

THE WHEEL

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AND RECREATION.

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WHEEL GOSSIP.

The *Cycle* has been absorbed by the *Wheelmen's Gazette*.

The Cycle Club and the Boscobel Club of Lynn contemplate a consolidation.

The Lynn Cycle grounds will be ornamented with a baseball diamond next season.

The new League address—Abbot Bassett, 506 Walnut street, or Box 1184 Philadelphia, Penna.

It is not generally known that the A. C. U. elections are now taking place. The polls close February 1st.

Mr. H. E. Ducker says that he is positively "done" with cycling. He will manage no more tournaments.

The Pope Mfg. Co. moved into its new home on Monday. The building is decorated by a mammoth sign, said to be the largest in Boston.

ACCEPTED ENGLISH ROAD RECORDS.—Twenty-four hours bicycle—G. P. Mills, Oct. 5, 1886, 295 miles. 100 miles tricycle—Sydney Lee, 8h. 29m. 44s., Aug. 28, 1886.

A party composed of members of the Boston Club will leave for the Montreal Carnival on Feb'y 10th. The band will be under the leadership of Grand Sachem Hodges.

Rev. Sylvanus Stall, who dropped in for a few hours at the League meet, says that the clergymen will have their usual tour this year. At present it is proposed to wheel through Norway.

The Mass. Division, L. A. W., will have its next dinner at Young's Hotel on Feb'y 12. It is not to be inferred from this that the members of the Mass. Division dine only once a month.

The following officers of the Ariel Wheel Club, of Poughkeepsie, were elected on Jan. 11. Pres., W. C. Sterling; Secretary-Treas., F. J. Schwartz; Capt. G. L. Sterling; Lieut., Fred. Atkins; Ex. Com.: W. T. Ward and I. R. Adriance.

Mr. W. C. Herring, of the Ixion Club will start for Japan in April or May. He will make an extensive tour over the beautiful roads of that country, enjoying its scenery and studying its quaint inhabitants. He will ride a Columbia trike of the new Crippler make.

Remarkable road mileage.—A summary of G. P. Mills' mileage for 1886 appears in *Wheeling* of Jan. 12. Mills' mileage for the year was 6,430. In July his mileage was 1,187; in August, 1,382. He rode over 100 miles at a stretch sixteen times, and over 200 miles seven times.

We have received a neat pamphlet which has just been issued to the Connecticut Division L. A. W. It contains a list of officers, consuls, hotels, the report of the Secretary-Treasurer, rules, and an address to the members by the Chief Consul. The distribution of such a book cannot fail to strengthen and increase the Division.

The amateur imbroglio is at the boiling point on the other side of the pond. The latest move in the game has been made by the Anfield Club, which has asked the N. C. U. to make certain concessions, to wit: The instant repeal of all sentences of suspension on all riders who are suspected of maker's amateurism, also on all men who have ridden against such suspends. The instant repeal of the law fixing the maximum value of a prize at five guineas. The repeal of the rule forbidding pace-making for amateurs by professionals. If these concessions are not made, the Anfield club and many others will doubtless form a new racing legislative body.

Ladies' night was celebrated at the Massachusetts Bicycle Club House last Saturday evening, and the cosey parlor was thronged with members and their ladies. Among those present were President T. W. Higginson, Vice-President C. S. Parsons, Col. Albert A. Pope, Captain A. D. Peck, Jr., and Mr. A. Kennedy Child. The entertainment was one of the finest ever given in the club house. The talent consisted of the following: Piano duet by Messrs. E. Regestein and J. Chelius; song by Mr. Charles Ryder; trio, cello, violin and piano, Messrs. Bowen, Chelius and Ricketson; recitation, Miss Hattie Fay; song, Miss Ollivier, of the Schubert quartet; song, Mr. Benjamin Bowen; address, Col. T. W. Higginson; song, Miss Ollivier; cello and violin accompaniment; cornet solo, Mr. Charles E. Lindell; song, Mr. E. C. Thorndike. The entertainment was followed by dancing and a collation was served by caterer Blunt.

Kennedy-Childe has an article in the *Boston Globe* of last Sunday on tricycling for ladies. Mr. Childe thinks that tricycling would be detrimental to but three out of every 1,000,000 women. We ask our readers to try and conjure up the spectacle of only 1,000,000 women.

An object of interest at the Pope Co.'s, Warren street sales-rooms, is a photo of their new trike. This will be of the Crippler pattern, with forty inch side wheels and twenty-four inch front wheel, of the same make as the light roadster wheel. The photo was taken from the model at the factory, and is not distinct enough for reproduction, and the full specifications of the wheel are not yet ready for the public.

The annual meeting of the Springfield Club was held on Jan. 18. The election of a new board of officers resulted as follows: Secretary, Howard P. Merrill; Treasurer, W. H. Jordan; President, W. H. Selvey; additional Directors, Sanford Lawton and A. O. McGarrett; Delegate to A. C. U., F. A. Eldred; Entertainment Committee, W. H. Selvey, H. E. Ducker, Sanford Lawton; Committee on By-Laws, W. E. Stone, A. O. McGarrett and E. M. Wilkins. The question of holding a tournament this Fall was referred to the Directors, who will report at the next meeting of the Club. The members of the Club did all in their power to induce Mr. Ducker to accept the presidency, but he stated that this was impossible, as his time would be occupied by other duties.

Stanley Show Novelties.—A correspondent sends us the following:—"One of the most striking and perfect in results, although to the casual observer, there is not any alteration in appearance, is the anti-vibratory 'spring handle-bar.' This is not an untested novelty, for it has been in use over six months, but its introduction was reserved for the Stanley show. It can be fitted to all new or old bicycles, and to most tricycles. This spring handle-bar is perfectly rigid in use, where rigidity is required, but its effect to the rider is marvellous, the difference between this patent being so great that in changing from ordinary handles is like, after being jolted in a coal wagon, getting into a beautifully swung 'buggy,' the latter being as near perfection as we have yet reached in road vehicles.—*The Cyclist*.

IT WOULD SEEM TO BE FATE.



IT IS, HOWEVER, A FACT



THAT THE RIDERS OF



THE * AMERICAN * CHAMPION



**Have made the most Phenomenal Long-Distance and Road Times
OF THE SEASON.**

Here is another marvelous record, made by John S. Prince, at Omaha, on a carefully surveyed indoor and ten-lap track, in 48 hours,

767 AND 9-10 MILES.

A WORLD'S RECORD BY 27 MILES.

They all say the same thing, viz: "the easy running qualities of the G. & J. Bearings." Then there is the

10 MILES,	29 min., 1$\frac{3}{4}$ sec.
20 MILES,	59 min., 35$\frac{4}{5}$ sec.
50 MILES,	2 hrs., 55 min., 46$\frac{1}{2}$ sec.
100 MILES,	6 hrs., 1$\frac{1}{2}$ min.

All of them World's Records made by a roadster on a country road. Facts of this sort talk.

By the way, gentlemen, if you want your machines overhauled or repaired, don't wait until the busy Spring, and then expect the work to be promptly done. Send your mount to us now, and have it ready for the first bit of good riding weather. It stands to reason that it will be more thoroughly done, and at a much more reasonable price. Since we have completed our new factory, we can devote a good deal more space to this branch of the business. Respectfully submitted.

GORMULLY & JEFFERY MFG. CO.,

Manufacturers of American Cycles,

CHICAGO, ILLS.



—AND—

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F. P. PRIAL, Editor and Publisher,

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P. O. Box 444.

New York.

EDITORIAL NOTES.

In all parts of the country, the semi-cycling papers are commenting on the result of the Board meet. As we thought at the time, the attempt to hold the meeting with closed doors has called forth a universal howl of indignation, and charges of trickery have been made. To these malcontents, we would say that we were present throughout the entire two days, and with the exception of the attempt to bar out the press, everything was conducted in the most praiseworthy manner. If there was any trickery, it is to be credited to the defeated candidate for the secretaryship and his misguided friends. Had they acted the part of gentlemen, and appeared on the second day of the meet, their unfortunate management of the *Bulletin*, and the financial mismanagement of one of them might have been forgotten. However, they have evidently seen the error of their ways, for the ex-Secretary-Editor came on to New York, and had a long interview with the Executive Committee, to whom he confessed the unwisdom of his attempt to block the League, and whom he assured of his willingness to help his successor in every possible way.

The present Board of Officers of the L. A. W., at least so far as represented by the late Board meeting, are an able and admirable body of men. The Credential Committee, Messrs. Pratt, Luscomb and Dunn, are as hard-headed as any three men in the League. Of course, everybody knows Mr. Pratt, the sapient, whose slow careful utterances easily convince. As for Mr. Luscomb, he is a sort of oratorical carpenter, hitting the nail on the head every time; he is a bit aggressive, and therefore has enemies. Mr. Dunn has left a most pleasing impression. In addition to ability of a high order,

he is quite prepossessing, his face bearing the stamp of manliness and honesty of purpose. Mr. Harris does the newspaper fraternity proud. His journalistic experience has taught him how to say something worth hearing every time he opens his lips. He should go down into League history as Harris the Fearless, so well did he perform his duty in unearthing the inside facts of the League's condition. We were quite disappointed in Mr. Potter, of Brooklyn, who seemed to be always on the wrong side of the fence, and, therefore had no opportunity to shine. And one must not forget Chief Consul Hayes, of Massachusetts, Hubert, the tall and elegant who, whenever he felt so disposed, quickly settled some mooted point with a few incisive sentences. Another Massachusetts man who made some stirring speeches, is Dr. Emery. Then, of course, there is Vice-President Kirkpatrick, who was too sick to talk much on the first day, but who admirably filled the chair through much of the stormy debate of the second. Dr. Butler, Chief Consul Bidwell, Representative Egan, and others whom we cannot now recall are all enthusiastic and able gentlemen, and on the whole, the League interests seem to be in the hands of a body of men capable of taking care of them.

Under the caption "From the City of Churches," Bon makes a proposition which is worthy the careful attention of Brooklyn wheelmen. He points out how, by an outlay of \$100, to repair certain parts of popular Long Island roads. Hundreds of Brooklyn wheelmen may enjoy thousands of rides with infinitely more pleasure than is at present possible. It is the duty of the Brooklyn clubs to organize a committee to obtain half the amount required for the necessary repairs, and appeal to the New York Division for the other half.

We put a special correspondent on Steven's trail at San Francisco, but not having heard from him, we presume he must have lost himself. Stevens was due at Chicago on Monday. We fear his appetite will be ruined and his soul satiated, so much attention is he attracting.

The departure of Mr. Overman for the Stanley show, and the efforts of the Pope Manufacturing Company and the Overman Wheel Company to attract the attention of English purchasers to their wheels, is but a glimmering of the time when American manufacturers will be factors in the English market. The addition to the list of American manufacturers is a sign that the field is profitable enough to attract capitalists. We now have the Pope Manufacturing Company, Gormully and Jeffrey, Overman Wheel Company, H. B. Smith, Machine Company; William Read and Sons, The Springfield Bicycle Manufacturing Company, and The King Bicycle Company; quite a respectable list, is it not?

The *Cyclist* admits that the mere acceptance of a machine or even the acceptance of actual travelling expenses, provided a clear method of drawing the line can be discovered, should not affect a man's amateur status. We are now looking for the pressman who upholds *all* the subclauses of the amateur definition.

THE LATEST FROM STEVENS.

Not having heard from our special correspondent, we take from our California exchanges the following account of Steven's arrival at San Francisco.

The steamer City of Pekin, which brought him from Yokohama, was met in the bay by a tug, having on board a committee of three from the San Francisco B. C., and a number of reporters. After a little palaver, Stevens tripped down the companion ladder with the ease of an expert sailor, and was cordially received by his friends, who fired off many questions at him. But little of Stevens' personal appearance could be gathered in the dim light, his form being enveloped in a huge ulster and his features shielded by a broad sombrero. He appeared to be about five feet six inches in height, his features were pleasant, and the dangers and fatigues of his long journey had left no traces on them. His eyes were sharp and clear, and a black mustache scarcely hid the lines of determination around his mouth. After an exchange of greetings, Stevens said that his health was excellent, and that he was beginning to feel like a civilized being once more, instead of the homeless wanderer he had been for over a year past.

His experience in China and Japan, Stevens sums up as follows:

"Did you get through your troubles with the Chinese all right?"

"Well, yes, with the exception of receiving a few bruises from vagrant rock throwers. It was pretty rough experience, however, and Dasht-i Naumid came nearly proving what its name signifies—a desert of despair—to me. Two or three times I was about to conclude that my journey was ended, but I pulled through, and after reaching Shanghai my troubles were over."

"How did you fare after leaving Shanghai and getting into Japan?"

"Splendidly. I received excellent treatment from the Japs, and while my hatred and disgust of the Chinese peasantry will last through life, I shall ever retain a kindly memory of their neighbors. The bicycle is not wholly a novelty in some parts of Japan, as some of the young men who were educated at American colleges carried machines home with them. They proved rare enough, however, for me to create considerable wonderment. In the larger cities I found a good many people prepared for my coming, mainly from receiving papers containing notes of my progress."

"How many bicycles did you use up on your trip?"

"Only one," returned Stevens, laughing, "or rather one and parts of several others. I don't think there is a great deal of the original machine left, as the rough country caused a good many repairs."

"Have you got it with you?"

"Yes, indeed. I wouldn't take a good deal for it, and as for carrying it with me—that and my faithful pistol constitute about the only baggage I have. I started without anything and have arrived with just as much, as a trip like mine did not afford much opportunity for curio gathering. I depended on purchases to renew my clothing, and sometimes I found I was leaning on a broken reed," and the traveler shuddered at the remembrance of having to wear one suit of underclothing continuously for seventeen days in a country where luxuries of the sort were unknown.

The trip around the world was practically begun from this city, or to be more exact, from Oakland, upon April 22, 1885, upon which day he started away from the town across the bay, amid the cheers of a large number who had assembled to see him off for a trip across the continent to New York. Few then thought that he would attempt anything further, and many probably doubted whether he would complete this undertaking. As is well known, however, Mr. Stevens successfully accomplished his transcontinental trip, and, as soon as the necessary arrangements were made, crossed the Atlantic to Liverpool.

Here some further preparations were made, and upon May 2 of last year, at 4 o'clock in the afternoon, the final start was made for the trip around the world, the journey beginning from Edge Hill Church, just as a heavy rainstorm was setting in. Over five hundred people, nevertheless, witnessed the start, and twenty-five members of the local bicycle club accompanied the adventurous traveller many miles upon his road.

All through England, indeed, Mr. Stevens was the recipient of many courtesies and much attention from bicyclists and others, the same condition of affairs continuing after he had crossed over to France. Landing at Dieppe, Mr. Stevens proceeded by way of Rouen, to Paris, from whence he passed on to Vienna. From the latter capital the enterprising traveller made his way as directly as possible to Constantinople, passing through the Servian capital of Belgrade on his way. Everywhere he was received with wondering admiration by the native population, to the great mass of which a bicycle was something utterly unknown and unheard of.

Passing without mention Mr. Stevens' stay in Constantinople, since he had no special adventures there, the reader is invited to accompany him, in fancy at least, upon his rapid flight through Asiatic Turkey, Persia, China, &c., until his arrival in San Francisco. As a rule he suffered no particular molestation, except from the prying curiosity of the natives, joined in some instances to a decidedly thievish propensity.

The Pope Mfg. Co. has been reorganized with a new charter. The capital has been increased to \$1,000,000, and the Company will branch out into the manufacture of engines, type-writers, sewing-machines, etc. The officers of the Company are: President, Col. A. A. Pope; Treasurer, Edward W. Pope; Directors: A. A. Pope, E. W. Pope, Chas. F. Joy, Chas. E. Pratt and Henry D. Hyde.

The Coventry Machinists' Co., are bringing out a new ordinary bicycle, with narrow tread and tangent spokes, which they will call the "King of Clubs." A tricycle, which the firm is bringing out is to be called the "Queen of Clubs."

RECENT PATENTS.

C. A. Bruck, New Carlisle, O., *Bicycle*.
W. L. Fish, Newark, N. J., *Lantern Supporter for Bicycles*.

G. E. Whitmore, New Haven, Conn., *Tricycle*.
F. G. Belar, Chicago, Ill., *Trade Mark for Cleaning and Metal polisher*.

D. C. Wilgus, Los Angeles, Cal., *Combined oil-can, wrench, and bicycle tool*.

E. Redman, London, Eng., *Velocipede*.

FROM THE HUB.

The past week has indeed been a trying one, for the various crowded thoroughfares of puritan Boston were, I should judge, never more crowded or slushy before. Why, there has been at least ten different kinds of weather here since the "American team" came to town, and do you know, I have just commenced to think, that probably the departing pros. may have something to do with what the "oldest inhabitant" declares to be "a phenomenal changing panorama of meteorological versatility."

It is a strange fact that the Boston Club members have a passion for punch and odd head-gear. Your Boston Club man is never so happy as when strolling along, with a wreck of a hat tipped at a rakish angle covering his top-piece. I had occasion, in a recent letter, to notice the unique creation which serves the genial E. G. Whitney as a hat, and now Joe Dean, editor, Justice of the Peace, man-about-town, etc. etc., has fallen in with the fad. He and Kennedy-Child—whose crushed-egg hat-band has become notorious—and three others recently went out in a Herdic. Now, when five men, especially Boston Club men, get into a Herdic, there is not much room to spare, so Dean came back with a dilapidated tile, which he will probably continue to wear, till some unfortunate client strays into his legal den at Court Square. Another member of the Boston Club who affects an old tile is the bland E. C. Hodges, or "Ned" Hodges, as his friends are permitted to call him.

Last week I dropped into the "Club" bicycle salesrooms on Columbus avenue, and found within the smiling Herbert Gaskell. The number of "good things" his firm will exhibit at the Stanley show is marvelous.

At the "Victor" headquarters I was just in time to bid good-bye to Mr. A. H. Overman, who left for Liverpool, Saturday, Jan. 22, to attend the Stanley Show. Mr. Overman stated that the "Victor" this year would be an improvement even on the wheel of last season, and he expected enormous sales.

The salesmen at W. B. Everett & Co.'s seem to be out of practice by reason of the long spell of non-ridable weather, but they are busy getting up their stock, in anticipation of a heavy demand when the season opens.

The "Columbia" people are busy moving their office goods into their new building at Franklin and Arch streets. The Colonel is taking regular exercise at the Y. M. C. A. gymnasium, under the supervision of C. P. Daniels, who trained Hendee last fall. Daniels says that the Colonel is the most eager worker he has ever seen in a gymnasium, and already ten pounds of avoirdupois have been gotten rid of.

The proprietors of the "Springfield Roadster" informed me that 3,000 will not cover the number of wheels which they will have made this season. One thing is certain; the price, \$75.00, for what in my opinion is a good wheel, will attract a small army of impecunious purchasers. Messrs. McCune & Yost have my best wishes, as they are both enthusiastic and clever gentlemen. By the way, Mr. McCune and George Hendee will make a tour of the West with the wheel in the Spring.

"Major" Atwell, with Messrs. Wm. Read & Sons, received me with that expansive smile which has helped him sell many "Royal

Mails." He told me that Wm. Read & Sons would build their own wheels this year, having made arrangements with the Ames Plow Co., at Chicopee, Mass. The Kirkpatrick saddle, and Bown pedals will be some of the additional features of the 1887 mount. The "ball-head" has been proven a most desirable innovation, and it will be continued in use. Altogether the prospects of the "Royal Mail" are exceedingly bright, but then the prospects of royal males should always be bright.

Colonels Sabin and Hunter, of Messrs. Stoddard, Lovering & Co., are tobogganists from tobogganville. Harry Corey has been sick for a few days, the result of too much toboggan. I am told that Kirk Corey is getting to be just as shrewd an advertiser as his brother Harry, and after a few months tutoring, he will be capable of spinning just as good a yarn about, What I saw in England, as the wily Harry himself.

The farewell cycling and athletic tournament, given in Columbia Rink by the American team, W. M. Woodside, W. J. Morgan and Ralph Friedberg, on Saturday, 22, drew a large crowd. Among those present were nearly every cyclist of note for many miles around Boston, especially the racing men, who came to wish the boys good luck and good bye. The important event of the evening was the first appearance of Ralph Friedberg in the East. His performances were four in number, and so well executed were they that the entire Boston press pronounced his acts and riding the finest ever seen in Boston. This verdict, considering that Canary, Wilmot, Kaufman and others have been here time and time again, speak volumes for the western artist Friedberg, who, in my mind, is certainly a remarkable performer of trick, fancy and acrobatic cycling. The impersonation by Friedberg of Mlle. Zinga Zihoff, the champion lady trick rider, was the finest possible, and the "lady" received deserved applause by the audience, who were not in the secret, and many would not have believed even if they were told, that a man could so deceive, so perfect was his make up and assumption of maidenly manners and style. The trick riding of Friedberg certainly eclipsed anything I have ever seen. His one mile race with C. J. Young also proved him to be speedy, for he ran away from his competitor. The Sunday papers pronounced the show a first class affair, and of course, W. J. Morgan is happy.

"SPOKES."

WHEELMEN AT THE NEW ORLEANS CARNIVAL.

The New Orleans Wheelmen are hard at work on the projected lantern parade, which is expected to occur there during Carnival week (about February 17 to 23) and, as heretofore, cyclers have helped to swell the crowds of visitors which annually fill the city during the Carnival season, they (the New Orleans Wheelmen) desire that all such parties will bring their wheels along and take part in the parade, and if they will at once send their names to Mr. H. H. Hodgson, at No. 13 Carondelet street, New Orleans, it will greatly facilitate the arrangements.

The Southern railroads all transport wheels free, when accompanied by owners. There is riding ground around New Orleans, and if wheelmen who intend visiting that city desire to further their enjoyment, let them carry their wheels with them.

FROM THE CITY OF CHURCHES.

The roads from Brooklyn to Jamaica have long been a thorn in the side of every cyclist in this city who tours on Long Island. All who have ridden thence, and the number is great, will agree that as a whole the roads are good, and that it is only in occasional spots that the perplexing question of riding or walking arises. Having personally gone over all the routes a number of times, and tried various combinations, I am convinced that all the poor portions of one of the routes could be put in good, if not first-class rideable shape, by the expenditure of about one hundred dollars and the time necessary for some capable individual to oversee the work. The route selected as most feasible for this project, is that via New Lots, for two reasons; first, that it avoids that sheol for wheelmen, East New York; and second, because less requires to be done to put it in shape. The first terror for the novice by this route is the short sandy hill just beyond the Flatlands Neck Road. The road here can, as a rule, be ridden in the wagon ruts, as can also the very narrow and precarious sidepath on the edge of the bank. An ordinary laboring man could widen this narrow sidepath and put it into good shape, together with the poor piece just beyond, in a day, or at most two days. This would give us good riding to the Bone Factory, where is one hundred yards of deep sand, caused by washing of the rains and around which a cinder path must be made. Thence we have good wheeling to the church in New Lots, excepting one spot where sand has been thrown on the path, and which could be removed in an hour. The next spot requiring attention is the sand just before, and past the Water Works. A week's labor here would convert the weed-grown turf at the side into a good path, and this, with an occasional patch or two just beyond, would bring us to Liberty avenue. Here lies the important part of the work, which would be to improve the long and sandy hill by the cemetery. This would require the making of a sidepath of cinders for about half a mile, which could easily be done, and then all would be fair sailing, except one sandy hollow about a mile beyond, which could be improved in the same manner. An allowance of thirty days labor, at two dollars per day, and forty dollars for cinders and incidentals, would, I think, cover every expense. I think this is a matter that should be seriously considered by the Brooklyn clubs, and if they would get together and form a plan of action, each being assessed for the work, *pro rata* according to their membership, very much would be done to increase their popularity, and stimulate Long Island touring. The same might be accomplished with much less expense, if each club would organize a working body among its members and undertake to improve a certain portion of the road. This latter plan is quite feasible, and that club who takes the initiative in this matter will be more than repaid by the popularity it will hereafter attain.

The important event in club life during the past week, was the entertainment of the Brooklyn Bicycle Club, on Wednesday evening the 19th inst., at which occurred the presentation of the club medals won during the past year. The cosy parlors had been tastefully decorated for the occasion, and

while they were in themselves beautiful, and had hitherto been regarded as commodious, they were totally inadequate to accommodate the number present. The entertainment consisted of musical renditions by the club quartette and Messrs. Waterhouse, tenor; Williamson, violinist; Fuller, flute; Day and Major, pianists; and Raymond and Johnson, banjoists; together with recitations by Messrs. Wheeler and Spelman. The presentation of the medals then occurred, which event was prefaced by some remarks from Mr. L. W. Slocum, Captain of the club, who for some months past has been very little with his fellow club-men, having been suffering from a serious and complicated illness. His presence on this occasion was much appreciated, and his remarks commanded the intense interest of all present, and were as follows:

"My fellow club-men and gentlemen: The medals which are to be awarded this evening, were offered, as most of you know, to stimulate and promote touring and road riding among the members of this club; and the results attained have far exceeded our most sanguine expectations.

A year ago, a record of twenty-five hundred miles was considered a most creditable performance, and was attained by only two members of this club. To-day we have six who have ridden that distance, two of whom have pressed on to three thousand miles, one to four thousand miles, one to nearly five thousand miles, and lastly, in the person of our worthy President, one who has rolled up the enormous total of eight thousand and eighty-six miles, an authenticated record which is perhaps unparalleled in this country.

Again, a year ago, seventy-seven miles was the greatest distance accomplished by any member of this club in a single day. To-day we have eight members who have each covered distances ranging from one hundred to one hundred and forty miles, and in addition to this, we have two who have covered over two hundred miles in twenty-four consecutive hours, on Long Island roads, a feat so great that it has led certain unscrupulous persons to attempt to tarnish our honest achievements by libelous cartoons and innuendoes.

I would mention incidentally, for the benefit of those strangers who are with us, that the contest for this twenty-four hour record medal was particularly interesting and exciting. The first ride of any note was made in the early spring by Mr. F. B. Hawkins, who surprised us all by riding one hundred and thirty-five miles inside of fifteen hours. This was followed shortly after by a ride made by Mr. A. B. Barkman and myself, in which, after completing a century, we pushed on, more in the spirit of fun and in order to keep the interest alive, until we had in all a total of one hundred and forty miles. But this was child's play to what followed. In September, Mr. Hawkins gave me formal notice that he would attempt to make a record. Scorers, checkers and pace-makers were secured and the trial made, which resulted in a total of two hundred and two miles. A month later Mr. Barkman notified me that he would attempt to break the previous record and he succeeded in covering two hundred and five miles, while only about twenty hours in the saddle. The season was then drawing to a close, and it was thought by many that this

record would stand; but late in November, notwithstanding adverse circumstances, Mr. Hawkins decided to make one more effort. He started, and after riding twenty-two hours, when almost exhausted by supreme effort and stiffened by the chilling wind, darkness came upon him, but with that grit and perseverance that is characteristic of the man, he pressed on, accompanied by our sturdy little forty-eight, and indifferent to numerous falls, occasioned by weakness and exhaustion, he finished with a total of two hundred and seven miles, a record which, considering the many unfavorable circumstances, is a credit to any man, and to his club. Out of forty-eight men who have reported mileage, we have a grand total for the year of fifty-six thousand miles, or thereabouts. These figures go to show that while our home comforts and social enjoyments are not forgotten, we are essentially a wheeling club.

It affords me great pleasure to be with you this evening, and for several reasons. It has not been my privilege to be with you much of late, either at your meetings, your social gatherings or your many entertainments, and I scarcely dared hope to be with you to-night. It gives me double pleasure therefore, primarily so, to be here in my official capacity, and to welcome you, friends, one and all, and to congratulate the club on its achievements and success in the year that is past. And on this the initial entertainment of the New Year, I would urge and encourage you to still greater effort in the year to come; a year which will be to us, one of increasing usefulness and still greater prosperity."

Mr. Potter, Vice-President of the club, then formally presented the medals, twenty in all, with suitable remarks to the recipients, after which the company adjourned to the supper room and passed the remainder of the evening in discussing the good things and having a jolly time generally. The affair was voted to be the most successful of the many this club has had of late. Bon.

CHEAP TRANSPORTATION TO THE LEAGUE MEET.

The Committee are now perfecting the transportation arrangements from the east to the League meet, and it is designed to make this trip to St. Louis, complete in every detail. Special limited trains, and buffet sleeping car service will be among the features. It is intended to consolidate into one grand party, all wheelmen from New York, Massachusetts and the East, New Jersey, Philadelphia and vicinity, and the South. By this plan, better rates can be secured, special trains placed at our command, and other little comforts of travel ensured, which we will lose if our party is not consolidated.

I have undertaken on behalf of the Committee, to make these arrangements for the territory named, and will publish plans in detail as soon as completed. Clubs or individuals will be furnished with all particulars on application to me, and later on I will be in a position to name the rates from any point in this territory to St. Louis and return. I trust the wheelmen will support the committee in this undertaking, and aid us in making this a grand excursion. Watch the cycling press for particulars.

For the Committee,

GEO. R. BIDWELL,

January 22, 1887. 313 W. 58th St., N. Y.

BROOKLYNETTES.

The medals offered by the Brooklyn Bicycle Club to its members for large mileages, century rides and 24-hour records during 1886, were awarded to the fortunates at the club-rooms last Wednesday, January 19th. Upwards of 100 persons filled the spacious and handsome club-rooms, many of whom were invited guests. The medals were presented after a neat address by Mr. Slocum, and Mr. Potter made some happy remarks with the presentation of each medal.

Then the musical and elocutionary talent of the club was "let out" for the benefit of the assemblage. Mr. Wheeler recited some humorous stories: Mr. Waldo Fuller favored the audience with a violin solo; Mr. H. E. Raymond, the genial treasurer, displayed his talent on the banjo, and the club's quartette, consisting of Messrs. Jones, Etzel, Homan and Fuller, then amused the audience. Mr. Day and Mr. Brun entertained with selections on the pianoforte.

The members who received medals are the following: Mr. A. B. Barkman, mileage 8,086 miles, 1st medal for road record and a century medal; Mr. F. B. Hawkins, 5,000 miles, second medal for road record, 1st medal for twenty-four hour record, 1st medal for three series of club road races, 2, 5, and 10 miles, and a century medal; Mr. W. S. Vail, 2d medal for 2, 5, and 10 miles; Mr. E. Skinner, medals for 4,000 miles, and century ride; Mr. E. D. Williams, medals for 3,000 miles and a century run; Dr. Brush, medal for 3,000 miles; Mr. Slocum, medals for 2,500 miles and a century; Mr. "Laughing" Jones, mileage 1,000 miles, medals for road record and a century ride; Mr. J. M. Wheeler, medals for 1000 miles and a century run; Mr. D. N. Cole, medal for 1,000 miles; Mr. W. T. Adams, medal for century ride. Altogether, making a rough estimate, the club's mileage amounts to 50,000 miles—a fact which testifies to the road riding qualities of that organization.

At the last meeting of the club Mr. H. Spellman was elected 1st lieutenant, vice Mr. F. B. Jones resigned.

Hello!! The Ilderan Bicycle Club's home-trainer has at last arrived. Saturday saw nearly every member trying his speed on the instrument. Mr. Greenman has had a "Smithville" home-trainer built at the club rooms, on which he is training for the forthcoming season. The club certainly ought to show up well at the various race-meetings.

The Brooklyn Bicycle Club's Toboggan Club has a neat emblem hanging in the back parlor of the club house. It is a miniature toboggan, crossed in the back by two snow shoes surmounted by a neat card, bearing the names of the members of the toboggan fraternity. The club has thirty members.

The Ilderan Bicycle Club talks of giving a series of hometrainer races in a short time.

As an elevated railroad is being built on Flatbush Ave., the wheelmen's thoroughfare to the park, this avenue will become a trifle disagreeable to wheelmen, but not enough to necessitate them taking that "hoodlum's paradise," Union Street, on which several riders have already been roughly handled.

Jan'y 24th.

INDEPENDENT.

MEETING OF THE NEW YORK DIVISION, L. A. W.

The meeting of the Board of Officers of the Division was held at the Grand Union Hotel, on Saturday, Jan'y 15th. The following members were present: C. C., G. R. Bidwell, Secretary-Treasurer, E. K. Austin, Messrs. Barkman, Luscomb, Bridgman, Warner, Share and Potter, of Brooklyn; Messrs. Bull and Butler of Buffalo; Messrs. Moses, Beckwith, Gulick, Alley and De Graaf, of New York. Mr. Gulick moved that stamped envelopes be issued for the official use of the C. C., V. C., S.-T. and committee chairmen. Carried. The proposition of the St. John's, N. B., Club to join the Division was rejected, as conflicting with the constitution. Upon motion, the stenographer's bill of \$48 for services at the Buffalo meeting was ordered to be paid. Mr. C. H. Luscomb moved that the Secretary-Treasurer be empowered to pay the railroad fares to St. Louis and back, of a sufficient number of Representatives to cast the full vote of the New York Division. After some discussion, during which it appeared that the expense would be between \$250 and \$350, the motion was carried. For the Touring committee, Mr. Barkman reported twenty pages of the road book in type. The book would be an improvement on all other road books, and would be given free to every member of the Division. The meeting then adjourned.

RIDING THROUGH A TREE.

Replying to TITNAM's article entitled "A Brand New Item," which recently appeared in THE WHEEL AND RECREATION, Mr. Geo. B. Thayer writes as follows:

"'Titnam' asks you for the details of my ride through the inside of that tree. I wish I had more time, but I can only send the account of that particular tree which will appear in the book which is in press and is soon to be published. Most of the trees are standing, but there was one that had fallen. The inside is hollow, and about fifty feet from the base is an immense hole in the side. Into this hole I went, with the bicycle and rode through the inside of the tree for nearly two hundred feet, and then emerged through another hole into the daylight again. There is a knot-hole near this point, large enough to allow a man of giant frame to enter or crawl out. The inside of the tree was covered with charcoal and it was quite dark in there, so I felt my way along as I rode. This tree, the "Father of the Forest," is 112 feet in circumference at the base and judging from what remains of it, 450 feet was its height when standing. I have no doubt a sixty inch wheel could be ridden through where I went. This account may seem overdrawn, but anyone who has visited the Calaveras Big Trees in California will not doubt it."

A NINTY-SIX INCH WHEEL.

Editor of THE WHEEL:

Several weeks ago you intimated that you would like to hear from any one who had ever seen a "bike" with a driving wheel larger than sixty-six inches. This article was responded to by some one who had seen a wheel in the region of 80 inches. Now, this 80 inch wheel would have looked like a safety, compared with one which was seen

by a member of the Nashua Cycle Club and myself while at Niagara last September. This machine was a 96 inch, having an ordinary sized trailing wheel, and was geared as in a "Kangaroo" or "Facile," except that the pedals operated *above* the hub of the wheel. The fellow who rode the machine was a foreigner, having ridden to the Falls from some place in Canada. The sight of such an extraordinary sized wheel caused such a crowd to gather, as to seriously impede the travel wherever it went. Having already received a somewhat-of-a-liar-myself card for relating this to an incredulous wheelman, I have no doubt you may deem it a "fish" story, but nevertheless, it was seen by hundreds of people among whom were several members of the Niagara Falls Bicycle Club.

E. A. B.

Somerville, Mass., Jan'y 24th 1887.

TRADE NOTES.

Messrs. Singer & Co. have built a four-in-hand tandem, which they have named "Victoria," in honor of the Queen's jubilee year.

The Sparkbrook Co., U. S. agents, McCoy and Williams, Orange, N. J., will introduce a new safety at the Stanley Show, also a new front-steering tricycle, with a large steering wheel, which they think will be a great success.

Messrs. Starley Brothers, who brought out the "Rover" Safety, are said to have discovered a plan by which the vibration of the front wheel of the "Rover" will be entirely obviated.

AN AIR MOTION FOR TRICYCLES.—The Coventry Machinist Co., U. S. Agent, H. W. Gaskell, Boston, will have a number of promising novelties at the Stanley Show, among them new detachable and *non-vibrating* handle bars; also a compressed air motor to be used for auxiliary power on tricycles.

Messrs. Rudge & Co., U. S. Agents, Stoddard, Lovering & Co., Boston, have entirely remodeled the form of their "Bicyclette," a rear-driving safety; their single and tandem tricycles have also been overhauled and improved in various particulars.

Messrs. Singer & Co., U. S. Agents W. B. Everett & Co., Boston, have decided to adopt the new "Otto" india rubber tyre, the special feature of which is a corrugated wire-core, which evidently prevents it leaving the rim.

At the Washington Rink, Minneapolis, on January 16, E. A. Savage won the ten hours amateur championship of the Northwest. The result was as follows: Savage, 143 miles; E. J. Hall, 142; George Schultz, 138; C. J. R. Stockdale, 124; Barwick, 123; C. A. Mosher, 107; J. W. Hayes, 99; C. Bell, 81. Savage rode seventeen miles in the first hour, and did not dismount from the start to the finish.

The annual meeting of stockholders of the Cunningham Co. is to take place next month. It must not be supposed that the pioneer house is out of existence as well as out of business. It still has legal being, and it is not at all unlikely that it may one day again assume its former leading position among cycle manufacturers and reestablish "Harvard" and "Yale" machines in all their old time reputation and favor.

ON SPEED.

A TIMELY SUGGESTION.

The subject of the summer's outing now begins to agitate the minds of enterprising wheelmen, and those of us of a touring tendency agitate, cogitate, and ponder upon the subject in whole and in detail. Apropos, let me offer a suggestion to remedy an evil I have noticed—at least, what I consider an evil.

When I met the League tourists at Old Point Comfort, in September last, I was impressed with their rugged appearance. Not one among that valiant score showed symptoms of what our esteemed contemporary, the *Cycle*, terms "nervous prostration"—not one possessed a pallid complexion nor a single sign denoting other than robust health. A stronger, healthier crowd of young men it would be hard to find; in fact, I believe this rule applies to wheelmen as a class generally.

But there were differences nevertheless, small but very marked—trifling but deep-rooted. And these I will speak of, not as particularly applicable to that little band of riders, but more as applied to every run or tour which has been held, or which may be projected and carried out during the coming cycling season. Perhaps it is an old question, a very "chestnut" in fact, but the theme will bear another discussion, and I trust may be well and wisely solved before the actual riding season begins.

I refer to differences in opinions as to speed. On the Monday morning which witnessed the departure of the League tour from the Hygeia Hotel, amidst the looks and words of admiration of those of the fair sex more particularly and—let it be confessed—of the sterner sex as well; on that Monday morning, I say, a little four or five mile trip was held before breakfast to explore the far-famed points of interest in the vicinity—notably, the Soldiers' Home, the Old Church at Hampton, and other attractions. I don't remember who led it, but I think it was Orr, and the pace he set was something terrible! Within the first half mile over the truly "sand-papered" roads with which that section abounds, the party were scattered, and finally the rear-most fell out of sight of those in front. Regardless of etiquette, throwing aside the feeling of social enjoyment which should characterize such trips, the "flyers" sped along at a terrible rate, really enjoying the good roads, which were such a treat after what had been ridden over, leaving the slow riders to look out for themselves. I know this because I was one of the latter, and I am free to confess that I was not backward in expressing my disapproval of such uncalled-for speed, such "unseemly haste" as the poet says. I questioned a rider at my side, between my gasps for ozone, and he replied in accents equally short-winded and in sentences full as jerky as mine, something after the following style:

"Oh, they always — — do that. I generally get behind. But — — I am getting used to it. Whew! I haven't been with the — — crowd since we left Buf — — falo. Oh! Let's stop and get some wind. I am completely — — out of atmosphere." Nothing loath, I complied with his request (which I was about to make myself), and with true Christian spirit, endeavored to smother my hard-drawn breaths and leave

him all the honor of being the only winded one; and replying to further inquiries on my part, he gave utterance to the following sentiments.

There was no need of such haste; the route mapped out could easily be covered at a much slower pace, and the speed would then accommodate all. Those who wished to might ride on ahead, and the others would overtake them. There were two or three in the party who either from their inclination or their age, preferred a slower pace, but being in the minority, had reserved their opinions and said nothing. It was too bad, and the only drawback of the tour.

I do not repeat this from a desire to criticize the L. A. W.'s annual tour of '86. On the contrary I am willing to pronounce it a complete success; but is there not always room for improvement in every branch of either business or pleasure? On runs or tours the speed is regulated, as is well known, by the Captain or his representative who sets the pace, I think, which should be reduced to that of the slowest man, provided he be healthy and continues to ride, or attempts to do so. Of course there is a limit, but limiting bodies are disturbing elements, and should be asked to withdraw, rather than be left unceremoniously beyond their pleasurable capacity.

I once commanded a run, in which one of the riders persisted in dismounting at the smallest hills, walking up them, and then walking down them as well! I spoke to him two or three times about it, and finally we rode off and left him to follow at his pleasure. We had some twenty miles to make before dark, and the day was already drawing to a close, and I argued that if he couldn't at least coast down hill, he had better stay behind. He caught up with us a little further on, however, and we had no more trouble with him.

Let those in command of runs or tours bear well in mind these facts: You are out for pleasure. Every rider with you wants to enjoy that pleasure. Part of that pleasure is your society. Then keep together, ride slowly enough to accommodate the slowest man, and don't mind the grumbling of the flyers. It is far better for a fast rider to ride slow, than for a slow rider to be rushed or get left behind. The questions of mutual safety from accident, interference with by-roughs, loss of the proper road, and consultation, must also be taken into account.

As to the speed per hour that ought to please all, that is a hard matter to determine. It depends greatly upon the material of the road bed, and the undulations or obstacles to be met with, and the length of ride that has already been taken. Notice, I do not say it depends at all upon the health or spirits of the riders themselves—that is another matter. When the rider takes sick upon the road, the entire tour cannot be held back for his benefit, if any benefit would accrue. He should voluntarily resign his position and let his comrades go on without him. When recovered it is an easy matter to catch up by rail, and he will be thought all the more of for acting in this manner.

As at present advised, I contemplate leading the Southern district tour this Spring, and I give fair notice that the speed will be comparatively slow. Not because I cannot or will not ride faster,—I would if I thought

it advisable—but because I desire every man on the tour to enjoy himself. If the rapid riders object, they are at liberty to rush on ahead at pleasure, but the listed stoppages will be made regardless, and the voice of even a majority will not affect an unpleasant quickening of the pace.

A club I once belonged to, contained some "well-heeled" members. I am sorry to say I was at that time one of them; not because I have any moral objections of being possessed of lots of this world's goods if one is so fortunate, but because we unprincipled better-off ones did what we should not have done. It was voted to raise the dues to treble what they were, "for the good of the club." The reason assigned was all well enough, and the financial aspirations of a large majority were decidedly in our favor. There was nothing to hinder but the objection of two members—one of them the founder of the club. In vain we pleaded, we urged, we used every means to make him see it from our standpoint. His objection finally came out; he could not afford it, and since we would certainly prosper with the dues as they then were, he could not conscientiously vote "yea." His brother "kicker," as we styled him, pleaded the same excuse. Well, we voted them down by a large two-thirds vote, changed the constitution, and had our way. The will of the majority was satisfied, and we poured wealth into the treasury, but we lost our dear old friend Johnson (that was his name), and the spirit and life of the club he was too. In a month's time, we had accumulated some forty odd dollars. In two more we grew careless, and the attendance was decidedly less. The fifth month witnessed our disbandment; and for what? Johnson now nods to me but never shakes my hand. We had the power, the cash, and the majority, it is true; but he didn't have the money, and was exactly right after all.

No! rather let us all ride a little slow to accommodate one man, than hurry uselessly to please a dozen. Remember always the engineering rule that, "The strength of a bridge is the strength of its weakest point."

N. L. COLLAMER.

Washington, D. C. Jan'y 11, 1887.

ON THE PEDAL MOUNT.

I have noticed two articles in the *WHEEL* and *THE CYCLE* lately on the subject of the pedal mount, and from a desire to assist the learner in mastering this slightly difficult, but withal, a very convenient mount for all round riding, I want to make an addition to the first article, and a correction to the second.

I learned the pedal mount three years ago and have used it almost exclusively ever since. On smooth or rough roads, on concrete or cobble-stones, up grade or down, and at slow speed or fast, I have ever adhered to this mount with the greatest success; and after the period of learning was over, I feel confident in asserting that it has not been once in a hundred trials that I have failed to reach the saddle safely. After I bought my second wheel, in the spring of 1885, I think it was some seven months before I touched my foot to the step. I do not say this boastfully, but from a desire to impress my readers with the idea that I know whereof I speak.

To perform the pedal mount, the machine should, as Mr. Scherer says, be grasped with the left hand on the left handle, and the right about midway between the right handle and the head. Some riders prefer to rest their right hand upon the saddle, but this necessitates a change during the process of mounting, and at all times lessens the perfect control over the wheel, that a firm grasp upon the handle-bar gives the rider. Some riders mount from the right side, but a majority from the left. This is a matter of choice, however; and as I prefer the left, I shall describe the mount when made from that side. The machine must be next pushed forward briskly, and *inclined from the rider*. If it is inclined towards the rider, as the *Cycle* correspondent says, the result will be a sharp turn to the left after the saddle is reached and before the machine has been got fairly under control. I have seen numerous bad falls result from a too upright position of the bicycle, or its inclination towards the rider, and would caution all learners not to attempt this mount unless they can bring themselves to lean the wheel *away from their bodies*—say a foot from the vertical position. The left foot is next placed upon the pedal as the latter passes its lowest point and commences to rise, and with a skip and smart *jump* with the right foot the rider reaches the saddle, bearing heavily upon the handle and handle-bar to assist him in rising to the necessary position, and putting but little weight on the left pedal.

Care should be taken in making the pedal mount to rise as nearly vertically from the ground as possible, and seat yourself in the saddle from a position directly over it; rather than to throw yourself forward and upward, and possibly strike the head of the machine in mounting. This would tend to give the rider a serious header.

A very pretty modification, used to a considerable extent in this city, and almost exclusively when visitors are present or when we are away from home and eager to "show off," is as follows: Instead of placing the left foot upon the pedal and skipping with the right, a small jump forward landing upon the pedal with care, can be made, and the skip totally omitted, the momentum of the machine lifting the rider into place in the saddle. In attempting this modification, much more speed is required. Its effects upon a light wheel are most undesirable, as the wrenching strain upon the fork is terrible, and I would not advise any one to attempt it, without having first fully mastered the pedal mount proper.

On the whole, the pedal mount can be used to advantage in every emergency, and frequently where other mounts would fail. I look upon the hub mount as a trifle better and safer, but the construction of most of the bicycles now on the market precludes its use.

N. L. Collamer.

Washington, D. C. Jan. 22, 1887.

The *Athletic News* asserts that R. Howell will positively come over this year for the purpose of meeting W. A. Rowe.

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HOWARD A. SMITH & CO.

The *Wheelmen's Gazette* republishes our sketch of S. G. Whittaker, without credit.

The Ixion Club will give another "pure amateur" race meet this spring. Their prizes will be as costly as those given last fall.

The "American Team" will leave New York on the steamer Bulgaria—Anchor Line—on February 5th. The members of the team are now in New York.

The Pope M'f'g Co. have sent in an order for W. R. Pitman's L. A. W. rugs. We have seen the design for this rug. Every L. A. W. member should have one.

Mr. E. N. Blue, of the Citizens' Bicycle Club, was recently engaged by *Puck* at a salary of \$10,000 a year, for which he will contribute a weekly cartoon for the back page of that paper. Mr. Blue designed the covers for the Citizens' race meet programme and he is at present engaged on the menu card for the Steven's Dinner.

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SOCIAL

We shall be pleased to have Club Secretaries and Committee Chairmen send in the dates of their social events for insertion in this column.

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1 53	Rudge Racer, used twice,	\$90.00
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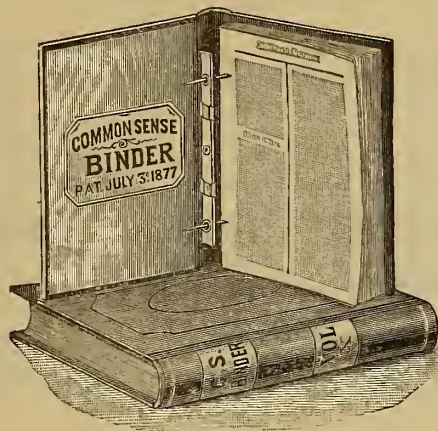
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Incorporated under the Laws of the State of New Jersey.

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ISSUE OF 5,000 SHARES.

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DIRECTORS: James Smith, 677 High St., Newark, N. J.; D. H. Rogers, 75 Clinton Ave., Newark, N. J.; G. S. Woolman, Orange, N. J.; and two other Directors to be elected at first meeting of the Shareholders.

BANKERS:

MANUFACTURERS' NATIONAL BANK, Newark, N. J.

COUNSEL:

Messrs. COULT & HOWELL, 766 Broad St., Newark, N. J.

PROSPECTUS.

This Company was organized on August 2, 1886, for the purpose of carrying on the sole United States agency for the sale of the celebrated "Cunard" Bicycles and Tricycles, manufactured by Frank Gibbons of Wolverhampton, England, and appointing sub-agents therefor, and although its business commenced so late in the season, it has met with unprecedented success, and is already in receipt of numerous testimonials from American wheelmen.

In December, 1886, however, Mr. Gibbons' business was converted by him into a Limited Company, under the name of "The Cunard Cycle Co." with a capital of \$250,000, which amount was *subscribed several times over* by public subscription. The following gentlemen constitute the Board of Directors of the English Company:

Viscount Pollington, Major Harry Creigh, Sir Stephen Hill, C.B., W. H. Maitland, C. & M. E., and Mr. Henry Osborne, late manager of Messrs. Rudge & Co., Limited, of Coventry, England, who has been appointed Manager of the "Cunard Cycle Company," reports as follows:

"London, Nov. 26, 1886.

"The Directors of the 'Cunard Cycle Co.'

"Gentlemen: I have been to Wolverhampton, and carefully inspected the works and plant of the 'Cunard' Co. These works require to be extended to be able to turn out 3,000 'Cunard' machines per annum, but with additional buildings and machinery, for which I have specified, which will cost the sum of £7,000, this could be done and would show a profit of 25 per cent. on the capital of £50,000. This result is obtained, to my knowledge, by the principal firms in the trade at Coventry, and with Mr. Gibbons' machines, *which are equal to those of any other maker, and are becoming very popular*, there would be no difficulty in realizing this result.

(Signed) HENRY OSBORNE."

D. Rogers & Co. have secured most favorable terms from the "Cunard Cycle Co.," and it is on this account, and to provide for the increased business expected in the Spring; also for the purpose of establishing branch depots in the most important cities, that the extra capital is required.

It is a notorious fact that all the existing companies for the manufacture of Bicycles and Tricycles are paying enormous dividends, and that the public have, until now, had no opportunity of participating in such profits; the capital in nearly every case having been privately subscribed by a few individuals; and no shares can be purchased even at a very high premium. In the present case, however, it will be readily seen that the low price of the shares (\$5), will enable wheelmen and others to invest a smaller or larger sum at their option, thereby availing themselves of the full benefits arising from such investment in proportion to the amount subscribed.

To enable subscribers residing at distant places, to have the full privilege of their votes at any meeting of Stockholders, the Directors have made adequate arrangements by which such may be recorded by proxy.

As the directors anticipate a very large number of applications, they wish it to be understood that the shares will be allotted in strict proportion to the total quantity applied for. If no allotment be made, the amount paid on application will be returned in full.

Prospectuses and forms of application with testimonials can be obtained at the Company's offices, 75 Clinton Avenue, Newark, N. J. The certificate of organization may be seen at the offices of the Company's solicitors.

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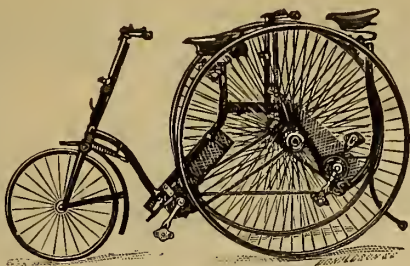
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Testimonial from **T. J. Kirkpatrick, Vice-Pres. L. A. W.**

SPRINGFIELD, O., January 11, 1887.

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(Signed) **T. J. KIRKPATRICK,**

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