

Established 1880. 23 Park Row, N. Y.

**THE WHEEL**  
A JOURNAL OF CYCLING  
AND RECREATION.

VOL. XIII.—No. 11.]

NEW YORK, DECEMBER 9, 1887.

[WHOLE NUMBER, 323.]

# 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.

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Oh, but the bearings do tell, sure enough.

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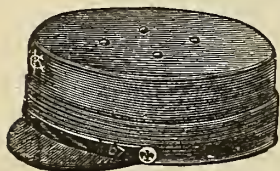
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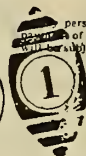
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STRICTLY  
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# THE STAR.

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.   |
|-----|----------------------------|-----------|---------|
| 1.  | H. J. Hall, Jr., K. C. W., | STAR,     | 1.33.53 |
| 2.  | C. A. Stenken, H. C. W.,   | STAR,     | 1.33.57 |
| 3.  | E. Valentine, K. C. W.,    | Columbia, | 1.34.34 |
| 4.  | H. L. Bradley, Ill. B. C., | Columbia, | 1.34.40 |
| 5.  | W. F. Caldwell, E. W.,     | Columbia, | 1.37.02 |

| NO. | NAME                    | 25 MILES. | TIME.   |
|-----|-------------------------|-----------|---------|
| 6.  | J. H. Knox, K. C. W.,   | STAR,     | 1.38.17 |
| 7.  | E. P. Baggot, H. C. W., | Columbia, | 1.40.02 |
| 8.  | S. B. Bowman, E. W.,    | STAR,     | 1.40.20 |
| 9.  | H. Greenman, I. B. C.,  | STAR,     | 1.43.36 |

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.

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the U. S. Coast and Geodetic Survey, Local Surveys and  
other authentic sources.

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smaller compass.

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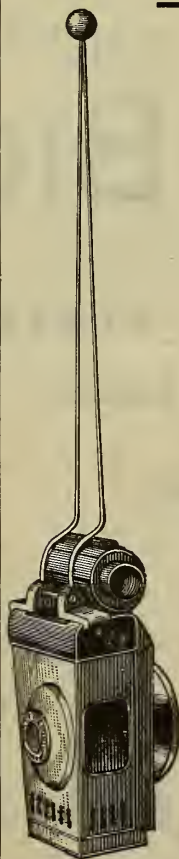
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the axle raises the centre  
of gravity of the lamp to  
the point of suspension and  
counterbalances its ten-  
dency to swing.

#### 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.

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justible, well made; improved; will keep muscles  
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"4" Enameled with nickel trimmings. "5" Enameled  
with polished parts. "6" Half bright and enameled or  
painted.

**BEARINGS.**—"1" Balls to both wheels and pedals.  
"2" Balls to both wheels and plain pedals. "3" Balls  
to front, cone to rear, plain pedals. "4" Plain to front,  
cone to rear, plain pedals.

**CONDITION.**—"1" Slightly used, good as brand  
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"3" Tires brand new, finish excellent. "4" Tires show  
a little wear, finish first class. "5" Tires some worn,  
finish somewhat marred. "6" Tires badly worn or cut,  
and new ones required, finish good.

| No. | Size. | Name.                     | Cost.    | Price.  | Finish. | Bearings. | Condition. |
|-----|-------|---------------------------|----------|---------|---------|-----------|------------|
| 146 | 56    | Columbia Expert,          | \$132.50 | \$85.00 | 4       | 1         | 4          |
| 149 | 51    | "Special Star,"           | 135.00   | 93.00   | 3       | ball      | 12         |
| 179 |       | Sp'k'b'k Crimper Tri.     | 180.00   | 110.00  | 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   | 70.00   | 1       | 1         | 5          |
| 256 | 50    | Columbia Standard,        | 100.00   | 40.00   | 4       | 4         | 4          |
| 257 | 56    | Spl. Columbia,            | 130.00   | 40.00   | 4       | 3         | 5          |
| 258 | 48    | Spl. Star,                | 129.00   | 100.00  | 4       | 1         | 1          |
| 260 | 48    | Columbia Standard,        | 100.00   | 40.00   | 5       | 4         | 5          |
| 261 | 52    | Royal Mail,               | 125.00   | 45.00   | 4       | 3         | 4          |
| 263 | 55    | Rudge Lt. Rdstr.,         | 138.75   | 83.00   | 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    | Spec'l. Club,             | 160.00   | 105.00  | 1       | 1         | 1          |
| 278 | 50    | Premier,                  | 100.00   | 75.00   | 1       | 4         | 1          |
| 279 |       | Col. 2-track Tricycle,    | 165.00   | 90.00   | 4       | 2         | 2          |
| 281 | 48    | Columbia Standard,        | 100.00   | 55.00   | 4       | 4         | 1          |
| 282 | 38    | Rudge Safety,             | 135.00   | 70.00   | 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'b'k Cr'p'r Tricycle, | 180.00   | 130.00  | 4       | 1         | 2          |

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# 10-Mile Road Race,

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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.

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|        |  | TIME:      |
|--------|--|------------|
| 2.---  | RICHARD WHITTINGHAM, Rapid Light Roadster, . . . | 31.03 1-5. |
| 3.---  | WALTER GRESKOM, 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. . . . .   |            |

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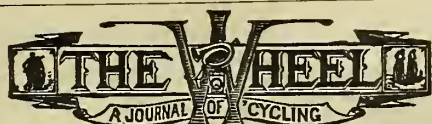
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New York.

## THE ROADS IMPROVEMENT ASSOCIATION.

The idea of a Roads Improvement Association, which we advanced last week, has met with general favor. It only remains for the wheelmen of some city, or some strong club, to take the initiative, and organize a Roads Improvement Association.

The association could work in harmony with the League; indeed, we might suggest that it be a sub-committee of the League, but this would subordinate it and deprive it of virility and independence.

The manufacturers and every wheel firm are vitally concerned in the question. They should use their influence and cash to ensure the existence of such an association until it be strong enough to stand alone.

There are so many things an organization of this kind might do, that it were useless to detail them. It requires cash and business methods to make a success.

## THE MAINTENANCE OF TEAMS.

We sincerely hope that our manufacturers will "employ" no teams during the season of 1888.

The idea of employing men, either openly or secretly, to ride a certain make of wheel appears to have developed simultaneously with the decline of racing. As the plan became more general the decline of race meets, both popularly and financially, became more marked.

There is nothing so belittling to a racing man as to be a "paid hireling," as Iris once expressed it, of some wheel concern. Especially is this true when the salary paid him is not large enough for his needs. By continually loafing about, the professional falls into a state of "innocuous desuetude," so to speak, being almost incapable, after a season's racing, of doing an honest day's work.

The English professionals furnish us an example of what our American professionals may aspire to. Of course, a few of the more brilliant performers are paid a not very large sum to use certain makes of wheels; but by far the majority engage in some employment. In all cases, they expect their revenue to come from large "gates," to attract these "gates" they are compelled to furnish first class sport. In this way, they are looked upon by the public as legitimate entertainers, and not infrequently, ten or twenty thousand people often assemble in the enclosures at Aylestone, Leicester, etc.

Our American professionals run things in different fashion. Their highest ambition seems to be to lie about a track, awaiting some favorable opportunity to beat some other fellow's record and put in a claim to "their firm" for shekels.

The manufacturers complain that the expense of supporting "teams" is enormous. A much better way to spend part of the money is to offer money prizes for contests at different cities, not only in summer, but in winter also. The tournaments held at the Washington Rink, Minneapolis, two years ago, gave a boom to wheeling in that city, which subsided into a healthy wheeling growth, with some degree of permanency.

## NEW YORK CLUB LEAVES ITS OLD HOME.

{ RENTED BY THE MANHATTAN CLUB.

The Manhattan Bicycle Club has rented the building in West 58th st. which the old New York Club has occupied for some two years.

The entire club will rendezvous, during the winter, at the old Ixion's house. No. 351 W. 59th st. Working drawings for the new club house on West End avenue are being prepared for the reception of bids from builders. It is expected that there will be at least locker accommodation at the new house, when the riding season commences.

The Manhattan Bicycle Club has taken the New Yorks' house at 302 W. 58th st. This arrangement was made by Messrs. W. F. Pendleton and C. A. Sheehan, of the Manhattan Club, and Messrs. E. J. Shriver and J. B. Roy, of the New York Club. The Mannhattans should see that they get possession of the New York Club's present headquarters, when that club moves up town.

## MANHATTAN BICYCLE CLUB.

The Manhattan Club celebrated its entrance into the New York Club's old house, by getting up a photograph club run on Sunday last.

The members grouped themselves on "the circle" on Riverside Drive, having the stone wall as a back ground. The first group had twenty-five men with their wheels, Mr. Fredericks, the Broadway artist, manipulated the camera. A second *neglige* picture was taken. The wheelmen disposed themselves on mother earth in various artistic attitudes, and artist Fredericks shot them a second time.

At a special meeting of the club, held December 4th, the monthly dues were raised to \$1, to meet the expenses of the new club house. The club now has forty-two members.

J. W. Sheehan has just completed a mileage of 3,000, which ranks him second to E. I. Halsted, of the Harlem Wheelmen.

## TRICK-RIDING AT THE CENTRAL PARK CASINO.

MANHATTAN BICYCLE CLUB,  
 No. 302 W. Fifty-eighth street,  
 New York, Dec. 3, 1887.

EDITOR OF THE WHEEL:

I take notice in the last issue of THE WHEEL that your correspondent says that "certain members of this club were practising trick-riding in front of the Central Park Casino, last Sunday."

Allow me to correct this statement, by saying that no members of this club participated in such riding, but that the riding was done by some unattached riders; and our Lieutenants, who were present, spoke to said "trick-riders," with a view of stopping the same.

Kindly correct this statement in your next issue, and oblige

Yours, fraternally,

CHAS. A. SHEEHAN, Secy.

EDWARD NEWGASS, First Lieutenant.

## SOUTH END WHEELMEN'S ANNIVERSARY.

PHILADELPHIA, Dec. 6, 1887.

The South End wheelmen, on Monday evening, December 5th, celebrated their first anniversary, and everything passed off with the greatest success. The club house, which was decorated with flags, bunting, Chinese lanterns and colored fire, was put before the public as a display of fireworks.

The outside of the club house from the garden in front of the house to the roof was a mass of glittering wheels, a full nickeld machine being the most elevated, it being on the roof fastened to the flagstaff. On the portico were placed three machines and in the garden in front of the house were stacks of bicycles, all having lanterns on them. The above were given a splendid effect by the colored fire.

About 8.45, a splendid floral design arrived in the form of a bicycle standing about 40 inches high. It was all that could be expected of a florist. This splendid piece was presented to the club by J. W. Pepper, Esq., the music publisher, who is also a wheelman. About 9 o'clock, the Mutual Band arrived and gave the boys a good serenade, after which they adjourned to the meeting room, where they rendered some fine operatic selections. After plenty of good music and jolity, all made an advance to the wheel room, which looked more like a splendidly decorated dining-room than a bike room, which contained two large tables elegantly deco-

rated and filled with the delicacies of the season. On the first table stood the beautiful floral bicycle, and attached to it, to make it more attractive, was a splendid banner of blue and old gold with "South End Wheelmen" on one side, and "Organized, December 4th, 1886." This splendid little trophy was presented to the club by Mr. George Caryl.

Another prominent feature of the evening was the presentation of a medal to Mr. J. J. Bradley in recognition of his holding up the honors of the South End Wheelmen at the last races of the West Philadelphia A. A.

After getting through with the repast, the boys adjourned to the meeting room again, where a jovial time was spent in joking, singing, and introducing the Indian hug to members who had not been embraced. Messrs. Edwards Bros., Mr. Barnes and Mr. Clark rendered some fine songs. Mr. Bradley was requested to sing "Paddy Stole The Rope," which he always renders in fine style, but he refused on account of not feeling very well. Towards morning the South End Wheelmen Quartette sang some of their ever pleasing melodies, which always take among the boys.

The South End Wheelmen have a record for a year which few cycling organizations situated as they are can boast of, being in the southern section of the city, where riding is not always of the best. Organizing December 4, 1886, with six members and running up to forty in a year, is doing good—thirty-six active, and four associate—and among them are some of the fastest men in Philadelphia not only on the track but also the road. Too much praise cannot be given the committee who had charge of the anniversary affair, which were I. Jackson, Jr., George Caryl, W. W. Roberts, S. Young, J. J. Bradley, J. A. Green and J. R. L. Edwards, as everything was got up in first class style. The decorations, the supper, in fact everything regarding the anniversary could not have been managed better. During the evening hundreds of people stood and looked at the club house and admired the decorations and pluck of the down-town organization, and the general salutes from them were success to the South End Wheelmen.

THE CAT.

## ANOTHER ANTI-WHEEL ORDINANCE REPEALED.

The League has achieved another triumph over the enemy, making the third victory within a month.

The latest battle was fought at Oil City, Pa. The authorities of that oleaginous town recently passed an ordinance prohibiting bicycles from being ridden in the city limits.

Whereupon Mr. C. H. Laye, of Oil City, wrote to the Rights and Privileges Committee for aid. R. and P. Committee promptly forward Mr. C. E. Pratt's well known opinion, also other documents of cases which have been decided in the wheelmen's favor. These were submitted to the astute City Fathers of Oil City, and they wisely repealed the objectionable act.

## LOCALISMS.

A gentleman who is a prominent member of one of our largest bicycle clubs, and who is now residing temporarily in Berlin, has written to a local wheelmen, and we give an extract from his letter, thinking it may be of interest to our readers.

"I have no wheel here, and even if I had these policemen are instructed to 'shoo' wheelmen off the streets all over the city, and if they persist they are hauled in.

"This 18th Century town, is really in the same civil condition as if in a state of siege as regards the rules and police regulations governing its citizens. To a free-born American citizen it is a nuisance. You can't do this, and you dare not do that, until you wish the whole kit and boodle of them in Sheol. The cause is found in the fact that some crank attempted to shoot the Emperor many years ago, and ever since every incoherer, be he native or foreigner, must give in writing the name, age, birthplace, of himself and family, if he have any, as well as to state the object of his visit, and just how long he intends to stay.

"I had to do this and explain all details personally at the police-station.

"I failed to bring a passport with me, and was told that I did not need one, although I was advised to get one. The other day in walks a big 'cop,' and nearly scares my wife to death, asking for my passport, and ordering me to show one by the expiration of four weeks. These fellows are quite impressive in their appearance; a patent leather helmet with a brass spike and trimmings and sword. A stranger might readily mis-



take them for soldiers. They regulate everything. There are some asphalt pavements here that would make wheelmen's hair curl, but riding is only allowed outside of certain limits, and these are far-removed from the centre of the city.

"I occasionally see a wheelman in costume, but they all seem great 'dudes,' as they wear 'boiled shirts' and collars and cuffs, and I must say I have yet to see a machine as graceful looking as an Expert. Their machines all look clumsy."

The Pool Tournament now in progress at the Harlem Wheelmen's House is nearing completion; it looks as if Mr. Ford was to be the winner.

Messrs. Jno. R. Williams and Wm. Newman, of the Buffalo Bicycle Club, were in town Tuesday. These fortunate gentlemen sailed on the North German Line steamer "Aller" Wednesday, and will spend five months on their travels. They intend doing England a-wheel.

The Philadelphia Times gives the following: "The most beautiful woman in San Francisco at thirty looks like a girl of eighteen. All her natural charms have been enhanced by a sensible life and diet, as a result of which she has not been ill since childhood. She indulges in a sponge bath every morning, is particular about the ventilation of her rooms, takes a brisk four-mile walk every day after lunch, and comes back to dinner flushed with health, and hungry. One of her fads is to drink coffee without cream, not for dessert, but with the main course of her dinner, which is usually a very substantial repast. She is, of course, regular in her habits, and is happily married and the mother of two children."

We wish the writer of the above had gone further while discussing exercise and shown from statistics how tricycling had benefited ladies. Many medical opinions from both England and America could have been cited.

Mr. R. W. Creuzbaur, a prominent member of the Kings County Wheelmen, sailed from New York on Saturday, 3d inst., on the s. s. Nueces for Galveston, Texas, from which place he will take train to Austin and there begin his ride across the State and Northern Mexico. Mr. Creuzbaur is employed in the capacity of assistant engineer on the new aqueduct. He rides a 56-inch Expert.

THE OBSERVER.

#### BROOKLYN NOTES.

BROOKLYN, Dec 6th, 1887.—"Market extremely dull, small offerings, with active demand. Indications point to a continuance of this dullness until the new spring crop, when we may look for an increased activity and larger offerings." This is about the present state and outlook for the news market.

We have managed, however, to cull a few items of a social flavor which necessarily predominate at this period of the year.

The Ilderans have held two of their Saturday night gatherings; on the 26th inst., Mr. W. F. Miller repeated by request his original lecture entitled "Timeas Timpkins on a Wheel," giving a graphic account of the thorny path that marked the lecturer's first few weeks of wheel existence. It was enjoyed by the club members and ladies, the pictures thrown on the screen being particularly clear cut. They are the product of Mr. Miller's amateur "photomania," as he terms it in his lecture. Among the familiar faces in the groups brought to our view, we notice the lecturer's, Pres't Greenman, Capt. Savoy, Prest. Share, Ex-Capt. Pettus, Capt. Luscomb, Charlie Schwalbach, Dr. Gilfillan, "Tommy" Hall and others of local repute. The elaborate lantern was ably handed by Mr. A. D. Matthews, Jr.

Their second entertainment was held on the 3rd inst. A very informal card party for the club members was thoroughly enjoyed until about 11 o'clock, when an assault was ordered on Jackson's chowder. The culinary work of hours was laid low in the space of a few brief moments. That pot of aromatic chowder became a wreck, beside which the Hesperus was as nothing.

Speaking of wrecks, we chanced on Thanksgiving Day to meet the two hares and the first two hounds in the Kings County Wheelmen's paper chase as they finished their run. The hares, "Tommy" Hall and Marion, were busily picking the briars from that portion of their anatomy into which one is often tempted to stick a pin to see how much of it is real live anatomy and how much is not. "Harry" Hall and Steves, the two hounds, presented the same dilapidated appearance. In their rides through the muddy roads and scrambles over fences and hedges, through

woods and fields, they had picturesquely daubed themselves with mud in patches of various designs and shades. The very roughness of such a run, however, makes keener the pleasures.

The Brooklyns are nothing if not novel, and in these days novelty counts far more than in days past. On their bulletin we read:

#### JUDICIAL COURT, 29TH DISTRICT.

HOWARD SPELMAN, Esq., Plaintiff,

versus

L. W. SLOCUM, Defendant.

Action to recover damages for alleged irregularities in the sale of a horse.

ISAAC B. POTTER for the Plaintiff.

H. S. STALKNECHT for the Defendant.

A "mock trial" will be held on the 21st inst., at which the above issue will be contested. A jury will be chosen from among the visitors, and His Honor will be a well-known counsellor. The efforts that each side will make to put to shame the ability of the opposition to lie, will make the task of the jury far from an easy one. Those who are fortunate enough to receive an invitation to attend will have a rare treat, as the array of talent is "way up" in ability and humor.

Their whist-tournament returns gives Moorehead the lead with Slocum a close second. On account of the riding weather extending so late into the season, Capt. Barkman expects to see their total mileage record of last year eclipsed. We believe that record was in the neighborhood of 60,000 miles.

We would wish the Long Island Wheelmen the reward which is due them for their efforts toward the establishment of a higher standard of the club's social half, but feel that that is unnecessary, as they already have reaped it in taking possession of their magnificent house. We can, however, wish them "long life in their new home," and that we do with the knowledge that age carries with it dignity and respect, and with the belief that in their representative riders we have one of the strongest safeguards against the decay of wheeling.

ALERT.

#### SNOW BOUND.

MINNEAPOLIS, November 28, 1887.—With the mercury registering 14 degrees below zero, and all Minnesota clad in the customary fleecy mantle of snow, it will be seen at a glance that cycling news pure and simple can make up but a small part of my letter this time, when wheelmen's thoughts are lightly turning to tobogganing, snow-shoeing, and other sports peculiar to this Arctic region, while the cycle takes rest and comfort after the long season's work.

The professionals sojourning in our midst, unterrified by cold and snow, announce a number of short races to take place at the Washington Rink on December 2, for the benefit of the Newsboy's Home. The object is a most worthy one, and as we have had no races to speak of for a year; the boys should receive good support, but the lack of a practical hand like Morgan's in "working the papers" is plainly seen in the brief mention given to professionals and their doings in the sporting columns of the local press. New heating arrangements are promised, and spectators will not be obliged to run impromptu foot races to keep from freezing to death.

The suddenly-made-rich cycling scribe, mentioned in my last, will soon make you all a flying visit at New York, Philadelphia, and other Eastern cities, en route to England, and you will have a chance to judge for yourselves whether he be a mere "youth," or a "six-footer."

He has made me very envious by hints of a possible tour—on a bicycle, of course—through Southern France and Italy during the Winter.

Two more of our boys are reported going—if not already gone—to New Mexico in search of new experiences. If wise, they will take along their wheels, to bewitch the Senoritas of that land with graceful wheelmanship.

Such constant coming and going serves largely to explain the lack here of anything like club-life,—speaking in a cycling way—or good fellowship, and only confirms what I have often thought, that Minneapolis is merely an immense way-station between the East and San Francisco, possibly to be staid in a few months or years instead of hours, but always a temporary home. Like the Arabs, its dwellers are restless and given, not to folding their tents, but selling them at the highest price per front foot obtainable, and then stealing silently away to the nearest point capable of being "boomed." Be it covered with snow, or deep in mud, they care not. Anything

that can be bought low and sold high comes not amiss. With all this getting and gaining it is any wonder we have no feeling of permanency or any lasting acquaintances among young men that ride the wheel?

The sport will not die out in this region or grow perceptibly less, for the level country and fairly good roads forbid that, but there seems no sign in these times of anything like union and concerted effort. I am not posing as Jeremiah, and my lamentations would be useless if I were, possibly, crossed with the blue pencil, or "unfortunately omitted this week," but when I look back over the season just at an end, to gather up what grains of comfort there are perceptible, the prospect is rather disheartening.

Our L. A. W. State membership just holds its own, our Division meet was a fizzle, not enough present to make a quorum. Our Division tour was washed out of existence by a concerted effort of the rains due at that time, and only one of our two road races was favored with more than a beggarly attendance, in spite of favorable weather, frequent mention in the press, and the course being a popular drive-way.

Our two local clubs have not held meetings for so long that the very officers' names are forgotten, and it is proposed to amend the by-laws to make one a quorum, and let each man hold a meeting when it seems good to him to do so.

This state of things would be ludicrous, if it were not saddening and that no remedy seems at hand.

If every rider in the State took some good wheel paper—weekly preferred, monthly better than nothing—and had some constant means of communication, it would do much to keep the spirit alive in cold weather—and help perhaps to start that much talked of and as yet visionary article, a good road-book. I heard the remark made the other day that Minneapolis might be said to have not one or two, but five hundred wheel clubs, each club having one member, and he being officers, by-laws, constitution, etc., unto himself, and it seems to be about true.

Perhaps we are in a transition period of progress to better things, or it may be epidemic, not confined alone to this place, for I notice by the English papers that the same trouble is deplored there. Let us hope it is merely transitory, and not a permanent state of things, is the fervent wish of

L. B. G.

#### NORFOLK, VA., NOTES.

In my last epistle I held forth on the many advantages, and still more disadvantages, of the "City by the Sea" from a wheeling point of view, so this time I will blow the trumpet of our sister city, Portsmouth.

This little town, or city, as its ambitious inhabitants would have you know, is just across the river from Norfolk, and is accessible every few minutes by ferry, as we have no suspension bridge. Although only a third the size of Norfolk, it really presents many advantages over the former city, some of which are calculated to put its more pretentious neighbor to the blush. I refer especially to the streets, which are very wide and not paved in the middle; but covered with shells and rolled smooth and hard, thus affording, under all conditions, an excellent surface for wheeling. Like Norfolk, this little town has shell roads extending in all directions, and should some of our Northern brethren, who delight in disparaging the South, pay us a visit, we'll promise in the name of the Norfolk and Portsmouth Cycle Clubs to send them home with much broader and more liberal views of the South.

If it were not for the "road hogs" who abound in and around Portsmouth, it would be a model town. But I'm sorry to say those abominable creatures infest their roads, though strange to say, there are none on our side, and cause the wheelmen much annoyance. Several valuable machines have been demolished, and in some instances the riders have had narrow escapes from serious injuries. About the only thing, however, that we have to contend with, is the "gay and festive mule," and he's rapidly learning to appreciate a bicycle.

The Norfolk Cycle Club called a run on Thanksgiving day, and a photograph of the members, in a group with wheels, was taken by Dr. Barrett, ex-captain of the club.

We are enjoying, or rather trying to enjoy, cold weather, and consequently riding is at a great discount. However, in our mild climate, such spells are but short lived, and in a few days, probably, the riding will be excellent. Till then, I will make my bow.

V. P. E.



## BALTIMORE NEWS-LETTER.

BALTIMORE, MD., Dec. 6, 1887.

## EDITOR OF THE WHEEL:

Like the youngest who has gotten himself into trouble, your correspondent must say, "I've been and gone and done it." That committee on League meet awoke very suddenly, and with a very perceptible growl. No doubt they did not like to have their very peaceful slumbers broken in such an abrupt manner. They will meet on Wednesday evening, December 7th, and will then decide whether to have the meet here or not. The present outlook is decidedly for the meet, and I cannot see how we can well get out of having it. Several of our city papers have already taken hold of it and begun to push it. Their articles contain numerous suggestions, and the expenses of running the meet are estimated by them at anywhere from \$500.00 to \$3000.00. Some of the new ideas are a grand race meet, and to have the professionals entered; a lantern parade through the principal streets of the city, and a grand ball to wind up with. No doubt, now that the matter has once been started, the gentlemen of that committee will find themselves overwhelmed with suggestions as to "How to run a League Meet and make it Successful." They have my sympathy. You will hear from me in regard to their decisions at the meeting of Wednesday night, in my next. Let this suffice until the matter has taken a little more definite shape.

A party of our wheelmen here, and who are all League members, had quite an experience on Sunday last with one of the genus Road Hog, in which the R. H. came out much the worst. They were riding along our shell road, and at a point where three wagons can easily pass each other, attempted to go ahead of the R. H., whose pace was too slow for them. No sooner did they start to do this than the R. H. began to pull his horse from side to side, to prevent it. Several of the riders succeeded, however, in getting by, but one less fortunate than the rest was crowded off into the ditch, to the joy and amusement of the R. H., who no doubt thought he had performed a wonderful feat and act of kindness for the whole fraternity of the "R. H." But he had counted without his host; upon seeing their comrade so shamefully treated, the other wheelmen dismounted, one of them stepped forward, and after securing the horse proceeded to deliver a pretty severe dose of carriage whip to the "R. H." This no doubt proved to be a part of the performance that the R. H. had not counted on, for he quickly got into his carriage, threatening to have all of them in Towson jail before they were three days older, etc., etc., *ad lib.* Those three days have expired, and yet none of them have as yet had a call to examine the interior arrangement of the aforesaid jail, nor is it to be feared that they ever will have, at least not in this case. Now, I only cite this to show how our wheelmen here take the law into their own hands, at times, and show the R. H. that they have some rights on the road. But, gentlemen, is this just the way to go about arriving at the desired end? Although this proceeding will in all probability have a very good effect upon this single transgressor, why could it not be put to good use against the whole of his class. In my mind it certainly would have been much better had these men gotten the individual's carriage number, and then calmly entered suit against him in the courts. The way to the hearts of this class of humanity is through their pocketbooks, and the paying of damages and costs would certainly have a more lasting and good effect than all the horse-whipping that could be given. Besides, by bringing the matter into the courts, it would get considerable advertising and thus show two classes of people what the L. A. W. is; that is, the class of horse owners who want the whole road, and the wheel rider who claims that the League is no good as a practical organization. So, gentlemen, I for one say, let the law take its course. Yours, etc., "RALPH."

LATER.—At the election of the officers for the Balto. and Centaur Cycle Clubs the following gentlemen were selected:

BALTO. CYCLE CLUB.—President, John S. Bridges; Vice-President, Dr. C. E. Sadler; Secretary, H. F. Seving; Treasurer, C. C. Isaacs; Captain, F. W. Pope; 1st Lieut., H. G. Tyler; 2nd Lieut., W. A. Black; Color Bearer, A. Gagneaux; Bugler, T. E. Godwin; Surgeon, Dr. H. Chandlee; Club Committee, H. F. Atkinson, A. E. Mealy, P. F. Thompson.

CENTAUR CYCLE CLUB.—President, C. H. Eisenbrandt; Vice-President, W. D. Diggs; Secretary-Treasurer, C. L. Mitchell; Captain, B. B. Long; 1st Lieut., F. A. Schwartz; 2nd Lieut., E. B. Eisenbrandt; Bugler, F. Eigenrang, Jr.;

Color Bearer, G. C. Wedekind; additional member on Executive Committee, Henry Ehrman.

## PITTSBURGH, NOTES.

"L. A. W.," member No. "7276," writing to the Bulletin of December 2d, seems to have hit the nail pretty squarely on the head in the stand he takes on the Mass. Road Book question. That outside wheelmen, *i. e.*, non-League members, should be permitted to purchase the book at any price, much less "a nominal sum," seems the height of folly. Whilst their case may be an exceptional one—and many riders, not of the League, have assisted to compile reports for the book—would not their failure to procure a copy be most beneficial and lead to many new members? In our section of Pennsylvania all the work done for the road book is exclusively that of League members, and we, one and all, would most earnestly protest against allowing other wheelmen the benefit.

Our League hotel here is one of the best and most popular in the city, so much so, that with all their four or five hundred rooms, accommodations are constantly at a premium. The rates of this house are three to five dollars per day, according to location of room, the menu being the same for every one, and parlor, office, reading and writing, rooms, etc., are for the use of all guests; yet for the small sum of two dollars a wheelman can take a fourth or fifth floor room and have every other convenience the same as if he were on the first floor. Of course this reduction of one-third is usual, yet stands patent as a great inducement to League members and the conversion of others. Keep League privileges for League members only.

Winter is evidently looked for shortly hereabout, toboggan slides begin to loom up, and soon the festive tobogg will be spinning its occupants over much space, and the shivering wheelman will grow caloric from coasting unshod over frigid snow or ice.

Wheelmen having a love for bric-a-brac in the shape of old time things can easily gratify their desire by touring through the Shenandoah Valley. Mr. G. A. Hays, of this city, made a four or five hundred mile ride through that region the past summer, and now has many pleasant reminders in the shape of old fashioned hall clocks, candle sticks, andirons, &c., &c., purchased whilst there, many of the articles being from fifty to seventy-five years old. Mr. G. is also an enthusiastic amateur photographer, and secured many fine views of different portions of the valley, shipping his camera from place to place by local trains, and thus enjoying both sports and making each more complete.

A Reading paper states Mr. Wilhelm's fastest mile as 2:40 2-5, made at the Cleveland races. Mr. W. made his best time the first day in a handicap race where he had 20 or 25 yards, and surely can hardly claim the above time for the mile, and I know of no private trial being made.

## "KEYSTONE."

## BUFFALO BICYCLE CLUB'S NEW HOME.

The Buffalo Bicycle Club, of whose new headquarters we present a view this week, was organized February 22d, 1879, and is thus the oldest as well as the largest body of wheelmen in this city. At that time there were just four riders of the bicycle in Buffalo, and these united to form the new club. The first officers were: President, Dr. H. T. Appleby; secretary and treasurer, Geo. F. Chandel (the first who ever rode a bicycle in Buffalo); captain, John T. Gard. The other member of the club was a Mr. Von Frankenburgh. Dr. Appleby still belongs to the club, and is one of its most active riders.

For several years the monthly business meetings were held in the old Fremont Place Armory, and during the winter months the members also assembled every Saturday night in the large drill hall for drill and exercise, the last part of the evening usually being devoted to a game of football. Since its organization the club has slowly but steadily increased, until it now numbers 103 active and 11 honorary members. These gentlemen average about 27 years of age, and are of various occupations. Lawyers, dentists, physicians, clerks, and merchants are found among them, and in the last named class are included some of the most solid and substantial business men of this community.

The club was incorporated January 20, 1885, with a board of seven trustees, which was increased the next year to 15. In the following spring the club rented the premises, No. 288 Virginia Street, for a club-house and occupied them until the spring of 1886, when it became necessary to obtain more

commodious quarters. The club therefore rented the old Dorsheimer house, No. 881 Main street. This property changed hands in the spring of this year, and finding itself unable to lease the premises from the new owner on satisfactory terms, or to find any other place which was at once suitable for its purpose and within its means, the club thought it best to secure, if possible, a building of its own, so as not to be compelled to move every year.

The idea of building a club-house had probably suggested itself to some of the members before, but in March last it was put in definite action by Mr. John B. Newman, the treasurer, who, to the great regret of his fellow-members, has just resigned that office in order to make a voyage to Europe. Mr. Newman made careful estimates showing that it would, in a term of years, cost the club much less to build and maintain a house of its own than to rent and keep moving once in a year or two. A special meeting of the club was held to consider the project, which was heartily sanctioned. A subscription list was started and soon amounted to nearly \$2,000. With encouraging prospects ahead, the trustees went to work in earnest. The lot at No. 132 College street was purchased and paid for and a loan secured for the purpose of erecting the house. Mr. F. W. Caulkins was appointed the architect, and the erection of the house was placed under the supervision of a committee of the trustees consisting of Messrs. Charles P. Churchill, John B. Newman, Albert C. Spann, Charles S. Butler and W. S. Bull. These gentlemen have devoted much time and thought to the matter, and the outcome of their labors is certain to prove satisfactory to the club. The contract for building was awarded to Mr. C. S. Cha-  
lin.

The house as completed is 115 feet by 24, and contains on the lower floor a vestibule, hall, drawing-room, janitor's kitchen, a spacious locker and bathroom, and the gymnasium. This latter is the grand feature of the building and is placed in the rear of the main structure. It is of ample dimensions, 50 by 23 feet, and 24 in height, and when supplied with apparatus will prove exceedingly attractive. The business meetings of the club and all receptions, entertainments, etc., will be held in it. The bath and locker room adjoins it, and will be furnished with wash-basin, shower and tub baths and other necessary conveniences. A cemented cellar extends under the whole front part of the house, and is easily accessible from the outside, so that the members' machines may be stored in it if necessary.

A staircase in the front hall leads to the second story. In this are found a large and well-lighted front room occupying the entire width of the house, four card-rooms, one of which will be used as a ladies' reception room, and will contain a lavatory and other conveniences, and two rooms for the use of the janitor. The janitor's apartments are separate from the rest of the club-house, having a side entrance and stairway of their own. The attic or upper part of the house will be finished and used as a billiard and pool room. The house is heated by a furnace, but has several open fire-places and is supplied with electric bells. There is a spacious veranda in front, which will add greatly to the comfort and convenience of the members during the summer months.

It is expected that the annual meeting of the club will be held in the new gymnasium on December 13, and that the whole house will be formally occupied by the club about January 1.

The club joined the League of American Wheelmen in 1884, and has always been very influential in that body. Of its members Messrs. Appleby, Butler, W. S. Bull, and J. R. Williams are representatives, and Mr. Bull is Vice-Consul of the State of New York. The Chief Consul, Mr. George R. Bidwell, is also an honorary member of this club. Both the League and the State division of it recently have been entertained in this city under the auspices of the club.

The Buffalo Bicycle Club is composed of sober, industrious young business and professional men, who ride their wheels for the sake of healthful recreation and relaxation from the cares of their ordinary pursuits. It is what its name imparts—a *bicycle*, and not a social club. It is not an expensive organization; the initiation fee is \$5, and the annual dues \$12. When the house is fully completed, there will be no club in the country giving its members equal privileges for so small an outlay. The whole spirit of the club, as well as the tendency of its favorite recreation, is steadily opposed to what is commonly known as "fastness" or dissipation of any sort. The following section



of the by-laws is quoted as an illustration of this fact:

"Art. 12. No wine, beer, cider or intoxicating liquors of any kind shall be kept or used in the rooms or on the premises of the club. No bets shall be made, nor shall any games be played in the club rooms or on the premises for money, under penalty of expulsion from the club, and no games shall be played in the club rooms on Sunday nor after midnight on Saturday."

The officers and trustees of the club for the current year are as follows: President Charles P. Churchill; vice-president, George Dakin; secretary, A. C. Richardson; treasurer, Charles W. Adams; attorney, Albert C. Spann; captain, Robert C. Chapin; trustees, these officers and the following members: W. S. Bull, Charles S. Butler, Clifford G. Gething, George H. Courtier, Charles F. Hotchkiss, R. B. Hoffman, Willis K. Jackson, Otto W. Volger. The recent resignation of Mr. J. B. Newman leaves a vacancy in the Board, which will be filled in December.—*Buffalo Express*.

#### SUMMER-TIME MEMORIES.

While gliding serenely along a nearly perfect road, approaching Horsham, England, reveling in the delights of cycling, and especially in the charms of the hedge-bordered landscape that is so attractive to an American, we saw some distance ahead a mysterious machine by the roadside, which was so much out of the usual lines of bicycles or tricycles that we dismounted for an examination; and while looking over the oddity, its rider came out of a house half-hidden by the tall hedge and shrubbery.

The machine had no less than five wheels, and must have weighed 150 pounds. A big wheel with saddle and spring, much like the front wheel of an ordinary, was the central one, and the driver; two 16-inch wheels were on each side, and served to prevent the big one from toppling over.

The stolid young man who rode the concern had but little to say in praise of it, and did not know of another like it, as it belonged to a dealer in and repairer of cycles; but he said he could get along quite well with it, and kindly offered to overtake our light roadster Facile before we could get to Horsham. He asked us to try the What-is-it, but looking at it was enough for us, and as he did not seem disposed to mount and move on, we thanked him for the inspection, and swinging into the saddle we rambled on again for new scenes that were ever breaking upon us in that most charming of modes of travel.

Yet we wondered whether the inventor of the crock was a sane man, and if he could be alive yet; for the strain upon his brain must have carried him away, for the machine could not have done it.

In a tour through such a home of cycles as England is one sees a variety of them, and they are an interesting study.

They vary from the feather-weight racing machines to the cumbrous carrier tricycles, with their wicker-work baskets for carrying parcels. To see them dodging about among the vehicles in large towns and cities one naturally looks to see them collide and collapse, but they have a way of following behind a big van or truck, as we did for miles in London's crowded streets, and safely. In fact, given a fairly smooth surface, it did not matter how thick the traffic was, we navigated it much more securely than we expected to.

There are miles of wood paving, and it wears unevenly, so that it is very disagreeable riding where they do not keep it in repair. In large places this repairing is done in the night or early morning before the rush comes. We remember running through some large town at about 7 A. M., which is very early over there, and seeing men replacing worn blocks with new ones, and putting asphalt and sand on as a top dressing. Street-sweeping machines, as well as hand sweepers, get in their work at early morning, too, and from the chat we had with one they are not overpaid. Their brooms are big brushes of whalebone on long handles.

ART.

#### WHEEL GOSSIP.

Jack Prince is running a saloon at Omaha, Neb.

Mr. H. E. Ducker is talking tournament for Buffalo in 1888.

Mr. Amory, of the Massachusetts Club, is in town this week.

The *Star-Advocate* for November seems to have clipped all of its *Star* items from THE WHEEL.

A road book for the California Division L. A. W. will shortly be published by Bookmaster John W. Gibson.

Fred Wood is in straightened circumstances in Australia. A subscription has been started in England to bring him home.

The *Star-Advocate* pays us the compliment of republishing our obituary notice of Mr. H. B. Smith; but, alas! it credits it to the *World*.

*Wheeling* has not improved, from the literary standpoint, under its new management. It may be made more of a business success, but its brightness is going.

The Boston Club gave Captain Whitney a *bon voyage* dinner on Saturday evening. Mr. Whitney will shortly leave home on a two months' trip to California and New Mexico.

The death of Mr. Woodside, father of William Woodside, of the American team, is reported in the English papers. Woodside, who is the eldest son, may abandon the racing path, to take charge of his father's property.

The St. Louis Wheelmen did not have their hare and hounds run on Thanksgiving Day. The announcement on Thanksgiving Eve of Editor Darrow's death seems to have struck the boys badly, and the chase was postponed.

A feature of the Twelfth Regiment games, to be held to-morrow, Saturday evening, at their armory, Ninth avenue and Sixty-second street, New York, will be a two miles handicap, for which a number of entries have been received. There will be music and a reception after the games.

The bicycle club of St. Paul's school, Garden City, L. I., have formed a photographic club, with the following officers: President, J. C. Fairchild; Secretary-Treasurer, D. Lord; Chairman, Mr. Howe. The club has twelve members, who expect to turn out some interesting work during the year.

A race meet was held at Moscow, Russia, on October 27. The two miles-safety race was won in 7m. 45s; excellent time, considering the name of the winner, viz.: Wischniakoff. In the ten miles championship, a Prince Dolgorokoff competed, and was beaten one second by G. Grossman; time, 47:01.

Mr. J. Purvis-Bruce, a well known contributor to the cycling press, Minneapolis newspaper man and enthusiastic cyclist, is in Gotham this week. Mr. Purvis-Bruce is on his way to Scotland to receive a large fortune lately bequeathed him. His present intention is to take an extended wheel tour abroad.

Howard A. Smith & Co. contemplate putting on the market next year a line of sundries that will be large and complete, comprising everything that a wheelman can possibly want. The lighting and lubricating oil which they placed on the market the season just passed has given such satisfaction that they intend pushing it specially this coming year.

At the Wheel Board of Trade's meeting, generally held in December, we hope some action will be taken looking towards the improvement of the roads. If the roads of this country were fairly decent, the present number of firms could scarcely begin to handle the enormous business. Even in New York State, the roads are in a beastly condition. It is only in finely roaded districts that riding is at all enjoyable.

KENNEDY-CHILD.—Mr. A. Kennedy-Child has resigned from the Pope Mfg Co. Mr. Child was with the Pope Co. all last season, acting as traveller, which afforded him many opportunities of acquaintanceship in all the cycling centres. Mr. Child has a mammoth store house of anecdotal lore and an unfailing fund of good humor, which make him an exceptionable companion. It is possible he may locate in New York, in which case the Boston Club will go into mourning for sixty days.

The English cycling press man seems never to have the terms, America and Americans, at the tip of his pen. He usually writes: Yankee-land, Yankees, the Land of the Stars and Stripes, etc.; but the good old name, America, he refuses to pen. He is cheating us out of our proper name, and in a small way he chuckles at his own astuteness. We shall have to retaliate, and no longer write of England and Englishmen. It shall be: Snobland; A beef-eating Johnny; a bleeding bloater from Cockneyville, etc.

The solution of the famous "fifteen" puzzle was not more difficult than is the question as to the final arrangements of the Rudge people. We believe that all previous reports of their proposed doings are erroneous. Messrs. Stoddard, Lovering & Co. give up the Rudge agency on January 1, their entire stock having been purchased by the Pope Mfg. Co., with which concern Mr. Corey will also be identified. This is all that is known positively, the cause of Mr. Corey's recent visit to England, and just what use the Pope Mfg. Co. will make of the Rudge wheel being among the mysteries.

The *St. Louis Post-Dispatch* plumes itself that it first reported the death of Mr. George S. Darrow, and taxes the cycling press of the East with lack of enterprise. The income from the *Post-Dispatch* and *New York World*, both of which are owned by Mr. Joseph Pulitzer, is over a million a year; the weekly surplus of the average cycle editor and proprietor is not equal to the wages of a newspaper reporter. The cycling press, amateurish as it is, is quite as enterprising as it can be under present conditions. Enterprise always means intelligent expenditure of money. We shall credit the cycling editors and publishers with the necessary intelligence, but not with the cash.

#### MERIT AND ENTERPRISE.

##### REMARKABLE RECORD OF SUCCESS! THE PIANO OF THE MUSICIAN!

The firm of Sohmer & Co. are regarded not alone by the piano trade, but in business circles generally, as one of the most enterprising and deservedly successful houses in the business. Starting in 1872, with limited facilities, and passing safely in the early stages of its existence through a period of unprecedented financial depression, this house, though it has had to contend with established concerns of many years' experience and almost unlimited resources, has by the exercise of business tact and through the merit of its instruments won for itself a leading position in the piano trade. It is due to the skill and care exhibited in the construction of these instruments and their consequent strength, durability and unsurpassed musical qualities that the limited production of 15 years ago has expanded into its present large production. Where they then made four pianos their present average production reaches the high figure of 40 pianos per week, and is yet insufficient to supply the extensive demand, and the firm is to-day largely in arrears of its orders. The Sohmer piano combines a rich, pure tone of great volume and sympathetic quality with a precision, delicacy and responsiveness of touch seldom found in other instruments, and these characteristics have not only made it popular with performers generally, but have also made it the prime favorite among artists for both concert and private use. This firm makes every variety of instruments—square, upright and grand—and, constantly striving to meet every demand, has produced the Bijou Grand, the smallest grand piano ever made—the most practical novelty yet presented to the public. This instrument, while occupying little space, has great power and volume of tone, together with the tone-sustaining quality and elastic touch heretofore only found in the concert grand. Exceptional durability, combined with perfection of tone and touch, make the Sohmer piano peculiarly adapted to the use of pupils and teachers in establishments where piano playing is taught. The writer some time since, through the courtesy of Mr. Fahr, who has general charge of the financial affairs of the house, had an opportunity of visiting the factory, and the tour was a source of as much surprise as gratification. When in 1879 the old factory on Fourteenth street was found to be too small to accommodate the business, it was enlarged by taking in the houses numbered from 149 to 155 on that street. Very soon this was found to be insufficient to meet the demand, and the works were transferred to Twenty-third street, but on a considerably larger scale, while the salesroom, which now requires considerable space, remains on Fourteenth street. While Sohmer & Co. have relied upon the inherent value of their instrument rather than upon the oftentimes factitious advertisements obtained from Exposition awards, they have yet received the highest distinction in many exhibitions—notably Philadelphia, 1876; Montreal, 1881-2; and at Minneapolis and Sacramento—and they can point with pride to the magnificent endorsement their instruments have received at the hands of the best native and visiting musicians, prominent among whom are Ed. Neupert and Gottschalk, the celebrated composers and pianists, and other native and visiting artists. It is not, therefore, surprising, that the name of Sohmer & Co. upon a piano has become a guarantee for its excellence.—*New York Times*.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.



## AMATEUR PHOTOGRAPHY.

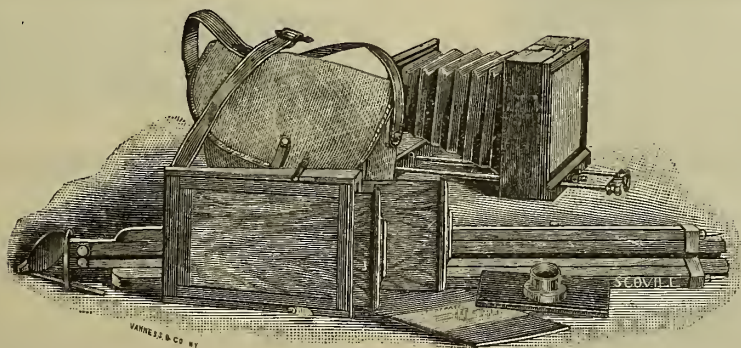
No. 3.

The apparatus known as the Detective Cameras are built with the object of disguising their use as much as possible, and also with a view to lightness and compactness. By reason of their appearance, having the innocent look of a hand-satchel, they have become known by the name of Detective Cameras.

They are all fitted for instantaneous work, with rapid lens, shutter and quick-acting plates. To make a picture with this instrument requires no skill other than to get within the range of focus of the object.

A quick-acting lens is hidden in the camera, and also a few plate holders, usually six; by pressing a spring, or rubber ball at the side of the box, the whole operation is complete, this being done without the least noise.

A small piece of ground glass is fitted in the top of the camera, on which the object is reflected; this is covered with a slide and is concealed from view. This camera is sometimes fitted with a roll holder for paper plates; this arrangement will be found superior to the dry-plate holder, and glass plate, as it greatly reduces the weight and enables one to take more photos. Will give an explanation of this holder and also of paper plates next week.



One of the latest novelties in photographic instruments is the bicycler's outfit. The camera is similar in many respects to the Tourist's Pocket Camera. It consists of an imitation of mahogany camera  $3\frac{1}{4} \times 4\frac{1}{4}$ . With vertical shifting front and folding bed. It is attached to the bicycle by means of clamp, which is fastened to the handle bar; at the upper end of the clamp is placed a universal joint, so that the camera can be pointed in any direction without disturbing the position of the bicycle. The camera is fitted with a single achromatic lens, with stops. The whole is encased in a canvas bag, with shoulder straps. When a picture is to be taken, the bicycle is used as the tripod; to accomplish this, a support is made, v shape, at one end and pointed at the other; one end of this is placed under the bearing box of the front wheel, and the other end fastened securely in the earth; the backbone is then turned on the side of the machine on which the support has been placed, thus forming the three legs of the tripod. The support, being adjustable, will fit any size bicycle. The whole outfit is exceedingly light and compact, and the ease with which it can be brought into use recommends it to all cyclers as an additional means of enjoyment. It was an outfit of this description that Thomas Stevens used when making his trip around the world on a Columbia bicycle.

We shall conclude our description of cameras, and turn our attention to the lens.

## LENSES.

Coming now to the lens, we will commence with the simplest form, the single achromatic. This lens is almost always included in the cheaper outfits, and for landscapes there is none better. Having but two reflecting surfaces, it produces sharper or more brilliant pictures, and having less depth of focus it does not need stopping down as much as in the double combinations, and thus the plates are more evenly illuminated. It is not suited for either architectural or portrait work. In the former case having a tendency to distort, and in the latter being too slow and flat. Of all the single achromatic lenses the Waterbury, made by the Scovill M'fg Co., is considered the best. It is composed of a biconvex lens of crown glass and a plano-concave lens of flint held together by a transparent medium. It has accompanying it two diaphragms of different diameters, so as to suit the various lights in which it may be used.

Wide angle lenses are used in confined situations, such as interiors and buildings in narrow streets. They transmit light at a wide angle of from ninety to nearly a hundred degrees. They work at a lower aperture than the Rapid Rectilinear, and are consequently slower. These lenses are not suited for landscape work.

We come next to the Rapid Rectilinear type of lens. For all-round work this is the best lens to own; for instantaneous work there are none better. The Rapid Rectilinear is also known as the Rapid Hemispherical lens. They embrace an angle of from sixty to seventy-five degrees, and are equally well suited for making photos of landscapes, buildings and groups, and will also do excellent copying. They are fitted with central stops, which are inserted through a slot in the lens mount. A feature of no small importance in this lens is that it may be taken apart and the front or back combinations used for views.



## THE WASHINGTON RINK RACES, ETC.

MINNEAPOLIS, December 3, 1887.

Instead of December 2, the date has been fixed for December 9th and 10th, and on that occasion, F. A. Dingley will attempt to ride 350 miles in twenty-four hours, and establish a "best-on-record" for that time. Knapp and Whittaker will pace, and Eck will look after all these.

McCurdy and Whittaker also cross wheels in a three-mile professional race, and it may be predicted that the moon will wear a sanguinary color that evening.

On Saturday, Eck will attempt to make record for the Gormully & Jeffery Safety for the distance of fifty miles, and may succeed in doing so.

Home talent is also enlisted, as Moser, of this city, will ride a two-mile race with Knapp, being given one lap start, and even then I should not bet on Moser. Bartlett and Colie Bell, also of this city, will go through the motions of a five-mile amateur race, and the result can be easily predicted, as Bell is the most promising amateur left here, after the migrations of Stockdale and Savage to the more balmy climate of New Mexico.

If our expected cold wave lets up a little on its grip, by the latter part of this week, I think the gate-money will be very fair, and the Newsboys' Home receive material aid.

F. A. Leland, agent for the Victor in this city, was nearly drowned out the other day, by the large quantity of water poured in to extinguish a fire in the third story of the block he is located in, and his large stock of sporting goods, toboggans, etc., quite seriously damaged. As soon as an inventory can be taken, and insurance adjusted, everything will be closed out at what it will bring, and the most possible good got out of the ill-luck. Coming in a holiday month, it is doubly unfortunate for him, as his competitors, Heath and Kimball, are also rapidly lowering stock, on account of dissolutions of partnership; it looks as it one could now afford to buy a bicycle or anything in the line of sundries, even with the added expense of carrying these over till next Winter; 15 per cent reduction in this land of high prices, is not to be despised.

I heard a little anecdote the other day regarding a backer of the professional races spoken of above, which shows that good back is not all confined to fiction, and from which quite a romance could be made. With four cousins and two uncles, he was co heir of a very wealthy old gentlemen in the East, who a few years since had taken pity on these five younger heirs, and presented them some \$7500 (seventy-five hundred) apiece. With the fortunes of the others we have no concern; suffice it to say that this young man married him a wife, begot two children, spent all his little fortune, and to crown all, was taken sick and lost his situation. He wrote to a former friend in a neighboring city for help, this friend being wealthy and philanthropical—but at that time the friend could find nothing for him to do. He advised him to hold on a little, and something would surely turn up, but that advice was cold comfort for the anxious young man. Letter after letter of inquiry came, and finally an anxious silence followed. Just as the philanthropical friend had about forgotten his existence, the door opened one fine day, and in walked the poor (!) young man, clad in purple and fine linen, and wearing much gold and diamonds. Now, my anxious readers, here is where the moral and explanation comes in. He had *not* turned maker's amateur and won many races under a high salary, and he had *not* rescued any wealthy man's daughter by recklessly rushing after runaway horses on his bicycle. None of all those thrilling things. He had simply and anxiously waited till the wealthy grandfather had died, leaving him the nice little sum of \$200,000 in hard cash. As his tastes run to sporting matters, doubtless that fortune will not always be with him, but how could he better spend his money than in helping to establish new twenty-four hour records for professional wheelmen, if the money must be spent—and it certainly takes money to make the professional go. The reason for lugging in this little story—a *true* one, by the way—may not be apparent at first glance, but any one hunting after "copy" in this quiet season will need no explanation or excuse from

L. B. G.

The Passaic County Wheelmen held an enjoyable entertainment at the Methodist Church, on Monday evening, November 28th. About three hundred people were present. Vocal and instrumental music and the humor of Mr. J. S. Burdette made a capital program.



## OFFICIAL TAILORS AND OUTFITTERS.

Citizens' Club.  
Hudson County Wheel-  
men.  
Harlem Wheelmen.  
Hudson Bi-Club.  
Long Island Wheelmen.

# DEVLIN & CO.,

New Jersey Wheelmen.  
Roselle Ramblers.  
Huntington Bi-Club.  
Yonkers B.C., and others  
Hudson Boat Club, of  
Bergen Point.

## Broadway and Warren Street,

MANUFACTURERS OF

Bicycle, Boating, Yachting, Rowing and Tennis Suits,  
Caps, Stockings, Etc.



THE CELEBRATED

PIANOS

Are at present the most popular and

# SOHMER

PIANOS

preferred by the leading Artists.

NOS. 149 TO 155 EAST 14TH STREET, NEW YORK.

## FOR SALE, EXCHANGE, WANTS.

FOR SALE.—BRAN NEW SPRINGFIELD ROADSTER Bicycles for \$68.00. A. W. Gump, Dayton, Ohio.

FOR SALE.—50-inch New Rapid, model '86; condition excellent. Correspondence solicited. Address Robt. Moore, Box 240, Philadelphia, Pa.

\$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 nickeled 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.

\$60—"Humber," 52-inch, enameled, balls to both wheels and pedals; good as new; cost \$137.00; rare chance. D. H. C., care WHEEL Office.

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.

WANTED.—To exchange a solid gold 18k. Hunting Case, Stem-Winding Watch, with Waltham movement, 13 jewels, patent regulator, for a good Bicycle, 50 or 52 inch. Willard Hamman, Millwood, Ind.

"HINTS to Prospective Cycling Tourists in England and Wales;" particulars they most want to know; from start to finish. Price 25 cents. Stamson, Stamford, Conn.

BARGAINS IN BIKES AND TRIKES.—Fine lot new and slightly used wheels. Standard Makes. Only machines sold that can be guaranteed! All sizes at prices suitable for excellent wheels. Buyers can save from \$50.00 to \$70.00 by purchasing of us. Call or send for Bargain List! New York Bicycle Co., No. 38 Park Place, New York.

STAR FOR SALE.—48-in., 2-3 nickel, hollow framing, power traps, balls to front wheel, splendid condition. Cost \$140. Sell for \$95. W. T. Connell, Room 46, Grand Central Depot, New York, N. Y.

A BIG BARGAIN.—A 52-inch American Rudge Bicycle, nickeled, with enameled wheels, balls to both wheels, cost \$127.50, will sell for \$55. Bicyclist. Box 496, Imlay City, Mich.

FOR SALE.—One new genuine Special Rover, one second hand Springfield Roadster and one second hand 48 inch Star. Address Box 73, New Knoxville, O.

TOBOGGANS! TOBOGGANS!—We are Sole New York Agents for the Celebrated Proctor Toboggan, the Swiftest and Most Durable! Prices from \$1.50 to \$9. Big discount on orders for quantities! Send for circulars! New York Bicycle Co., 38 Park Place, New York.

WANTED TO PURCHASE.—50 or 52-inch Expert in good condition, cheap for cash. Write full particulars to Chas Newbourg, 57 Willoughby st., Brooklyn, N. Y.

TO EXCHANGE.—A 7x10 Rotary Model Job Printing Press; complete; warranted to do good work; cost \$125. Exchange for a 52-in. '87 Victor Roadster or a 51-in. '87 Royal Mail. Must be in good condition. Write at once. August Kinne, Richfield Springs, N. Y.

WANTED.—An offer for a 30-lb Racing Star. Address W. I. Wilhelm, Reading, Pa.

## SPECIAL BARGAINS IN BICYCLES.

|  |      |
|--|------|
| 46-in. Rubber Tire Bicycle, just like new.....           | \$25 |
| 52-in. Premier, almost new, ball bearings.....           | 42   |
| 50-in. Harvard, spade handles.....                       | 48   |
| Springfield Roadster, new.....                           | 68   |
| 52-in. Standard Columbia, ball bearings.....             | 75   |
| 52-in. Expert, D finish, latest pattern, just like new.. | 90   |
| 54-in. American Challenge, No. 1 order.....              | 40   |
| 57-in. Star.....   | 30   |
| Sociable Tricycle, brand new tires.....                  | 65   |

OVER ONE HUNDRED SECOND-HAND BICYCLES. Send stamp for List and mention this paper. Second-hand Guns, Revolvers and Bicycles taken in exchange. A. W. GUMP, DAYTON, OHIO.

FOR SALE.—56 inch "COLUMBIA EXPERT," wheels enameled, balance nickeled, cow horn bars, fine condition, cost \$142.50. Slaughter for \$55; also 56 inch "AMERICAN CLUB," full nickeled, balls to both wheels, also pedals, excellent order; cost \$160. Price \$60.00. Greatest bargains ever offered. Address "Bicycles," 172 West 124th St. New York.

FOR SALE.—52-inch Expert in first-class condition, to highest bidder. Address Wheelman, Collinsville, Ill.

"CARE AND REPAIR," useful hints to wheel owners, 10c. by mail, of Stamson, Stamford, Ct.



# WEBB'S ALCOHOL

AND COLOGNE SPIRIT,  
SPIRITS OF TURPENTINE, ROSIN, ETC.  
James A. Webb & Son, 165 Pearl St., New York.

# DECKER'S BILLIARD AND POOL

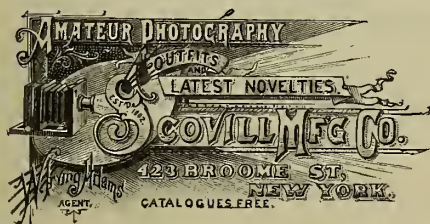
Tables, celebrated for fine workmanship, quickness and durability of cushions. Prices low and terms easy. Send for Illustrated Catalogue. Factory and WAREHOUSES 105 EAST 9th St., N. Y.

# RADWAY'S READY RELIEF.

Not only gives instant ease to those who suffer Pain, but cures all Colds, Congestions and Inflammations, whether of the Lungs, Throat, Bowels, &c.  
Internally, in water, fortifies the system against Malaria, Chills and Fever, in malarious regions.

# DR. RADWAY'S PILLS.

Purely vegetable, mild and reliable. Are a cure for Indigestion, Biliousness and Disordered Liver.



# EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles

on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy

payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & Son, 13 G St., Peoria, Ill.

# ASK FOR THE



PERFUMES AND TAKE NO OTHER.  
Wenck's Opera Bouquet is the latest.

Pat. March 2, 1886.



Reg. May 1, 1885.

339 Court Street, Brooklyn, N. Y.

The lightest and strongest Road Bicycle Shoe made; average weight 19 to 12 oz.

Bicycle Racing Shoe for Rat-trap pedal, 5 to 7 oz. a pair.

All shoes made of the best Black or Russet Kangaroo. I am the only manufacturer using genuine Kangaroo.

ANDREW GRAFF, 339 Court st., Brooklyn, L. I.  
DEAR SIR—The shoes which you made me are very satisfactory and are without doubt the best I have ever seen or used.  
Yours very truly,

A. B. RICH.

For practice, SEAMLESS CANVAS RUNNING SHOE, Light, Strong and Cheap, to order \$3 and \$5.50.  
Send for Catalogue and Price List.

# JACKSON & CO. HATTERS,

59 Tremont Street, Boston, Mass.

SOLE AGENTS FOR DUNLAP & CO., NEW YORK.

# NOTE THIS!

We want all Wheelmen to know that we have put in machinery for the purpose of manufacturing **NEW WHEELS**, which enables us to do **REPAIRING** in all its branches, such as Stove-Baked Enameling in Bright and Dull Finishes, Drop Forging for Bicycling Purposes, Tubes, Rims, &c. Prices on application. All work done quick, reasonable and satisfactory.

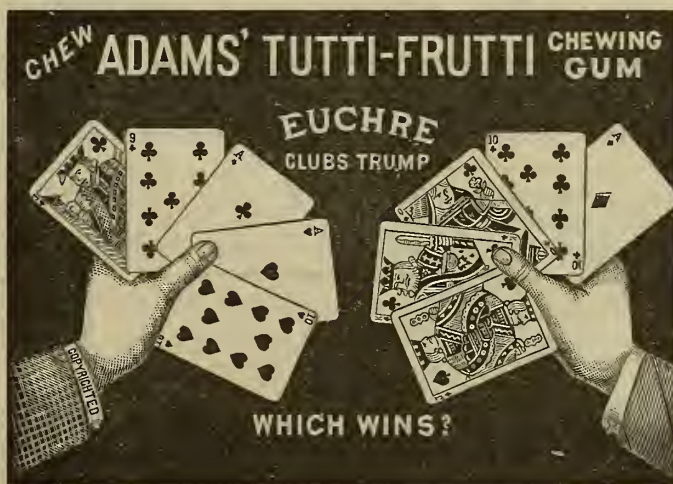
REBER & SAICH,

No. 149 Academy Street, Newark, N. J.

Mention this paper.

Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES  
AND WHEELMEN



ON THE ROAD,  
ON THE PATH.

# ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

increases the flow of saliva and aids digestion. The Gum is now used by touring as well as racing wheelmen, and it keeps the mouth moist, thus preventing excessive thirst.

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.

# FOR WHEELMEN



FOR SALE BY

GEORGE CLEMENT,  
33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

# Zylonite Collars and Cuffs

are as ECONOMICAL and DESIRABLE as represented, can always obtain the same,

FREE OF POSTAGE,

by addressing GEORGE CLEMENT & CO., 33 East 22d Street, New York, at the following prices:

|                       |       |   |   |   |   |                    |
|-----------------------|-------|---|---|---|---|--------------------|
| Gents' Collars, 20c.  | 6 for | - | - | - | - | \$1.10—\$2.00 Doz. |
| " Cuffs, 40c.         | 6 "   | - | - | - | - | 2.20—4.00 "        |
| Ladies' Collars, 15c. | 6 "   | - | - | - | - | .85—1.50 "         |
| " Cuffs, 30c.         | 6 "   | - | - | - | - | 1.70—3.00 "        |

REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars and cuffs that would be an improvement on linen. It is accomplished at last. Zylonite collars and cuffs are superseding linen, because they are better and will last for months, and will always look clean.



# RESPECTFULLY SUBMITTED.

THE MOST  
COMPREHENSIVE CYCLING CATALOGUE  
PUBLISHED, FREE BY MAIL UPON  
APPLICATION.

The COLUMBIA was  
the machine ridden by the riders who hold  
the world records, from one-quarter to  
twenty-four miles inclusive.

THE  
COLUMBIA

Is fully warranted.

The Columbia is the only ma-  
chine ridden across the continent,  
and it has been successfully so ridden  
several times.

The Columbia costs a good round  
sum to manufacture, consequently  
it sells for a good price. The nature of  
the trade does not admit much for little.

There never was a Columbia  
discarded because it was com-  
pletely worn out.

The Columbia has been  
ridden the greatest distance  
within the hour.

BICYCLES.  
TRICYCLES.  
TANDEMS.  
SAFETIES.  
SUNDRIES.

THE COLUMBIA IS THE READIEST  
TO SELL SECOND HAND.

The Columbia is ridden by the  
majority of American riders who  
ride first-class machines.

The Columbia has proved itself  
to be the swiftest on the path and  
the surest for long distances.

The COLUMBIA is the only machine that  
has been ridden AROUND THE WORLD.

The  
Columbia is most  
comfortable in  
use.

In buying a Columbia, the buyer knows that he is  
purchasing a machine made by the oldest cycle man-  
ufacturers in America, and the larg-  
est in the world ;—manufacturers of  
experience, standing and reputation.

The Columbia has been continually  
tested by mechanical experts and  
has withstood the tests with  
impunity.

About ninety  
per cent. of the fancy  
riders in America ride the  
Columbia, and it requires  
the most thoroughly made  
machine to stand the  
test of fancy riding.

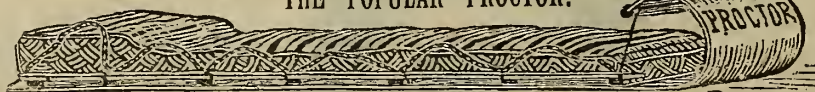
At the Columbia factory there is a  
trained corps of mechanical experts  
and inventors whose entire time  
is devoted to improving, and inventing improve-  
ments for the Columbia Bicycles and Tricycles.

The Columbia is the result  
of eleven years' patience, expen-  
diture of money, scientific experi-  
ments, and mechanical skill.

POPE MFG. CO.,

PRINCIPAL OFFICE:  
No. 79 FRANKLIN ST., BOSTON.

BRANCH OFFICES: { 12 Warren Street, New York,  
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THE POPULAR PROCTOR.

STRONGEST! MOST DURABLE!! SWIFTEST!!!

SOLE NEW YORK AGENTS FOR THE CELEBRATED PROCTOR TOBOGGAN.

NEW YORK BICYCLE CO., No. 38 Park Place, New York City.

Send for Catalogue,