

THE WHEEL

A JOURNAL OF CYCLING

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AND RECREATION.

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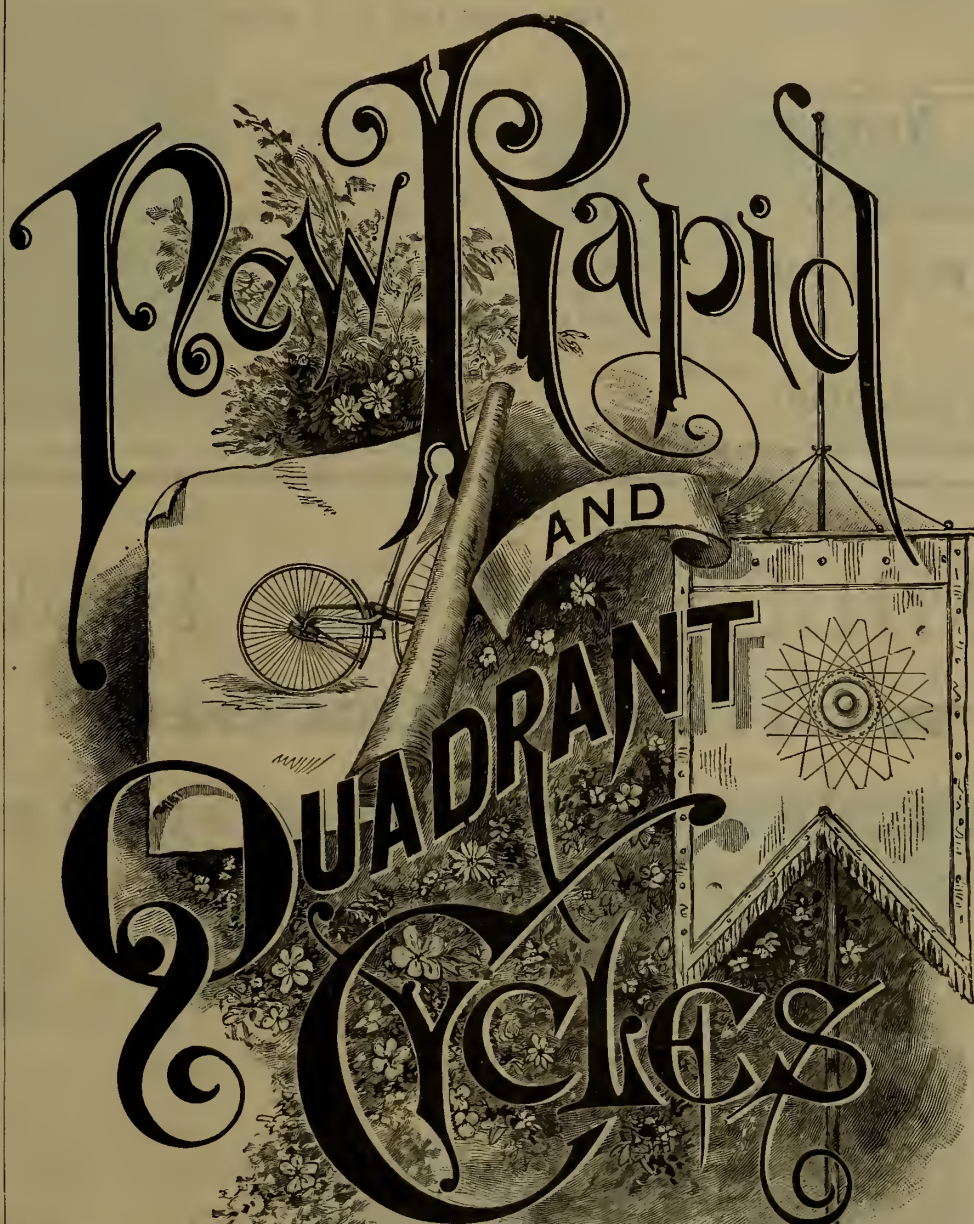
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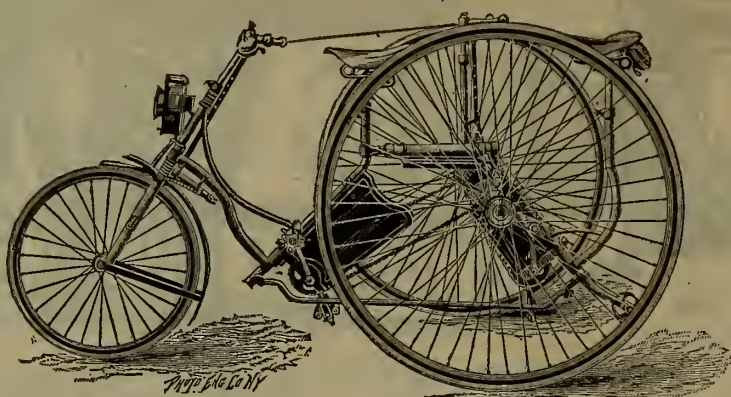
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(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

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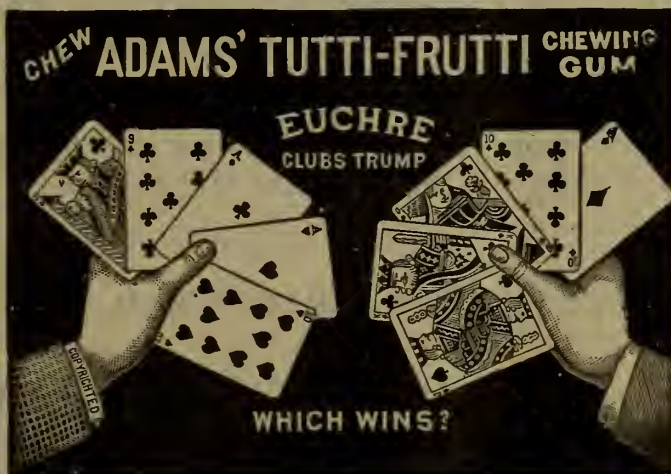
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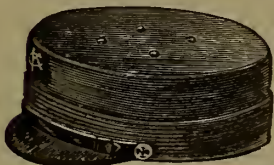
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- 1st. Bearings are the easiest running of any in the world.
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 - 7th. The best break, spring and lever.
 - 8th. The most comfortable and elegant saddle.
 - 9th. Absolute dust-proof rear wheel bearings.
 - 10th. Largest section backbone.
 - 11th. Has more good patented novelties than all other wheels.
 - 12th. Comes at a reasonable price.
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EDITORIAL NOTES.

The *Wheelmen's Record* is persistently advocating Mr. John C. Gulick for member of the Executive Committee L. A. W. Our Indianapolis contemporary is too far from the seat of war to know that Mr. George R. Bidwell will undoubtedly be the candidate for that office; and by the way, let us pay well-deserved tribute to Mr. Gulick. We are in a position to know that he did most admirable work on the Executive Committee, and was in favor of making a clean breast of the Committee's findings months before the final exposé was made. He was principally concerned with the management of the Aaron-Wells-League difficulty, and his conduct was creditable from every standpoint. Yet Mr. Gulick cannot expect re-election, with so many prominent League men anxious for preferment. It should afford him considerable satisfaction to know that the man selected to succeed him is a personal friend and a member of his own club. Of course we are simply discussing the *Record's* ticket; not Mr. Gulick's expectations and inclinations, of which we are entirely ignorant.

It is reported that Cola Stone's ghost has been seen riding a bicycle in St. Louis.—*The Vermont Bicycle*.

We might have allowed the above paragraph to remain in the obscurity in which it was born, but it is just the sort of item which sixty-five bicycle editors—save the mark—will seize upon voraciously and scatter broad-cast over the country. Therefore do we wish to record the unqualified disgust which every decent man must feel at the utter lack of judgment, and absence of every sense of decency, which permitted such a state-

ment to be made. It is simply startling in its inanity. It is decidedly not humorous. It is an insult to the memory of the man and to his family and friends. There is not a calf which grazes on the green hills of Vermont, that could not fill an editorial chair with more grace, dignity and profit, than the man who could pen such a paragraph.

THE New York State Division, L. A. W., has just completed a road-book, which will be to all other road-books as the Division is to all other Divisions. It has something to be proud of, and further, it has a powerful inducement to non-attached wheelmen to join the League. We congratulate the Committee—Mr. Barkman, Mr. DeGraaf and Mr. Bull—on the successful completion of their work, and we hope the labor disinterestedly spent upon the book by its compiler, will not be underrated by members of the Division.

WE must disagree with our esteemed contemporary Editor, Mr. Bassett, when he asserts that the Committee on Rights and Privileges of any state had no right to give the results of the late League elections to the press until the returns had been approved by President Beckwith. We will presume that there are thousands of League members who are on the tip-toe of expectation and anxiety to ascertain the result of the balloting. Why then should they be kept in the dark, while the returns are going through a tedious course of snailish red-tapeism? The vote for the President of these United States has been known on the night of election, yet the formal declaration is not made until months after. If it could be shown that the scrutiny of the League President is absolutely necessary for the correctness of the vote, there might be some cause for keeping the result secret. But we believe such approval to be merely perfunctory, and such being the case, it is senseless and stupid for any State Committee to refuse to make public the results of the balloting.

WE regret to see the Secretary-Editor of the League apologizing to League members for the non-delivery of their tickets, and publicly appealing to the Membership Committee for *eight* lists now due, when private solicitation has evidently failed to produce any result. Positions of trust should not be confided to persons who have neither the time nor inclination to discharge their duties. The Chairman of this committee should at once send in the desired lists, or forever forfeit the respect and confidence of League members.

THE NEW YORK CLUB'S 1887 MILEAGE.

NEW YORK, May 6, 1887.

EDITOR OF THE WHEEL: The New York Club have started off their riding season actively; having covered 3,395 miles up to date, against 2,308 miles for the same time in 1886. The individual mileage up to May 1st is as follows:

F. M. Davies.....	365	C. L. Child.....	43
J. H. Hansen.....	284	E. W. Adams.....	79
J. M. McFadden....	197	C. A. Duning.....	29
E. M. English.....	160	W. C. Montanye....	22
F. W. Kitching....	213	A. J. Patterson....	137
A. L. Paynter.....	156	R. W. Weir.....	8
H. M. Archer.....	144	M. L. King.....	10
G. S. Daniels.....	135	L. O. Macdaniel...	26
J. B. Ray.....	62	Jno. L. Daniels....	32
J. O. Jimenis.....	154	H. H. Schieffelin..	10
E. J. Shriver.....	136	S. A. Harriman....	10
H. S. Ranen.....	97	C. F. Shultas.....	8
F. Knothe.....	88	F. H. Keily.....	43
W. B. Weir.....	55		
Total.....			2703

A number of ambitious racing men practice at the Manhattan Grounds, 86th street and Eighth avenue, every fair afternoon. Among the promising ones is "Alley" Pringle, of the Ixion Club, who is riding in good form.

THE RIGHTS AND PRIVILEGES BILL WILL PASS.

Since penning an item which appears in another column, we have received letters from Mr. Potter and Mr. Bidwell, which place the state of affairs in a different light. It appears that the hearing asked for by the Park Commissioners was not official, but simply the work of one member of the Board. The Judiciary Committee have decided not to have a hearing, but to report the bill favorably this week. From other private information received from Albany, there is now but little doubt that the bill will become a law.

THE BUSY WORLD.

The following testimonials have been received by the Gormully and Jeffery Mfg. Co.:

CHICAGO, April 27, 1887.

GENTLEMEN:—I have had the pleasure of taking a beautiful header on my new "Light Champion," just because it ran away from me. My last mount, a Light Roadster, which cost me \$140, cannot be spoken of in the same breath as regards easy-running qualities. Your bearing is certainly the most easy running by far that I have ever tried, and if I don't "get there" in the Pullman Race, it will not be the fault of my machine.

Yours truly,
R. H. EHLERT.

INDIANAPOLIS, IND., April 30, 1887.

GORMULLY & JEFFERY MANUFACTURING Co.,
GENTLEMEN:—Your "American Light Champion" was received last week. Since trying it, I have had every reason to be satisfied with the wheel. The bearings run well, the machine light, and the wheel rigid as a board; the ball-head has a perfectly free movement, without being too complicated; there is a good throw to the cranks that makes every kick count; but when it comes to the handle and bar, you have simply beaten your own record. A person with as short arms as I have is in a position to appreciate bars that are easily adjustable to any length of arm, besides you can get just the right purchase for a good solid pull. Every time I show the wheel to some 'cyclor it is a case of "love at first sight." There will be many more here to keep it company before long.

Yours truly,
GEORGE S. DARROW,
Editor *Wheelmen's Record*.

The Chickasaw Bicycle Co., of Memphis, Tenn., take advantage of the low rates we offer to small dealers, and advertise in our columns. We commend them to our large Southern constituency.

Wheelmen are great smokers, but the wind burns away their cigars. The Risido, however, is the best cigar on the market for the price, and will doubtless be much in favor at the New York State Camp.

No club dinner is complete without Royal Sec Champagne. Of this delightful brand, the *Wein and Spirit Review* writes: "Probably the most remarkably record in the history of the champagne trade ever scored, or rather the best record ever made by a yearling, is that of 'Royal Sec,' the importations of which, by our friend, Mr. A. B. Hart, during the past year, have mounted up to nearly five thousand cases. When it is considered that the first case of this now popular brand was placed upon the market one year ago last September, the above figures are something remarkable indeed." A. B. Hart, agent for the United States and Canada, 17 and 19 Broadway, New York.

* * *

Stolen from my residence about 2 A. M., May 9th, one bicycle, an "Expert Columbia," fifty inch, full nickel except the wheels, which were enameled. Name and number (9118) can be found on the head. Had on at the time it was stolen a Lamson luggage carrier, a "Standard" cyclometer registering 787 miles, a plate on left fork with my name on, which can be easily removed, and Columbia double-grip handles. Parties seeing the above wheel will please notify Henry E. Ducker, or J. H. Clune, City Marshal, Springfield, Mass.

We are advised by eminent authority that riders should use a fine quality of cylinder oil in their bicycle heads. The ordinary lubricating oil has not body enough for the head, which needs a heavier oil.

WHEEL GOSSIP.

D. H. Renton is out on a Star.

The Pope Mfg. Co. has sold forty tandems this year.

The New Haven Bicycle Club has eighty-four members.

The Cambridge Club is on the look-out for larger quarters.

Mr. E. M. Aaron has resigned from the Pennsylvania Bicycle Club.

Outing will be represented at the League Meet by Thomas Stevens.

The Rich Brothers and Jesse Powers will ride Columbias this year.

The L. I. W. will admit seven new members at its next regular meeting.

Massachusetts wheelmen are to have a Meet at Martha's Vineyard in August.

Rev. R. A. Morris, of Tokio, Japan, does his missionary work on a tricycle.

The Kings County Wheelmen will have a race Meet about the middle of June.

The American Team have been astonishing the residents of Aberdeen, Scotland.

Colonel Pope will attend the League Meet in company with the Citizens Club.

In addition to the prices of League outfit published last week, add: Cap, 84 cents.

Messrs. Smith, Rogers and Fontaine, will probably represent the Citizens Club in the inter-club contest.

Philadelphia now boasts of Eugene M. Aaron, "Christ Before Pilate" and the League uniform contract.

Mr. H. S. Owens, formerly of the Capital Club, is permanently located at the Potter Building in this city.

Mrs. Goodsall, the lady Superintendent of Vassar College, rides a trike, as does Dr. Hall, the Principal.

The Citizens Club will admit a number of men at its next meeting, which will increase its membership to 140.

Mr. H. W. Hayes, 91 State street, Boston, supplies reduced rate tickets to St. Louis to Massachusetts wheelmen.

The business of Humber & Co., of Beeston, England, has been purchased by Mr. William Humber, a Birmingham capitalist.

The New York and New Jersey Telephone Co. are negotiating with a prominent cycle firm to put their messenger boys on wheels.

One of the magazines contained a review of the Pennell's Italian journey, in which their tandem is referred to as "a tricycle of the companion species."

The Flushing, L. I., Athletic Club will hold an athletic meeting on Saturday, June 18th, at which a one-mile novice and a two-mile handicap will be decided. Particulars later.

The Eastern Roads Club has decided to run its first race—25 miles—on Saturday, June 11th, at 3:30 P. M. The Secretary's address is W. R. Maxwell, Pollard Square, Somerville, Mass.

Mr. W. C. Herring, of the Ixion Club, sailed for England on Wednesday, on the Queen. He will take a continental tandem tour, and may favor THE WHEEL with some pen-pictures of men and places while abroad.

"Another bit of Philadelphia enterprise," says Chris Wheeler, referring to the League uniform contract. If it is the same brand with which wheelmen at large are already familiar, why, it will be warm for some one.

Races at Wilmington, Del.—At the games of the Warren Athletic Club, held last Saturday, C. B. Keen, University of Pa., won the mile handicap, in 3:18½. The two mile handicap was won by L. J. Kolb, University of Pa., in 6:06.

We wish to felicitate our esteemed contemporary, the *Bicycling World*, on the success of its metamorphosis. The old heading has given way to a light, fantastic, artistic creation, and the arrangement of the reading matter is quite attractive.

A new ballot has been ordered in the District of Columbia, to decide who shall be Chief-Consul, the last election having resulted in a tie vote.

Woodside has signed with Howell for five races, viz.: one, five, ten, twenty and twenty-five miles. The first and last events will be ridden May 21st.

Beauty visited the Columbia agency on Monday last. They were two sweet girl undergraduates from Wellesley College, and they bought a tandem, on which "us girls will have such lots of fun, you know."

Local wheelmen will regret the retirement from the Park Board of Mr. Jesse W. Powers, whose term expired May 1st. Mr. Powers was always in favor of granting the wheelmen their rights. He was succeeded by Mr. Waldo Hutchins and Mr. Meyers.

Eleven thousand dollars has been appropriated to macadamize Myrtle Ave. in the town of Jamaica, L. I. This will give five miles of macadam. Gates Ave. will also be paved with granite blocks from Brooklyn out to the new macadam on Myrtle Ave.

Racing at Lynn, Mass.—At the Boston Ins. of Tech. Games, held May 7th, the two-mile bicycle race was won by Warner, 6:40; Hayward, 6:50 2-3; Marsh, 7:01. The one-mile was also won by Warner in 3:16 2-5, and the three-mile handicap fell to him in 9:57.

Ha! Ha!—"For a bald headed go at the C. T. C. in general, and Mr. Shipton in particular, commend me to Karl Kron's last letter to THE WHEEL. The Queen's writ still runs in this country, so we think it judicious not to reproduce the epistle."—The Scorchers in *Irish Athletic and Cycling News*.

The Springfield Bicycle Club minstrels will appear at the Opera House under the auspices of Wilcox Post of Springfield, May 22 and 24. The minstrels have effected a permanent organization as follows: Business manager, W. H. Selvey; stage manager, A. C. Patterson; secretary, W. N. Winans; treasurer, F. A. Nickerson; property man, F. W. Weserfelt; assistant property man, C. W. Peters.

THE WHEEL, of New York, has vastly improved of late, and the last few numbers have been quite interesting reading.—*The Cyclist*.

We rarely produce the complimentary notices of THE WHEEL which many of our contemporaries are good enough to publish, because most of it is not from the heart, but it is pleasing to us to note the above paragraph in so great and candid a paper as *The Cyclist*.

A visitor this week at the Pope Co.'s Warren St. store was Judge Reeder, of Easton, Pa. The Judge expressed himself very strongly on the question of admitting wheelmen to public parks. He thought that more accidents were due to incompetent and drunken drivers than to anything else. A horse can be educated to regard a bicycle with as much stolidity as he has been taught to look at a railroad train.

Mr. A. B. Barkman has returned from Philadelphia, where he has been for the past three weeks, superintending the printing of the New York State Road Book. He was very busy, and did not see as much of cycling life as he had expected. He has deprived himself of all hirsute ornamentation, so that one can scarcely recognize him. In other respects he is quite himself. He rode back from Philadelphia a-wheel.

BICYCLES CARRIED FREE.—The Newport News and Mississippi Valley Co., have issued the following order to train baggage-men: "This is to authorize you to receive and carry, free of charge, in Baggage Cars, at the owner's risk and without checks, Bicycles, Light Equipment of Sportsmen, their Dogs and Game, when accompanied by owners on same train holding first-class tickets, owners to load and unload their own property."

Mr. W. B. Page, whose summer tours have interested the readers of the *Bulletin*, broke the running high jump record last Saturday, at Wilmington, Del., clearing the magnificent height of 6 feet ¾ inches, surpassing his best previous record by a half inch. Mr. Page, who is about 5 feet 6 inches in height, is without doubt the most remarkable jumper who has ever performed in public. He will sail for England late in June to represent the Manhattan Athletic Club of New York at the English amateur championship meeting.

VERY TRUE.—"The action of the League in regard to road racing is simply ridiculous in the extreme. A body that cannot legislate better than this organization, had better let the whole matter of racing alone. To take no notice of an amateur's riding on the road, and to stigmatize him when he rides on the track against a professional, is very funny."—*Boston Herald*.

The Rights and Privileges bill ran against a snag in the Senate, and was referred back to the Judiciary Committee, the Park Commissioners, or at least one of them, having demanded a hearing. In the *Herald* of last Sunday appeared Commissioners Crimmins' interview with a reporter. The Commissioner raved over the bill in his usual bigoted fashion, but his vapors were so unfair that no one took any notice of them. Everything that can possibly be done to forward the bill is being done, and it will doubtless become a law.

AN OLD-TIME TRICYCLE.—There is nothing new under the sun! In the city archives of Nuremberg is kept a velocipede of the year 1683, and in an old book, dated 1703, entitled "Historical Accounts of the Nuremberg Mathematical Artists," occurs the following passage: "Stephen Farriers of Altdorf went to work and constructed a little wagon on three wheels, in which, by means of an artistic arrangement, he managed to drive to church without any assistance." Hence the tricycle is only the revival of an old invention.—*Paris American Register*.

"Mr. Isaac Clarence Marsh, a member of the League of American Wheelmen, landed at Queens-town on Saturday from the Cunard Steamer Umbria from New York, and soon after started for Killarney Lakes. Dublin will next be visited, after which he will cross to England and spend a month there. He then purposes taking a tour through Scotland and the Continent, which will occupy about six months. Should Mr. I. C. M. call at this office whilst passing through town we shall be most happy to show him through."—*Irish Athletic and Cycling News*.

Races at Madison Square Garden, N. Y. City.—A two-mile handicap bicycle race was decided at this place last Saturday evening. First heat—E. W. Dean, Jr., Rutherford Wheelmen, 50 yards, 9 m. 11 1-55; A. Y. Pringle, Ixion B. C., 125 yards, 2nd; J. W. Powers, Harlem Wheelmen, scratch, fell twice. Powers could have won easily had he not fallen. Second heat—E. I. Halstead, Harlem Wheelmen, 60 yards, 9 m. 22 3-55; E. C. Parker, Harlem Wheelmen, 50 yards, 2nd; P. M. Harris, Ixion B. C., scratch, 3rd; S. G. Whittaker, Jersey City, 85 yards, 0. Final heat—Halstead, 9 m. 9 s.; Pringle, 2nd, by a few lengths; Dean, 3rd.

The Springfield Bicycle Club band has been organized to furnish concert and parade music. To give an idea of the material and strength of the organization, the following is a list of the members: Clifford C. Chase, leader, clarinet; W. F. Stebbins and E. Wallace, first cornets; R. Ellis and F. A. Eldred, second cornets; F. Holden and F. A. Nickerson, key trombones; H. Syner, slide trombone; W. Thayer, W. L. King, R. S. Hitchcock and A. F. Jacobs, altos; M. H. Hathaway, flute; F. H. Williams and W. N. Winans, piccolos; W. D. Woodworth, baritone; F. Cizek and W. James, tubas; Thomas Carr, snare drum; J. Edgar, cymbals; F. Hodskins, bass drum; John W. Drown, drum major. Two other clarinet players will also be added. C. C. Chase, the leader, is an able and experienced musician and thoroughly understands his business, and his name is a sufficient guarantee of first-class work.—*Lynn Bee*.

BRAZING BICYCLE HEAD.—There are several ways of brazing such. I think C. McCarthy will find the following to suit him: First, clean parts to be brazed, make them a nice fit, so that you have to give them a light rap with hammer to drive home, see that you have got both forks on square, drill a small hole through for you to hold firm whilst getting your heat, take out, get some borax and water, rub on parts to be brazed, get some spelter and borax, put inside fork, and insert head and pin. Now you are ready for your braze. A small forge is the best you can have, make your fire up nicely, let flare burn out, so that you have a red glow, place your part to be brazed on fire, and blow gently; take care not to burn bottom side. In a little while you will see a blue flare, as though it came out of the forks; take off immediately, and turn over for a few seconds till brass is set; you will find a solid braze.—ONE WHO HAS DONE IT.—*The Mechanic*.

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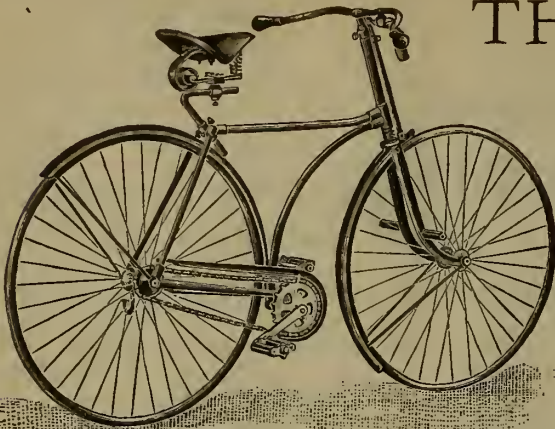
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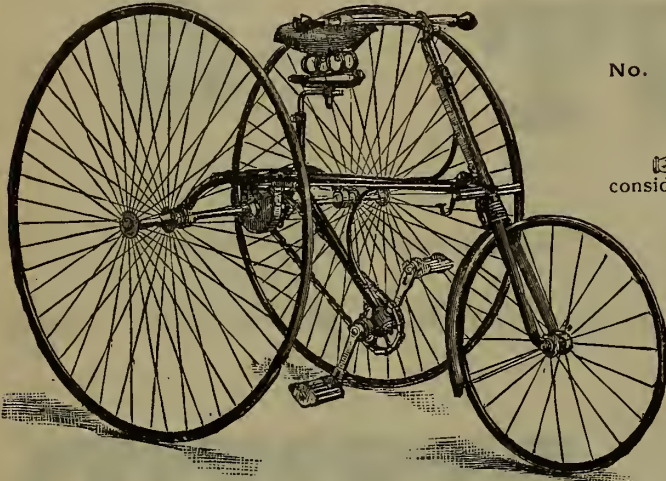
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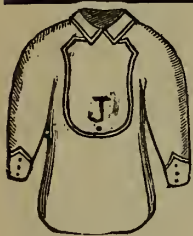
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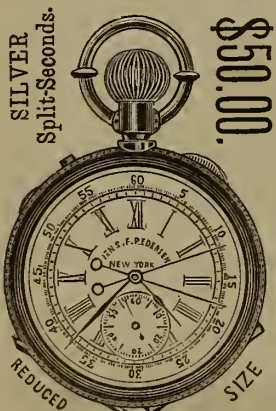


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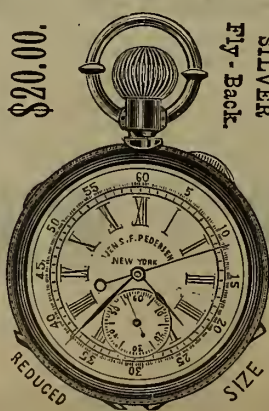
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JONAH'S JERSEY JOTTINGS.

It has been a dull week for news—awfully dull over here in this alleged land of sand hills and salt meadows. My correspondents have forgotten their gilded promises, and hearkened not unto my cry for items.

Saturday was damp and threatening, and, not being of the genus "tough," I made my round of Orange and Newark per horse and steam car. It was my first trip Orangeward by horses of iron and bone, and I must say that, lazy as I am, I did not fancy the change. Who would, who had ever enjoyed the delightful wheel over the boulevard and up the hills, with the sweet reward for toil that is given one, when the school-house is reached and the beautiful valley lies spread out below? And when I sauntered into Llewellyn Johnson's he did not know me in my long-trousered garb. Not to see the gray-stockinged spindles was not to see me. And by the way, did you read in yesterday's *World* Henry Guy Carleton's funny screed on our Albany short-breeches introducers? I can see no objection in making the fashion unobtrusive among those that are "built that way"; but until Dame Nature is more generally generous in her bestowal of "fatted calves," I fear the wearing of Knickerbockers cannot be made universal.

Secretary Bridgman has sent me the entries for the road race. What a glorious field it is! Ten teams in all! Jersey sends Elizabeth, Rutherford, Hudson County, and Union County; New York names Harlem, Citizens, and New York; and Brooklyn gives us Ilderan, Kings County, and Brooklyn. And from what I can learn they are all in to run. Seven of the teams have had their mettle tested in one or both of the former races; but who can tell what surprises the Citizens and New York's have in store for us? What dark-horse scorchers have they been fondling in their bosoms? What speedy flyers have they been adding to their ranks during the winter, while the rest of us have been sleeping. Then there is game little Union County. She may not "scoop the pot," but, mark my word, she'll not "carry the target." With forty starters it will be a road race the like of which this country has never before seen. It is too trying, of course, with sixteen hills to be climbed in twenty-five miles, for any records to be beaten; but the quartette that gets there first will be the most tired four that ever yet crossed a finish line. And the biggest assemblage of wheelmen that ever gathered in this country will be on hand to witness the race.

I was present the other evening at the ceremonies attendant on the presentation of the championship trophy, won by the Elizabeth Athletic Club in the all-winter tournament of the Amateur Athletic Bowling League. The wheelmen played no unimportant part in the exercises. Harry E. Duncan, Jr., or the Elizabeth Wheelmen, was the captain of the victorious team and headed the scores with an average of 176. Another member of the team was Tommy Burnet, of the Union County Wheelmen, whose average was 156. In the class of selected gymnasts were Burnet, Farrington, and Rhett of the U. C. W., and Bowman of the E. W. Farrington distinguished himself on the horizontal bar and trapeze, and Rhett paralyzed the audience with his handling of the roolb. dumb-bell. The latter is but a novice with the wheel, but if his great strength can be trained into availability, he will make some riders tired before the season closes.

Charley Stenken is keeping very quiet about his string of dark horses, and nothing can be learned of the probable composition of the Hudson County team. Willard P. Smith's capabilities, however, are well-known; but I do not know whether he is in condition or in training this spring. The Union County candidates were to have had a time spin over the course on Saturday afternoon, but I have not heard whether or not the threatening weather prevented it. Ed. Moore, one of the candidates, is doing good work. Saturday before last, notwithstanding the fact that a perfect gale was blowing, he covered twenty-five miles on the Elizabeth-Newark boulevard inside of two hours and finished fresh. He is a powerfully built youngster, just the sort to stand the wear and tear of a hard road race. A friend of mine had a talk with Rich the other day. "Quilly" thinks that Valentine will win the individual prize, and that this season "Val" will be one of the fastest men on the road and path.

I went to see C. F. Coddington, of the Atalanta Wheelmen, last Saturday, to learn something definite about the proposed club house. "We are going to have a club house," he said, "but how near in the future I cannot say. We are a conservative club and a small one, having now but seventeen members. The boys can put their hands in their pockets, if they only will, and easily build the kind of house we want; but at present they seem to prefer to raise the money in another way. Last Summer the Princeton College Glee and Banjo Club gave us a concert, which netted us five hundred dollars, and will give another the beginning of the next Winter season. We have a building committee and several architects have submitted plans. We intend to have a complete club house with bowling alleys, billiard rooms and every convenience. We are now looking for a site and have in our mind one on the corner of Fifth and Clifton avenues. You know that Fifth avenue is a fine macadam, and is the continuation of Park avenue, Orange."

The repairing of the top layer of Potter's clay on the Roseville track is now almost completed. A great danger has been averted by the placing of a railing above the pickets in the fence about the course. There will now be no chance of spitted racers being served up to the spectators. By the way, my appeal to the knowers that be, for some information as to the proposed track at Vineland, has so far brought no response.

The Atalanta Wheelmen offer four road prizes this season: One for the largest number of miles made, one for every century run, one for the greatest number of club runs attended, and one to the new member joining before July 1st who makes the best average score per month up to the first of January. Six members of this club during April made 1,685 miles in the aggregate. C. G. Halsey leads the record men with 480 miles up to May 1st.

Charles W. Freeman, of the Orange Wanderers, starts with the Shenandoah Valley tourists to-day. Great interest is being manifested in the coming Century Club run on June 4th. Captain Porter is assured that a large party will be on hand at 4 A. M., ready to make the attempt. A race meeting will be given at the Roseville track some time in June.

I have been favored with a copy of the "Constitution, By-Laws, and Club Tactics of the Atalanta Wheelmen of Newark, N. J." It is a perfect model of conciseness and good sense in every respect, and as a *multum in parvo* and boiled down concentration of good things, I have never seen its equal. No doubt C. F. Coddington, of 764 Market street, would be pleased to let any embryo club desiring one for a pattern, have one.

One of the recent converts to the Star was rushing wildly around Elizabeth the other day with a big bruise on his forehead, a shot gun in his hand, and vengeance in his heart, looking for the man who had deluded him into the innocent belief that the little wheel in front was a sure preventive of headers. A high rate of speed and a sand hole had done it.

Wheelmen who haunt the Roseville region will be rejoiced to learn that \$1,500 has been appropriated for the macadamizing of Roseville avenue between Sussex and Fifth.

L. H. Johnson has a fine topographical survey map of the roads of Northern New Jersey hung up in his store at Orange. It came from State Geologist Cook, who will probably extend the same courtesy to clubs, if they make the application.

Captain Porter, of the Orange Wanderers, has issued his printed schedule of runs—bicycle, tri-cycle, and general. On Decoration Day the road race will be the Mecca, as it will be of every club run in the State as far as I can learn.

Moonlight runs were called by the New Jersey and Elizabeth wheelmen for last Friday night. An unfriendly mist, however, clouded Luna's face so that but few attended the former and the latter was given up.

The painters are at work on the E. W. club house and the landscape gardeners are laying out the grounds about the Westfield mansion.

May 9, 1887.

JONAH.

THE NEW YORK ROAD BOOK.

After fourteen months of preparation, the New York State Division Road Book is completed and ready for delivery. The book, an autograph copy of which has been kindly sent us by the compiler, is a distinct advance on anything in the way of road books yet published, and will not fail to reflect credit alike on Mr. A. B. Barkman and on the Division.

The book is of pocket size, well bound in very dark green leather; on the cover is stamped a gilt L. A. W. emblem and the title: "New York Road Book."

It contains 202 pages. The tabulated slips cover 14,000 miles of road, 11,300 miles of which is unrepeatable. The miles extend to Quebec on the north, Staunton, Va., on the south, Bar Harbor, on the east, and Cleveland, on the west. There is a straightaway route of 1,078 miles north and south, and of 1,028 miles east and west. The fifteen pages of index contains 1,641 cities and towns.

The first districts described are those local to the Metropolis, including the Long Island Districts, Staten Island, New York and Brooklyn. Routes along the Hudson river, through the Berkshire Hills and the Adirondacks are also given.

The roads are graded into five classes, viz: 1. Level, unnoticeable grades. 2. Rolling, slight grades; not troublesome. 3. Hilly, heavy grades; hard work. 4. Mountainous, generally unrideable or dangerous. The condition of the surface is also divided into five classes, viz: A 1. Fine, smooth riding, no dismounts. A 2. Good, easy riding, few dismounts if any. A 3. Fair, medium riding. A 4. Poor, hard riding, frequent dismounts. A 5. Bad, generally unrideable.

The tabulated routes contain the following information: Hotel or restaurant, points on route, total distance from start, distance between points, material of road, grade of road, condition of road at its best, general instructions. There are 140 pages of tabulated routes, after which follow the following articles: The L. A. W. Its Objects and Claims for Patronage. Constitution and By-Laws of the N. Y. State Division. The Law of Cycling, compiled by Isaac B. Potter. First Aid to the Injured. Directions for Resuscitating Persons Apparently Dead from Drowning. Practical Hints on Temporary Repairs. Consuls of New York State. League Hotels of New York State. There are also several maps as follows: Philadelphia. Orange, Buffalo, Staten Island, New York City, Brooklyn and Long Island Riding Districts.

The books will be mailed free to the members of the N. Y. State Division as soon as received from Philadelphia, which will be in a few days. Books will be supplied to League members of other states at \$1.00 each. Wheelmen eligible for League membership, but not members of that body, will not be sold the book. Address all communications to Mr. A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

PITTSBURG NOTES.

Plans for Decoration Day runs and tours are about completed with our clubs and some good riding, with much pleasure, is anticipated. The Allegheny Cyclers will attend the races at Beaver Falls, Pa., and several of their flyers will no doubt be on hand to push the leaders. The Pittsburg Wheelmen will ride to Wheeling, W. Va. from Washington, Pa., via the well-known National Pike, a good road with numerous big hills. The Keystones will leave the city Saturday night and make a two days' tour to Buffalo, N. Y., arriving there on the evening of the 30th, riding from near Conneautville, Pa., over excellent roads and paths, a part of which is the famous Lake Shore route. Much riding has been done by members of this Club the past week, the first of their road riding season, and should it continue their mileage will be immense at end of season.

Seward H. Murray, Captain of the Sewickley Valley Wheelmen, has been re-appointed L. A. W. Representative by Chief-Consul Jessup. This gentleman and President Seidell, of the Keystones, will attend the St. Louis Meet.

The appointment of John Wanamaker, as League tailor, seems to give universal satisfaction, the reputation of the house insuring good work; then too, we have a branch of the house here, by which we have a slight advantage.

"KEYSTONE."

THE BALTIMORE 'CYCLE CLUB.

The handsomely decorated parlors of the Baltimore 'Cycle Club, Madison avenue extended, were on the evening of Friday, April the 29th, the scene of quite a brilliant affair. It has been the custom of the Club to throw their house open every Friday evening during the season, for the use and entertainment of their many lady friends, and during the season just closing it is estimated that at least three hundred different ladies have enjoyed the entertainments and hospitality of the 'Cycle Club, and probably just as many gentlemen friends, who were not members. But on Friday evening occurred the full dress final, which is held every season, and restricted to the members only. Though the evening proved to be quite inclement, at nine o'clock the carriages containing the members and their fair companions, began to arrive, and by ten o'clock, upwards of twenty couples were present. Soon after the parlors were thrown open, and the orchestra opened with a march from "Gypsy Baron," after which the regular programme was taken up, and the pleasures and fascinations of the highly polished floor were enjoyed until a late hour, during which the orchestra rendered with effect selections from "Erminie," "Gypsy Baron," "Little Tycoon," "Mikado," and others. At midnight the guests were ushered into the dining-room, which presented a scene of rare beauty. In the centre stood a long table, loaded with all the fruits, confectionery, etc., that the season would allow. The decorations were very beautiful. Grouped around the room were eight small tables, at which the party were seated, and served in courses with a substantial lunch, followed by frozen fruits, and ices, confections, nuts and coffee.

The president, Mr. C. W. Abbott, made a few remarks appropriate to the occasion, expressing regrets as to the close of the social season, and thanking the ladies for their assistance in rendering the closing season the most successful one in the history of the Club. Dancing was resumed at half-past one, and continued until nearly four, when with many regrets, the party sought their respective carriages and repaired to their homes, to meditate for a few hours on the last of receptions of the present season. Among the many present were: Mr. and Mrs. A. E. Mealy, Mr. and Mrs. Dr. Henry Chandlee, Mr. and Mrs. Breckenbridge, Mr. C. W. Abbott, Miss Katie Bridener, Mr. C. B. Ludwig, Miss Josie Naehr, Mr. C. H. Boyd, Miss Carrie Miller, Mr. J. Frank Baetjer, Mr. W. M. Conn, Miss Blanche Naehr, Mr. Thos. E. Godwin, Miss Fugle, Mr. W. C. Breckenbridge, Mr. T. Stewart George, Miss Florence Maulsby, Mr. Robt. Meginnis, Mr. G. N. Jacobi, Miss Mattie Ford, Mr. F. G. Campbell, Miss Lucy Ford, Mr. Jas. Gray, Mr. P. L. Downs, Miss Dunleavy, Mr. A. Ganeaux and others. This will probably be the last social event that will be held in the present Club house, as the membership is growing so rapidly that the present Club house is already too small, and before the social season commences next fall, "the Baltimore 'Cycle Club" will be in its new Club house, which will be located more in the centre of the city, either on Eutaw Place or Madison avenue. Negotiations are now pending for the purchase of property on one of the above streets, either of which will place the organization in magnificent quarters, the equal of any in the country by bicycle clubs.—*The Baltimorean*.

BALTIMORE ITEMS.

The Baltimore Cycle Club gave their final German last Friday. It was strictly a club affair and was much enjoyed by all present. The supper was served about 11 o'clock and at 12 M. the German was begun and lasted until about 2 o'clock. Among the ladies present were: Mrs. A. L. Mealy, Misses Cassie B. Miller, Blanche and Josie Naehr, Lucy and Mattie Ford, Florence B. Maulsby, Katie Bryden, and Miss Fugle. The gentlemen were: Messrs. A. L. Mealy, Stewart George, W. Conn, Goodwin, Jacobi, Boyd, Ganeaux, Campbell, Meginness, Clotworthy, and Webb.

I notice in last week's WHEEL that the Canadian poet speaks of "straddle bugs, straddling across the kitchen wall." If they have that kind of straddle bugs there, then we will abandon our proposed trip to that country.

Here is a copy of a letter received by me in regard to the Division Run spoken of in our last letter:

BALTIMORE, May 6, 1887.

MY DEAR SIR:—I have received your favor of recent date calling my attention to the advisability of calling Division Runs, with a view to making the members of our division of the League better acquainted with each other, and by so doing add to the pleasures to be derived from membership in the League, and at the same time increase the ability of the League to do practical good to all wheelmen.

I highly approve of your suggestion and think they should be called upon general holidays so as to enable all to attend. To call such runs on Sundays, as you suggested, would not, in my opinion, reflect credit on the League, owing to the extent to which it might be carried and the large number whom, I believe, would attend, making the run too much of an "affair" to be held upon *that* day of the week.

Hundreds of riders enjoy the Sunday morning runs quietly but would not like to take part in one that reached the size and dignity of a "Division Run" on that day.

In closing let me say, that I hope you will encourage the scheme all you can. If successfully carried out it will enlarge our membership and this is what is most needed now.

Yours sincerely,
(Signed) J. KEMP BARTLETT, JR.,
C. C. Md. Div.
VICTOR.

PHILADELPHIA POINTERS.

And now E. M. Aaron's resignation has been finally accepted by the Pennsylvania Bicycle Club, and the little "Napoleon of the League" offers his wheels and uniform for sale, whilst he retires to the St. Helena of intense application to the life insurance business. He steps down and out, and as it is unfair to hit a man when he is down, let us hereafter say what good we can of him and let the rest go. To him we owe much good that may well be remembered in extenuation of his faults.

The cycling man of the *Press* has not made answer to my bet on the respective merits of Messrs. Keene and Richwine. I guess he doesn't know how badly I need a new hat. Or it may be that he was down to Wilmington on Saturday last and saw the ease with which Keene, with three seconds start in the mile, gained fifteen seconds on Wilhelm, of Reading, who was scratch, and romped home a winner on a horrible track, in three minutes and nineteen seconds. Keene would have won the two-mile race on the same day, but fell in the third lap and was badly shaken up.

One of the Sunday papers, the *Item*, is howling for blood. It wants fresh blood, too, and plenty of it. "One thing" says the *Item*, "appears certain, that another term for President Beckwith is out of the question. Give us new blood. Give us a fresh hand at the helm." The writer of the above is old enough in cycling to keep up with the news if he wanted to, and he certainly must know that Dr. Beckwith does not wish, and has emphatically and absolutely refused to, serve again as President of the League.

The Century Wheelmen gave their 51st annual dinner on May 5th, at the Colonnade Hotel, the League hotel of this city. Seventy odd members were present, and with their invited guests, made as large a dinner-party for one cycling club as has ever gathered here. A very pleasant evening was passed, and the many toasts proposed by Mr. F. Read were happily responded to. George A. Jessup, our new Chief Consul, was present and responded to the toast of "The L. A. W."

Messrs. Bailey and Fleming, of the Century, have covered the biggest single day's ride this season, in an eighty-one mile trip to beyond West Chester and return. Bad roads.

Haley Weaver, of the Camden Club—an organization of about forty men and as active as any in this city—is a promising flier, and some of the members of his club think he is good for the best of the Philadelphia men. All right, Haley; but look out for Keene. The Camden Club wish to get up a race with the Pennsylvania as soon as the latter is ready. The University Club is in the same position, and an interesting inter-club road race may result. The track at the Stockton Park, Camden, is the best shaped track in this part of the country, and as it is devoted exclusively to bicycling, will have an excellent surface. It would

be very strange indeed if some of the Camden men did not turn out fliers before the end of the season, with such a track for a practice ground.

The Athletic Club, Schuylkill Navy, have secured the West Philadelphia track for the use of its members. This track was designed to be solely and exclusively a bicycle track and, while kept in order and so used only, might have been a pretty fair practice grounds. Now that the runners get on it, however, it cannot fail to be cut up, and will be useless for bicycling.

The interest in the tandem tricycle is growing daily. Several older riders have given up the two-wheeler for the three wheeled double, and I have yet to hear of one dissatisfied with the change. The Humber types, notably the Humber proper, the Sparkbrook, and the Traveller, are the favorites, although this must surely be from a lack of knowledge of the Crippler patterns. Our roads are, as a rule, so utterly depraved, that there is always more or less danger on the Humber proper, and anyone who has ridden a really good Crippler tandem will admit that the difference in ease of running, if perceptible, which I doubt, is not enough to make up for the greater confidence and safety on the latter machine. DIXIE.

THE BRUNSWICK, N. J., BICYCLE CLUB DINES.

The sixth annual meeting and dinner of the Brunswick Bicycle Club was held on Thursday, May 3d. The following officers were elected for the ensuing year:

President, D. H. Merritt; Secretary, Wm. H. Waldron; Captain, J. L. Merritt; Treasurer, Howard C. Rule; Sub-Captain, I. Kilbourne; First Bugler, A. W. Evans; Color Bearer, W. Vignes; Second Bugler, J. A. Bergen; Historian, C. D. Snedecker; Chairman Executive Committee, C. Van Auglen.

The annual reports showed great progress. The club rooms are in the Masonic Temple, centrally located and handsomely fitted, up the reading and billiard rooms being all that a bicycle club could desire.

The associate membership amendment was passed, and several prominent men took advantage of it and joined the first night. This new departure will greatly strengthen the club, which now numbers forty men.

The dinner was served at Dean's at ten o'clock, and was as social and fraternal as the Brunswicks' dinners always are. Toasts and speech-making carried the dinner way into the morning. If good-fellowship counts in the cycling world, the Brunswick Club are among the leaders.

LOCAL RIDING INFORMATION.

ADVANCE SHEETS OF NEW YORK STATE ROAD-BOOK.

THE BROOKLYN RIDING DISTRICT.

All good routes from Brooklyn lead through Prospect Park, and from most parts of the city good riding is to be found to the Park.

Henry street, from Pierrepont to Third Place; Clinton street, from Fulton to Atlantic; and Schermerhorn street, from Clinton to Flatbush avenue, have all good asphalt surfaces (with the exception of three blocks on Schermerhorn street, which are rideable block pavement). Asphalt is also to be found on Pierrepont and Montague streets for their entire length; on Flatbush avenue, from Atlantic to Seventh avenue; on Sixth and Seventh avenues, from Flatbush avenue to Union street; on Berkeley and Lincoln Places, from Sixth avenue to the Park, and also on Union street, from Hicks street to the Canal Bridge, above which is a rideable block pavement to the Park.

In the Eastern District, Bedford avenue is asphalt from the Fountain, at its northern end near the Broadway Ferry, to Bergen street, whence to the Eastern Parkway it has a fair gravel surface.

The CONEY ISLAND BOULEVARD, or Ocean Parkway, has a gravel surface, varying from good to fair, according to the weather. It extends from the Park direct to CONEY ISLAND, and is the popular local ride. The EASTERN PARKWAY is fine macadam from the Park to Bedford avenue, whence to its end, near East New York, it is from fair to poor.

TO PROSPECT PARK, FROM HAMILTON FERRY.—Union street to Henry street, left to Joralemon street, right to Clinton street, right to

Schermerhorn street; surface, "Block" pavement for a short distance from ferry, then all asphalt. FROM SOUTH FERRY.—Atlantic street to Henry, left, same as from Hamilton Ferry; surface, Belgian in Atlantic street, rideable. FROM WALL STREET FERRY.—Montague street, to Clinton, right to Schermerhorn, all asphalt from top of grade at ferry. FROM FULTON FERRY.—The best for riders from New Jersey, via annex boats. Columbia Heights to Montague street, then as for Wall street; surface good, wide sidewalk along Columbia Heights, no *dismounts* from top of grade at ferry, or direct up Fulton to Clinton on Belgian. FROM CATHARINE FERRY.—Take sidewalk to Fulton Ferry; then as from Fulton Ferry; sidewalk rideable when not obstructed. FROM THE BRIDGE.—Cross Fulton street to Middagh, one block to Henry street, left to Montague street, left to Clinton, right to Schermerhorn; surface, good Belgian to Montague street, thence asphalt; or direct up Fulton to Clinton.

THESE ROUTES ALL CENTRE, at corner Clinton and Schermerhorn streets; from there Schermerhorn and Flatbush avenue, to either Sixth or Seventh avenues, to either Lincoln or Berkeley Places, to Prospect Park, Main Entrance; asphalt with a little Belgian, all good riding.

FROM BROADWAY FERRY, E. D.—Broadway, to Fourth, right to Bedford avenue, left to Eastern Parkway, right to Park.

The routes through the Park vary with the season, the WEST DRIVE being always open for cycling, while riding on the pathway, is restricted to the winter months, with certain exceptions. The tourist can familiarize himself by reading the Park Rules and Regulations, and can be directed by inquiring of the Park Police.

For Points east on LONG ISLAND, unless via Route (1); leave the Park by the Flatbush gate at the southeast corner and in close proximity to Clarkson street, Flatbush. For CONEY ISLAND, the Boulevard, etc., the exit is via the most southern or Boulevard entrance.

Aside from the Park and Boulevard the riding in this vicinity is confined chiefly to side-paths, many miles of which are to be found, averaging from fine to fair, affording excellent riding. There are some grades, but no hills worthy of mention, except one just out of New Utrecht, one on the Flatlands Neck Road, and a few on the Shore Road, between Bay Ridge and Fort Hamilton. All can be easily ridden, if surface is fair.

WHEELMEN OF NEW YORK, take ferry from east Twenty-third street to Broadway, Brooklyn, E. D., thence to Prospect Park as per directions.

WHEELMEN OF JERSEY CITY, by taking the Brooklyn Annex to Fulton Ferry, may enjoy the riding of this locality with less trouble and more comfort than going to Newark or Orange by train.

HOTELS.—Pierpont House and Mansion House. There are good restaurants at the Farm House and Park Shelter in Prospect Park, and numerous places of refreshment on the Boulevard.

REPAIRS.—John Wenstrom, League repairer, No. 179 Flatbush avenue. Schwalbach and Willdigg, Prospect Park Plaza.

CLUB DIRECTORY.—THE BROOKLYN BICYCLE CLUB, No. 112 St. Felix street; KINGS COUNTY WHEELMEN, No. 159 Clymer street; LONG ISLAND WHEELMEN, Prospect Park Plaza; ILDERAN BICYCLE CLUB, Flatbush avenue, near Sterling Place; MERCURY WHEEL CLUB, Flushing, L. I. The Kings County and Long Island Wheelmen are both contemplating a change of location.

NEW YORK CITY RIDING DISTRICT.

The entire city below 59th Street is paved with stone, and most of it so badly as to make riding impossible, but a fairly good route from the Grand Central Depot to Central Park—about one mile—has been made within the past year by an excellent Belgian pavement on Fifth Avenue.

Above 59th Street FIFTH AVENUE is macadamized, but has a poor surface as far as 110th Street. The BOULEVARD furnishes rather a better macadam as far as 155th Street; and above 110th Street FIFTH and SIXTH AVENUES are good to the Harlem River, SEVENTH AVENUE fairly good, and ST. NICHOLAS AVENUE, which crosses diagonally from Sixth Avenue and 110th Street to Tenth Avenue and 160th Street (where it is merged into the Kingsbridge Road), is also fair riding. Of the cross streets, 72d Street, from Eighth Avenue to the Hudson River; 110th Street, from Fifth Avenue to Riverside Drive; several blocks on 116th Street, east from Seventh Avenue,

and the same distance on 124th and 128th Streets are macadamized, but none very well. ONE HUNDRED AND FORTY-FIFTH STREET, from Sixth Avenue to the Boulevard, has a fine macadam surface, with a very steep hill going west; and several other streets on the upper end of the Island are macadamized for short distances.

PARK PRIVILEGES are very limited, consisting only of the WEST DRIVE from 59th Street to 72d Street, and RIVERSIDE DRIVE over its whole length of three miles, from 72d Street to 124th Street, at all hours; and also the West Drive, from 72d Street to 110th Street, between midnight and 9 A. M. No coasting or speeding is allowed, and wheelmen must wear a badge issued by the Park Department which can be obtained at the Citizens Club for 75 cents; neither whistles nor bells are required. The route via the West Drive, 72d Street, Riverside Drive, and 122d Street to the Boulevard is usually taken to and from the UPPER PART OF THE ISLAND as giving better riding, although about half a mile longer than via the Boulevard direct.

For all day trips the favorite routes are along the shores of either the Hudson or the Sound, the former to Yonkers and Tarrytown, the latter to Pelham, New Rochelle and Portchester.

To go to YONKERS several routes are available: 1st. Via BOULEVARD to 160th Street, then taking left sidewalk to intersection of KINGSBRIDGE ROAD, which follow to KINGSBRIDGE, Route (20). 2d. T. R. from BOULEVARD to Tenth Avenue, T. L. on asphalt between tracks of CABLE ROAD to 159th Street, T. L. on Kingsbridge Road to KINGSBRIDGE. 3d. By before mentioned route, continuing on Cable Road to the Highbridge Water Tower, cross HIGH BRIDGE on foot, T. L. to RIDGE AVENUE, T. L. to Kingsbridge Avenue, T. L. to Kingsbridge. 4th. T. R. from Boulevard (or Riverside Drive) at 110th Street to Sixth Avenue, T. L. to 145th Street, T. R. to Seventh Avenue, T. R. to McCOMB'S DAM (Central Bridge); WALK across bridge, take first left-hand road along Harlem River to R. F. beyond HIGH BRIDGE, and thence to and via RIDGE AVENUE as above; or else reach Ridge Avenue by keeping out Jerome (Central) Avenue from McComb's Dam, and T. L. at MANHATTAN HOTEL (Judge Smith's), see route (14). 5th. T. R. from Boulevard at 145th Street to Seventh Avenue, and thence to McComb's Dam, etc. All routes are hilly beyond 145th Street and surface variable. Kingsbridge Road has been under repair for the past three years and at times unrideable, but should improve in 1887. On the contrary, Ridge Avenue was fine two years ago, but has lately deteriorated sadly. Beyond KINGSBRIDGE, TO reach YONKERS, T. R. via BROADWAY along level road, but somewhat rutty surface, or T. L. up the long RIVERDALE AVENUE hill over nearly perfect macadam, although rather heavy grades. The latter gives much more attractive scenery. From YONKERS TO TARRYTOWN are steep hills, but splendid macadam and fine coasting. Direction is plain going north, except that beyond HASTINGS L. F. should be taken via Lexington Avenue, through DOBB'S FERRY; but coming south the forks are deceptive, unless sign posts are carefully watched. From HIGH BRIDGE TO YONKERS a pathway runs along the top of CROTON AQUEDUCT, which is sometimes used by wheelmen, but the necessity of opening gates or climbing fences makes the route a tedious one.

For routes along LONG ISLAND SOUND, take Boulevard (or West Drive, 72d Street, and Riverside) to 110th Street, T. R. to Sixth Avenue, T. L. to 124th Street, T. R. to Lexington Avenue, T. L. to 128th Street, T. R. to Third Avenue, and HARLEM BRIDGE; nearly all fair to good macadam. Take first road beyond bridge—SOUTHERN BOULEVARD—to right, which gives about three miles fair, level macadam, to WESTCHESTER AVENUE (don't go into West Farms); T. R. by rather sandy road and worn macadam to WESTCHESTER. Stop at Fitzpatrick's St Boniface House for good entertainment, and ask for directions through Furman's Place to PELHAM. Thence along shore of Sound is fine to NEW ROCHELLE, and fair to poor as far as PORTCHESTER, but gets worse beyond. FORT SCHUYLER is reached from Westchester by a road sandy in places, but which affords a very pleasant ride.

Of several routes to MT. VERNON the best is over McComb's Dam bridge and via Jerome Avenue, through a heavy road to Fordham Avenue, T. R. to Webster Avenue, T. L. to WILLIAMSBRIDGE, over bridge, and T. L. to Mt. Vernon;

the latter part all worn macadam. From Neperan Avenue in YONKERS a fine macadamized hilly road leads direct to Mt. Vernon.

The direct route to WHITE PLAINS is via Jerome (Central) Avenue; but beyond JEROME PARK this is very poor for some distance. A BETTER WAY is from YONKERS out Neperan Avenue to NORTH YONKERS, and T. R. to Central Avenue; then T. L. to White Plains. From last named intersection a very pretty country road leads through BRONXVILLE to Mt. Vernon. From WHITE PLAINS west to TARRYTOWN and east to PORTCHESTER the roads are sandy, hilly, and poor.

The SAW MILL RIVER valley is reached from Yonkers by Neperan Avenue to North Yonkers, then T. L. It affords good scenery and fair roads. A fine cross road leads from Ashford (Ardsdale) to Dobb's Ferry, and also from East Tarrytown to Tarrytown.

One generally unknown road is from Central Avenue at L. F. beyond Woodland Cemetery, straight across the country to North Yonkers. Riding is poor, but views are the finest in the whole district.

From MANHATTANVILLE—at the northern end of Riverside Drive—ferry can be taken to FORT LEE, from whence a very pretty road extends south to GUTTENBERG, and by walking up the hill to the north the top of the PALISADES is reached, and good riding thence to ENGLEWOOD. The coast from the Palisades down to Englewood is exciting, but should be taken with caution.

TRANSPORTATION.

The best transportation below 59th Street is by the Belt Line of cars, which charge 15 cents for wheels carried on front platform. This line runs around the city at the water-front, crossing from one river to the other at 59th Street, passing all ferries.

FERRIES.—From West 23d and Chambers Streets to Erie Railway; from Christopher and Barclay Streets to HOBOKEN and D., L. & W. Railroad; from Desbrosses and Courtland Streets to JERSEY CITY and P. R. R., and from Liberty Street to COMMUNIPAW and N. J. Central and P. & R. R. Ferries to BROOKLYN run from the Battery, Wall, Fulton, Roosevelt, Grand, and East 23d Streets, the last named being the best for New York riders to reach Prospect Park, etc. For the L. I. R. R. take ferry from East 34th Street.

CLUB DIRECTORY.—CITIZENS BICYCLE CLUB, No. 28 West 60th Street; NEW YORK BICYCLE CLUB, No. 302 West 58th Street; IXTON BICYCLE CLUB, No. 351 West 59th Street; HARLEM WHEELMEN, No. 123 West 124th Street.

AN AMERICAN ABROAD.

PARIS AND ITS SUBURBS.

Were I a resident of Paris, I should ride the tricycle, because the three wheeler can be used everywhere, while the bicycle is not allowed on the Champs Elysees, and some of the Boulevards. Saw but two bicycles on the street during my stay, but quite a number of the other form.

I opened my riding season last Sunday (April 24), in Paris, with a 25-mile run about the environs. Understanding that there was a place on Avenue de la Grande Armee, beyond the Arc de Triomphe, where wheels could be obtained, I repaired thither. The man in charge couldn't speak a word of English, and my French was as far off. Then a pretty girl came upon the scene, and between her bad English, and my worse French, with use of pencil and pantomime, *ad lib.*, I finally succeeded in getting what I wanted. At the first hitch, she couldn't understand that I only desired to hire the affair, and so showed me all the catalogues in the house.

"*A louer*," I said at length, chancing to think of the numerous signs "*appartements a louer*" upon the streets.

"*Oui! Oui! Oui!*" she exclaimed, following with such an inundation of French that it nearly took my breath away. She had "caught on" at last, so I went to the next consideration, price. Here was another hitch, but luckily "*tariffe*" coming into my head in good time, she again saw the point. To make a long story short, by the end of fifteen minutes I had hired a very good tricycle, of French make, for six hours, at the modest tax of nine francs; and they were willing to lend me a chain and lock for nothing. Could I ride? Oh, yes, and then I wrote upon a card, "*membre de la plus grande societe velocipedique, en*

Amerique—le Massachusetts Bicycle Club" (pardon the spelling and lack of accents, reader, that's the way I wrote it). The girl rattled it off to the male attendant in fine style, and he set the saddle up an extra inch, while an expansive grin played from ear to ear, across his face.

I mounted at the door, and was soon flying down Avenue Neuilly at a good pace, over fair macadam, the centre of the street being paved with Belgium block. This frequently encroached upon the gravel, and as it was city or near suburbs all the way to Puteaux, and into Suresnes, for that matter, it was not the pleasantest riding. For nearly a mile I bumped through Suresnes over stone pavement, simply because, unable to understand the language, I did not know that a lovely road bordered the Seine not a hundred rods to the left, and I had the good fortune to strike it, only after passing through the town. But I do not regret the mischance, for it was market day in Suresnes, as well as Sunday, and I was able to see the common people at their best, and to observe much that was strange and interesting.

Into the country at last, with the Seine flowing between me and Paris, I rolled along at a livelier pace, notwithstanding wind and dust. Just over the river lay the Bois de Boulogne, smiling in the soft greens of spring; and a little farther along, I came to a bridge, spanning the river, and leading to one of the entrances. Here I paused to make an inquiry of a soldier—"the woods were full of them"—and, while waiting, four wheelmen rode up to enter. They must have been suburban club men, though the only uniform worn, if uniform it could be called, was an immense silk jockey cap in glaring colors—purple and yellow I think. Moreover they tied their pantaloons around their ankles with strings. They circled around me and dismounted, but as I did not like their looks, and could not speak the lingo, I took it for granted that they were merely halting for a rest, and passed on without a word.

And now the way grew charming. Half a mile back from the Seine, on the right, extended a line of green hills, the land between sloping gently to the road; and with its orchards in bloom, its gardens, and lovely little *chateaux* nestling in the hillside, amidst the trees, it formed a most pleasing panorama. On the left of the road extended a continuous line of tall sycamores, and not fifty feet beyond them the clear river sparkled in the sunlight on its way to the sea. Occasionally boatmen were seen, or the tiny Paris steamers would rush by freighted with merry holiday makers. Approaching St. Cloud the gardens disappeared; there was more forest, and the *chateaux* crept cautiously to the roadsides, hiding behind high, dead walls of stucco, which, in England, would have been hedges, and in America, white picket fences. Gazing through the massive iron gateways I saw only small, rather inferior houses of stone or stucco, unattractive in their surroundings, prisons rather than homes.

St. Cloud was filled with soldiers, and memories of the siege of 1870 were revived, for here the capitulation of Paris was signed, and here stands the ruins of one of the palaces of Louis XIV., which was destroyed in that memorable era of French history. This was also, at one time, the residence of Louis XVI. and Marie Antoinette, as well as a favorite retreat of Napoleon I. and III.

The river road to Sevres, on the right, was closed for repairs, and I was forced to cross to the left bank at this point. Here everything was newer, the houses, many of them, were fresher, more attractive and the protecting walls less forbidding, frequently dwindling to high iron fences. Ever and anon little *cafes* were encountered, various alluring signs appearing in conspicuous places, a common one being "*Mateote et Friture*," modestly announcing that eels cut into suitable lengths, and a small river fish of the gudgeon species would be served to order. The word "*vin*," of course, appeared everywhere in various combinations. As I approached Sevres I was much puzzled to know the meaning of "*Commerce de vin traiteur*" which occurred with more and more frequency, the first word sometimes being abbreviated into "*Com'ce*." It meant simply that wines could be sold to carry away, as well as to be drunk on the premises. Crossing the Seine again, I enter Sevres, noted for its porcelain manufactory, and am soon sitting in a *cafe* drinking *l'eau de Selz*, (seltzer) and gazing at the strange motley of jabbering French rustics, in blue blouses, or killing Sunday dress, who have stopped to look at the tricycle.

Mounting again, it is a straight road to Versailles. Heavens! How the memory of that mile climb

over bad Belgian, against a strong head wind, comes over me, even now. And the blisters have not yet healed.

It is a long lane that has no turning. The remainder of the road to Versailles, until the Avenue de Paris was reached, scarcely a mile from the palace gates, was superb macadam; but the way was still onward and upward, each summit and bend in the road disclosing new grades to be surmounted, until, vexed with the steady pull, as well as the steady head wind I wanted to use strong language, and should have done so, doubtless, had it not been Sunday. I might remark that Sunday does not appear to be as rigidly kept there as in Boston where it is wicked to buy a glass of soda water, or to get a shave. The shops in the towns were all open—butter, baker, and candle-stick maker being ready for business, though business did not seem very brisk, notwithstanding that the streets were filled with people. The little cafes and billiard-rooms, however, were well patronized, and shouts and laughter from unseen merry-makers all along the way were frequently heard.

Of my visit to the palace I will not speak lest it seem but guide book echoes. Enough that I saw the bed upon which Louis XIV. died (I don't blame him); and the private apartments of the three Maries, Theresa, Leczinska and Antoinette. We were shown the bath-room of the last-named, and a charming little boudoir adjoining, which an English-speaking visitor very freely translated, from the descriptive remarks of the guide, as "the drying-off room." But enough of dead royalty.

What shall I say of the return? It was five miles to Sevres, over a smooth road, down hill, and with the wind. Just think of that, reader, and say if you blame me for winking at myself half a dozen times in the great mirrors of the glass gallery of the palace, at the mere prospect. The broad, level billiard-table surface of the Avenue de Paris was soon passed, and the descent began. Never mind the brake! And how we flew! Then the sun went behind a cloud; a few pattering rain drops fell, the wind died away, and half a mile further on the whole bottom of the sky seemed to drop out at once. Did I wink at myself in the roadside puddles then, as I rushed on? Did the disagreeable little French urchins make me happier with their yells and taunting remarks? It is true that I had not the most remote idea what they were saying, but they had their fun all the same, and when I dismounted under the lee of a roadside cafe they took me by storm.

But I soon mounted again, and reaching Sevres, took a direct course for Paris over the Avenue de Versailles, after crossing the Seine. This thoroughfare is superbly macadamized, and is very straight; so straight that I was soon able to discern in the distance before me the gilded dome and spire of the Hotel des Invalides. In time the Seine was met again, and for the remainder of the way I coursed its bank almost to the Place de la Concorde.

The Avenue des Champs Elysees upon Sunday afternoon is one of the sights of Paris, as it is filled with two dense moving streams of carriages, the one going up, the other returning, while the walks upon either side are black with humanity. Into this throng of rolling vehicles I was forced to plunge, and the experience was certainly worth the hire of the machine, inasmuch as I was in the very midst of gay Paris on wheels for half a mile. The Triumphal Arch gained, I turned down Avenue de la Grande Armee and was soon at the door of the cycle establishment. Bill was paid, lock and chain returned, and with a good-bye for the young lady, my run was over. But this was the sequel Monday morning, by post:

MR. CH. RICH'D. DODGE,
GENTLEMAN:—You have forgot to render to us the key of the padlock, please you have the kindness to send.
Yours, etc. etc.,

I recognized the feminine handwriting, and complied.

There are a number of fine tricycle establish-

ments and agencies in Paris, and wheels are used considerably, though not as much as one would suppose with such magnificent streets. I saw but one tandem during my week's stay, but the riders were fine-looking men, in hemlets and the regulation knickerbockers and stockings, and they rode well. The double machine ought to become popular in this country, as the straightaway roads from city to city are kept in grand order, and are "billiard-table surface,"—one advantage of large standing armies. I wish I had the time to try them for a day or two.

CHARLES RICHARDS DODGE.

A PETULANT PLAIN.

L. A. W., No. 2,747, has an amusing, but thoroughly honest and sincere plaint in the *Bulletin* of May 6th. It bristles with: Is it possible, I believe, I hopes, I notices and I wishes. "Why is it," says 2,747, "that THE WHEEL published *two weeks ago* the result of the election in this State; and in last week's number of the *Bicycling World* and WHEEL appear the election of officers in Illinois, while the *Bulletin* is minus *any* report whatever?" And echo warbles "Why?" "I have taken the regular wheel papers since they first started, and almost every one of them has taken mean advantage of the official organ." The unfeeling wretches; ought to be pilloried. Here are some compliments for the *Bicycling World*:

"One of our best papers has 'stabbed the League in the back' more than once, when it ought to have supported it. You ask why. Well, it is not quite 'English enough' to suit the Anglo-maniacs, and the League publishes a paper."

And here is one for ourselves:

"I hope the personal feeling against the League of one of our cycling editors, which crops out now and then, and which has been of long standing, will not lead him to taint the pages of an otherwise good paper, with, 'not criticisms to better the League,' as he says, but with remarks which have done much to hurt the League."

Our friend, 2,747, does not believe that our criticisms of League management and suggestions were well meant. He does not know:

That we have always argued that a large percentage of the receipts should go to the State Divisions. The Constitution has been twice changed to accomplish this.

That we have always argued that a club should be allowed to pay the travelling expenses of its racing representatives to a race meet. The Racing Board has just granted clubs this right.

That we have always argued that the State Divisions should be strengthened at the expense of the National Body. A committee will be appointed at St. Louis to carefully revise the L. A. W. Constitution and By-Laws, having that object in view.

That we did more to straighten out the Aaron-Wells-League difficulty than any other paper, and that our report of the memorable stormy meet, received high commendation from those more interested in the League's success than 2,747.

There are other minor matters, but we will let them pass.

"OUTING" CHANGES HANDS.

We are informed, on the best of authority, that *Outing* has been sold to Mr. Poulteney Bigelow. The consideration, we are given to understand, was not far from thirty-five thousand dollars.

The *Wheelmen's Record* is advocating a pet idea of ours, advanced some two years ago. Says the *Record*, referring to the L. A. W.: "Something is wrong. We have built up an elaborate national structure, and let the State organizations run down. All other successfully organized bodies are doing just the opposite. They first perfect and strengthen their State organizations, then they have a solid foundation for a national body. The Divisions are allotted too small a share of the money, and even this pittance comes to them grudgingly."

REPAIRS.

REPAIRS.

REPAIRS.

BARTLETT & MACDONALD,

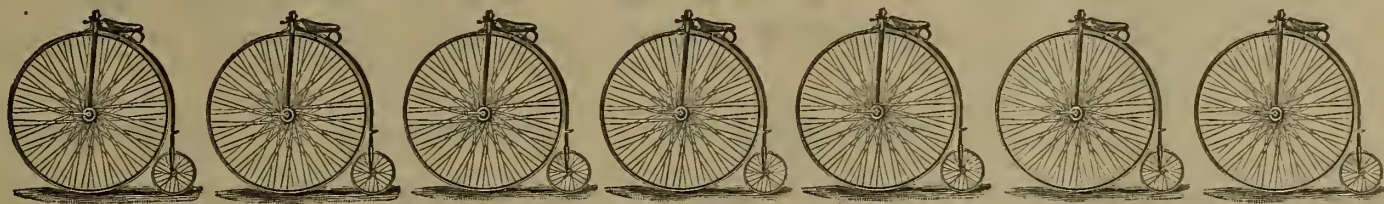
6th Avenue & 125th St. N. Y.

HIRING

LOCKER ROOM

STORAGE.

Agents for SINGER'S WHEELS, and KING SAFETY. Call and see the MARLBORO SINGLE and TANDEM TRICYCLES. Wheels Bought, Sold and Exchanged
Bicycle Suits, Shoes, Caps, Stockings, Sundries, etc.



QUESTION.—Is wheeling better than walking ?

ANSWER.—Yes. To demonstrate, compare handling a thousand pounds of iron in a square box, and rolling the same in a cask.

Q.—Should riders lend their cycles ?

A.—No ; unless they have a grudge against the machines.

Q.—Does it pay to ride the best wheel made ?

A.—Yes. A cheap wheel soon wears into a trap. Cheap wheels are made to sell, not to ride.

Q.—Why are "Victors" universally admitted to run easily ?

A.—Because they are rigid at all points except the tire, where they show the greatest amount of elasticity in the right direction.

Q.—Why are they known to be coasters "par excellence" ?

A.—Because the lines are true, and the parts in perfect harmony, making a model calculated for speed when power is not applied. The machine talks when the power is taken off.

Q.—What one feature is more important than all others in wheel making ?

A.—That tires should stay.

Q.—Does any maker guarantee tires to stay ?

A.—Yes. The makers of the "Victor" do ; and if a compressed tire comes out, they will apologize, and re-set without charge. A compressed tire costs much more than a cemented tire.

Q.—Does any maker use rubber as fine as it is possible to make ?

A.—The "Victor" tires are pure Para gum with nothing added but the chemicals necessary to vulcanize. They will float in water.

Q.—Why are "Victor" rims stiffer than any others ?

A.—Because they are so made as to be double thickness at bottom, where spokes are attached, and are made from fine steel, a better quality than could be used if they were cold drawn into tubes.

Q.—Who originated the cold rubber pedals ?

A.—The Overman Wheel Co., who also originated the "Victor Swing Saddle" which has been so widely copied in the market.

Q.—Does any maker put upon the market a Bicycle all forged steel ?

A.—The makers of the "Victor" will pay \$100 for every ounce of cast metal found in their Bicycle.

Q.—Do the Overman Wheel Co. pay cycle papers for putting items in their reading columns claiming their wheels to be the best ?

A.—No. If their machines are mentioned in wheel papers it is done without charge, as they do not countenance filling wheel papers with such "penny-a-line" bosh. The Overman Wheel Co. have a letter from the editor of one of the principal wheel journals which says, "Allow me to suggest that you use our reading columns more. Can give you space in quantity at 12½c. per line. It is an excellent way to 'top-off' display ads., and to keep prominently before the public."

The makers of the "Victor" wish to have riders understand that they do not "top-off" their display ads. in reading columns "at 12½c. per line." When they get to be over anxious about finding a market for their wheels, and consequently nervous for fear the public will not credit them with something they do not deserve, they may conclude to "top-off" their display ads. in "reading columns at 12½c. per line." They believe that just this sort of stuff in cycling papers loses for the papers the respect of riders, and puts a large question mark in the mind of every rider as to the sincerity of anything that is said in wheel papers.

Q.—Why do the Overman Wheel Co. abstain from mentioning the names of other wheels, and the names of other makers, in their advertising ?

A.—Because they have merit enough in their own wheels to talk about, without throwing mud at their neighbors. The use of personalities in print is a strong evidence of dense ignorance.

Please note that this page is paid for by the Overman Wheel Co., of 182 Columbia Avenue, Boston.



FOR SALE, EXCHANGE, WANTS.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address, H. Wimmel, 138 West 104th street, New York.

56 INCH Standard Columbia, great bargain. Nearly new, has ball-bearings, and is in absolutely perfect order. Price, \$60. Reduction for cash. Address, G. E. Stubbs, St. James' Church, corner Madison ave., and 71st street, New York.

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

FOR SALE.—Vol. v, vi, vii, viii, of Outing. Price, \$6. Address, E. H., this office.

FOR SALE.—Stars, 54 in. \$40; 51 in. \$40; 48 in. \$60; 48 in. \$55; 51 in. \$100; 48 in. \$105; 48 in. \$90. Particulars of any machine on application.

5-6 Grant Bell, Minneapolis, Minn.

WANTED.—An A 1 Bicycle repairer. Permanent position to right party. Address, "Machinist," WHEEL Office.

FOR SALE.—52 in. Harvard Ball Bearing Wheel in good condition, with common lamp, etc. Price, \$75. Address or call, S. M. Butler, New York Produce Exchange.

FOR SALE.—"Ralph" A. K. R. 3745. Mastiff dog, good color and points, \$100. Address, H. W. Porter, Reading, Pa.

FOR SALE.—Expert Columbia, 52 in. full nickel cow-horn bars, balls all around, 1886 pattern, all improvements, excellent condition, cost \$137.50, will sell for \$100.

5-6 W. I. Ticknor, 112 St. Felix street, Brooklyn.

GREAT BARGAIN.—A 48 in. nickeled (except rim) double ball bearing, British Challenge. Luggage carrier new. Hill & Tolman Automatic Alarm, almost new. Lock Box No. 105, Whitehall, N. Y.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment. N. Y. Bicycle Co., 38 Park Place.

46 inch Cornell.....	\$ 65.00
58 inch American Club.....	80.00
50 inch Standard Columbia.....	50.00
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52 inch.....	85.00
52 inch American Club.....	80.00
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54 inch.....	75.00
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All our wheels have been thoroughly overhauled by competent employees on our premises.
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FOR SALE very cheap, 56-inch Columbia Standard, Fredericksen's Studio, 1215 Broadway.

FOR SALE.—Great bargain—1 Sparkbrook Humber Tandem convertible, balls all over, including pedals; enamel finish; good as new, perfect in every respect; ridden about 100 miles; cost \$260.00; if bought quick will deliver at cars crated for \$150.00; guaranteed as represented or money refunded. S. T. Clark & Co., Baltimore, Md.

56 IN. EXPERT, full nickel, balls all round; with New Victor saddle and pedals; in fine condition; with cyclometer, C. O. D., for \$100.00. Address K., 21 South Main street, Fall River, Mass.

FOR SALE cheap, my 54-inch American Rudge Light Roadster, ball bearings all round, Standard finish; good condition. Lock Box 18, Whitehall, N. Y.

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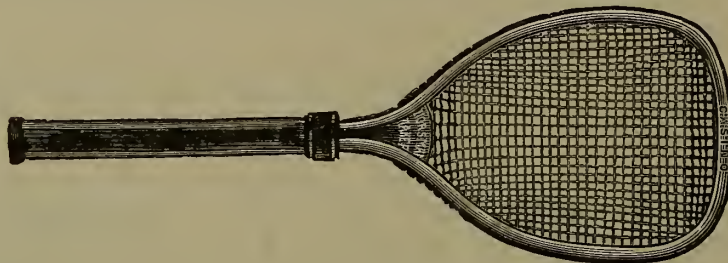
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A 10 CENT CIGAR FOR 5 CENTS.

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Special attention is called to my Improved "Casino," Special, and Elberon Rackets for 1887. Special rates to Clubs.



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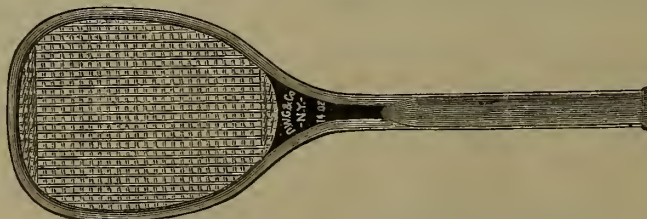
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The best RACKET made is the
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It is the most perfect in shape; it has the best stringing and is the finest in finish. Every one warranted. Price \$5.50.



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Send stamp for Catalogue, containing "an account of the game at Tennis," as played one hundred years ago

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Practical * Boot * and * Shoe * Maker,
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 All kinds of Foreign and Domestic Patent Dressings.
 A full assortment of Custom made Boots and Shoes
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ICE CREAMS AND WATER ICES

OF ALL VARIETIES AND FLAVORS.

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SPADE HANILES!

Handsome, Strongest, and best Handles in the
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Only \$2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.
 C. W. SPINNEY, Fitchburg, Mass.

ASK FOR THE



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

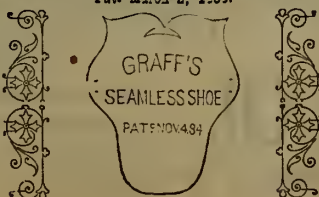
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For practice, SEAMLESS CANVAS RUNNING SHOE,
 Light, Strong and Cheap, to order \$3 and 3.50.

Send for Catalogue and Price List.

THE 1887 PATTERN

*** QUADRANTS ***

— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vexatious delay
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THE LATEST HILL CLIMBING RECORD.

The famous WEATHEROAK hill, near Birmingham, Eng., which
 though often tried by various Bicycles and Tricycles, has never been
 surmounted except by MR. ALFRED BIRD, who on Saturday, Feb. 28th,
 and on the following Tuesday in the presence of witnesses, successfully
 rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, *with ordin-
 ary cranks and handles* from base to summit without a stop. Many
 attempts had been made by others, and since Mr. Bird's feat, scores of
 famous road riders and hill climbers have tried to reach the top on other
 machines, *but without success.* This marvellous feat proclaims the
 Quadrant the

BEST HILL CLIMBER OF THE AGE,

and its as yet unapproached record of a mile on the road in 2 min. 38
 sec. establishes its claim to speed and easy running.

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SAM'L T. CLARK & CO., Importers, Baltimore, Md.

The Marlboro Club Tricycles

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The Marlboro Tandems

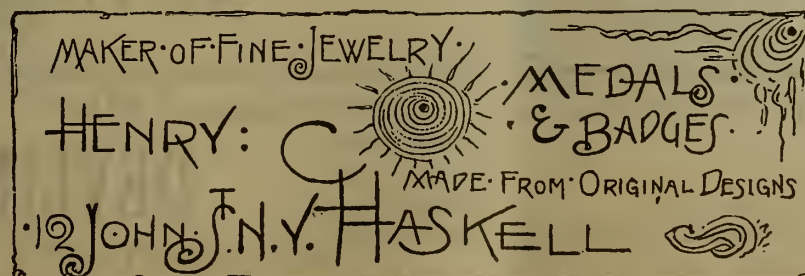
*** WERE * THE * SUCCESSFUL * MACHINES * OF * 1886. ***

Send for Catalogue of 1887 machines containing
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The Marlboro Club is on view at Messrs. Schwalbach & Willdigg's Prospect Park
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WE HAVE A FINE LINE OF SECOND-HAND WHEELS, MANY FULLY EQUAL TO NEW AT LOW PRICES.

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Specialty in Exchanging Second-Hand Wheels for New Rapids, New Mails, Quadrants, Sparkbrooks, Stars, Victors,
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WE ARE SOLE AGENTS FOR NEW YORK

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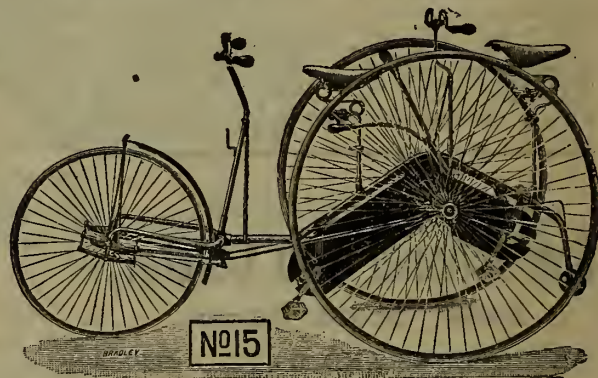
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RENTING. REPAIRING. STORING.



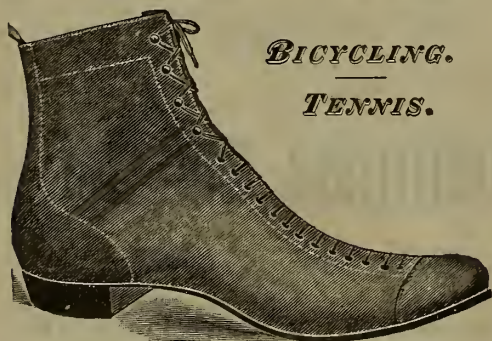
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THE ONLY MEANS OF KEEPING YOUR
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WILL ADJUST BEARING
BOXES, TIGHTEN SCREWS,
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WITHOUT WASHING
THE WHEEL
STIFFEST
UNBLEACHED
BRISTLES,
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Manufacturers of SPORTING SHOES.
Ask your Dealer for these Shoes and take no other.

A RARE CHANCE.

Outing,	\$3.00
Bicycling World,	1.00
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American Wheelman,	.50
Wheelmen's Gazette,	.50

\$6 00

Mailed, post-paid, for one year for **\$4.75**

THIS BEATS ALL!

\$75.

ALL SIZES.

Will buy a brand new hollow fork, weldless steel tube
Bicycle, with ball bearings to both wheels, and modern
improvements; enamel and nickel finish or full nickel
for \$82.50. These machines formerly sold for from
\$125 to \$160, according to size and finish.

\$75.

Will buy a brand new Light Roadster, with hollow
felloes, tangent spokes, balls to both wheels, weight of 50-
inch, 36 pounds. Formerly selling from \$135 to \$160. Also, some
high grade Safeties and Tricycles.

TERMS:--CASH, OR EASY PAYMENTS.

If you want a good machine for little money, do not lose this
chance. Send for List, giving description and testimonials from former
purchasers.

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Mention this Paper.

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MANUFACTURERS OF

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Hideran Bi-Club.

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The Sensation of 1887!

THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and one adjustment serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed.

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE.—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand some and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

AGENTS.

Schwalbach & Willdigg,
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WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a bowl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

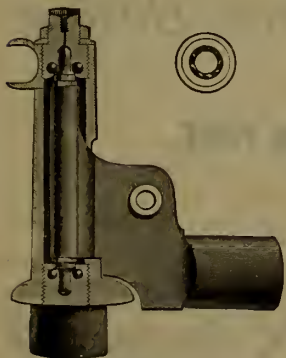
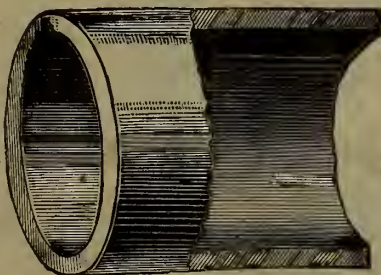
Agents Wanted Everywhere

See this Wheel

Before Purchasing.



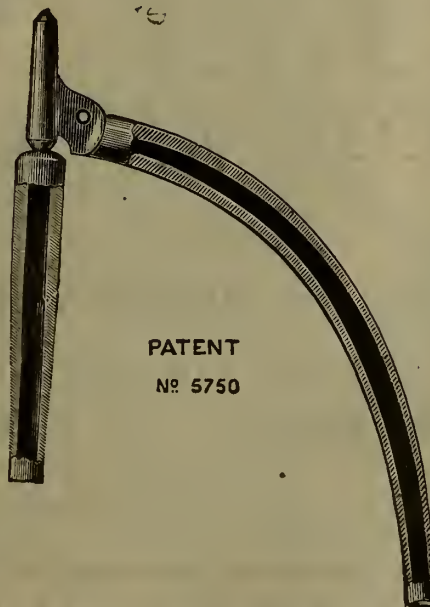
Warwick's New Hollow Rim.
with thickened bottom. Seamless and perfectly smooth outside.



Trigwell's Ball Head. Greatest Modern Improvement.



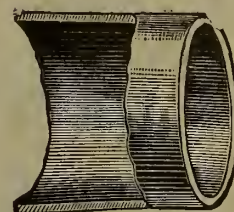
Sectional and end view showing strengthened neck end of Backbone.



Sectional view showing Backbone and Forks when made up: A splendid improvement.

PATENT
No. 5750

ASK Your Dealer For It.

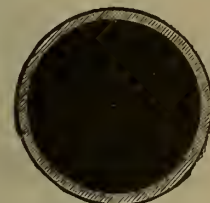


Handsome
Photograph
OF THE

NEW MAIL

Sent for

14 Cts. in
STAMPS.



Sectional and end view of back fork end of Backbone.

CEMENTED TIRE.

A Superb Light Roadster.

—SEE ONE.—

SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

WM. READ & SONS, Manufacturers,

107 Washington Street, Boston.

COLUMBIA AXIOMS.

A RECAPITULATION OF FACTS--NOT MERE CLAIMS.

1. The tenth year in the manufacture of American machines, for American riders, upon American roads.

2. The experience resulting from devoting the whole of that time to the manufacture of higher grade bicycles.

3. The world over, in the making of everything, experience and the most valuable results go together.

4. Perfection is claimed by many. The Pope Mfg. Co. does not claim it, for it does not exist.

5. The present Columbias are the result of these years of patience, expenditure of money, scientific experiment, and mechanical skill.

6. With these advantages, it is simply natural that the Columbia should be considered, by the majority of American wheelmen who ride higher grade machines, as the best machines for all-around or special use.

7. The Columbia is the only machine which has been ridden around the world.

8. It has been ridden the greatest distance within the hour.

9. It has been pedalled across the continent many times.

10. Its riders hold the **World's Records** from one-quarter to twenty-four miles, inclusive.

11. It requires the most thoroughly-made machine to withstand the extreme test of fancy riding. Fully ninety per cent. of all the fancy riders in America ride Columbias.

12. There was never a Columbia which has been discarded because it was worn out.

13. It costs a good round sum to make the Columbias; consequently, the Columbias sell for a good price. The nature of the trade does not admit of much for little.

14. In every Columbia is the full worth of the money paid for it.

15. When the majority of American riders of higher grade machines purchase and ride Columbias, and continue to ride Columbias, it is fair to presume that prices and machines are considered satisfactory.

16. The Pope Mfg. Co. is the largest cycle house in the world with the best equipped factory, and ought to be able to manufacture first-class cycles at lower prices, consistent with intrinsic value, than can be produced by any other house.

17. The Company warrants all of its productions, and backs that guaranty by its reputation as a manufacturer, and its business standing.

18. That large army of riders of Columbia machines, who have ridden them for years, and are riding them now, is a moving impressive testimonial of the excellence of the Columbias.

19. An examination of Columbias by prospective wheelmen must result in advantage.

20. If one is not familiar with mechanical construction, the advice of a mechanical expert is invaluable in the selection of a machine.

21. The Columbias have been over and over again tested by expert engineers, and the Pope Mfg. Co. has always urged the most thorough inspection.

22. The Pope Mfg. Co. rests the question (if there is any question) of the superiority of the Columbia bicycles and tricycles with the opinion of any unprejudiced mechanical expert and engineer of recognized standing.

23. The purchasers of Columbias obtain the most for their money. 'Tis an old and true saying, "The best is the cheapest."

There is a Transparent Moral Here; It Need Not Be Pointed Out.

POPE MFG. CO.

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