

AND RECREATION.

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

Vol. XI.—No. 21.]

NEW YORK, FEBRUARY 18, 1887.

WHOLE NUMBER, 281.

WHEEL GOSSIP.

Mr. N. C. Fowler, Jr., with the Pope Mfg. Co. has decided not fo leave Boston, as was announced a few weeks since.

The Springfield Bi. Club minstrels have purchased a \$500 rig. They will give an entertainment about the 23d inst.

Messrs. Knight L. Clapp and Harwood R. Pool, of the Citizens' Club, attended the Lincoln Anniversary Dinner, held at Delmonico's last Saturday evening.

The American Wheelman published an excellent report of the League meet from the pen of "The Spavined Mule." The "Mule" gives a good, strong, straight-away kick.

Messrs. Illiffe & Son have just published a new book entitled "The Pleasures, Objects and Advantages of Cycling." It is written by "Faed" and illustrated by George Moore.

MEMPHIS CYCLE CLUB ELECTIONS.—At the annual meeting of the club the following officers were elected for one year: President, W. S. Hampton, Jr.; Secretary-Treasurer, Fred Trip; Captain, Abe Freidman; Bugler. Chas. Maydwell.

The Hudson County wheelmen of Jersey City, flourisheth, having now seventy-eight members which is a larger roll than that of any club in the State. It will have three new men on the path this season, and will give a one-day race meet at Roseville.

NEW YORK CLUB ELECTIONS.—At the annual meeting of this club the following officers were elected: Captain, E. J. Shriver; 1st Lieutenant, Harry S. Raven; 2nd Lieutenant, Dr. Morris L. King; Treasurer, R. R. Haydock; Club committee, Frank W. Kitching and Fred M. Daniels.

It is not generally known that W. H. Langdown, the racing man from the Antipodes, who cut such a dash at the fall tournaments, is living in New York City. He is seeing all that is to be seen, but has not shown himself in wheeldom. He will remain here till next year, when he will leave for home, traveling via England.

The American Wheelman of St. Louis was the first cycling paper to print a report of what was said against ex-Secretary Aaron at the officers' meeting in New York last month.—Boston Globe.

We think friend Howard is mistaken in this. Our report of the meet appeared January 21st, while that of the *American Wheelman* was not published until Feb'y 3d.

A MUD-GUARD FOR SAFTIES.—Turn up a small piece, say one inch long, of the end of the rear wheel guard, have two holes made therein, and attach a piece of flat, stiff leather with a U-shaped piece cut out to fit nicely around the tyre and rim of rear wheel. This will catch the greater portion of the mud and throw it down, and can be easily renewed when worn out. The leather, of course, must not actually touch the tyre or rim; it requires to be "not too close, but just close enough." If neatly done, this little attachment is not at all unsightly, and a similar one at the bottom of front wheel guard is of little advantage, and is applicable also to the steering wheels of tricycles. I am not a rider of the ordinary bicycle, but am under the impression that most machines have a small guard to prevent the front wheel rubbing against the inside of leg when turning corners; if so a similar small piece of leather might be attached and keep a good deal of mud out of front fork, blade, etc.—The Cyclist.

HARTFORD DOINGS.

The Hartford Wheel Club's Supper was a great success. An interesting programme was carried out in a very creditable manner. The affair was opened with a speech by President Candee. Then came the Hometrainer contests, in which was 4 starters, Mr. H. K. Lee winning, in 1m. 40 2-5s. with Mr. J. B. Spencer second, in 1m. 42s. Next came a sparring match between Mr. Fahy and Mr. Watson: then another bout between Messrs. Hill and Smith. The remainder of the programme was as follows: Banjo selection, by Mr. Woodward. Recitation, "Romeo and Juliet" (altered), by Mr. Warner. Comic song, by Mr. Stevens. Banjo selection, by Mr. Woodward. Recitation, "On the Shores of the Tennessee" by Mr. Warner. Supper (by the mob) which lasted, with intermission of singing, story telling, billards, cards, pool etc., until thirteen or fourteen o'clock next day.

A prominent member of the Conn. club which were mad and a League officer, dropped into the "Non-Cropper" Hartford club this morning, and while there, said that there was one member of the latter inch obstruction.

club that they wanted in the C. B. C., as the wheeling interests of that club was so nearly dead, they wanted a racing man to revive them, and they were trying to induce said member to join their club.

Now if the C. B. C. try much of that; picking the flowers that have blossomed in the Hartford club garden, there may be quite a commotion, not many hours riding distance from Hartford.

If we do not have another thaw, the toboggan slide will be in good shape tomorrow, and last so while the thermometer stays down where it should be at this time of the year; there is plenty of snow and ice here, though it is not on the roads except in shady places.

The Conn. club talks of giving a smoker.

F. F.

A NEW "NON-CROPPER."

The Quadrant Tricycle Co. have perfected an "anti-header" which has been tried with much success. It is somewhat on the principal of Foote's Anti-header, i. e., the wheel is prevented from revolving backward or the forks from tilting forward; but instead of the attachment being placed at the neck, resting on the tyre, it is placed on the flange of the hub. We quote the following from the *Cyclist*.

The principle of the "Non-Cropper" is the fitting of a ratchet at the hub, which prevents the wheel from revolving backwards, or the fork from running forward over the wheel centre. As constructed by the Quadrant Tricycle Company, however, the ratchet wheel is abandoned and a smooth disc substituted, which can either be attached to the flange of the hub or else secured to the crank, this latter being the arrangement when fitted to a machine already built. A small catch-piece with a finely-toothed surface falls lightly from a point upon the fork down upon the face of the dies, and whilst having no effect upon it when the machine is traveling properly, the moment the wheel is checked or reversed so as to cause the forks to start running forward it jambs, thus stopping the action for a moment until the wheel has had time, as it were to recover itself, the effect of the sudden check being to throw the frame back and thus prevent a fall over the handles.

The *Cyclist* describes the experiments which were made, and which proved the "Non-Cropper" attachment an entire success, a bicycle being ridden over a five inch obstruction



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.,



RECREATION

Published every Friday morning.

Entered at the Post Office at second class rates.

Subscription Price, - - \$1.00 a year. Foreign Subscription, - - - 10s. a year. Single Copies, - - - - 5 Cents.

Newsdealers may order through Am. NEWS Co.

Wheel Combination Subscriptions.

Wheelman's Gazette and The Wheel -\$1.25 Bicycling World and The Wheel -1.50 Outing and The Wheel -3.00

Advertising Rates on application.

F. P. PRIAL, Editor and Publisher, 12 Vesey Street,

P. O. Box 444

New York.

EDITORIAL NOTES.

The Lawn Tennis Department, which was a feature of Recreation, but was discontinued upon the incorporation of that paper with THE WHEEL, will be resumed early in March. It will in no way interfere with the cycling interests of the paper, and the space given to the Tennis Department will in no way infringe on that at present devoted to wheeling.

The Bulletin has commenced to publish the stenographic report of the late Board meet. We congratulate the Executive Committee on their action, and ourselves over the results of our efforts to have the report see the light. We are pleased that our Boston contemporary took the same stand as we did in this matter.

We ask the one thousand non-subscribers, who will receive a copy of this paper, to carefully compare it with any of our contemporaries. We feel certain that we will not suffer by the comparison. We should be pleased to have your subscription as an earnest of your appreciation of our efforts to raise American cycling journalism from the amateurish state into which it has fallen. And you club-copy readers, reflect how many times we have boomed your club, and send along your subscription; the dollar club subscription is mere "pin" money. And you "prominent wheelmen" who come into you "prominent wheelmen" who come into the fact, as the proprietory manner in which the sanction to get pointers, and rumage through our exchanges, show your practical the conductor of Outing was actuated by interest in wheeling by supporting The Wheel. The better the support, the better the paper. Please don't forget this.

The American Team sailed on the Belgravia last Tuesday at 10 a.m. A number of wheelmen wished them bon voyage, which sentiment the editor, and with him, thousands of American wheelmen, heartily second.

We would call the attention of those in THE TRADE to our Minneapolis letter, in which they will find food for reflection. We would also make the point that our "Southern Department" is opening up a new country. Be sure your goods are well known

Messrs. Wells and Aaron evidently retain their old love for the L. A. W. They have placed orders for the L. A. W. rug.

A boxing bont between Furnivall and Liles was one of the features of a cycling entertainment recently given by a London

THOMAS STEVENS IN GOTHAM.

A delegation of wheelmen might have been seen last Sunday evening, gravitating between the Grand Union Hotel and the Grand Central Depot. The wheelmen were there for a specific purpose, to wit; nothing less than the meeting of a train.

About 7.40 o'clock, a train rushed into the depot with all the snort, clang and clatter of which a distingue New York Central liner is capable. The gentlemen who awaited its arrival with so much solicitude were Messrs. Mason, Page, Ashley, Stevenson, Frazee, Gulick, Nelson, Smith, Ford, Blake and Bigelow, all of the Citizens' Club, Mr. Egan, of the Ixion Club, and Messrs. Morgan, Woodside and Friedman, the American Team. A telegram had been received by Mr. Eliot Mason, announcing that the now famous Thomas Stevens would arrive on this particular train, and this is why it was so warmly received. When it had come to a dead stop, and began to disgorge its passengers, the cycling optics were strained to catch the first glimpse of the globe-girdler. Suddenly Mr. Bigelow, conductor of *Outing*, rushed forward and effusively greeted a perfect stranger, who declined to be considered Mr. Stevens. At last the genuine article appeared, and the crowd, headed by Mr. Bigelow, made a lunge at him and accelerated the circulation of his blood with a thorough hand-shaking. Mr. Stevens seemed very pleased, and announced himself as being glad at once again standing on Gotham soil.

The party at once adjourned to the Grand Union, where dinner had been waited in honor of the guest. Scarcely had they entered the corridor, however, than Mr. Bigelow proposed that Stevens should at once proceed to his house, which invitation, of course, he could not out of politeness ignore. So Hamlet tripped off and the minor players sat down to dinner, disgruntled, unhappy and crushed. The delegation which met Stevensare well-known, socially and cyclingly, and their presence was as high a tribute as may possibly be paid to Mr. Stevens in the country. They had waited dinner, their minds filled with the delightfully chatty time they would have, and yet all their plans came to naught. It was not so much the best of motives, and was simply the victim of a monopolistic superfluity of hospitality.

On Monday, Stevens was toted all over the town Curious wheelmen darted into the Outing office, darted into the Pope M'f'g Co.'s Warren street store, scurried hither and thither, and yet never met the great man, who had always, just been there.

If wheels have souls, and sentient being, as we cyclists claim they have, then was there much green-eyed monsterism and heart-burning at the Columbia headquarters. As a matter of course, every visitor at the Pope Co.'s store is shown Karl Kron's "X. M. Miles" bicycle. It was the sight of the place. But the days of its glory are o'er, and it is simply cast in the shade as it were, by Stevens' wheel. All day long curious people examined the wheel which has gone through so much. It is, on the whole, remarkably well preserved, considering the distance it has been wheeled; nearly 20,000 miles. Stevens' Indian head-piece, made so familiar through the Outing illustration, battered with the missiles thrown at its wearer by Chinese fanatics, is also an object of curiosity.

AN INFORMAL RECEPTION AT THE CITIZENS CLUB.

In the evening, Stevens was given an informal reception by the Citizens Club. Shortly after eight, the door-bell began to twang incessantly and the mighty sachems of the Cits poured into the rooms. Towards nine a slight commotion was caused by the appearance of the guest of the evening. After going through the usual hand shaking, Stevens spent a pleasant evening conversing with the members and visitors. Stevens is about five feet five inches in height, thickset or rather of broad build, with a ruddy face, brownish black moustache, dark hair and sharp eyes. He is rather shy of newspaper scribes, having been dieted on "interview" ever since his arrival at San Francisco; consequently he is not voluable, and disposes of every question as quickly as

He has undoubtedly suffered much from his long journey, and it will be some time before he will have thoroughly recovered. We have followed his movements so carefully that it is scarcely necessary to repeat his opinions and views on the different countries and people he has seen. He will probably enter the lecture field, after he has been thoroughly feasted and feted by Gotham and the Hub. He will leave for Boston in a few days, but will return in time for the Citizens' Banquet.

THE SWING BICYCLE.

The latest thing in wheels is the swinging bicycle, recently patented by Mr. Nathaniel Brown of Emporia, Kansas. The seat is swung upon a shaft which serves as an axle for the wheels on back end. The seat is attached to arms connected to centrally slotted straps passing over the axles; the ratchet wheels pass through the slots in the straps and are engaged by spring bowls secured to the forward upper ends of the arms. They are also lever arms formed with inwardly extending fingers arranged so that when the arms are swung toward each other upon their pivots, the fingers are brought to bear on the friction disk. The wheel is started by pulling the levers downward, which at the same time swings the seat, which pendulum motion propels the bicycle. The wheel can be turned either way by exerting extra force upon the lever next to the wheel desired to go forward. It can be stopped any place even on a decline, the weight of the seat counteracting the tendency of the machine to run. It can be arranged for one, two or more persons to ride.—Ex.

THE STANLEY SHOW.

The Stanley Show of 1887 opened on January 27. It is undoubtedly the cycling event of the year in England, giving, as it does, every visitor ample opportunity to examine, before deciding upon a mount, all the new and improved machines of the year. And we have reason to know that it is anticipated by a large number of American riders, who, as a class, are rapidly becoming educated in the mechanism and principles of the standard wheels, and are thus competent to select a wheel to their own liking, and are not entirely dependent upon the representations of manufacturers and agents. The show was a greater success this year than ever before, there being nearly 600 machines on exhibition and a very large attendance to view and place orders for the same. At the present writing we have not heard from our special correspondent, and English exchanges at hand merely catalogue the show, reserving a more careful analysis till the following week. We refer below to some of the exhibits. Later on we shall fully describe such machines as recommend themselves to us as "good things:

FACILE BICYCLE. Importers, Julius Wilcox, 39 Park Pl., N. Y., and Messrs. Ellis & Co., show three novelties. I. The "Geared Facile," a combination of the Facile and another safety. 2. The "Rearof the Facile and another safety. 2. The "Rear-driving" Facile. This has a small front wheel, with the fork ends carried back to form the fulcra of the levers. The driving gear is the same as that of the geared up facile. A new departure is a tricycle. It is driven by the rear wheel, the steering being done by two small wheels in front, mounted at the ends by a swiveling bar, actuated by a rod with strap and driving connection. The brake is a long, powerful foot lever. The machine is light and will doubtless be popular with the ladies, the front being entirely

SPARKBROOK M'F'G CO. Importers McCoy and Williams, Orange, N. J. This Company makes several exhibits of both bicycles and tricycles, as follows: The "Sparkbrook" Automatic Steering Tricycle, with 26 inch steering wheel, and which, after a season's trial is practically unaltered. The "Sparkbrook" Front-Steerer, the Hill Climber and the Humber are the same as last year, and the only change in the tandem is the enlargement of the rear Among bicycles the ordinary roadster is a fine machine, it has true tangent wheels, non-slip-ping tires, T handles, hollow bars, anglo-american saddle and spring combined, balls all over and a desaddle and spring combined, balls all over and a detachable handle-bar. A new safety is also introduced. A racing tricycle weighing 38 pounds, a "Cripper" tricycle with four axle bearings and free hinge steering, and a second grade "Cripper" are all novelties of the year.

HUMBER & Co. Importer L. H. Johnson, East Orange, N. J. Besides an exhibit of their well-known

ordinaries, to proise which would be to "paint the this famous firm have on exhibit a dwarf safety of the Rover type. It has 30-inch equal sized wheels, socket steering, with anti-vibration spring and double frame. Another type has a 24-inch pilot, and a 36-inch Cripper is also shown. The equal size machine will doubtless be the most popular. The well known Humber tandem is improved for 1887 with a cross-stay frame beneath the axle, and four bearings depending from the frame on top of it.

RUDGE & Co. Importers, Stoddard, Lovering & The exhibit of this firm was the most attractive of the show. One of the specialties is a very cheap bicycle. This is a remarkably good wheel, has balls to both wheels and hollow forks. A

wheel, has balls to both wheels and hollow forks. A 59-inch racer, which Howell will bring with him to America, is also exhibited. The Bicyclette, which has reached a high stage of perfection, is voted a rusher, and it is expected that many path and road records will be broken on this machine this season.

COVENTRY MACHINISTS' CO. U. S. Agency Boston. The "Marlboro Club" tricycle is much on the same lines as last year's machine. The "Marlboro" as built for 1887, has a large steering wheel, automatic steering, and is fitted with coiled anti-vibration springs. Another novelty is the "Ladies' Marlboro" which has spring front, automatic steering. Marlboro," which has spring front, automatic steering, large steering wheel, well spread bearings, with frame arranged so that a lady can occupy either seat,

the front handle folding up to permit of easy access to the front seat, while to the rear seat there is more dress room than is usual. A new tricycle is one shaped like a sociable, but fully a foot narrower than the old style sociables. The wheels are protected by guards, and the steering is done by the right hand rider, with bicycle handles and automatic

St. George's Engineering Co. Importer, S. T. Clark & Co., Baltimore, Md.—This firm makes an imposing display of "New Rapids." No. 1. A "New Rapid" as built for American market, this has the true tangent wheels upon which the firm has built up such a reputation, 7-8 and 3-4 rubbers, de-tachable handle-bars, hollow rims, strong frame, well-fitted, and a new ball-bearing head, whilst the spring is Palmer & Townsend's patent combination spring is Palmer & Townsend's patent combination spring and saddle, which is one of the best things in the show in this line. We may add that a light roadster for American trade is also built. No. 2 is a new introduction of the "New Rapid" No. 2. This is a cheaper machine, but, with the exception of having a straight spoke wheel instead of the true of having a straight spoke wheel instead of the true tangent wheel, is identical with the No. 1, and is certainly very cheap. Nos. 3, 4, 5, and 6 are "New Rapid" roadsters and light roadsters. Very fine machines, and only differing from each other in details in the springs, some being fitted with the new combination, others being fitted with the Humber coil. No. 7 is another new introduction, the 'New Rapid" safety. This is a very nice machine of the now popular rear-driving type, with cross frame, but the chain is adjusted by means of the front stay and the chain is adjusted by means of the front stay and the hinging of that part of the frame carrying the crank brackets. The wheels are true tangents, and the machine well-built and strong.

QUADRANT TRICYCLE Co. Importer S. T. Clark, Baltimore, Md. The principles of the "Quadrant"

with its long wheel base, verticle steering post, forward bearings, horizontal front forks and largesteering-wheel are well-known, and the firm make a good show of their different wheels. A novelty for this year is a ladies' tricycle, it has a reversing arrangement of the handle-bar to permit of easy access to the front and is a bicycle steerer. The "Quadrant" the front and is a bicycle steerer. The "Quadrant" tandem is a bicycle steerer with the front handlebar bent to facilitate entry from the front. An ex-cellent arrangement is added, whereby the steering may be done by either rider, the connecting bar being carried beneath the frame. The brake is very powerful and altogether the machine is a good one in every way. A new safety as well as a num-ber of other wheels, built on the same lines as they were last year, are shown.

SINGER & Co. Importers, W. B. Everett & Co., Boston, Mass. One of the novelties for the year is the "S.S.S." tandem convertible. The special features of the "S.S.S" and its axle are well-known, and to this a rear seat and a driving arrangement is attached, with depending foot rests for the rear rider. The rear part readily detaches, and when 6in. of the straight central tube are removed the front is brought back so as to make a perfectly positioned single. It should sell well. No. 5 shows one of the patterns of the "S.S." for 1887, the chief alteration being a higher frame, larger steering wheel, and "Matchless" non-vibrating cushions to the front wheel. The Otto tire which will be used on all of Singer & Co's. cycles is also shown. It is impossible to stir it from the rim, and the rubber being compressed and not stretched on, does not open when cut. A decided novelty is Singer's tandem attachment, which permits the front wheel of an "Apollo" rear driving safety to be removed, and the main portion of the machine attached to an S. S." or any other front steering tricycle forms a capital tandem. One of the best things produced by this firm is the "S. S. Tandem," which is steered from the back with bicycle handles, thus giving the advantages and position of the Humber style of tandem without dangerous tipping propensities. safety roadster, heavy roadster, and light roadster are also shown, as well as the "British Challenge."

The greatest novelty in the show is Messrs. Hillman, Herbert and Cooper's Tandem Safety Bicycle.

It is of the modern Safety type, and in addition to carrying two people, it has a short wheel base secured by making both wheels turn in steering It is driven by a chain from the front wheel.

SURREY MACHINISTS CO.—Importers, Kirk Brown, 6 Broad Street, Philadelphia, Pa. This firm exhibits twenty-five wheels. The "Invincable" direct steerer tricycle, with laced wheels, large steering wheel and four axle bearings, is a fine machine. A novelty is a rear-driving Safety, in which both front and back forks are formed of single tubes, the front attached to the right of the

A simpler machine it would be difficult to construct, and it is very strong. There is besides an "Invincand it is very strong. There is besides an "Invincable" tandem, with the riders well apart, a strong frame and with a large front wheel.

STARLEY AND SUTTON.—Importer, L. H. Johnson, East Orange, N. J. This firm exhibits a list line of "Rover" wheels, which type of Safety has become so popular this year. There is a light Roadster, remodeled for 1887; also a "Special Rover," in which the steering post is separate from and connected with the front of the machine by links and springs support the weight of the rider. links, and springs support the weight of the rider, saddle, pedals and handles, thus greatly reducing the vibration.

the vibration.

CUNARD CYCLE Co.—Importers, D. Rogers & Co. 75 Clinton Avenue, Newark, N. J. This firm exhibits a rear-driving Safety, with Gibbon's automatic steering gear, cross frame single stay and back chain adjustment. The "Cunard" direct-steerer, with free steering thirty inch steering wheel and four rule hearings are well as folding wheel and four axle bearings, as well as folding handlebar, to suit the requirements of ladies. The Cunard automatic steering tandem. This has Gibbon's automatic steering folding handlebar for front rider, connected steering, and when converted to a single, the frame is brought back to the axle, and so forms a well-balanced single, and one wheel removes, allowing passage through a twenty-eight inch doorway, being a beautiful tangent spoke machine

SUNDRY EXHIBITS .- Jack Keen showed a wheel, with curved and spring spokes, which permited the axle to slightly move from the centre of the wheel

when violently jolted.

Messrs. Illingworth and Reaney, of Bradford, show a bicycle fitted with effective non-vibrating springs to rear wheel, and two rear wheels are also shown, illustrating other methods of application. These springs have some excellent points, and they can be attached to any machine without alteration.

BOSTON CHIPS.

MONTHLY MEETING OF THE MASS, DIVISION,

A meeting of the board of officers, Massachusetts divison, L. A. W., was held at Young's Hotel last Saturday evening, Chief Consul Herbert W. Hayes presiding. Mr. Sanford Lawton of Springfield, Dr. W. G. Kendall, W. I. Harris, J. S. Dean, E. G. Whitney and Charles E. Pratt of Boston, Dr. W. H. Emery of Roxbury, and John Ames of Bainbridge, J. Fred Adams of Haverhill, W. O. Green of Holyoke, H. E. Chase of Haverhilland W.C. Marsh of Springfield, were present. It was voted to present the name of Chief Consul Herbert W Hayes as the candidate of Massachusetts for the vice-presidency of the League.

A new constitution and by-laws were adopted. The constitution provides that "for the purpose of electing representatives the state shall be divided into districts, and the number of representatives each district shall be entitled to shall be determined by the committee on rights and privileges, subject to the approval of the board, to whom said committee shall report at the March meeting of each year." A section of the meeting of each year." A section of the by-laws divides the state into districts as follows: District No. 1 to include Norfolk and Suffolk counties: No. 2, Middlesex county: No. 3, Essex County: No. 4. Worcester County: No. 5, Plymouth, Bristol, Barnstable, Dukes and Nantucket; No. 6, Hampshire and Hamden; No. 7, Franklin and Berkshire. All nominations shall be sent on or before the 20th of March to the secretary-treasurer, and no nomination shall be considered by him unless made by 10 members of the division. The Secretary-Treasurer must, before March 25, send each member a ballot containing the nominations for his district, and the nominations from all the districts for Chief Consul.

single tubes, the front attached to the right of the steering wheel, the other to be left to the driver.

All ballots must be returned to the secretary-treasurer before April 10. Each mem-All ballots must be returned to the secre-

is entitled to vote for Chief Consul and for the Representatives to which his district may be entitled. The ballots will be counted by a returning board consisting of the Chief Consul, Secretary-Treasurer and the several chairmen of the standing committees.

Another clause in the constitution is to the effect that requests of members for assistance in litigation affecting their rights as wheelmen will be considered by the committee on rights and privileges, and, if found worthy and the chief consul approves, the committee will take measure to protect those rights and to hire counsel if necessary at the expense of the league.

A motion was made not to collect the amount due the division from the League until it was needed, but after remarks by Mr C. E. Pratt, the motion was withdrawn. It was voted to print the constitution and by-

laws as adopted.

The Chief Consul was authorized to select a member of the board officers to represent Massachusetts at the St. Louis League meet in May, the expense thereof to be borne by the division treasury. The meeting then adjourned.

MASSACHUSETTS B. C. ELECTIONS.

The Massachusetts Bicycle Club held its annual meeting for the election of officers at the club-house last Tuesday evening, which was postponed from last Tuesday week on account of the Le Trappéur Club of Montreal being in the city. There was quite a large attendance. The following officers were elected for the ensuing year: President, Charles Richards Dodge; vice-president, A. Douglass Salkeld; treasurer, William H. Minot; Secretary, William M. Farrington; librarian, D. W. Colbath; captain, Alonzo D. Peck, Jr. 1st lieutenant, James M. Burr; 2d lieutenant, Walter A. Shockley; tricycle captain, John T. Williams: tricycle lieutenant, Dr. W. D. Ball; 1st bugler, Ernest R. Benson; 2d bugler, F. W. Perry: 1st color bearer, W. H. Minot; 2d color bearer, Charles D Cebb: club committee, Charles Richards Dodge, W. H. Minot. W. M. Farrington, Capt. A. D. Peck, Jr., Charles B. Goldthwait, Arthur E. Pattison, F. Alcott Pratt, Frederic Lane, Earnest R. Benson, Harvey B. Salkeld. The office of tricycle captain was hotly contested for and was won by 4 votes only.

FROM MINNEAPOLIS.

STEVENS' STOP-OVER.

The death-like quiet which has pervaded cycling matters here lately was pleasantly broken this week by a short visit from Stevens. Merrill, of Portland, Or., had announced him as leaving there on the 26th, and about the 30th, wheelmen began to haunt the Union Depot, only to find that all trains were several hours late, and this particular one was supposed to be snow-bound West of Fargo. Well, we went down several times that day to make inquiries, and still oftener the following day, but information was scarce, and when he did finally get along, on Feb. 1, at night, no one but the ubiquitous reporter was aware of the fact, as wheelmen generally fancied he must have gone through the city without stopping. Wednesday morning's *Tribune* announced his arrival and contained a short "interview." Wheeland contained a short "interview." Wheel- city till an unusually late date, and had it to include in my letter a statement of the men were at once on the qui vive, and a not been for the enterprise of The Wheel, record for the year, of each of the forty-six

Mercury Bi. Club that evening, as it was expected his stay would be very short. Invitations were hurriedly sent out, and eagerly accepted. Meanwhile Mr. Stevens, who looked none the worse for a two day's enforced stay in Glyndon, Montana, had been taken out for a sleigh-ride by our captain, shown the snow-covered toboggan slides, &c., and at 6 p. m. was fully ready for dinner.

We were eight in number, principally members of the Mercury Club, with a few

prominent outside wheelmen.

After the more substantial part was over, Stevens' health was drank with the usual honors, and in reply, he gave us an enter-taining sketch of his journey, touching on the points that particularly interest wheelmen. He seems to have been most favorably impressed with the hospitable treatment met with in Japan, and the general sentiment of the riders present seemed to be in favor of that country for the next L. A. W. tour. I merely throw out the suggestion to Burley Ayers, and he can take it at its true value. The pace per day would not be great, but the trip very novel and enjoyable. For one not posing as a speech-maker, Stevens talks very entertainingly, and we were all sorry to have him stop. Many questions were asked and answered, and our ideas of other countries much broadened. At about ten the party broke up, well pleased with the evening's enjoyment.

Stevens took a trip to St. Paul the next day, meaning to leave for Kansas City that evening, but finding the roads blocked in that direction also, became the guest of Mr. E. A. Savage till Friday evening, meanwhile visiting the Flour Mills and other places of interest His stay here seemed to be enjoyed, and we hope to, at some other time, show him the city under less chilly circum-When the mercury marks from stances. 20 to 30 degrees below zero, in-doors is much preferable for comfort.

The Minneapolis Bicycle Club has reorganized, placed its dues at \$3 per year, voted to adopt the new L. A. W. uniform, when it is decided on, and expects to start out with twenty-five active members. I sincerely trust it will live and prosper. Mr. Leland, of "Leland & Waring," was elected President, and seems well fitted for the post, taking much interest in cycling matters.

Mr. Heath, our principal dealer here, was away last week on a hunt fon a bicycle, carried off by an outside agent—an L. A. W. man by the way-and supposedly of good standing. It seems the fellow took the wheel to Omaha, and Prince loaned him a small sum on it. There Heath found the machine, sum on it. but search for the fellow was not so success-

Our little remark of Stevens seemed to illustrate and support the idea of the "freemasonry of the wheel." In India, he said, the authorities have taken to mounting native postmen on bone-shakers, weighing a hundred or hundred and twenty-five pounds, and whenever these riders meet him, they seemed to expect a different sort of recognition from other natives, showing the feeling was inherent in the wheel's devotees, and not confined to English-speaking countries. The Bulletin, following the grand powwow at N. Y. City, did not reach us in this far-away delegation hunted out Mr. Stevens, and in- and the somewhat meagre report of the members of the Brooklyn Club, whose rid-

quired if he would accept a dinner from the Bi. World, we should have been completely in the dark till the official report last week.

L. B. G.

Minneapolis, Feb. 6.

MR. BARKMAN'S RECORD.

THE BROOKLYN BI. CLUB'S REMARKABLE RECORD.

Brooklyn, N. Y. Feb. 11th, 1887.

I desire to say a word in reply to the letter published in the Bicycling World of last week, which seems to question the correctness of the report of the road riding record of Mr. A. B. Barkman, (8086 miles during the season of 1886). At the beginning of the year 1886, the Brooklyn Bicycle Club, of which Mr. Barkman is President, issued a circular announcement to its members, in which it was stated that for the purpose of giving a needed impetus to road riding and touring, and to make the "Brooklyns" pre-eminently a riding club, prize medals were offered for: 1st. The best record made during the calendar year. 2d. The second best record made during the calendar year. 3d. For the best twenty-four hour road record. 4th. For each century run. 5th. For each one thousand miles ridden, with an extra bar for each additional thousand miles.

In the language of the circular itself, each competitor was required to "carry a reliable cyclometer, and at the end of each month send to the Captain a record of each day's

riding during the month."

This announcement induced a spirit of friendly rivalry among the stronger riders of the club, and the beginning of the year marked a great improvement in both individual and aggregate records of the members, which continued to the end of the riding season. All of the members engaged in this competition carried reliable cyclometers, most of which were repeatedly tested; and the fact that touring parties were continually made up by these riders, made it next to impossible for an inaccurate cyclometer to escape notice. For these reasons, and because the various competitors kept a zealous watchfulness over the separate records from day to day, it will be readily seen that the Brooklyn Club not only carried its riding to vigorous lengths; but that the records of its various members are exceptionally reliable.

In the case of Mr. Barkman, it may be fair to say that his enthusiasm as a wheelman led him to give more of his time to the building of a record, than was taken by other members; but it is no less true that much of the riding which goes to make up this wonderful record, was done by Mr. Barkman in the interest of the New York Road Book, now in press; compiled under his direction, and containing information, which in no small measure is due to the indefatigable manner in which he has carried out the duties of his position. The season's record was made by Mr. Barkman on his 52 inch "Victor" and the distance was measured by an "Excelsior" cyclometer, the riding being checked and recorded each day.

In this connection, it may be of interest

total of 56,176 miles, will compare favorably with that of most clubs in this country; and as each of the members whose names compose this list, is in one way or another engaged in business which requires his daily attention and employment, these figures are alone sufficient to prove the value of the bicycle as a practical every day vehicle for the uses of pleasure and travel. The following is the list referred to. In many cases the record is given to the "nearest ten" miles, rejecting the odd miles and fractions of miles above the "ten" at which the record is placed; thus an actual record of 2533/4 miles, is given as 250 etc., the round numbers being near enough for the uses of this list.

NAME.	MILES.	NAME.	MILES.
Barkman,	8086	Snedeker, T. C.	700
Hawkins,	4751	Potter.	650
Skinner,	4400	Pirie,	580
Brush,	3000	Smith	565
Williams	3000	Earle. •	550
Slocum,	2556	Brunn,	500
Haviland, A. S.	2500	Haviland, W. D.	450
Nafis,	2000	Nelson,	450
Winchell,	2000	Kenmore,	
Jones,	1875	Edsall,	437
Todd,	1560	Salmon,	325
Kellum,		Fuller,	320
	1450		271
Spelman,	1300	Koop,	270
Wheeler,	1200	Hall, G. E.	270
Meeteer,	1200	Homan,	250
Cole,	1185	Donnell,	250
Meade,	1100	Watson,	250
Bancroft,	1000	Day,	210
Adams,	900	Cranford,	100
Vail,	825	Blood.	65
Corby,	825	Gullen,	50
Hall, H. L.	800	Maxwell,	25
Ticknor,	775	_	
Snedeker, W. R.	750	TOTAL, -	56,176

Respectfully yours,

ISAAC B. POTTER.

CHICAGO NOTES.

The german given by the Owls of this city at their club rooms last week, was a very enjoyable event in the history of this club, which, by the way, is coming to the front as a representative club of the west. They are now on a sound basis with very brilliant prospects for the future. One of the reasons of the club being a success is the fact that its rooms are situated in the midst of the residence portion of the south side, where all the members reside. Van Sicklen, who has just left the Chicagoes in such a disgruntled manner, has handed in his application, and notwithstanding "Looker-On's "assertion, he will be received with

Mr, L. W. Conkling, while spurting around the track at the Exposition Building last week, at a gait somewhat less than three minutes, took a beautiful header from his sixty inch wheel and has necessarily been laid up for a week. He says he has not found all of himself yet.

There was a very select party of wheel-men at the inaugural dance of the Illinois cyclers, at their room on the west side. Mr. Thomas Stevens, who had arrived in the morning from his home in Missouri was present, and everybody spent a very enjoyable evening.

On Friday last the monthly "Smoke" of the "Chicagoes" came off, and the rooms were comfortably filled early in the evening by all the prominent wheelmen in Chicago. up had offered to fight the Of course the "lion" of the evening was a dollar and the gate money.

ing was measured and recorded. The grand Stevens, and after a good deal of persuasion he was induced to give a brief account of his trip, and kept everybody interested for something like an hour. "Verax" favored us with a clever song and story combined, after which we had some excellent banjo music by Ned Oliver and Mr. Allen, his professor. The "Smoke" was voted a success by all present, and I have no doubt N. J. Division as to the existence of such it will be repeated at frequent intervals.

> The craze for small wheels has reached Chicago, and all the members of the Ananias Bicycle Club, which is the toughest part of the Chicagoes, will come down a few sizes. Burley Ayers has come down from fifty-four to fifty-one inches, "Veetskers" Ingalls will come down two inches, to fifty-one, Schmidt will ride a fifty-five, a reduction of one inch, and Ruhling will set two inches lower on a fifty-five. White has lowered three inches to a forty-niner, Pete will ride the same as in the past, fifty-two, "Andy" Creman will be two inches nearer the ground on a fifty-five. By the way, this set off fellows will do great things this coming season, gentle reader, so keep your eyes open.

> Dick Schmidt, the genial Secretary of the Chicagoes, has had Thomas Stevens in tow since he has been here and has been show-ing him the sights of the "Garden City," the greatest place in America.

FROM THE ORANGES.

The roads last Sunday were in fair condition, and cyclists were not slow to improve the opportunity for a ride, as shown by the large numbers out on the road.

As feathers are said to be a sign of a duck's nest, so might the near approach of spring be suspected when wheelmen begin to look around for a new mount or get last years' put in order. The straws in the wind point toward the Star as a favorite.

The new club-house of the Union County Wheelmen will be ready for warming by the first of April, and it is to be furnished in first-class style. A club uniform was adopted at their last meeting; it is to be made of blue yachting flannel; the coat, after the style of the military fatigue; pants, the ordinary knee pattern; and cap, the "Newark" (a special style, made by Howard A. Smith & Co.)

Messrs. McCune and Hendee were at Oraton Hall Monday of last week showing the Springfield Roadster. "Handsome George" can show the wheel to good advantage. It created a very favorable impression. H. A. Smith and Co. will handle it this

They were sitting around the nickel-plated register in the club-room, when the recent member propounded the conundrum "What is the difference between the Oraton Hall cat and the Bulletin?" A silence that could not have been broken with a club settled down upon the group, when the old stager hesitatingly remarked: "I don't see any." "That gives it away," replied the fresh one, "A man who can't see the difference between a cat and a paper, is eligible to the office of League fool." The old stager was so mad that he spit on the saddle of the home-trainer, and before the meeting broke up had offered to fight the janitor for half

In stating my preference for Dr. Fred. A. Kinch, Jr., of the Union County Wheelmen, for Chief-Consul, I unconsciously struck a chord in harmony with the views of many of the members of the N. J. Division. The doctor is energetic, and will attend to the duties of the office in a manner to remove the prevailing doubt in the minds of the an officer. His road map and other work in the interest of cycling prove that he is thoroughly capable. The Newark correspondent of one of your contemporaries speaks in high terms of the Doctor.

S. TAR.

"STOP IT!"

I noticed in last Sunday's New York Herald an article headed as above, which I read with interest and approval. Interest, because it applies so forcibly to our world of wheels and good fellows; and approval, because it hits us so hard on a subject we must confess is very pertinent. Briefly, the "White Cross Society," of New York City, has undertaken the huge task of putting a stop to the profane and indecent language so often indulged in by the young men of the present day. The article referred to is an interview with the Rev. Dr. Coster, President of Branch No. 1 of this society, and might be read with interest and advantage by wheelmen all over the country. The following extract gives the gist of the evil, and the proposed manner of its eradication:

"The young man nowadays who can tell the nastiest story is regarded as a great hero and is a popular fellow. The commercial traveller's return to a store in a country place is oftentimes awaited with interest, because of the dirty stories he brings with him and leaves behind, to be told and retold during the period

We propose to try to reach the employers of men and get them to prohibit bad language wherever possible. We propose to arouse the moral sense of employers and other persons in influence. It is necessary, in order to accomplish anything, to attack the particular thing. Firing shot in the air makes a noise, but does not accomplish much. There can not be the accomplish of the consequence of th only be one opinion about the awful indecency and sickening profanity of the present day. It can have no possible defenders. Public sentiment and public opinion must combine with us to stop it."

"Persons in influence:" surely that includes our editors. Certain it is that the wheel press has its influence over the wheel public, and that sentiments expressed in its columns are worthy of consideration. I do not desire to set myself up as better than the majority; on the contrary, I plead guilty myself; but I do hope a movement may be made by the press and by club officers to lessen, if not to wholly eradicate this evil, which has now so strong a hold upon us. I know I have not unfrequently had prickings of conscience and mental reproof to crush, after I had indulged in some extra forcible profanity, or told a story obscene in nature, and received the uproarious applause of my listeners. I feel the more ashamed of it, now that my attention has been called to the growing evil, and I, for one, have made up my mind to "Stop it!" MENTAL.

The Steven's banquet will be held at the Grand Union on the 23rd.

We call the attention of our readers to the specifications of Gormully and Jeffery's new wheel, given by our Minneapolis correspondent. It is certainly a promising wheel.

MINNEAPOLIS MUSINGS.

THE CORMULLY AND JEFFERY WHEELS FOR 1887. A REMARKABLE LIGHT ROADSTER.

A correspondent gives us some information on the above subject, which cannot fail to be of interest to our readers. important of all their wheels will be a LIGHT ROADSTER, weighing about 36 pounds, with true tangent wheels, ball bearings all 'round, including a ball bearing head; the handlegrips will be of peculiar shape, called the "ram's horn," and the handles come slightly back of a horizontal line through the head, giving a more natural position to the hands and tremenduous purchase in hill-climbing; price, \$120.00 for 50-inch. All sizes of IDEALS, CHALLENGES and CHAMPIONS will be made with ball bearings all 'round, also the IDEAL TRICVCLE, and a "tandem" tricycle.

The champion has a new and improved method of fastening the crank, to prevent all possibility of loosening. The axle, outside of the bearing case, is corrugated and the crank has similar corrugations to fit these. One end of the axle is slotted, and projecting slightly by the axle, is fastened firmly together by a screw bolt and nut. It gives the appearance of a long crank, though not unusually so, and the specimen I tried was ease itself, though to be thoroughly tested a road ride would be necessary. The manner of adjusting is improved, and a neat spring ratchet fits exactly the cogs of the adjustment, holding them firmly in place. To my untrained eye the New Champion compares very favorably with any wheel on the market in all points, and the price is in its favor.

Long continued cold weather makes spring seem a long way off in this latitude, and only yesterday morning we endured 20 below zero. If this state of things ever does pass away, and dirt is once more visible, I predict a "boom" in the bicycle trade. It has always surprised me that other eastern firms do not push in here, and obtain there share of wheel trade. Prices would be no lower, but wheelmen not push in here, and obtain there share of wheel trade. Prices would be no lower, but wheelmen would have a greater opportunity to compare and select from different stocks. This city is naturally bound to be a distributing point for the great Northwest, and I fancy that no house in Chicago, unless it be the Pope Co's, branch, sells more wheels than are sold here yearly. Local tiders acting as agents may be enthusiastic and will to make sales of the wheel they represent, but usually lack capital to push matters and advertise enough. In such a case it only remains for eastern manufacturers to start their own branch houses, if in a small way, and I throw this pointer impartially to the Victor, Rudge, New Rapid, Royal Mail, Cunard, or any of the many excellent wheels yet unrepresented here. It was remarked to me, with how much truth I know not, that the Victor people have yet 2000 wheels of last year's pattern on hand, and in that case, the west presents a good field to work them off. More adverising in wheel papers will not do it, but the sight of the wheel itself and chances to see how it works on the road, if it be a good one, are what is needed to make sales. These ideas are not brought forward as anything specially new, but they seem not to have struck eastern houses forcibly, up to this time. up to this time.

L. B. G.

There is much excitement in Tennessee over the office of Chief-Consul. Thus far the following gentlemen have been nominated for the office: E. D. Fisher and J. C. Combs, of Nashville; and O. C. White, of Memphis. We publish a communication from Mr. Chas. J. Scherer, the Sec.-Treas. of the Division, who strongly advocates Mr. White's election, He reflects on Mr. Surprise's character, but as he does so over his own name, he is alone responsible, and the whether the estimate is just or unjust.

MORE BICYCLE LITIGATION.

The Gormully & Jeffery M'f'g Co. have issued a circular letter to their agents, notifying them that they are in litigation with the Pope M'f'g Co. and the Overman Wheel Co., who have brought action for infringement on certain patents. Pending the settlement of the suits, Gormully & Jeffery will supply their agents with consul and indemnify them against all loss, in case they become involved. The case will shortly come up, and we trust that it will be settled satisfactorily to all parties.

KARL KRON'S RIDE FROM SPRING-FIELD TO NEW YORK.

MERIDEN, CONN., Feb. 14, '87.

I drove my bicycle down here from Hartford this afternoon, 23 1/2 miles in 6 hours (including a stop of an hour and a half in New Britain.) Yesterday afternoon I wheeled from West Springfield to H., 27 miles in 6 hours with the thermometer just above zero, and a blizzard at my back. Despite the ice, wind, ruts and slush, I've had no falls and have not walked more than 10 miles out of the entire 50. I expect to reach Bridgeport tomorrow, and New York on Wednesday. This tour is to celebrate the completion of my indexes of places and persons in "X M Miles." Only the general index now remains to be put together for the completion of the

P. S.—Washington Square, Feb. 15, 3 p. m. -My winter ice-cycling tour, ended at Meriden after all; for the rain fell heavily there, last night and this morning, and forced me to take train to the city. K. K.

NASHVILLE NEWS.

The Nashville Bicycle Club have removed to their new quarters on Church Street, where they are elegantly fitted up. reading-room, where files of THE WHEEL and all other leading cycling papers are always on hand, is next to the parlor, from which you hear the beautiful refrains of the piano, violin and flute, as several members have excellent musical talent, while on the other side you hear the noise of the billiard-room. This club has over thirty members, who are all active wheelmen. The officers are as follows: Prest., Robt. Rodes; Vice-Pres't., A. M. Hagan; Secy. and Tres., Thos. H. McNish; Capt., J. R. Dortch; 1st Lieut., C. R. Vanderford; Bugler, E. D. Fisher; Color Bearer, J. B. Burdett. There is a prospective tour, amongst several of the most enthusiastic members, to Niagara Falls, this summer.

The roads in this vicinity are splendid for wheeling. During the winter months we have our socials and home trainer races, while in summer we have runs to the numerous small towns and summer resorts, some thirty or forty miles distant. Hoping to write you occasionally. I remain,

"CHARLIE."

At a meeting of the Board of Directors of the Outing Company, held on Wednesday afternoon, it was decided to make arrangements with prominent wheel writers, members of the Division can judge best that Outing may resume its old niche as the wheeling magazine par excellence.

THE HARLEM WHEELMEN'S RECEPTION.

It is but fair to say that the Harlem Wheelmen are rivals of the King's County Wheelmen, at least socially. One of the most select and brilliant affairs recently held in the uptown part of Gotham was their Second Annual Reception at West End Hall, 125th Street, on Tuesday.

The hall was more than comfortably filled, one hundred couple being present, while the elegant dresses of the ladies and the eagerness with which they went through every dance made the affair highly enjoy-

During intermission supper was served on the floor beneath the ball room. Many faces familiar in wheel circles could be noticed around the room, and all the clubs in New York and vicinity were well represented. The march was led by Mr. F. L. Bingham and lady. The affair reflects great credit on the committee, who had but two weeks to prepare for it.

ON TOURS.

I noticed in the last WHEEL which has reached me, a timely article on "Speed," and commend the several good points contained therein. Having participated in the last four "big tours," I might, perhaps, make a few suggestions—the result of a careful observance while on these tours.

On every tour there are riders who take a pleasure in setting a fast pace, and running each day's distance in good time, arriving promptly at all places, and at the same time not going too fast to note all incidental scenery, etc., along the road through a new Such riders take pleasure in riding at a moderately fast pace.

Then there are also a number of new riders, poor riders, and those who like to dismount and enjoy the scenery, who walk up and down hill, and in every way reduce their pace so as to only reach the termination of a day's ride long after the fast party; and these, too, take their pleasure out of the ride and enjoy themselves as fully as the fast party.

Now what I propose is, that on a large tour the party should be divided into two separate divisions, a fast and a slow one, the former to enjoy the sights and the riding, and the latter to enjoy everything that comes along, ready to dismount and hang around with unlimited time. I have traveled this way with both parties, and would say that if two marshalls could be "rung in" on a tour, a fast and a slow one, the trip would be made

My friend Collamer states that in Norfolk, during the last tour, I set a terrific pace. I can assure him that on that morning I was in bed at the time they arrived home from their little "scorch," endeavoring to sleep off the effect of the climate, which was so warm for my Northern consti-tution. We had some "kickers" in New York State, where the roads were bad and the hills numerous, and a good pace had to be maintained to fill out our time; but as pace-maker in the valley, I heard not a murmur about our pace there, as everybody was well up, and they all knew that I could not leave the slowest rider in the crowd, even if G. H. ORR. I tried.

TORONTO, CANADA.



THE LATEST "INVINCIBLE" TRICYCLE.

IMPORTER, KIRK BROWN, 6 SOUTH BROAD ST. PHILADELPHIA.

A full description of this wheel appeared in THE WHEEL of Jan'y 7th, but the cut then presented being very faulty in the drawing, we present above another illustration. The machine is expected to create a furor this year. A full description of it may be found in the number of THE WHEEL referred to, or may be obtained from the importer.

THE COLUMBIA CATALOG, 1887.

The Pope Manufacturing Co. are early in the field with a fifty page catalogue, as complete, exhaustive and fully illustrated as usual. It is a tribute to the merit and perfections of their products within the past few years, that this company is not compelled to turn to novelties every year to capture the purchaser. There is a reduction in price of the roadster, but the greatest interest will attach to the new tandem trike; a cut and description of which we shall give next week.

The machines described are the following: Expert, Light Roadster, Standard, Safety, Semi-Roadster, and Racing Columbia Bicycles; Two-Track, Ladies' Two-Track, Tandem, and Racing Columbia Tricycles; and the description of the numerous cycle sundries, altogether requiring the use of fortyeight finely engraved woodcuts. The press work is clear and perfect, and the catalogue is by far the most comprehensive in the cycle line of trade. Catalogue sent free on application.

A large crowd may be found at all hours of the day in front of Devlin & Co.'s window, staring at Stevens' bicycle, which is on exhibition there.

"We have the workmen," say Messrs. Schwalbach and Willdigg, who opened their store on the 12th, and are now ready to buy, sell and repair.

The K. C. W. are congratulating Mr. Charles Schwalbach on the debut of a Miss Schwalbach. The princess—she is a Royal (Fe)mail—is doing well.

W. J. Morgan, alias "Spokes," will send some chatty European letters to THE WHEEL.

Messrs. Eisenbrandt & Shaffer, 101 W. Baltimore St., Baltimore, Md., will receive subscriptions to The Wheel.

The celebrated Sohmer piano is quite a favorite with clubs. Club committees when furnishing their houses should send to Messrs. Sohmer & Co. for one of their finely illustrated catalogues.

The New Orleans wheelmen will inaugurate the racing season of '87 in this country. They are arranging several races to occur on or about the 19th of the present month, the proceeds of which will be given for the laudable purpose of beautifying the grounds and drives of Audaubon Park (late Exposition grounds) in that city.

RECENT PATENTS.

Jos. Butcher, Boston, Mass.; Cyclometer. C. E. Duryea. Washington, D. C.; Velocipede. D. H. Rice, Brookline, Mass.; Velocipede. Thos. Smith, N. Y.; Ventilator and Smoke Bell for lamps.



germany, and all other countries. Their experience is unequaled and their facilities are unsurbanes is unequaled and their facilities are unsurbanes, and specifications prepared and filed in the Patent Office on short notice. Terms very reasonable. No charge for examination of models of the Stein of their office on the stein of models of the Stein of through Munn&Oo, are noticed in the Stein of the stein

Gold Mines

are very uncertain property; for every paying mine a hundred exist that do not pay. But if you write to Hallet & Co., Portland, Maine, you will receive, free, full particulars about their new businees and learn how some have made over \$50 in a single day at it You can live at home, and earn from \$5 to \$25 and upwards per day wherever you are located. Both sexes; all ages. Capital not required; you are started free. Send your address, and all will be proved to you.

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Call and see the "New Mail" - the wheel of perfection.

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A RARE CHANCE.

Outing,	\$3.00
Bicycling World,	1.00
The Wheel and Recreation,	1.00
American Wheelman,	.50
Wheelmen's Gazette,	.50
	\$6 00

Mailed, post-paid, for one year for \$4.75 WITH COMMON SENSE BINDERS, \$9 00



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ALL ADVERTISEMENTS MUST BE RECEIVED BY TUESDAY MORNING.

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 Copy should be received by him at regular rates. Saturday.

EDITORIAL.

We understand that certain loyal League men in this section disapprove of this department, and are of the opinion that if the South wants representation it should seek it through the columns of the Bulletin.

The fact that the North and West are proportionally so much larger than we in the number of wheelmen, is sufficient, we think, to claim the larger share of the Bulletin's valuable space; and when THE WHEEL steps forward and makes us such an offer as it has, it would be folly to decline. Representation can only come from prominent pens, and these pens will not be wielded unasked, as the past has shown in its scarcity of published letters from our section. We propose to drag out from their seclusion the writers of the South, and if they will not write uninvited, to urge them to do so, for their own good. The Bulletin has not done this; on the contrary, we know of instances were proffered regular correspondence from this section has been refused by that paper.

If any person can attribute to us a reason for inaugurating this department, and in this paper, other than from the best of motives and a desire to benefit this section and aid the League, our columns are open to him. It would seem that our first editorial was sufficient proof of our sincere loyalty to the L. A. W., and when that is attacked, no matter how indirectly, we propose to defend

ourselves.

Resident wheelmen must know that the editor of this department expects nothing at the hands of the District Division. With nine-tenths of all its members active members of the Cycle Club-an organization to which he does not belong-and with such capable and popular men among the number, surely it cannot be office that the writer desires or even hopes to get.

We point to our efforts on behalf of the L. A. W. in our capacity as Marshal of the Southern Touring Division, as proof of our active interest in and support of that association, and what other work we have done for the cause and for the League will be found in sympathy with it and in support of

its several underlying principles.

We do not say this to defend ourselves, for that is unnecessary; but if the thought has entered any reader's head that this department antagonizes anything that is not just, or that is not for the best interests of the cause, we want it eradicated at once, and before it takes root there.

ROUTE OF SOUTHERN DISTRICT TOUR.

Liable to change if found to be necessary. MAY 9th.—Leave Phila. 9 A. M. 20 miles. Paoli. Dinner. 9 A. M. Coatesville, Supper, Lodging and Breakfast.

MAY 10th.—25m. Lancaster. Dinner.
11 A. M. Columbia, S. L. & B
MAY 11th.—13m. York. Dinner. 28m. Gettysburg, S. L. & B.

May 12th,—View of Battle Field, Leave at 10 A. M. 20m. Pen. Mar. Dinner at Blue Mt. House. See sights, 17m. Hagerstown S. L. & B.

May 13th.—Runs around H. Leave at 10 A. M. 20m. Martinsburg. Dinner. 21m. Winchester, S. L. & B.

May 14th.—Leave W. 7 A. M. 31m. Woodstock. Dinner. 19m. New Market.

MAY 15th, Sunday.—Rest View Luray Dinner. Leave at 1 P. M. 18m. Caverns. Harrisonburg. S.L. & B. (Or, those who prefer may wait until next day at New Market).

MAY 16th,—Fornoon in H. Dinner. Leave 1 P. M. 25m. Staunton, S. L. B. & C. MAY 17th.—Visit Natural Bridge. At 5.38 P. M. take cars for St. Louis, arriving there Thursday noon in time for League

TO THE MEMBERS OF THE TENN. DIVISION L. A. W.

MEMPHIS. February 12, 1887.

Editor of THE WHEEL: -- I have been informed that on the 28th day of January the Memphis Cycle Club met for the purpose of nominating a Chief-Consul for the ensuing term. W. L. Surprise reserved the nomination by a majority of one over O. C. White, a non-member of the club. Prior to this time Mr. White had learned certain facts which led him to believe that Mr. Surprise had been guilty of conduct unbecoming a League officer, and that, learning that he again proposed to pose as the chief officer of the state, Mr. White procured evidence which made his belief certain. He communicated with Messrs. Trepp and Hampton, members of the club, showed them his proofs of Mr. Surprise's duplicity, and asked Hampton, as Surprise's friend, to request his immediate declination of the nomination. Mr. White also stated that if the other party would do this, one way or the other, that he (White) would also let the matter drop entirely, as he had no desire to injure Mr. Surprise. Mr. Surprise immediately telegraphed his declination to the Bulletin.

Now, it seems that Surprise and Hampton seek revenge. On Feb. 1 the Memphis Cycle Club, in regular Meeting, nominated O. C. White, he receiving all but two votes, supposably those of Surprise and Hampton.

On Feb. 5 it appears that another special meeting of the club was called, for the purpose of reconsidering the nomination of Mr. White. At this meeting I suppose that Surprise and Hampton painted White black, and whitewashed Surprise. But they could not go so far in that operation as to honor Surprise with a renomination.

At the interview with Mr. Trepp and Hampton, both gave Mr. White to understand (prior to the regular meeting of the club spoken of) that the only thing standing in the way of his nomination was the fact that he was not a member of their club.

Now it appears that in order to defeat white for the C. C. they have gone to Nashville for a C. C., and to Clarksville for a representative—thus endeavoring to form a combination which they hope will be victorious. Mr. White says he has no objection to either gentlemen, but that it looks to him as it does to others, that the club has thrown club loyalty to the dogs, and by being influenced by some representation from these two, virtually acknowledged that they had no man in the club worthy of their own likely "go west" (not to grow up with the

nomination but Surprise, and he had declined; and if Surprise was not culpable as charged, why did he resign so hastily as requested? And had the club been desirors of being unprejudiced and impartial they might, as a body, have called upon him (White) for the evidence of the truth of his assertions, which he would have cheerfully given them.

In concluding, would say to the members of the Division that Mr. White objected to the use of his name in connection with the C. C.'s office, and only accepted on the repeated request of myself and others who knew that he was an enthusiastic wheelman, an accomplished rider, and a true lover cf the sport, and also that in his business he had a good deal of spare time to devote to the League and to the duties of the office, if elected, for years, experience has convinced me that it will take both plenty of time and money if our Division is to be a success the coming year.

In regard to the Sec. and Treas. office I have to say this, that Mr. Surprise has only honored this office with one piece of business, and that a circular which he could not have sent without my help, and further, at our organization, Jan. 18, 1885, a committee to draft constitution and by-laws for the Division was appointed, with W. L. Surprise as chairman. Even this most necessary work has not been done.

In conclusion I beg leave to assure the members of our Division that I write this to correct any erroneous impressions that may have been put forth to the members in

regard to Mr. White.

CHARLES J. SCHERER.

FROM A SOUTHERN POINT OF VIEW.

FURTHER SOUTH.

To the Editor: Your "Southern Department" in The Wheel attracted my attention at once, and your article "From a Southern Point of View" was read with interest. I quite agree with you on the subject, and well do I remember the wrangling on this sectional question, way back in the seventies, when the National Amateur Press Association was in full sway. Very often I see names amongst the officers of the wheel clubs all over the country, familiar to me, from the fact that long years ago I read their amateur papers, too numerous to mention. 'Twas then with the N. A. P. A. as it is now with a few of our Southern wheelmen and the L. A. W. The Southerners must take into consideration, the fact that a very large majority of the wheelmen are in the north, and that the wheel is a common mode of conveyance there, while throughout the south, they are limited, and with you I say: "If the south desires itself to be considered in the best possible light, it will fold its hands and await develop-ments." I, for one, think that the L. A. W. Board could not have found a better man than Abbott Bassett to fill the position of Secretary-Editor. He is in every way fitted for it, and Boston is the proper place for League headquarters. Mr. Bassett has served the League faithfully and fearlessly. he has performed his duties, as chairman of the Racing Board, without fear or-favor; he had his rules before him and

country, though) for with such men as Bues, Ayers and Kirkpatrick, before us, we can select one that we think is best suited. and I have no doubt that any opposition will be raised, but rather that New York. Massachusetts and other eastern states will join in with us. At the same time, I am not for any section officer; it is not who is entitled to the place, but who is best *fitted* for it. Wishing you and the "Southern Department" of The Wheel the best of success I am, fraternally,

W. L. SURPRISE.

WASHINGTON NOTES.

February has proved, so far, to be a most pleasant month, predicting an early and glorious summer, and setting the wheelman's heart all a-flutter with the prospects of the riding season so near at hand. Why I've ridden nearly every day in the short month so far, and have accomplished just sixty miles around town, to and from office and to and from her house. Slight indications of March winds have already made themselves felt, but at this writing the air outside is cool, clear and quiet. I am dying to go out and enjoy it.

The Capital Club have elected F. S. Presbury, of the Public Opinion, a member, and in future will glory in press representation through the columns of that valuable and much read paper. On Feb. 22 they will give a "Book Party," at which every member will be expected to turn in a book, not a Government publication, and in return the House Committee will set up refreshments. Pollowing this will be a "social time," which, I understand, means that the members will act in an undignified manner generally, and exclude the ladies. Capt. L. W. Seely, who this spring when the wheel will be the only was only elected in December last, has resigned, and the Executive Committee will fill the vacancy. There are no candidates, nor any one talked of, and I can't anticipate or even hint. You see this committee are silent as the grave, and there's not a thing to be learned. The regular monthly entertainment will be held the latter part of this month; a lecture, to be followed by a hop. It is not yet known who the speaker will be.

I understand a road book of Washington and vicinity is in the course of compilation, and that it will be issued early the coming summer. If this be a fact, Washingtonians and visitors to the National Capital may congratulate themselves. The P. A.-N. J. and Md. book does'nt do this city up very fine, and we have many miles of good roads near here that ought to be well known.

I told you last week the Cycle Club was going to give the next of its winter series of hops on the 17th, and that some musical attractions would be added to the evening's entertainment. Well, that didn't half express it! It seems Secretary Croxall is in already been sent out, and they are on wedding note, bless you, and done up in style! The programmes are to be equally gorgeous, and besides the music-which will be extra fine, I am told—there will be a sumptuous banquet to gladden the hearts of the visitors, and leave pleasant memories until next winter, of the club's ability to entertain. This club gave a run to Marlboro' Sunday last, but I have not heard how the roads are reported. THE CELEBRATED

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Changes in their uniform, which is now a a visit from John O'Laughlin, the B. & O. dark green, are talked of.

The Wheelmen are still asleep, though it's not a very sound slumber. A little pleasant dream is in store for Feb. 26, when Secretary Collamer will entertain the club in uniform but, with my natural desire for points, I am at his residence, and the mysteries of that not satisfied. Then he gives me the satissolved. It is not known who can handle the pasteboards the best, at present; though our best pool-player, our champion liar, and famous hill-climber, and our Cabin John ence to the coming tour, and messages from Bridge men, have already made their respec- and to Chief-Consul Harris were brought tive marks; but this euchre party will de- and returned. velop another chief, I presume, and to him be all glory! The little gossip in this quarter I told you about, has not yet taken tangible shape, so I reserve it until it will read like a novel, complete in all its details.

WHITE HOUSE.

THE SOUTHERN TOUR.

In proportion to the approach of the day means of travel by riders in this section., so does the touring interest of the South grow and assume shape. While a month ago the affairs than either of the other two. matter was scarcely ever spoken of, now considerable club-room talk is in relation to the coming tour under the auspices of the League, or to private ones that are projected

Tourmaster Ayers has resigned, and at this writing another has not been appointed, though Frank A. Elwell, of Portland, Me., is talked of as the coming man. All the Marshalls, except Collamer, have also drawn out, so Elwell's administration will not begin under very favorable auspices.

It is now feared that owing to the railroad arrangements that will have to be made, and and this tour will doubtless be an enjoyable to other arrangements that cannot be made, the Kentucky and Tennessee portion of the Southern tour will have to be abandoned; that is to say, the main body of the tourists cannot take that section in; though, if an energetic man were forthcoming, who would volunteer to make arrangements and carry them out, such as would bring to Staunton charge of the matter, and that this is the last of the set; so he is going to "do the thing up brown." The invitations have advantage of the railroad arrangements from Staunton to St. Louis, that are being made. It is not known at this writing just what will be done, but the Marshal is bending every energy to complete such arrangements that not only the tourists, but also those who must ride by cars to St. Louis, will be accommodated in the best manner, and at the cheapest rates.

I understand Mr. Collamer has received

representative at Washington, but what the result of their interview was, I am unable to say. Mr. C. smiles blandly when questioned, and tells me I will learn in due time, trying game, progressive euchre, will be faction of knowing that no definite arrange-

M. M.

ARKANSAS NOTES.

ED. SOUTHERN DEPARTMENT:-I have been an interested spectator of the bicycles' steady progress for the last few years but have only recently bought one myself. Cycling is looking up in Arkansas, and we hope to see flourishing clubs at Texarkana, Little Rock and Pine Bluff shortly. The latter city is nearest to me and I am therefore more interested in its progress in wheeling

Considering the quality of our roads compared with the East, and our thinly settled country, I think we are doing well. On the 29th and 30th ult. over twenty wheelmen met in Pine Bluff and it was, I expect, a very successful meet. Of course twenty is a very small number, but it is a fine figure for us, as I don't think very many men attended and the majority remained at home.

I have a prospect of going to Niagara next summer with the Nashville, Tenn., Bicycle Club. No one but members will go, but friends will try to get me in as an honorary,

Touring in these parts is not in the best of favor, simply from the fact that our roads, especially in this section of the State, are not roads for touring. We would have to go by train for seventy-five or 100 miles before we could strike any good roads. Nashville has a tour to Niagara for this summer on the tapis. Don't know the particulars. In regard to your Southern Tour, would say that I would have to start up the geographical and topography before I could suggest any route, but I think from forty to sixty miles per day, and from \$25 to \$50 per man about right, to take him in that part of the country with good scenery, places of interest if in summer time to some of the watering places, etc., in fact any part of the country where good accomodations, good scenery, and good roads could be found.

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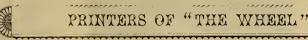
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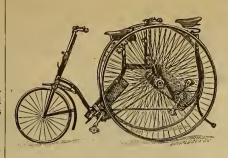
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