladstone or M. Sadi Carnot.



THE VOLUNTEER COLUMBIA.

PRICE \$100.

For a 50-inch K finish, with ball-bearings to both wheels, Columbia "double-grip" ball pedals, double-grip handles, Kirkpatrick saddle, and one-piece hollow cow-horn handle bar.

Or with Columbia "double-grip" ball-pedals, \$95.

With cone bearings to rear wheel, and parallel pedals, \$90.

Difference of \$2.50 for each two inches in size, up or down.

BRIEF OF 50-INCH.—Metal parts of all steel, and no castings. Endless moulded rubber tires, ⅞-inch front and ¾-inch rear. Crescent felloes. 56 and 18 direct spokes, No. 11½ gauge, with both ends enlarged. 4¼-inch recessed steel hubs, on 8¾-inch axle, with 5¼-inch spread of spokes. Detachable Knous cranks, 5, 5½, and 6-inch throw. Columbia "double-grip" rubber ball pedals. 18-inch rear wheel. Columbia adjustable ball-bearings to front, and rear wheels. 1⅜-inch cylindrical perch, made of imported patent cold-drawn, seamless-steel tube, No. 15 gauge. 5-inch cylindrical head, 4⅝-inch conical centres. Columbia elliptical, cold-drawn, seamless-steel, tubular front, and semi-tubular rear-forks. 28-inch hollow, continuous-steel, cow horn handle-bar. "Double-grip" vulcanite handles. One-piece leg-guard. Grip-lever-spoon brake. Adjustable step. Kirkpatrick saddle. Tool-bag, with B. & S. monkey-wrench, screw-driver and oil-can. Weight, with these parts all on and ready to ride, 41 lbs.

There are no questions affecting the interests of wheelmen of greater importance, and probably none admitting of a wider range of discussion, than those bearing upon the matters of qualities and prices of bicycles; and in the last season or two a much more active consideration has been given them than before.

Along with this, whether as the cause or as a result of it, it matters not, a demand has made itself felt for a machine at a lower cost to a retail purchaser than the highest grade machines, yet embodying as many as possible of the essential qualities of these. Just what points of excellence should be presented, and what left out, would seem to have been a most difficult matter to determine, though it has come to be a pretty generally conceded fact that all the features going to make up such a bicycle as our Columbia Light Roadster, or Expert Columbia, cannot be successfully combined and put upon the market at any considerable reduction from the prices of these.

Various attempts have already been made toward such a practical solution of the matter as should satisfy the wants of a large and increasing class of wheelmen, for the most part consisting of younger and new riders, who do not feel that they can afford to pay for more than the *essentials* of a serviceable and good wheel, to secure which they are willing to dispense with some of the finishing touches or equipments that go to increase the cost.

Recognizing the need and the different degrees of success, and the contrary, with which it has so far been met, we have determined to volunteer an effort in this direction ourselves, and have concentrated our attention upon the present machine, drawing upon the extensive experience at our command, with a view to presenting the purchaser of a medium-priced bicycle the highest possible value for his money.

CONSTRUCTION.—Great durability, reasonable lightness, exact interchangeability of parts, and beauty of outline are, in our opinion, first among the requisites of any bicycle, of whatever grade; accordingly, for all parts of this, we have taken precisely the same qualities and tempers of steel that we use in the corresponding parts of the Expert; and there is no metal but steel in either machine. We have forged and fitted them under the same thorough methods; in many details we have used the same forms, only changing others for the saving of expense without sacrificing strength, or for the sake of contributing a proper and necessary individuality to the machine.

By dispensing with a few of the least essential advantages of our high-grade machines; by devoting less tool-work, labor, and time to the finishing of parts where appearance only, and not efficiency, is affected, omitting the expensive rubbing down and polishing of the successive coats of enamel; and,



KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

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

14 PRIZE MEDALS.

WM. S. KIMBALL & CO.

perhaps, the most important factor entering into this side of the case, by constructing a large number of machines at once, of but *four sizes and one finish*, we are enabled to make and put our Volunteer upon the market at a lower price than a wheel of *equal value* has yet been sold at.

The fact that it is a Columbia, with all this implies, and that as such it is backed by our guarantee, will have full weight. We are ready to put it in competition, in appearance and under actual service, with many machines of higher price for which much more is claimed.

ALL HOLLOW PARTS of the Volunteer are made of the best seamless-steel tubing, cold-drawn and rolled; the solid parts are drop-forged steel, with joints fitted and brazed, and bearing surface finished and hardened by skilful workmen under our most approved methods.

THE WHEELS present no material difference in construction from those of the Expert, though for the sake of lightness we have put a $\frac{3}{8}$ -inch tire on the front wheel. In doing this, however, no strength has been sacrificed, as the new felloe, designed and rolled especially for this machine, is of equally fine stock and practically the same weight as in the Expert, the section showing a thicker middle to make up for the decrease of diameter. The spokes are in no respect different, while the hub is the same in material, though slightly modified in form, and not quite so finely machined.

THE DIRECT SPOKE principle of construction is employed for the sufficient reason that, be the temporary impression or fashion what it may, the direct spoke has unquestionably proved itself the most durable and satisfactory in the long run for regular road machines. This stands as a fact with manufacturers and riders of the broadest experience. We use an ample number of spokes, 52 on the 48-inch wheel, with an increase of four for each rise of two inches, and made as they are with enlarged ends, and with a carefully gauged thread at the hub flange, we can vouch for their ability to withstand loosening or buckling strains.

The hollow front FORKS and the PERCH are of a similar form and the same gauge of stock as in the Light Roadster.

THE HEAD is practically the same in form as in the Light Roadster or Expert, though fitted with a single set-screw and a broad-flanged lock-nut to prevent its working loose.

THE HANDLE-BAR is our regular hollow, one-piece, cow-horn bar, of the highest grade of cold-rolled seamless steel, and its reputation needs no special advertisement. The heavy gauge we are now using affords the greatest security against breakage to be found in any bar on the market. We put it on this machine by a less costly method than in the cases of our other bicycles; while the attachment is equally strong and effective, the bar cannot be so readily removed or adjusted. The bore through the head-lug is round and sufficiently large to admit of easily passing in the curved bar. The excess diameter is filled by a split thimble, and the bar then firmly secured in place.

Our hollow "spiral" handle-bar, affording the curves of the cow-horn bar, with a backward turn, bringing the handles toward the rider, and more easily parallel with the wheel, will be put on a new machine, in place of the above, if ordered.

THE HANDLES are of the regular "double-grip" pattern, shown on page 000, though we will substitute for them on a new machine either our pear-shaped or spade handles without difference in price.

THE CRANKS are our very successful Knous pattern, in which the pedals cannot slip, and the latter have ball bearings, though "double-grip" parallel pedals will be furnished in their place at \$5 less.

SADDLE.—We have fitted the Volunteer with the improved Kirkpatrick saddle, and an adjustable step, and these, with the other appointments of the machine, go to make it the most comfortable, reliable, and altogether satisfactory bicycle that has ever been offered at anything approaching its price.

THE VOLUNTEER.

EDITOR OF THE WHEEL.

Dear Sir: We take pleasure in forwarding you to-day proof sheets of our catalogue giving description of our new Volunteer Columbia and cut to accompany, which we presume you will be glad to use in your paper this week. We shall be willing to have the reading matter inserted entire or in part, though of course if you cut it down or modify it, we shall be glad to know just what you are going to say about it. It goes without saying that such a machine as the Volunteer is, at \$100 for the 50-inch size, ball bearings all around, will be eagerly looked for by American Wheelmen, and we doubt if any other machine will attract more than this during the year. We aimed to make the very best machine possible for the money, and we have succeeded in filling our expectations. You will note that the lower price is reached by making only four sizes and one finish of this machine, whereas in our Expert and Light Roadster, we make nearly thirty of each; that we do not machine and finish the Volunteer quite so finely as in other cases, though the casual observer could hardly notice the difference, and that, in one or two minor details, it has not quite the same advantages as the Expert. Of course, it is not intended nor expected to take the place of our higher priced bicycles, but it will fill a place of its own to better advantage than any other machine in the world.

Yours very truly, POPE MFG Co.

BOSTON, MASS., January 2, 1888.

BINGHAMTON N. Y.

DEC. 29th, 1887.—This coming summer we expect some of the members of the Binghamton Wheel Club will have a good mileage to their credit. Three prizes have been offered, gold medal by club, gold medal by H. W. Arnold, and a fine hub lamp by Walker Sherwood. We have some in our club that will ride in almost any kind of weather.

Mr. C. Craver and H. Y. Breser took a spin around the eight-mile square one day last week. They found it better sleighing than wheeling, but they enjoyed it and will try it again. EM.

TWO HARLEMITES, RAIN, SNOW AND CHAMPAGNE.

Messrs. W. H. DeGraaf and E. I. Halsted, of the Harlem Wheelmen, won the trophy offered by the proprietor of the Franklin House, Tarrytown, N. Y., by being the first wheelmen to arrive at his house from New York City in the new year. These were the only two known to have started; although, had not the snow fallen Saturday afternoon to the depth of three inches, there would have been about fifteen contestants from the various clubs.

The start was made from 110 street at 12:15 Sunday morning, during a blinding snow storm, which, however, turned to rain about 1 A. M. Yonkers was reached at 2 A. M. The rain descended in torrents, completely soaking the cyclists.

Upon reaching "Getty" Square, a light was seen in the windows of the Yonkers B. Club, and a bee-line was made for the club house. The Yonkers men were "seeing the old year out," and had just decided to close up the house, but the appearance of the doughty cyclists evoked praise. No one thought anybody would start out on such a tedious journey with the snow three inches deep and more to follow; therefore the surprise was great. However, no time was lost in removing outer garments, and spreading them before the fire. Mr. De Graaf even went so far as to place a parcel containing a "change" of clothing on top of the stove. As everybody was talking at the same time, the parcel was forgotten, and was not removed until it had stewed for about ten minutes. It is needless to say that the garment was not improved.

As the storm showed no signs of abating, the tourists decided to accept the proposition of the host, and remain until such time when the trip could be continued without the necessity of life preservers. No sooner were the words "hot coffee" uttered than Captain Clapp had produced the proper utensils and ingredients. Every one thought that the "Cap" knew how to make good coffee, but when they found out that he had forgotten to *grind the coffee*, there was a howl. Be it said, however, that the second edition was most acceptable, and all partook of the beverage unstintedly. From 3 to 4 A. M. Mr. Kellogg picked at the banjo, and all joined in the songs and glees.

Then wheeling experiences were told, and all thought the climax was reached when Messrs. De Graaf and Clapp told their respective tales eliciting applause. But the "go you one better," of Mr. Halsted, took the palm. By this time the eyelids of those assembled began to droop a little. First a snoring solo by Mr. Burnham caused much silent mirth; but when Mr. Lockwood joined in the duett, was too much for the others, and the sleeping beauties (?) were aroused. From 5 to 7, all indulged in short cat-naps, and at 8 several of the Yonkers boys returned home.

The rain had continued to fall and all the snow had been washed away. At 4:30 P. M., the clouds had emptied themselves, and once more Messrs. DeG. and H. mounted their Columbia tricycle. The roads were very muddy and pushing was hard—but they had started with the intention of being the first to arrive at Tarrytown, and they "got there allee samee," at 6:10 P. M., and were warmly greeted at the Franklin House.

After a good night's rest, the tandemites left Tarrytown for the return trip at 10:30 A. M., arriving at New York City, 2 P. M. The roads were even more muddy than on the previous day, especially between Yonkers and New York City.

However, both are now alive and doing well although the tricycle complains of a sore throat and muscular rheumatism. The trophy won can be seen in the parlor of the Harlem Wheelmen club house. HARLEM.

AMATEUR PHOTOGRAPHY.

No. VII.

When selecting a formula for a developer, it should be borne in mind that it is seldom the same one will suit different brands of plates equally well. To secure good results it is probably as safe a way as any to use as a developer the formula that accompanies each brand and not adhere strictly to any one. A strong argument in favor of this course is that the different makers know which developer best suits their plates. This argument, however, is not so strong as it appears, the same developer, when used by different persons, does not always give the same results. A most satisfactory course to pursue is to try the different brands of plates and select that which gives the best results; by doing this only one developer will be needed. Any of the following formulas are excellent.

FORMULAS

This formula accompanies each box of Carbutt's plates, and is recommended as being exceedingly good:

PYRO AND POTASH DEVELOPER.

No. 1. Water, 10 oz.; citric acid, 60 grs.; crystallized sulphite soda, 2 oz.; pyrogalllic acid, 1 oz. Water to make up to 16 oz.

No. 2. Water, 10 oz.; crystallized sulphite soda, 2 oz.; carbonate of potash, C. P., 4 oz. Water to make up to 16 oz.

N.B.—During summer 1 dram bromide potash or ammonia may be added to No. 1.

DEVELOPER.—For portraits on "Specials," add to $2\frac{1}{2}$ ounces of water, distilled, melted ice, or well water, but *not rain* water, two drams each Nos. 1 and 2; less of No. 2 is required during warm weather. If more density is desired add more of No. 1, if more detail and softness add more of No. 2, bromide to be added to restrain and give density if required. Keep solutions cool, 60 to 70 degs. is a good temperature.

For landscapes and interiors on "Specials," where the exposure may be uncertain, lay the exposed plate in the Pyro Solution for a minute or two; then into the developing glass put half the quantity of No. 2 as has been taken of No. 1, and pour the Pyro Solution into it, and back on to the plate by proceeding in this manner, adding more of No. 2 to bring out the image, or a few drops of a 10 per cent. solution of bromide to restrain as may be required, much better results may be looked for than if a full quantity of No. 1 and No. 2 were mixed at once. For instantaneous views or very dark interiors, we recommend the following procedure: To 4 ounces water add 1 dram No. 2, soak plate in this while preparing the following: water, 3 ounces, of Nos. 1 and 2 each 3 drams, 5 drops Bromide Solution, pour off the dilute alkali, and flow this strong developer over the plate; be careful to expose the plate as little as possible to the light used to develop by, no matter how safe it may be considered for ordinary development.

EARL & WILSON'S.
MEN'S LINEN COLLARS AND CUFFS.
"ARE THE BEST"
FOR SALE EVERYWHERE.

GILLOTT'S STEEL PENS

ARE THE MOST
* * * PERFECT.

THE DEATH OF '87,

AND HIS PARTING INJUNCTION TO HIS SUCCESSOR.

A NEW YEAR'S REVERIE.

It was New Year's eve. The clock in St. Paul's steeple had just chimed 11. Another hour and old '87 would be but a memory.

* * * * *

"Wonder if the boys are enjoying themselves?" I inwardly murmur as I draw a chair close to the cheerful fire glowing in the grate, and reaching down my latest WHEEL, seat myself to thoroughly thaw out before retiring.

I had just returned from the club's smoker. I had gone intending to remain with the rest of the boys and see the old year out; but, as in the general run of entertainments of the sort, some of those in attendance, guests as well as club members, had partaken too freely of the cool, seductive lager, and were becoming altogether too rough in their stag dances, and some, I regret to say, in their recitations and songs also. So after being banged against the mantel and having a small patch of skin taken off my elbow, I reconsidered my intention and betook myself homeward to see the old year expire in the quiet and comfort of my own cosy bedroom.

I had been idly glancing over the different advertisements in the paper for probably ten minutes, when the hum of two persons conversing in low tones reached my ear, coming, seemingly, from the adjoining room. I listen closely and the words "wheel" and "wheelmen" being frequently repeated, I find myself getting interested, and almost before I know it my curiosity is so excited that I am no longer able to restrain myself, and actually indulge in the uncommendable practice of peeping through the keyhole of the door connecting my room with that from which the cycling talk emanates.

"Who in thunder are those two," I mentally exclaim; "I thought I was the only wheelman in this house, but I'll be danged if there are not two fellows in shorts, and hello! there's their wheels up there against the wall. Wonder who they are anyway; I don't recognize either of them. Must be strangers for I surely have never seen that old grey bearded man before, nor the young one either," and then getting tired of soliloquizing, I quietly bring up my chair and listen.

"Yes," the old man was saying, "you will find many queer people in your ramblings; I could give you many other tips that might help you along, but my time is too precious, and I must soon be going. There are a great many things I had intended doing during my allotted time, which I will have to leave to you as my successor to carry out. You may do as you please about the majority, but one thing I would have you promise me is that you will visit Boston, Mass., and see my old friend Abbott Bassett, Secretary-Editor of the League of American Wheelmen. You will find him a short, stout, well read gentleman, capable of writing almost anything, from the "daisiest" letter or the neatest dodging-the-issue editorial to the simple squib announcing that now is the time to renew. Present your card to him telling him that you expect to be a Chief Consul before the next Board meeting, and he will treat you right, and probably hand you a few of his familiar chestnuts to carry home. Now, what I want you to see him principally about is to hint to him that the official journal isn't what it should be, and that he can make it much more readable if he would really try. Tell him to look over his file for the last few months of 1886, about the time his erring predecessor had charge, and mention incidentally that at that time the *Bulletin* was a good readable paper, and gave satisfaction to the members, and that he (Bassett) can get it so by proper effort, even if he has not so much cash at call. Say to him that there are enough capable League men who would voluntarily do the corresponding for their different sections if they were but asked, and encouraged by nothing more than an occasional expression of thanks. Don't forget this latter, for man is a peculiar animal and likes to know when and where his efforts are appreciated. Will you promise to do this for me?" wound up the old man, as he looked earnestly into his companion's face.

I did not catch the full text of the latter's reply, but it was evidently in the affirmative, for I saw old grey beard grasp the young fellow's hand, and murmur something about "good boy."

"What are the other matters you would have me carry out?" the younger inquired; "perhaps I can attend to them for you."

The old fellow drew out his watch, and after re-

marking "Thirty minutes yet," replaced it and began anew.

"Perhaps you can; at any rate it will do no harm to tell you. Next to seeing my friend Bassett I would have you drop in on Mr. A. C. U. Ducker of Buffalo, N. Y. He too is a queer genius, full of tournament and amateur solution talk, and if you remain any length of time with him he will probably make you very, very tired with such talk, but try to stand it, and return the compliment by sailing into Mr. Ducker and impressing upon him the fact that cycling has ceased to be a mere sport dependent on the bubbling enthusiasm of long tournaments, and that it is now a generally recognized and practical means of locomotion. Say to him that the wheel world was heartily sickened of his previous agitation of the amateur question and wants no more of it."

"And while you are in the State," continued the old man, after a pause, "you should not fail to stop over in New York City, and hunt up George R. Bidwell, to give his hand a good, strong squeeze, and to modestly tell him that he's a good 'un. Mr. Bidwell can probably pilot you to The Owl's den, and you might inquire of that birding when it was that he was elected Critic-in-chief of the L. A. W. and also if he doesn't honestly think that he too often dabbles in and harshly criticizes doings in which he has not an iota of interest. Tell the dear bird that it don't pay to provoke or prolong discord in any organization's ranks. And while you have The Owl and The C. C. together, they both being members of Board of Officers, ask them if they really are not at heart of the opinion that Jno. A. Wells has been too harshly treated by the Board. You might venture the assertion that Wells is much more of a worker than the general run of Representatives, and that because he stood up through thick and thin for an erring friend, until he was himself convinced of the latter's deceit, is no reason why he should now be scorned and his work underestimated. Then drop in on Wells himself over at Philadelphia, and tell him that the wheel world at large doesn't look upon him as does the Board of Officers, and that if he would but cease his spiteful and unmerited flings at Secretary Bassett that he would be respected the more. The next place I would suggest that you visit is St. Louis. You will find it a live, pushing city, but will have no trouble in locating Percy Stone, a young professional, who is just now trying with might and main to get back into the amateur ranks—and the League. You must ask Percy if, after his money making performances at Cleveland, Ohio, and Mitchell, Dakota, he candidly believes himself entitled to reinstatement, while such men as Norb Myers, Phil Hammell, Hendee and Burnham,—who unlike himself went through a form of repentance by abstaining from a repetition of their offenses—are refused the favor. I hardly think Percy will deny this, but if he does, no matter; just leave him and skip over to Springfield, Ohio, and whisper in President Kirk's ear that he mustn't make any more after dinner speeches calculated to raise false hopes among the rank and file, and that a little greater display of vim and energy would—"

Here the speaking ceased so abruptly that I again applied my eye to the keyhole. The old man was just nervously drawing his watch from his pocket, and after one glance at it, started from from his chair as if shot, and made for his wheel. "Come, my time has come. I must be going," he remarked, seemingly greatly agitated. The young man seemed to take his companion's agitation very unconcernedly, and rising quietly, drew his wheel from against the wall, and leaned on the saddle while awaiting his companion, who in his haste had dropped several letters and was busily engaged picking them up. The old man slipped the letters in his pocket and without speaking threw open the door, and pushing his wheel to the threshold, paused, and turning, grasped his companion's hand and remained standing for a moment.

As the two stood there their faces were turned full towards me, and for the first time I noticed the figures 1887 on the old fellow's cap, while the younger's headgear bore in beautiful gilt numbers 1888.

"Their League numbers!" I mentally exclaim, but just then 1887 began speaking, and I ceased further soliloquy.

"Good bye! my boy, good bye!" was all he said, in his same husky voice, but his eyes told what his tongue refused to utter. Then to my great surprise he placed his foot on his wheel's step, and grasping the handles, skipped one, two, three, twelve times before landing in the saddle.

"Not much of a rider," I conclude, "but what in blazes possesses him to mount in that narrow hallway?"

"Heavens! what is the man doing?" He had reached the head of the stairway. I see a look of terror spread over his face, and throwing open my door, run to his rescue, while his companion, 1888, stands at the threshold looking idly on, but I am too late. A loud, startled cry, and man and machine pitch down the steps and—I awoke. The clock in St. Paul's steeple was just sounding with slow, measured stroke, the death knell of 1887—twelve o'clock; the next moment all Bedlam seemed turned loose; church bells rang, steamboats whistled, and everything capable of creating a noise joined in this annual greeting to the new year. 1888 had arrived.

But my dream—what can it mean?

BI.

NEW YORK BICYCLE CLUB.

The New York's record for 1887 is as follows, all individual scores below 400 miles being bonched:

	1886.	1887.
J. M. McFadden.....	.....	3,004
H. M. Archer.....	.....	2,215
F. M. Daniels.....	2,063	2,125
J. H. Hansen.....	.....	1,958
G. M. Nisbett.....	.....	1,618
E. J. Shriver.....	1,454	1,524
A. J. Patterson.....	.....	1,421
W. B. Weir.....	.....	1,100
E. M. English.....	.....	1,082
A. L. Paynter.....	.....	1,046
F. H. Kirby.....	.....	958
L. O. Macdaniel.....	244	888
F. W. Kitching.....	777	876
G. S. Daniels.....	1,169	820
O. G. Moses.....	.....	597
J. O. Jimenis.....	956	557
C. L. Child.....	160	549
J. B. Roy.....	1,008	493
F. Knothe.....	.....	483
I. M. Shaw.....	.....	454
H. S. Raven.....	634	433
W. C. Montanye.....	.....	431
Sundry members.....	1,567	1,554

Total..... 10,032 26,186

Forty men in all reported, but several for only two or three of their rides. Only the mileage covered while a member is counted, or otherwise Mr. Nisbett, for instance, would be first in the club and second only to Capt. Halsted, of the Harlem Wheelmen, in the city; having ridden 3,282 miles in 1887. The longest single day rides are 116 miles by J. M. McFadden, 103 by E. J. Shriver, 101 by J. O. Jimenis, 77 by J. H. Hansen, 75 by G. M. Nisbett.

THE WHEEL had a pleasant two hours' chat one afternoon this week with Mr. Eugene M. Aaron. Since his disconnection with the League, Mr. Aaron has been engaged in the life insurance business with encouraging success. The late Secretary-Editor takes a keen interest in League affairs, and regrets that the League has done so little during the past year. He believes in the Divisions being made all powerful; the central body almost entirely done away with, the officer of Secretary-Editor abolished, and the entire clerical work being done by the State secretaries. Mr. Aaron spoke regretfully of some of his actions during the "late unpleasantness," but alleges, and very probably with truth, that errors were committed on both sides. Mr. Aaron has lost his characteristic nervous look, seems somewhat heavier, possibly a trifle older, but altogether appears a much more contented man than of old. His two boys, aged eleven and nine, are famous riders, and their "papa" has lost none of his wheel enthusiasm. Mr. Aaron expects to locate permanently in New York this spring, in which city he now spends three days of each week in connection with his insurance business. Truly was the late Secretary-Editor the Napoleon of Wheeling; but like most Napoleons, of war, finance and otherwise, he bit off more than he could masticate. Then, as usual, things went awry. But time has blown the clouds away, and the late Secretary-Editor is on his feet again. We all know him as a man of marked ability, and though he committed grave errors many will be glad to learn that he is DOING well.

Mr. E. A. Lloyd, many of whose pleasant and witty things over the name of "The Welsher," we have quoted, recently left England for Australia to seek health and fortune.

THE GOOD POINTS OF A SAFETY.

An enthusiastic rider writes to the *Cyclist* as follows: "Now, sir, in my humble opinion the safety licks the ordinary into a cocked hat as a roadster for all kinds of riders, not because of its safety merely, for it does not follow that a man is afraid of an ordinary because he rides a safety, but by reason of its sound and practical utility. That is the great cause of its deserved popularity, we being a practical nation. If a man goes for a tour on a cycle, he wishes to have a machine that will take him from place to place with as little fatigue and discomfort as may be. He wishes to ascend hills with comparative ease, and with his powers brought into play in the best possible position for that purpose; and descend dangerous hills with confidence, taking them at a good speed, N. C. U. and other warnings notwithstanding. All this he can do best on the safety, but his companion on the ordinary tries to get up the same and finds his front wheel slipping round instead of 'moving on,' which would be still more so the more 'rational' rake there was about it. When he comes to a hill marked 'dangerous,' he gets off, if a wise man (and has his arms nearly pulled off walking it down); if not, he tries to ride, and it's long odds comes a 'howler.' What is the result? A bent handle, at least, ditto pedal and crank; very likely a buckled wheel, to say nothing of personal injury. How often does one hear of a buckled safety wheel?"

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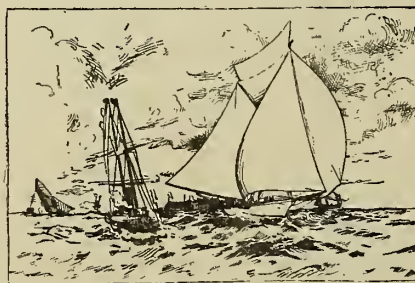
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Wall street and Nassau, Treasury Building.
71 Broadway Arcade.
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Barclay " " "
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Park Place, L. R.
59th street, 359 West.
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Chas. Schwalbach, Prospect Park Plaza, Bklyn.

The *Cyclist* launched its life-boat at Hartlepool, December 17th, successfully and with much pomp and circumstance.

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TO PURCHASE.—A1 50-inch Expert, Victor, or New Rapid for cash. Must be late pattern, in fine order, and reasonable. Write, with full particulars, Samuel T. Morton, P. O. Box 444.

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 handles, 54-inch; cost \$127.50. P. M. Harris, 351 West 59th street.

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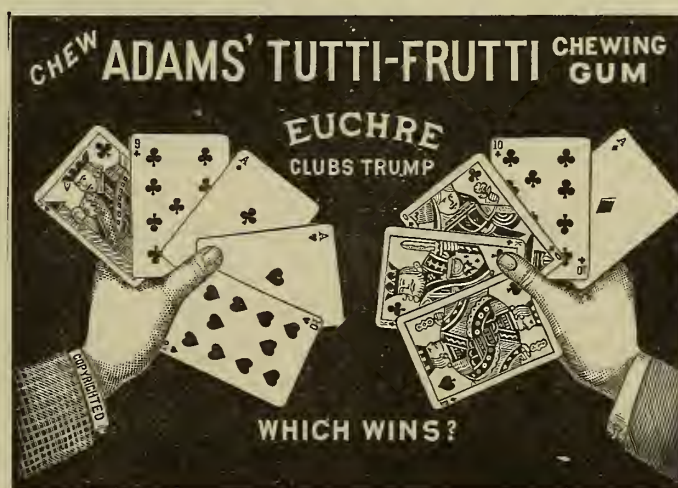
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W. S. Mead.....	B. B. C.	5—	1.39.37	20	Victor.
N. F. Waters.....	B. B. C.	6—	1.40.30	19	COLUMBIA LIGHT ROADSTER.
S. B. Bowman.....	E. W.	7—	1.42.12	18	Star.
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W. C. Marion, Jr.....	K. C. W.	11—	1.43.29	14	COLUMBIA LIGHT ROADSTER.
S. J. Berry, Jr.....	E. W.	12—	1.47.05	13	Victor.
J. W. Schoefer.....	I. B. C.	13—	1.47.36	12	COLUMBIA EXPERT.
E. D. Williams.....	B. B. C.	14—	1.47.47	11	Victor.
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