

Vol. XIII.—No. 14.]

NEW YORK, DECEMBER 30, 1887.

[WHOLE NUMBER, 326.]

## OUR LITTLE FLYER, STILLMAN G. WHITTAKER,

Has closed the season for us with the most wonderful road performance ever recorded by the wheel press, making in the 24 hours, on an ordinary 51-inch Light Champion taken out of stock and weighing 40 pounds, the phenomenal distance of

### 323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write any cycling editor to become himself convinced.

The American Cycles are road machines, and strong enough for the toughest American roads. They hold every American road record from 10 miles up to 24 hours, hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

Oh, but the bearings do tell, sure enough.

And that little track trial of Dingley's at Lynn on a 36-lb. Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth, "It was a wonderful record."

If you wish to purchase the best and easiest running road machines in the world, correspond with

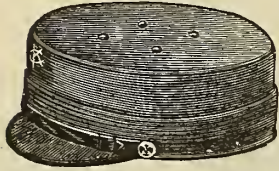
### GORMULLY & JEFFERY MFG. CO., CHICAGO, ILLINOIS.

 LARGEST MANUFACTURERS OF CYCLES AND SUNDRIES IN AMERICA. 





— S M I T H ' S —



Sporting Goods.

LOWEST PRICES.

123 FULTON ST

In Hat Store, up stairs.

## SKILLFUL REPAIRING.

I have a corp of skilled workmen and am prepared to repair and overhaul Wheels at reasonable prices.

### BARGAINS IN SECOND-HAND WHEELS.

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

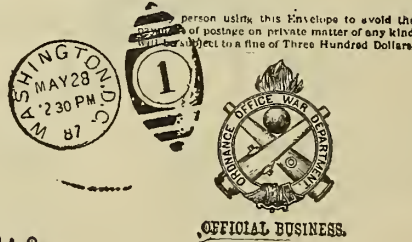
### NEW MAIL, THE WHEEL OF PERFECTION.

Sole Agent for Long Island.

Large Stock of Boys' Wheels. Competent Teachers. Fine Track, Storage, Renting, ETC., ETC.

**CHAS. SCHWALBACH,**

Prospect Park Plaza, Brooklyn.



*Jens S. Pedersen,  
1 1/2 Maiden Lane.  
New York City*

Athletic, Bicycle  
AND  
Lawn Tennis  
**MEDALS**

MADE FROM

STRICTLY  
Original Designs

AND AT  
POPULAR PRICES.

Correspondence Solicited.

Send 3 two-cent stamps for illustrated catalogue and price list.

# THE STAR.

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

NO.	NAME	25 MILES.	TIME.	NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53	6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57	7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34	8.	S. B. Bowman, E. W.,	STAR,	1.40.20
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49	9.	H. Greenman, I. B. C.,	STAR,	1.43.36
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02				

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.

" " second and third in 1-mile STATE CHAMPIONSHIP

" " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.

" " 1-mile Open.

" " 2-mile Open.

" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

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

WILKESBARRE, PA., JULY 4, 1887.

STAR

WON

FIVE FIRSTS:

1-mile Novice.

2-mile 6.45 Class.

1/2-mile Boys' Race.

1-mile STATE CHAMPIONSHIP.

3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.

" " in 1-mile Class.

" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

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

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

N. Y. SALESROOMS, 115 LIBERTY STREET.

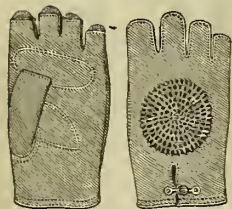
**H. B. SMITH MACHINE CO.,**  
Smithville, N. J.



## A FULL LINE OF SUNDRIES

FOR WINTER RIDING.

## HEAVY JERSEY SUITS.



GLOVES, LUGGAGE CARRIERS, LANTERNS,  
LANTERN HANGERS, LUBRICATING AND  
LIGHTING OILS.

Everything a Wheelman Needs.

HOWARD A. SMITH &amp; CO.,

Oraton Hall,

Newark, N. J.

ALL GRADES OF REPAIRING DONE. SEND FOR CATALOGUE.

NEW INDEXED MAP OF THE  
Environs of N. Y. City.

Scale, 1-4 Miles to 1 inch.

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

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

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

\$4.00.

This Map shows the Railways, Wagon Roads, Cities, Towns, R. R. Stations, Villages, Lakes, Ponds, Rivers, Streams, Mountains, Valleys, etc., in a style unequalled for distinctness, legibility and correctness. The Index is complete and renders it an easy matter to find any desired locality.

Published by E. C. BRIDGMAN, 84 Warren St., New York.

--- HOW TO ---

## Buy, Sell or Exchange.

ADVERTISE IN OUR

For Sale, Exchange,  
and Wants Column.

Twenty-five Words, - - - Fifteen Cents.

Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED  
BY TUESDAY MORNING."Newspaper  
Advertising"A BOOK OF 266 PAGES DEVOTED TO THE  
SUBJECT OF

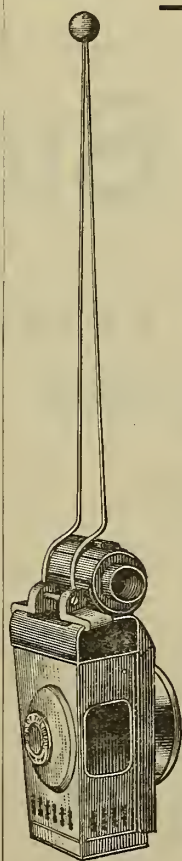
## NEWSPAPER ADVERTISING.

Every Advertiser, whether an experienced  
or only an intending one, should possess a  
copy. Sent post-paid on receipt of 30 cents.

GEO. P. ROWELL &amp; CO.,

Newspaper Advertising Bureau,  
10 SPRUCE ST., NEW YORK.

## LAMP CONTROLLER.



A weight placed above  
the axle raises the centre  
of gravity of the lamp to  
the point of suspension and  
counterbalances its ten-  
dency to swing.

## ADVANTAGES

OF

## ITS USE.

It secures a steady light  
upon the track.It prevents lamp from go-  
ing out on rough roads.It prevents spilling of oil  
from the cup.

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

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

C. H. KOYL,

1406 New York Avenue,

WASHINGTON, D. C.

who will mail a sample, postpaid,  
for one week's trial, upon  
receipt of price.

Price \$1.50.

EUREKA HOME TRAINER and Bicycle Stand, ad-  
justible, well made; improved; will keep muscles  
and cycle in good condition through the winter; price  
\$7.50. M. A. Woodbury, Bradford, Pa.

THE

## Continental Hotel,

448 &amp; 454 BROAD STREET,

OPPOSITE D. L. &amp; W. R. R.

Newark, N. J.

The largest and finest appointed Hotel in the city,  
and for many years the acknowledged League Head-  
quarters.

SPACIOUS BILLIARD PARLORS AND CAFÉ

Connected with the Hotel.

H. C. WHITTY &amp; CO.,

Proprietors.

## BARGAINS!

SECOND-HAND

Bicycles, Tricycles,

AND

TANDEMS.

Examine Our Prices.

## KEY TO DESCRIPTION.

**FINISH.**—"1" Full nickeled. "2" All nickeled  
except rims. "3" Wheels enameled, balance nickeled.  
"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	4	ball	2
179		Sp'k'h'k Crripper Tri.	180.00	85.00	4	2	1
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,	122.50	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	4	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	Sp'dg, 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	Specl. 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,	120.00	80.00	4	3	4
286	44	Spcl. Facile,	130.00	70.00	4	1	4
287	52	Columbia Expert,	127.50	80.00	4	1	2
288	56	Columbia Standard,	107.50	40.00	4	4	4
289		Sp'k'h'k Cr'p'r Tricycle,	180.00	130.00	4	1	2
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
293	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

Wheels Bought, Sold and Exchanged.

FULL LINE

CYCLING ACCESSORIES.

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,

NEW MANAGEMENT,

38 Park Place, New York



\*.....THE.....\*

# 10-Mile Road Race,

AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 5 men each from the Maryland Bi Club, the Balto.  
Cycle Club and the Rambler Cycle Club, all of Baltimore,

## Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

# NEW RAPID BICYCLES.

### POSITION AT FINISH.

		TIME:
2.---	RICHARD WHITTINGHAM, Rapid Light Roadster, . . .	31.03 1-5.
3.---	WALTER GRESCOM, Rapid Roadster, . . .	31.03 2-5.
5.---	J. KEMP BARTLETT, JR., Rapid Roadster. . . . .	
8.---	E. F. LeCATO, Rapid Light Roadster. . . . .	
13.---	S. H. SHRIVER (fell), Victor Roadster. . . . .	

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

# New Rapid Light Roadster,

*IN THE MARVELLOUS TIME OF*

## 30 Minutes 44 Seconds.

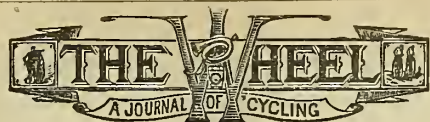
THE FASTEST TIME EVER MADE IN A ROAD RACE.

SEND FOR CATALOGUE OF NEW RAPIDS.

# SAM'L T. CLARK & CO.,

2 & 4 Hanover Street, Baltimore, Md.





--AND--

## RECREATION

Published every Friday morning.

Entered at the Post Office at second class rates.

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

Newsdealers may order through AM. NEWS Co.

All copy should be received by Monday.  
 Telegraphic news received till Wednesday noon.

Advertising Rates on application.

F. P. PRIAL, Editor and Publisher,  
 23 Park Row,

P. O. Box 444. New York.

A Happy New Year to all.

Happy New Year to Bon, Ralph, Fossil, Alert,  
 Free Lance, L. B. G., Bi., Claw Hammer, Key-  
 stone, Art, The Cat, The Observer, V. P. E., and  
 all the others.

Happy New Year to Dean, Foundry, Bassett and  
 Darrow.

A Happy New Year to the trade.

To our advertisers, a Happy and Prosperous  
 New Year.

Now make your good resolutions.

And don't forget to stick to them at all hazards.

HAIL TO THE BROOKLYN CAMERA CLUB.—THE  
 WHEEL's photographic articles have not been with-  
 out effect. Some members of the Ilderan Club,  
 who are deeply interested in photography, are per-  
 fecting plans for a Camera Club, open to all  
 wheelmen in Brooklyn. Photography and cycling  
 may be combined with a great deal of pleasure; on  
 the other side, they are twin recreations and their  
 club photographic socials are very enjoyable  
 affairs. We hope to see the matter taken up with  
 some vigor next Spring.

A member of the Capital Club writes us: "I take  
 the greatest interest in cycling journeys and be-  
 lieve there may be many unwritten trips of the  
 past Summer that would be of interest, and which  
 would enlighten us on the possibilities of enjoyable  
 wheeling in different sections of the country." With  
 this communication he sends us a sketch of a  
 trip taken last Summer, which we publish in  
 another column. We are willing to print all plain-  
 ly written reports of tours, which may be of bene-  
 fit to the wheel public. There can be no such  
 thing as too much touring information and we  
 hope our readers will help us open up desirable  
 bits of country.

The editor of the Pacific Coast *Wheelman and  
 Athlete* has given us his views on League govern-  
 ment and management. He states his views with a  
 plainness and directness bordering on brutality,  
 yet there are some good things to be picked out of  
 his little say. We republish the following as a  
 fair statement of the case:

"That there are a great many faults in the man-  
 agement of the national body, we do not deny,  
 and should be remedied as speedily as possible. We  
 believe in a federation of independent states  
 by giving the virtual power to the divisions. We  
 believe that the division should have the bulk of  
 the money, as the most benefit to the organization  
 is done by the individual states."

"The organization should be run on exactly the  
 same principles as any other fraternal body. Just  
 enough money should be contributed by the various  
 divisions to the national body to keep it in good  
 condition, and the balance should be kept by the var-  
 ious divisions for use at home, where it will do the

most good. In conclusion, we would advise all  
 members to renew in the national organization,  
 and stand by the League, but at the same time  
 fight for your rights. There is not one member of  
 the body who has not saved his dollar during the  
 past year, if he has done any riding at all. National  
 organization is a grand thing and should be  
 encouraged, but let us all put our shoulders to  
 the wheel and fight for a federation of independent  
 states, which is the only way to solve this question,  
 which is now being discussed by nearly every div-  
 ision of the organization."

A NEW METHOD OF COMPELLING  
ROADS IMPROVEMENT.

A gentleman of Yonkers, N. Y., whose wife  
 died of injuries received by being thrown from  
 her carriage, owing to the bad condition of the  
 road, has obtained a verdict of \$2,500 against the  
 city.

Thus a good precedent is established. If the  
 many people who are injured directly or indirectly  
 by the poor condition of the roads had this case to  
 work on, many suits would be brought against  
 city authorities. Here are the facts of the case:

"Reuben T. Pettingill, in a suit yesterday  
 against the city of Yonkers in the Westchester  
 County Circuit Court, at White Plains, to recover  
 \$5,000 damages for the loss of his wife, Frances  
 Pettingill, who died of injuries received by being  
 thrown from a carriage, owing to the bad condition  
 of the highway, was awarded \$2,000."

## BROOKLYN CAMERA CLUB.

Apropos of THE WHEEL's latest attachment  
 —amateur photography—the formation of a cam-  
 era club in Brooklyn will be an item of interest to  
 many who own cameras, for the pleasure which  
 their use gives.

Several members of the Ilderan Bicycle Club  
 have conceived the idea of joining themselves into  
 such an organization, and when upon investigation  
 it was found that about ten or twelve could be re-  
 lied upon as organizers, the idea took definite  
 shape and on Tuesday, January 3, a meeting will be  
 held to consider the details of the arrangement.

The club will probably be known as the Brook-  
 lyn Camera Club. Its objects will be to facilitate  
 the development and printing of plates by sup-  
 plying for members a satisfactory dark room,  
 printing room and library. The former will be  
 fitted up with lamps and trays, ready and fresh  
 sensitized papers and necessary chemicals. In  
 the printing room there will be different sized  
 printing frames, a burnisher, bromide papers and  
 other necessary utensils. The library will be  
 gradually stocked with books of reference and the  
 current photographic periodicals. It is also pro-  
 posed to have on sale a stock of the leading manu-  
 facturers' plates.

In carrying out these plans the members of the  
 club will have at their disposal a stock of photo-  
 graphic necessities, which will be a great saving of  
 the ordinary expenses of personal photography,  
 besides giving them a pleasant resort for the dis-  
 cussion of the art, and interchange of opinions  
 and experiences. The further advantages of the  
 club are so apparent as to need no explanations.

The membership will not be limited to the Ilderan  
 Bicycle Club. It is proposed to open it to all  
 amateur photographers. Every member joining  
 will be required to subscribe to a bond in lieu of an  
 initiation fee. The running expenses will be carried  
 on from the receipts of dues.

The arrangements for rooms are not complete,  
 but it is expected that one of the rooms in the  
 the club house will be utilized, at least for the  
 present. Any one desiring information should  
 address

H. C. METTLER,  
 ILDERAN BICYCLE CLUB,  
 71 Lincoln street, Brooklyn.

## HARLEM WHEELMEN.

The Harlem Wheelmen have issued invitations  
 for a very staggy racket to be held this Friday  
 evening at their club house. The following mani-  
 festo has been issued:

"The King commands all his faithful subjects in  
 the cycling kingdom to assemble at the royal pal-  
 ace of his majesty, 102 West One Hundred and  
 Twenty-fourth street, December 30th, of this year  
 of our reign, to render unto our sacred majesty  
 the homage which is due, and to receive from his  
 hands the reward of fealty and devotion to the  
 throne.

"All subjects who attend this royal conclave must  
 pay tribute to his majesty at the rate of one coin

equal to the value of a pale-faced buzzard per sub-  
 ject. Any subject desiring to bring with him a  
 brave of another tribe may do so by paying the  
 same tribute to the gatherers.

"A feast of reason and a flow of soul, combined  
 with the most delicious viands which the kingdom  
 can produce, will gladden the hearts and stomachs  
 of those present.

"The King requests that all his subjects, to the  
 number of sixty-eight, attend and make happy the  
 members of council.

"Tribute payable to either of the Lords of the  
 Exchequer named below: First Lord of the Ex-  
 chequer, F. L. Brigham; Assistant Tribute Gather-  
 ers, A. M. Pressinger, A. T. Steiner, O. M.  
 Emanuel."

## NEW ORLEANS.

NEW ORLEANS, Dec. 23, 1887.

The date (Dec. 19th) of the meeting to discuss  
 the matter of another lantern parade has come and  
 gone, and, though the meeting was held, the fate of  
 the parade is far from being definitely settled, nor  
 will it be for several weeks to come.

The meeting of the 19th was attended by some  
 twenty odd—a pretty fair showing for New  
 Orleans. Chief Consul Hodgson, the prime  
 mover in the affair, presided, and did most of the  
 evening's talking. He assured those present of  
 the co-operation of the carnival people, and argued  
 that the parade would redound to the good of the  
 cause, and so forth and so on, but added that pre-  
 vious experience had taught him that to success-  
 fully conduct a parade of the sort requires quite a  
 little sum of money and that it would be nearly  
 useless to take any further steps until the neces-  
 sary finances, estimated at about \$300, had been  
 provided for, and called for suggestions, etc., etc.  
 The rest of the evening was therefore whiled away  
 in discussing the better method of securing the  
 needful cash, with the result that a committee of  
 seven, composed of Messrs. Shields, Boulemet,  
 Patton, Ziegler, Fenner (C. H.), Betts and Rea,  
 will, with the assistance of a professional solic-  
 itor, undertake the delightful job of canvassing for  
 the all important spondulix.

Another meeting will be called during the first  
 days of January, when the committee will report,  
 and it then will be definitely decided whether or  
 not the parade will be held.

The lantern parade meeting was not character-  
 ized by any great amount of enthusiasm, though  
 everything went off as nicely as could be wished;  
 it was, however, notable for the number of the  
 older riders it attracted, there being hardly half a  
 dozen of the "younger set" in attendance—the  
 first time, I believe, that such a thing has hap-  
 pened. "Does it argue anything?" is a thought  
 that has occurred to me.

C. H. Smith, representing the Gormully & Jef-  
 fery Co., Geo. Hendee, agent for the Springfield  
 Roadster, and J. P. Fresenius, Dallas (Tex.) Wheel  
 Club, were among recent wheeling visitors to our  
 city.

Mr. Smith's visit has been the means of stirring  
 up the Mobile case, which, it will be remembered,  
 the L. A. W. "crayfished" very gracefully. Mr.  
 Smith stopped over in Mobile, intending to "drum  
 up" some business, but on the recommendation  
 of Mr. Tharp, president of the Mobile Bicycle  
 Club that was, he abandoned it, Mr. Tharp assur-  
 ing him that owing to the action of the Turnpike  
 Co. in prohibiting the use of bicycles on the only  
 decent road there, and the League's refusal to test  
 the legality of their action, cycling in Mobile was  
 nearly dead, and with but little hope of recovery.  
 And, by the bye, the history of this case has never  
 been fully detailed to the public. I have, how-  
 ever, spoken to Mr. W. W. Crane, the New Or-  
 leans wheelman, who took a prominent part in or-  
 ganizing the Mobile Club, and also in bringing the  
 Alabamians' grievance to the notice of the League  
 authorities, and all correspondence on the subject  
 being at present in his possession, he has promised  
 to give me copies of the various communications,  
 and, in turn, I shall lay them before the readers  
 of THE WHEEL, and perhaps when the big ougs of  
 the L. A. W. have the case before them in cold  
 type, they may reconsider their previous ruling and  
 decide to help our Mobile brothers and prevent  
 cycling from being killed completely in that city.

For the benefit of the B. Bs'. I may add that  
 Time's touch has not mellowed the hearts of the  
 Turnpike magnates in the slightest; instead, their  
 employes and the roughs hanging around in the  
 vicinity of the road have been instructed, or re-  
 quested, to keep wheelmen off by force, if necessary,  
 and, in consequence, the Mobile boys dare not  
 venture on the road for fear of being mobbed or



brickbatted; at least Mr. Smith states that he was so informed by Mr. Tharp, and there is not the slightest reason why the statement should be doubted.

In Ex-Champion Hendee we found a genial, agreeable gentleman, and, without exception, every one with whom he came in contact was completely charmed by his gentlemanly bearing, and handsome George can, with reasonable certainty, count the better portion of New Orleans' wheeldom with his friends, and I believe he can give a good account of his treatment while here, too. He left for home last Tuesday to spend the holidays.

A great deal of interest was manifested in Hendee's wheel, the Springfield Roadster, it being the first of its sort in the city. A great number of the boys tried it; but this is a country of crank machines, and while nearly all were agreeably surprised by the Springfield's appearance and easy running qualities, few would have been willing to trade mounts. Personally, I think the wheel has a bright future, and if ever I wish a lever motion wheel the Springfield Roadster will be my mount; but just now my old reliable Champion suits me to a dot, even if it does throw me occasionally. And this after trying all of the wheels mentioned.

Mr. Hendee made no sales while here, but Bob Abbott has taken the agency, and will push the new comer.

Both Messrs. Smith and Hendee report the Southern country generally as looking up as regards cycling, and their sales during their travels far exceeded either's expectations.

Prince Wells left here without trying for the unicycle record, as was expected. We had both him and Mr. Smith with us on one of our runs to West End, and Prince had the questionable pleasure of a side fall on the slippery and uneven square block pavement on Canal street.

The N. O. B. C. has set apart one night of each week for a "social evening;" that is, on that evening, a member may stroll around and find the gas in the club house lighted, and run a fair chance of finding a fellow-clubmate lounging around ready for a social chat.

The New Orleans Club has cosy, well equipped headquarters, but the members seem slow to take advantage of its comforts, and the club house is usually deserted save by the sunbunt janitor and his family. The boys are seldom on the road or in the club house, and, as the great and only *Item* stated the other day, that the club was on a boom, there are many of us who would like to know where the boom comes in.

For the past week we have had rain every day—a slow, steady, never-let-up rain; our dirt roads and streets are bogs, our asphalt is wet and sloppy, and cycling, in common with all other methods of out-door locomotion, is at a decided discount. Everything points to a cold, dreary day for Christmas, but a cheerful fire and a good dinner will help mightily to vanish the dreariness. May you, Mr. Editor, and your readers in general have an abundance of both, and may Christmas be to all of you as exhilarating and joyous as a quiet day's ride over good roads with an agreeable, steady-paced companion in balmy springtime, is the wish of your humble servant,  
Bi.

#### "THE LANTERN."

The *Cyclist's* Christmas number for 1887 is appropriately named "The Lantern."

"The Lantern" is rich in illustration, but otherwise is neither humorous nor very interesting. The front cover illustration is quite the most taking of the book. It represents a young man throwing upon a sheet stereoptican views of things cycling, to the evident delight of a number of cycling clubmen, evidently gathered at a photographic smoker.

The reading matter is a description of the pictures shown on the sheet. Many English cycling events of the year are shown, and humorous descriptions of the same given. Skits on Kennedy-Childe, Karl Kron and Billy Rowe are the only references to things American. Kennedy-Childe is abused, and Karl and Rowe are held up to ridicule.

The book also contains a calendar, a photographic article by Henry Sturmey, a record of the racing events of the past year and other matter interesting only to English cyclists.

Publishers, Iliffe & Son, 98 Fleet street, Coventry, England. American agents: Bicycling World Publishing Company, 12 Pearl street, Boston, Mass.

The Maverick Wheel Club has joined the Eastern Road Racing Association.

#### BALTIMORE.

BALTIMORE, December 27th, 1887.

Last week your correspondent received an invitation to the "At Home" of the Centaur Cycle Club of this city, on Christmas Day. Upon attending, I must say that I was very agreeably surprised to find this, the youngest cycling club in this city, doing so well. They certainly deserve great credit for the forward strides they have made in the short time they have been in existence. Organized in February last with eight members, they undertook to build up a club in one of the poorest fields in this city. How far they have succeeded in their undertaking, you will see when I say that now their membership numbers twenty, and would in all probability be twice that number had they been able to secure a suitable club-house during the riding season.

I found them very comfortably fixed in their headquarters on E. Lombard St., which are within a stone's-throw of the riding grounds of the eastern suburbs of the city. Nearly all of the members were present, doing the honors of the day, and I was taken in hand by one of them and shown through the house. Their wheel room is very nicely fitted up, and contains, no doubt, one of the finest displays of wheels in the city, nearly all of them of this year's pattern, and not one of the genus "wreck" among them. The parlor, although small, is very cosy and home-like, and shows that the "Centaur" are not without lady-friends, evidences of their handiwork being about.

The meeting room had for the time being been converted into a lunch-room. Of this lunch, I can only say that it was "fine, large and great." On this score they certainly did their visitors, of whom they had about two-hundred, "up fine." No doubt this hospitable affair will have the effect of adding to their numbers many new members. They have one advantage over the clubs of the western section of the city, that is the immense number of shell roads, which are close at hand, and are no doubt the finest riding grounds about the city. The Md. Bi. Club has issued a very neat invitation to its many friends and acquaintances to be present at their New Year's reception, which will be a fine affair.

Yours, &c.,  
RALPH.

#### PITTSBURGH.

Christmas Day passed off quietly with us, but little riding being indulged in. Monday was also very generally observed as a holiday, and as such gave us a chance to refute the idea that "Christmas comes but once a year." Snow early in the day spoiled what would otherwise have been a fair day for riding, the city streets being in good condition, though from now on we can do very little cycling and are waiting with as good grace as possible the opening of another season.

The big flambeau of natural gas in front of the cosy club house of the Sewickley Valley Wheelmen seemed to burn more brightly than 'twas wont to do on the occasion of their first "smoker," held a short time since, the success of which was assured before it began. Fine cigars and refreshments in abundance did much to make the evening enjoyable, but with Lieut. Blecker, U.S.N., to exhibit his wonderful powers in ventriloquism and legerdemain, and the polished recitations of Secretary Richardson nothing was left to be desired.

"What can the matter be?" The Keystones have tried to hold two monthly meetings and failed. Too many balls, parties, and kindred amusements indulged in, I suspect.

Hugh Fleming, of the "Cyclers," is industriously riding his wheel, seemingly not inconvenienced by the inclement weather, but his success is due to having the machine on a home trainer. Mr. F. will ride a pony Star next season and says he will push the pedal more than ever.

KEYSTONE.

Free Lance sends in this week a charming sketch of old English inn life. Free Lance is large in humanity and looks kindly, nay, almost lovingly, at the quaint old hostleries and their still more quaint inhabitants. He looks with the eyes of commendation, not only at the well-filled side board, with its attractive array of liquids and solids, but even finds something worthy of admiration in the motherly old landladies, the bumkin farmers, who swap news over their tobies of ale, the self-opinionated ostler, and, whisper it, the spick and sprightly barmaids. Those of our readers who propose visiting England will read Free Lance's sketch with special interest.

#### CHICAGO TO MINNESOTA.

Arriving in Chicago at the Baltimore and Ohio depot about six o'clock in the morning on the 1st day of August, I made arrangements to have my baggage forwarded to destination, and after breakfast mounted my wheel for a trip across the State of Wisconsin.

Upon inquiry I learned that my way led out Milwaukee avenue, and in the course of an hour or so I was clear of the great lake city. I passed through Des Plaines and Arlington Heights, over level roads very deep in dust, and took dinner at Barrington. The sun had been very hot toward noon and I found myself completely used up and so faint that I had to force down such food as I felt it necessary to eat. I resolved then and there not to ride another hot day later than ten o'clock.

I lay down until about four and then started for Crystal Lake, Wis., which I reached about seven o'clock. After supper I went down to the lake and waded nearly a half mile from the shore in its shallow water and then enjoyed a swim that was very refreshing.

The next morning I got an early breakfast and start, as it seemed likely the early morning would be the pleasantest part of the day at this season, in a country where there had been no rain for nearly forty days.

There was hardly a green thing to be seen at this part of my journey. The lean cattle were standing disconsolately idle in the fields, and the farmers were industriously setting back fires and cutting the dry grass around their premises.

I passed through Woodstock and reached Harvard at 10:30. It was already 100 degrees in the shade, and I remained quietly in the cool hotel parlor until 4 o'clock, then started out again and made Sharon for the night.

The following morning, after an excellent early breakfast at the hotel, I rode away north until I struck the old Chicago and Madison stage route, which I found very good to Janesville. After spending the day in this pretty place, I diverted from the stage route and made Edgerton for the night.

I passed through Stoughton the next morning, and about 10 o'clock reached the first of the chain of lakes in the vicinity of Madison. I spent the day and night with a friend of mine who lived on the shore of the lake, and reached Madison early the following morning. I enjoyed a drive about that beautiful city with a gentleman to whom I had the good fortune to bring a letter of introduction. Madison is almost surrounded by clear, beautiful lakes, has many handsome residences and grounds, the capitol and a well-known college.

In the afternoon I took a steamer across the west lake and started out for Lodi, but night overtaking me at a little village called Dane, I was forced to seek accommodations at a saloon, the only place in the village where they took lodgers.

Upon retiring, over the saloon, my bed proved to be fairly alive with bugs, and I spent most of the night sitting up and looking out of the window. I enjoyed the night in a philosophic spirit, pleasing myself with the poetic fancy that no one else was awake on this fair night and that I had the world all to myself, and would on the morrow explore those broad prairies now bathed in silvery moonlight.

I reached the Wisconsin River about ten o'clock the following morning; was ferried over in a small rowboat, and then pushed ahead; first over sandy roads, and then over the wild and picturesque hills that surround Devil's Lake.

I had dinner at Kirk's, at the lower end of the lake, and afterwards climbed the east cliff, which rises abruptly from the shore 550 feet high. The view well paid me for the trouble. Noticing a little steamer coming around the lake, I hurried down and got my wheel aboard. At the Cliff House I hired a bathing suit and had a most refreshing swim.

At four o'clock I mounted my wheel and spun along an excellent road to Baraboo.

In spite of the hard day's work, and almost sleepless night, I felt in fine trim, and had the courage to start for Reedsburg, twenty miles, which place I hoped to reach by dark.

Poor me! Soon after leaving Baraboo I struck that sandy soil which stretches for hundreds of miles north into the pine woods. The sand was four or five inches deep, and there was nothing to do but walk, or rather wade, and push my wheel.

About dark I lost my way at a place where several roads branched off, and it began to look as though I would have to spend the night in the woods; but after awhile I came to a cross road, and was lucky enough to take the right direction to the



main road, which I recognized by the telegraph line. In fact, don't see how I got away from it.

When I emerged from the woods into the farming country again the houses were all dark, and I thought it best to keep on to Reedsburg, which place I reached about eleven o'clock. I didn't have to woo the drowsy god that night.

The next morning I pushed on to La Salle, and finding that it was impracticable to ride any farther in that direction on a bicycle, I struck across the country to Ironton, and then climbing one of the ranges of hills that run directly east from the Mississippi, followed what is called the "Ridge road," which extends 80 miles to La Crosse. There is only one small village in the whole distance, but the road, which was at first hardly more than a wagon trail, was at least hard and firm. The air was cooler than in the valleys, and the only annoyance I had was the prairie fires, upon several of which I had to figure rather closely.

I put up the first night with a Yankee farmer, who charged me only thirty-five cents for supper, lodging and breakfast, and whose wife gave me their weekly Adventist paper when I left.

This day I was foolish enough to take the advice of one of the authorities on roads—the *genus* tramp—and left the ridge in hopes of finding a shorter cut. At Hartz Mills, down one of the deep valleys, I plunged into the mill pond for a swim, and found the water cold as ice, as the pond is fed by a great number of very cold springs. The mill hands laughed at my hurried exit, and said they didn't think I would stay in long. These springs and those at the head of the Little Kikapoo river, which I came to later in the day, have the finest water I ever tasted.

Towards night I climbed back to the Ridge road and stopped at the village of Cashton. The farmers through this country are mostly poor Germans and Swedes, and my appetite was now sharp enough at each meal to tackle the fare of any nation.

I made La Crosse the following day, and after spending some time wheeling about that beautiful city, took the ferry across the Mississippi, and climbed the long and winding road up the bluffs on the Minnesota side. I put up that night with a German farmer. My bill in the morning after an excellent early breakfast was fifty cents, and I believe in another trip of this kind I would depend entirely on the farmers for accommodations. Their *menu* is usually just the thing for a bicyclist's appetite, and they always have early breakfasts.

I made Winona the end of my journey of 400 miles, about ten o'clock, having averaged about 40 miles a day. I didn't try to rival those correspondents who report 100 miles a day from time to time across the continent. From La Crosse there are very good roads up the Minnesota side of the river to St. Paul, or one can enjoy the beautiful scenery of Lake Pepin and "take in" the grand old bluffs along the Mississippi from a steamer.

VERTICAL.

W. J. Morgan has completely deluged the *New-castle Examiner*, of December 10, with photos of himself, Woodside, Howell, Temple and Maltby.

W. E. Kaufman, the fancy rider, now performing at La Scala, Milan, has changed his name to Coffman. Friedburg has bud forth as Temple, Kaufman as Coffman; there is no reason why our Dan Canary should not become a Nightingale.

The California Division Board of Officers convened at San Francisco, December 8. The principal business of the evening was the adoption of a resolution, to be forwarded to the Secretary-Editor L. A. W., inquiring if the Division was to receive the money due it for 1887.

"THE WHEEL has started a photographic column, which subject it proposes to deal with each week. The writer of the papers proposes to make a more extended review of photography than has yet appeared in any American journal. So cycling and photography, and photography and cycling, should go hand in hand there for the future.—*Bicycling News*.

## AMATEUR PHOTOGRAPHY.

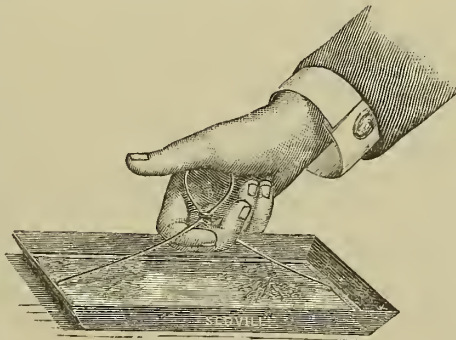
### No. VI.

The picture having been taken, the amateur returns impatient to develop it. It is not essential that this should be done at once. It may be postponed a week or even longer. Still, wishing to learn the result of the day's excursion, the dark room is entered. After making an examination, and being satisfied that no white light penetrates the darkness, the ruby lantern is lighted and the plate holder opened.

For the development of the picture, two trays, (vulcanite is the best), one four ounce glass graduate and one smaller graduate will be found necessary, together with the chemicals.

When opening the plate holder, release the central slide or partition at the end opposite that from which the slide was withdrawn, when the plate was exposed. Now raise the other end and the plates will slide out. The top plate is removed first, being held by the forefinger and thumb. The other plate is then slid back into its former place.

The holder can now be laid aside, and the plate placed in one of the trays, which contains cold water. Be careful to always keep the sensitive side uppermost.



The device known as the Russell Negative Clasp, which is shown in the above cut, will be found of great service during the development. By its use, there is no need of wetting the fingers in the developer, and the risk of injury to the plate by touching it is avoided, there being no need of touching it until it is varnished and dried.

The attention must now be given to mixing the developer. An exceedingly simple, but still one of the best developers, can be prepared by making a saturated solution of sal soda, say four ounces of soda to eight ounces of hot water. This should be mixed in a bottle with a large mouth; take another bottle similar to the first and make another saturated solution of sulphite of soda and hot water. Pour the contents of the first bottle into the second bottle, and let it stand until cool; the developer is then ready for use. During the summer two or three drops of bromide should be added to the above.

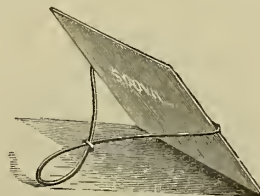
Now pour off the water from the tray, and pour into the graduate one ounce of the above combined solution; add to this six or eight grains of dry pyrogallie acid; always use Schering's when it is possible; fill the graduate to four ounces with cold water, and gently flow the combine over the plate. If air bubbles form on the plate, remove them by a touch of the finger or camel's hair brush. Cause the solution to flow over the plate by gently tipping the tray from side to side; if the plate has been correctly exposed traces of the image will appear on the sensitive film in a short time. The details of the picture will

shortly appear; keep gently flowing the developer

over the plate until the milky white appearance of the plate is changed to a dark gray; when this happens the plate is fully developed and is ready for the fixing bath. Should the image flash out suddenly on flowing the developer over it the plate has been over exposed and should be instantly removed from the bath and placed in cold water, while a few drops of bromide of ammonium is added to act as a restrainer. The development will now go on slowly, but if too much of the bromide has been added, so as to stop the development, it can be started again by adding some of the combined solution of soda.

Pour into the unused tray about twelve ounces of water, and dissolve therein three ounces of hyposulphite of soda. Never use this tray for any other than the hyposulphite solution. Mark it hypo., to avoid using it. Remove the plate from the developing tray and wash it carefully in two changes of water, then place it in the second or fixing bath; keep the plate in this solution until the milky whiteness has disappeared from the back of the plate; this will be noted by raising the plate and examining the back. If any white patches remain, replace the plate in the solution; allow a little additional time before taking the plate from the bath, to be sure that they have all disappeared. Then take the plate and wash it thoroughly. It can now be examined by white light. Every particle of the hyposulphite of soda should be removed from the plate. Do not touch the film, as it is still soft, and the negative might thus be marred.

After cleansing the plate wash out the developing tray and pour into it a saturated solution of alum. Place the plate in this, film side up, and let it remain about five minutes. Remove the plate and set it up to dry.



The above cut represents a most convenient receptacle for holding the plate while it is drying. When perfectly dry coat the surface with negative varnish. The plate can now be handled without danger of injuring the surface.

## PHOTOGRAPHY FOR CYCLISTS.

As many of our readers are aware, we have for several years past now filled up some of the few odd moments we have to spare in the pursuit of photography, and we have before now also urged upon our readers the pleasures of the art. We would again bring this matter before their notice, and impress upon all who have a love for the beautiful, the wonderful affinity existent between the two pastimes. Cycling suits itself to photography and photography to cycling in a wonderful degree, and few who have not plunged into the mysteries of the "black art," as it is still erroneously called, can understand the pleasures that may be derived from it. To put matters in a practical and tangible form, how often must the cyclist wish to secure some lasting impression of the beautiful scenery he is frequently surrounded by in his holiday rambles—the grandeur and sublimity of the towering peaks of lofty mountains, the luxuriant foliage of the valleys at their base, through which the mountain stream dashes on its way to the ocean. The possession of a camera, however small, will enable him to secure what he desires. How much more pleasant can the recital of a cycling tour be made when accomplished by photos of the varied scenes through which the rider has passed than when he merely informs his friends that "the scenery was grand." Again, as a special phase of photographic pursuits, the following up of instantaneous photography is likewise one which is full of wonder and delight to the rider. Upon our rambles through country lanes and hamlets, foreign coun-



# 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.



tries and village fairs, and in our attendance at race meetings, we are continually being struck with remarkable actions and tableaux which we are constrained to wish we could reproduce indelibly for the future delight of ourselves and friends, and here this interesting art comes in. A touch of a spring and the thing is done. The subsequent development, too, affords another pleasure as the details gradually unfold themselves, and we realize how true to nature the picture has been reproduced. We have especially followed up this particular phase of photography during the past few months, and have by us many interesting episodes caught by the snap of the spring shutter. The actual attitudes taken by cyclists when "putting it all in" for the final sprint are secured with a vividness unequalled by the pencil of even the talented Moore. Photography is neither excessively expensive, nor is it exceedingly difficult or dirty. It can be indulged in at any cost, from a guinea upwards, and if no dark room is available, the silent hours of night, in an ordinary room, are quite dark enough for development, and any cyclist who "has his head screwed on the right way"—and what cyclist has not?—can, by the careful perusal of a manual and the exercise of a little observation and thought, easily acquire the rudiments of the mystic art. If any are wavering as to taking photography up or not, we can decidedly advise them to do so, and as the light is good at the present time of year, and will continue so for some weeks yet, they will find the present as good as any time to commence. At Harrowgate the increase in the number of amateur photographers in camp during the past few years has been something phenomenal. Four years since there were about five photographers there. This year there were nearer twenty—a fact which, in itself, speaks volumes to show the favor with which the art is being received by riders of the wheel.—*The Cyclist*.

#### THE BUSY WORLD.

For fine writing nothing is equal to Gillott's steel pens; Nos. 202, 303 and 404 are sure to give satisfaction. Gillott's pens are always used where clean, fine work is desired.

The Long Island and Harlem Wheelmen, in fitting up their billiard rooms, placed orders for their billiard and pool tables with Messrs. Brunswick & Balke. All the prominent clubs throughout the country use the tables made by the Brunswick & Balke Co.

Mr. Jens F. Pederson has a fine stock of diamonds, watches and other jewelry at his Maiden Lane store. Mr. Pederson first established himself with wheelmen as a maker of medals of fine design, and this brought him a large patronage among wheelmen for other goods.

**WILL 2:20 EVER BE BEATEN.**—Just now the cycling scribes are slinging ink over the above question. Some think the man yet unborn who will get into the teens; others think our own Billy Rowe is the individual fated to reap fame and fortune by getting under "twenty." This question is not nearly so important, however, as whether the large majority of wheelmen should not smoke the best cigarettes. Our opinion is that Kimball's Satin Straight-cut Cigarettes about fill the bill. People of refined tastes who desire exceptionally fine cigarettes should use their Straight Cut, put up in satin packets and boxes of 10s, 20s, 50s and 100s. Absolutely the best; fourteen prize medals.

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

The old established house of Devlin & Co., corner Broadway and Warren street, is worthy the patronage of all wheelmen. It has made an enviable reputation in supplying uniforms to organizations, and recently obtained contracts to uniform the Seventh Regiment of New York and the Twenty-third of Brooklyn. Among a few of the wheel clubs who are uniformed by this firm are the following:

Citizens' Club.	New Jersey Wheelmen.
Hudson County Wheelmen.	Roselle Ramblers.
Harlem Wheelmen.	Huntington Bi. Club.
Ilderan Bi. Club.	Yonkers B.C. and others.
Long Island Wheelmen.	Ilderan Boat Club, of Bergen Point.

Clubs fitting up for the New Year should communicate with Messrs. Sohmer & Co.; this firm have agents for their famous pianos in every large city in this country.

Decker & Son supply billiard and pool tables and accessories at reasonable prices and also hire them by the month on easy terms. A pool or billiard table is a source of revenue to a club if properly managed. Address, for catalogue, Decker's, 105 East Ninth street.

Pure; pleasant; all flavors. Our readers will learn of something to their advantage by reading the facts set forth in the advertisement of Messrs. Adams & Son. Although the merits of their gums have been called to the attention of wheelmen only during the past season, their gums have become very popular, and are now used on the road and path by large numbers of wheelmen. A number of wheel agents have put them on sale in their places and have derived quite a revenue from large sales.

The finest flowers are used in making "Wenck's" Opera Bouquet, the popular perfume. It is most lasting for the handkerchief, emitting the most delicate and refreshing odor for a long time.

#### WHEEL GOSSIP.

The *Cyclist's* life-boat was launched at Hartlepool December 17.

The Fred Wood Relief Fund is not progressing very fast on the other side.

The C. T. C. held its semi-annual general meeting at Leeds on December 10.

The Ilderan Club will enjoy its annual dinner at Wilson's on this Friday evening at eight o'clock.

It is rumored that the proprietors of St. Jacob's Oil have bought up the entire English cycling press.

It seems paradoxical that wheeling should decline in Wheeling, West Virginia. Yet such is the fact.

The Brooklyn Club had an enjoyable time at their stag party on Wednesday evening of last week.

Says the *Sewing Machine and Cycle News*: "The League has \$2,000 surplus;" to which we add, to get.

E. M. Schaffner and E. J. Shipsey, Manhattan Club, are to race from Tarrytown to New York on Washington's Birthday.

The English War Office has appointed G. Lacy Hillier and R. E. Phillips as a committee of inquiry into volunteer military cycling.

Mr. W. I. Harris, the well-known Boston wheelman and journalist, was recently married. We tender the usual compliments.

The Mobile, Alabama, shell road case promises to be interesting. Our New Orleans correspondent promises to furnish the details.

The Citizens Club will be at their club house from eight to twelve on Saturday evening, to give the old year a proper send-off, and the New Year welcome.

The New York Club had a most enjoyable reception and supper on Saturday evening. Mr. O. L. Moses directed the orchestra. Late in the evening a supper was served by Mazetti.

Cyclists in and around Birmingham, England, have formed a Midland Racing Cyclists' Association. This is the first organized protest against the ring-governed, wire-pulling N. C. U. Executive.

Five members of the Manhattan Club "ran" up to Fleetwood on Monday, and enjoyed the skating and tobogganing. On the way home, the snowflakes fell and the wheelmen looked like Santa Claus on wheels.

A handsomely engraved card announces that the Century Wheelmen, of 1807 North Broad street, Philadelphia, will keep "Open House" on January 2d, 1888, from 2 to 6 P. M. A happy New Year to the Century boys.

Walter N. Curginand T. F. Tully, of the Lynn Cycle Club, on the former's tandem tricycle, experimented wheeling on ice at Flax Pond, Monday, and were highly successful. In the races with skaters the latter were left behind every time. The sport was exhilarating.

Mr. George Martin Huss, the Citizens' favorite basso, has an exhibit of plans for country houses at the American Architectural Exhibition, now being held in this city, which has received high commendation from the critics. Mr. Jo. Pennell's etchings are also mentioned with favor.

**A LONG RIDE ON ONE WHEEL.**—On one of the runs of the Hamberger Bicycle Club Richard Schulz accompanied the party the entire distance—28 miles—on one wheel; the front wheel of a 52-inch ordinary. One soft and muddy stretch  $4\frac{1}{2}$  miles long was ridden in thirty minutes.

The Secretary-Editor of the League is inconsistent. In a late editorial he proudly points to the League's weekly paper as an inducement to join that body; yet when a gentleman writes: "My membership gives me a paper, and one paper will do for both of us," Mr. Bassett replies: "But the paper is not all."

Jules Dubois, of Paris, broke down in the six days' race at Newcastle, after going 20 miles. He is suffering from a bad wound in the leg. The American team, recognizing Dubois' worth, paid all his expenses both ways, and sent the plucky French lad home, to get well for next season, as it is quite possible Dubois will accompany the team on the Continent and to America.

Mr. George M. Nisbett, New York Club, is very probably entitled to second place on Gotham's mileage list for 1887, E. I. Halstead, Harlem Wheelmen, heading the list with a record of 4,000 miles. Mr. Nisbett rode 3,274 miles between March 19th and Christmas Day. The longest ride was 75 miles and the two highest months' mileage were: July, 646, and August, 633.

Loafing tactics, which were so popular with many of our fast men last season, undoubtedly helped to kill path racing. The "time limit" and "lap race" innovations failed to mend matters. The improvement must lie with the racing men themselves. Should they persist in riding slow, tortuous races, they will find their occupation gone. A remedy might be found by substituting quarter, half and mile handicaps for the list of events usually given.

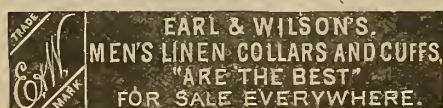
Somebody has written The Owl: "Why don't you write something new." Somebody has lost his reckoning.

The Owl is not supposed to write anything new; he is the exponent of all that is *old* in the sport. The efforts of the pioneers in wheeling to enjoy their sport without being molested by road hogs, hoodlums and other curs, The Owl has at his finger ends. The Owl is full to overflowing with reminiscences of battles with the great unwashed; of thrashings administered to stone-projectors, and other battles to secure respect for the cyclist. It is only when The Owl rehabilitates the witticisms of the comic press that he is old; when he deals with the old, he is always new.

#### WHEEL NEWS STANDS.

THE WHEEL may be found on any of the following New York City stands:

23 Park Row.  
Astor House, Broadway side.  
St. Paul's, Vesey and Broadway.  
Cor. Fulton and Nassau.  
Dey street and Broadway, W. U. Tel. Building.  
Fulton and South streets.  
Wall street Ferry House.  
Wall street and Nassau, Treasury Building.  
71 Broadway Arcade.  
Cortlandt and West streets.  
Barclay " " "  
Warren " " "  
Chambers " " "  
Chambers and West Broadway.  
Park Place, L. R.  
59th street, 359 West.  
Harrison & Allen, Brick, N. J.  
Chas. Schwalbach, Prospect Park Plaza, Bklyn.



## GILLOTT'S STEEL PENS

ARE THE MOST  
\* \* \* PERFECT.



## WAYSIDE SKETCHES.

## II.—INNS.

When the hot July sun pours down on dusty roads, when panting sheep stretch under what little shelter they can find, and the very air quivers with the heat, how welcome then is the sight of a roadside inn to the eyes of a throat-parched wheeler. Perhaps Kent is the county most rich in inns. This is what might be expected, when we remember that Kent is the home of the hop, and hops, I believe, are still used to some extent in the manufacture of beer. All inns have a name, chosen chiefly from popular heroes, such as the "Wellington," or the arms of the local family; others have a nautical ring; for instance, the famous "Anchor" at Ripley. The Ripley road, indeed, is full of "Anchors" and "Ships," it being the old coach road to the seaport of Portsmouth, and Jack loves to be reminded of the sea.

To give further variety, the world of nature is drawn upon, and the "Black Horse" glares across the road at the "Dun Cow," and other animals, such as "The Red Lion" and "Blue Boar," of whose existence most writers of natural history seem to be ignorant. With the pretty little sign of an inn at Merstham, on the Brighton road, "The Cottage of Content," we will close our rather long, but by no means exhausted list.

These signs are painted on boards, and either hung from the walls of the inn itself, or from a tall post, erected for the purpose, and there they gently swing in the summer breeze, or squeak and groan in the winter gales. The real roadside inn is, as a rule, quite a small building, scrupulously clean, inside and out, with a low entrance doorway, where many a head has come to grief. Our forefathers must have been shorter men, or have gone about the world with a stoop; or have the houses shrunk?

However, we have got the inside, and enjoy the cool of the shaded bar, and the comfortable seats round the walls, wherein we sit and stretch our legs over the "neatly sanded floor," sung by Goldsmith, whilst the jolly-faced host mixes our ginger beer and ale. Gaudy calendars and cheap prints of prize fighters, or a horse soldier cutting the air to pieces decorate the walls, and from the beams in the ceiling smoke-dried bacon dangles, to the ceaseless chagrin of marauding dogs. The worst of these smaller inns is, they so seldom have anything eatable on the premises, beyond bread and cheese, or some cold pork, very fat, very good things in their way, no doubt, but the diet palls after a few days, I find.

I once had a grand porkpie in the inn of a Derbyshire village called Clown. This I enjoyed very much, until I came out and saw a police notice posted on the walls, headed Swine Fever, in large letters; then I did not feel so well. Some unpretentious looking inns can, and do, come out very strong in the feeding line; this is chiefly the case in fishing and shooting districts, where sporting gentlemen go down, and "rough it," as they say.

In many little villages, situated on main roads, are to be found inns, or to use the modern word, hotels, of a size and character out of all proportion to the place. These are the old coaching inns, left stranded on the high roads, like wrecks upon the shore, and there deserted by nearly all, brooding over past glories. I remember reaching late at night such a place as this. We were on the great north road, pressing forward to London, and as the night was pitch black, as also the road strange to us, we decided to stop there. They seemed very astonished at seeing us, and the landlord, I thought, was going to rush out of the bar and fold us to his grateful bosom, but he recollected himself in time, and simply pulled the bell rope. The bell rang out, in a rusty, harsh tone, as if it had hung for ages in some draughty corner, and had caught a bad cold on the hammer and rheumatics in all the wires. It echoed through empty passages, looked in at unoccupied rooms, startling heavy sleepy old chairs, and side-boards with the unwonted intrusion, then finally did, what it ought to have done first, that is, ran round to the large back kitchen, where the big Dutch clock was going tick, tick, tick, the same as it had been doing since goodness knows when, and where the bright dish covers hung blinking opposite a roaring fire, before which the cook, the chambermaid, and John, who turned out to be a Jack of all trades, were sitting.

"Take the machine round to the back, sir; you will find John there," so said our host.

We did, and found John there with a big key tied to a log of wood in one hand, and a lantern of massive proportions in the other. He con-

ducted us across a great square yard, round which were coach houses, and horse stalls unlimited, all with but one or two exceptions empty; but John liked to make believe that the case was far otherwise, and paused before this door, put his head into that, till at last he found some spare room, and the tandem was off our minds. In inns of this class, one thing at least is always good, and always to be had, and that is a good cut of cold beef, and very wholesome fare it is when you are doing your fifty to seventy miles a day. On this occasion, we had ridden eighty-five miles in a fresh breeze, and felt like eating a cold ox. We were the only visitors in the old house, and after supper we took one of the some thirty candles that stood on the table in the hall (keeping up, like poor John, the deception of a large company), and walked up the broad staircase, and thorough the long galleries so silent and chill, to our room; we felt almost like trespassers in the land of the dead. Yet this house not so very long ago was bright with the joy and bustle of life. The carpet on the broad staircase wore out quicker than from the tread of many feet. The heavy Yorkshire squire and his good lady, on the road to London, have marched up those stairs, light little feet and beating hearts have skipped down them when the voice called out, "the horses are in, my love;" crack go the whips, and away they splash for Gretna Green and—well, let's hope happiness. Mr. Squeers may have stayed here on the road to Dotheboys Hall. If he did, I trust they never gave him the bed and room they gave us; it would have been much too good for him, such a jolly, solid sleep-all-night sort of bed was only made for benevolent old gentlemen or tired cyclists. It is not everywhere, however, that the old coaching inns have dropped out so entirely from the world we live in, as this has. In country towns they still entertain numerous travelers, of a different style, to be sure, to the hard drinking squires, runaway lovers, or despotic schoolmasters. The new comers are a very ordinary, shrewd, business-like race of men, who spend their lives going from place to place, burdened with cart-loads of luggage, and the unromantic title of "commercial." Rare trencher men these fellows are, rivaling in this respect even cyclists. And as fellow tastes, like fellow feelings, make us wondrous kind, cyclists and commercials jog along very well together.

Some of these houses keep up the good old custom of leaving the guests to help themselves from groaning sideboards; for instance, the "Angel" at Chesterfield. To see a commercial at one of these sideboards is a caution. The impudent way in which he appropriates the middle of the salmon, the artistic manner with which he dissects the fowl calls forth admiration from the fortunate people who got there before him, and no little misgivings from the luckless ones who are to follow. But we do not wish to be rough on the commercials; they are a jolly, good tempered lot, with an inexhaustible fund of anecdote. They have done us many a good turn by passing away very pleasantly what would have otherwise been a dull evening. As a few still journey by road, they are useful to the touring cyclist from their knowledge of the way, which they are never loathe to impart, to all who desire to learn. One soon discovers by listening to their yarns, that even commercials sometimes have eyes for other things beside Manchester goods, and souls that can rise above commissions. Happy is the hungry cyclist who reaches on a market day, in time for dinner, the house where the farmers dine together. Such a dinner is more like a bachelors' party than anything else; everybody knows everybody, jokes go round, so does the ale, the latter more powerful than the former. A hot joint at the end of the table is carved by one of the company, who has gained that distinction by reason of his intimate acquaintance with the stowage capacity of each one present. An old waiter with imperturbable gravity hands round the plates, first, by the carver's orders, to the cyclist, as being a stranger. This delicate attention from a table full of small farmers I once experienced at "The Rose," Wokingham; it was as pleasant as unexpected. Then follows cheese, pipes, much talking on agricultural topics, and the modest reckoning, two shillings, included everything at the "Rose."

Ah! they are comfortable, homelike places, those old inns, with their quaint ways and people. The ostlers alone are a race by themselves, so prim about the legs and free and easy about the body, with their sleeves everlastingly turned up, and their enormous faith in their own opinions on all that concerns horses. And the landladies, bless them, what good old souls they are, what an inter-

est they take in their guests, how they come out in the yard to see the start, accompanied by the chambermaids, the cook and boots; what good wishes they express for the journey, and how the waiter essays to direct the way, which he probably knows nothing about; all this and much more I cannot describe, only hint at. FREE LANCE.

## TOURING EXPENSES IN ENGLAND.

Mr. Jo. Pennell's criticism of Stamson's expenses on "the other side," in last week's *Bulletin*, will come in very well during this off-season, to give intending tourists something to read up on a subject they most want to post up on, as no details could be had when we wanted them last summer, and we are in a position to substantiate what is said in the "tractlet."

For our part, we prefer dust and clear skies to rain and mud, and would recommend July and August, for during those months last summer we had but two half days of rain, and consequently got in many more miles and days' wheeling than would have been possible in a rainier season.

If we had nothing to do but clip coupons, we should certainly see what May and June are like over there, but meanwhile, cannot afford to take four months, when business presses, as it does here in May and June.

What say you, all of you who toil and spin, and yet can get off in the dull summer months, and wish to go at reasonable cost?

We fail to see how Stamson's paragraph on tickets can be misleading, for he plainly says, do not "get left as he was in buying round trip tickets," for your return money they are sure of, and you get any location they are a mind to give you.

As has been noticed often in *Bicycling News*, and in our own experience, many of the so-called C. T. C. hotels charge anything they please, and are making a good thing out of the free advertising they get as being C. T. C. houses, and we early made it a rule to go to one only as a denier resort, for they set too warm a pace for any but bond-holding patrons.

That gulf between the respective fares at coffee houses and hotels of the nickel plate grade, must be mostly Mr. Pennell's, for we found good treatment at most of the coffee houses, low prices, and much less of the haughty, stiff-backed agony, which is not agreeable to at least one American we know of. And that little else than robbery in charging for attendance, unless you are one of the really helpless sort, and have it, is one of the unpleasantries of a foreign clime; but you must get used to some of them, of course.

As the first thing of the kind we have seen, we think Stamson is more entitled to the credit of doing something in the way of helping along tourists over there, than to be censured for not being as fully posted as one should be who lives and makes a living at touring in the Kingdom. ART.

A contemporary is at a loss as to the true cause of the decline of racing in this country. We think one of the main causes was the team fad, upon which we wrote extensively some few weeks since. Another cause of the decline is that race meets nowadays are such expensive luxuries that a sufficiently large enough crowd to pay expenses cannot be gotten together. The grounds, prizes, printing, and advertising are now run on such a superb scale that there is no profit, hence clubs refuse to hold tournaments.

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Barclay " " "  
Warren " " "  
Chambers " " "  
Chambers and West Broadway.  
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Chas. Schwabach, Prospect Park Plaza, Bklyn.



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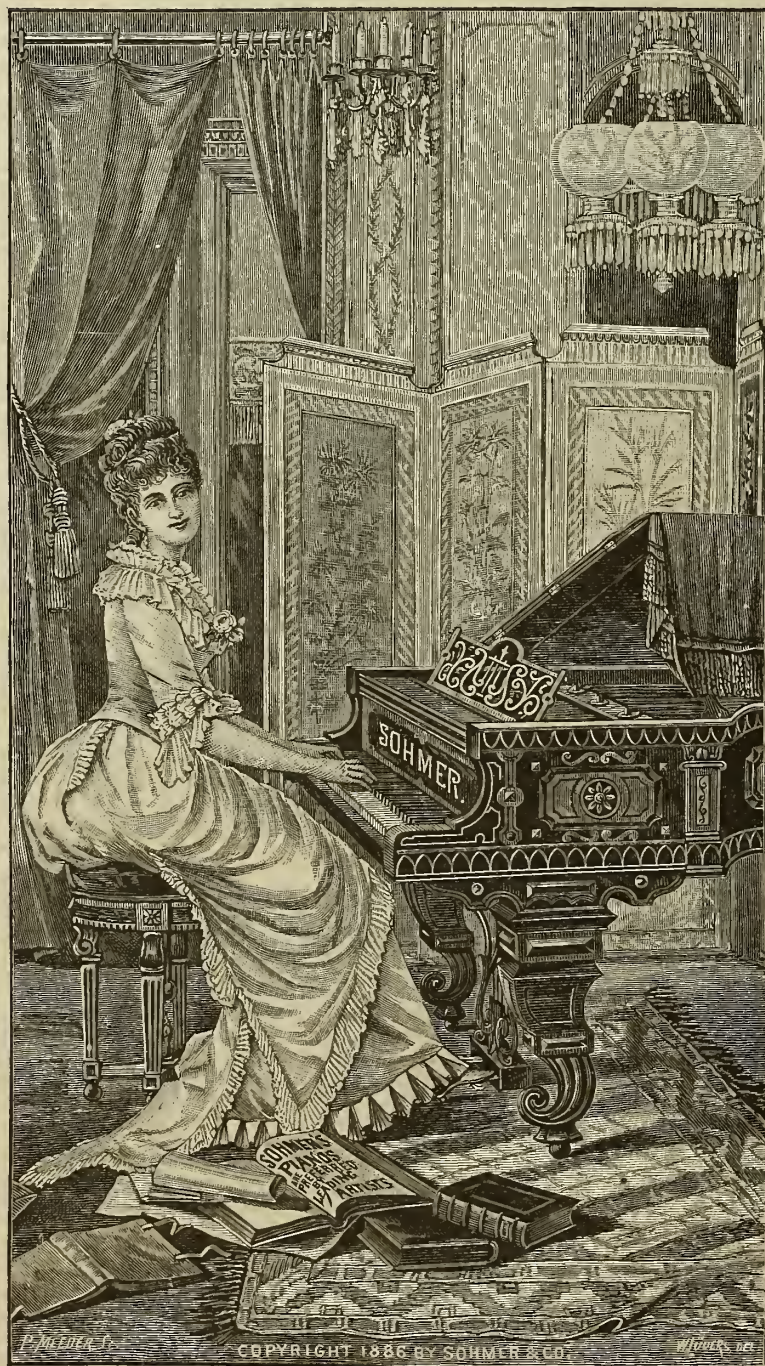
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**WANTED.**—Ladies' or gentlemen's Columbia 2-track trike in first rate order. Must be reasonable for cash. Address, with full particulars, Rev. Arthur P. Ravenswood, care of WHEEL.

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

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

**WANTED.**—Bicycle, 42 or 44 inch, in good order for cash. Address at once "Standard," care WHEEL Office.

**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.

**HUMBER TANDEM;** excellent condition; balls all round, 4 bearings on axle, hollow cowhorn bars; positive bargain. "Sparkbrook," Post Office Box 444.

**51-INCH RUDGE LIGHT ROADSTER,** all nickered except wheels, balls to both wheels and pedals, latest pattern, spade handles, lantern and drop, perfect order; cost \$157, sacrifice for \$75 cash. C. H. D., 240 West 127th street, New York.

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**TO EXCHANGE**—44-in. 1887 Light Roadster Facile, in fine condition, for a 40 or 42 Special, '84 preferred and cash. Arthur Munson, Stamford, Ct.

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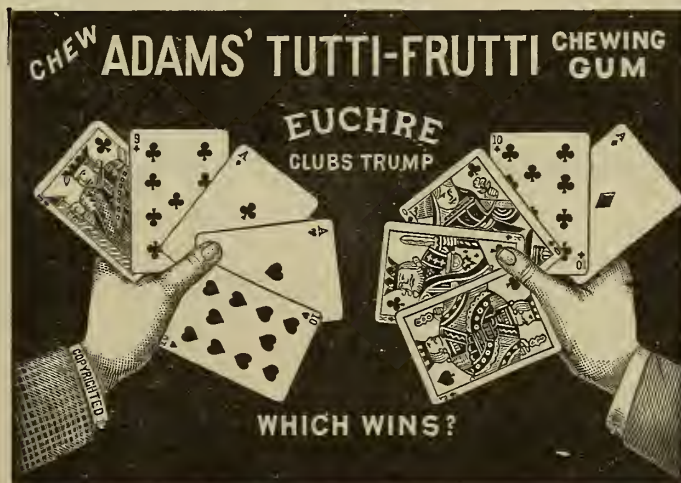
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## TAKE KINDLY TO NEW JERSEY ROADS.

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K. C. W. Won the Cup.

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Won first place and prize, and made a *new record for the course.*

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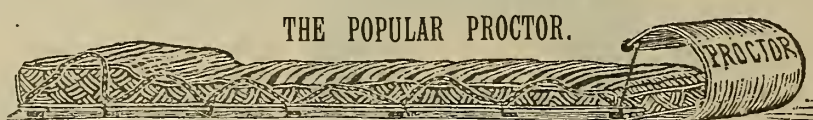
NAME.	CLUB.	—25 MILES—		POINTS.	WHEELS RIDDEN.
		Pos.	TIME.		
C. E. Kluge.....	H. C. W.	1	1.31.03½	24	COLUMBIA LIGHT ROADSTER.
H. L. Bradley.....	I. B. C.	2	1.36.21	23	COLUMBIA LIGHT ROADSTER.
T. J. Hall, Jr.....	K. C. W.	3	1.37.30	22	COLUMBIA LIGHT ROADSTER.
T. L. Wilson.....	K. C. W.	4	1.38.52	21	Singer.
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.
E. P. Baggot.....	H. C. W.	8	1.42.35	17	COLUMBIA LIGHT ROADSTER.
J. Knox.....	K. C. W.	9	1.42.45	16	Star.
G. E. Todd.....	B. B. C.	10	1.43.19	15	Victor.
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.
T. H. Burnet.....	U. C. W.	15	1.49.03	10	COLUMBIA LIGHT ROADSTER.
W. B. Rhett.....	U. C. W.	16	1.50.00	9	Rapid
E. M. Smith.....	H. C. W.	17	1.50.40	8	Star.
J. E. Warner.....	U. C. W.	18	1.52.44	7	Star.
A. C. Jenkins.....	E. W.	19	1.54.43	6	COLUMBIA LIGHT ROADSTER.
W. G. F. Class.....	I. B. C.	20	1.56.50	5	Victor.
G. L. Warner.....	I. B. C.	21	1.59.05	4	COLUMBIA LIGHT ROADSTER.
C. A. Stenken.....	H. C. W.	22	2.00.18	3	Star.
F. C. Gilbert.....	E. W.	23	2.00.22	2	Star.
A. Farrington.....	U. C. W.		Stopped.	1	Rudge.

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