

# THE WHEEL

## A JOURNAL OF CYCLING

### AND RECREATION.

Established 1880.

12 Vesey St, N. Y.

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

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#### WHEEL GOSSIP.

The Massachusetts Club will banquet Thomas Stevens on his arrival in Boston.

The New York Park Board is in a state of chaos. As we predicted last week, Commissioner Crimmins has resigned, but his resignation has not yet been accepted.

Woodside and Morgan will have a bicycle entertainment at the Columbia Skating Rink, in Boston, on January 15th. The pros will sail for England at the end of the month.

The N. C. U. executive is working up to its full capacity turning out "suspends." In a very short time it will be considered an honor to be a "suspend," as implying racing ability.

EDITOR AARON'S RESIGNATION.—OUR Brooklyn correspondent, Anon, informs us, with authority, that Mr. E. M. Aaron has resigned his position as Secretary-Editor of the League. This will be a surprise to thousands of wheelmen and a source of regret to many.

The following amusing reference to Mr. Kennedy Childe, appears in *Wheeling's* Christmas Annual. To the Rev. Aitchee he replies: "Me name is Child; upon the Rockys my father feeds his flocks; my name is—— no matter; my occupation is—— no matter; my country is—— no matter-r-r."

The Rudge bicyclette, which Messrs. Stoddard, Lovering & Co., propose to bring out in the Spring, is the original machine of this type, having been patented in England and America by Messrs. Rudge & Co., in 1879. It has had two years good trial in England, and possesses several valuable features of special excellence and which will only be found on this machine.

"CHESTNUTS."—This is the oddly chosen title of *Wheeling's* Christmas Annual, wherein Messrs. W. McCandlish and Percy Low detail the experience of a tutor and his two charges, on a visit to the cycling centres of England. The foibles of English "Cycling Celebrities" are wittily written up in the pleasing styles peculiar to the editors of *Wheeling*. But, on the whole, the volume is uninteresting, and not up to the standard of Junius Junior's work in his paper. We expected something better and are disappointed. "Chestnuts" will not be a "go."

The Holborn C. C.—English—has just opened a club house, which is fitted up with billiard rooms, dressing and lounging rooms, somewhat on the "American Plan." The occupation of its own house is a new departure for English clubs, the headquarters being generally a public-house or hotel,

The Annual Charity Ball for 1887 will be given at the Metropolitan Opera House on Thursday Evening, January 20th. For years past this has been the public social event of the season, and under the usual good management it promises to excel its high standard of perfection as well as aiding a most deserving charity.

Doubtless, our readers will read with pleasure the glad news of Thomas Stevens' arrival in San Francisco. His tour was an admirable performance, and its successful completion stamps Stevens' as a man of much stamina, physical courage, and fertility of intellect. He will probably suffer during the next few months from the attentions of a laudatory world.

READ THE ADVERTISEMENTS.—About this time, wheelmen who are really anxious to secure the "best" mount of the year, will commence to read the advertisements. No well informed wheelmen should throw down the paper when they get through the reading pages, but should work right through the advertising pages, and see if the manufacturers have anything new to say.

Mr. Charles Stuart Nairn, son of the London editor of the *Cyclist*, a promising young rider and an amiable, sensible fellow, left England for New York on Christmas eve. It is his intention to settle in America. We hope American wheelmen will do the proper caper by him, not only for his father's sake, but for his own, especially as a contemporary tells us: "He is every inch a gentleman and a rare specimen of a racing man who does not swagger."

The tempest caused by manager Atkins' interview with the *Dispatch* reporter, yet rages with unabated vigor. The Lynn *Beer* recently devoted a column to prove that the manager was wrong, and the Springfield *Union* takes a column and a half to prove him right. We still opine that Rowe is the faster man, and has not a grain of fear in his body, of Hendee or anybody else. We are

equally certain that Rowe was ill at Newark, notwithstanding the statement of manager Atkins. Should Rowe himself claim that he was perfectly fit and well, we should scarcely believe it, as his face told a different story to anyone who can tell a trained athlete from an untrained one, or a sick athlete from a well one. The only fact developed by the *Union's* article is, that Rowe and Hendee mutually agreed not to come together till the Springfield meet, each being afraid of the other, and both anxious to win as many first prizes as possible.

Those of our readers who remember the long article we recently published from an English pamphlet on roads, will be amused to learn that English papers are reprinting it as a new thing, and without crediting us, be it said. This proves that the majority of the editors who were favored with a copy of the pamphlet, were frightened at its bulk and were too lazy or undiscerning to wade through it, and extract the pith of the matter for the benefit of their readers and the sport.

If one desires to hear Mr. Poultney Bigelow grow eloquent, tho' he is always that—he has but to say 'Japan,' over the roads, scenery, and people of which country the editor of *Outing* will enthuse on the slightest provocation. The road-beds might be cut in slabs and used for billiard tables or skating rinks, the people are delightful, and then living is so cheap, you know; a man can't spend money, an' he try ever so hard; for a quarter, a man can live as well as the Mikado and his daughter-in-law elect.

Of George E. Blackman, M. D., of Dunkirk, N. Y., a representative of the State Division, who is "one of the enemy," as the editor of the *Bulletin* might say, Mr. H. W. Belding remarks: "I know Dr. Blackham. I used to live in his town, where he is one of the most respected citizens. He is a prominent member of the Western New York Microscopical Society, and writes much on those themes. He is about 40 years old, I should say intelligent, well informed and a gentleman in the highest sense of the word. He is not visionary or given to hobbies, but is solid and substantial in every way. I think the *Bulletin* has waked up the wrong customer in him."—*Post-Dispatch*.



**IT WOULD SEEM TO BE FATE.**



**IT IS, HOWEVER, A FACT**



**THAT THE RIDERS OF**



**THE \* AMERICAN \* CHAMPION**



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

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

**767 AND 9-10 MILES.**

**A WORLD'S RECORD BY 27 MILES.**

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

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

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

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

**GORMULLY & JEFFERY MFG. CO.,**

Manufacturers of American Cycles,

**CHICAGO. ILLS.**



—AND—

# RECREATION

Published every Friday morning.

Entered at the Post Office at second class rates.

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

Newsdealers may order through AM. NEWS CO.

## Wheel Combination Subscriptions.

	PER YEAR.
Wheelman's Gazette and The Wheel	\$1.25
The Cycle and The Wheel	1.50
Bicycling World and The Wheel	1.50
Outing and The Wheel	3.00

Advertising Rates on application.

F. P. PRIAL, Editor and Publisher,

12 Vesey Street,

P. O. Box 444.

New York.

### EDITORIAL NOTES.

In another column, we print a pertinent letter from a prominent member of the League. Our readers will note that it is a most gentlemanly document, free from personal vituperation. He simply asks for information, and records a rumor, which we publish just as we would any other important rumor. At the executive meeting to be held next Monday, we hope to see a progressive policy established for the year, and such definite action taken, that the air will be clarified of all rumors and insinuations. We plead guilty to the charge that we are indirectly interested in the success or non-success of the League organ, but our private opinion as a League member is, that the publication of so costly an organ should not absorb the best share of the money and brains of the League.

We are pleased to note that the *American Wheelmen*, which has made a record for impartiality and straightforward criticism, agrees with our views on the League's mismanagement. It further adds that a still larger per cent of the receipts should be given to State Divisions. The first editorial we ever published in THE WHEEL was on this very subject, it was much quoted at the time, and some concessions were made. Let the good work of disinterested and well meaning criticism go on, and the League will be greatly benefited thereby.

As we go to press, we learn that Mr. E. M. Aaron has resigned his position as Secretary-Editor. His successor will be elected at the Board meeting, next Monday.

### STEVENS SAFE AT HOME.

THE BICYCLIST TRAVELER TELLING STORIES OF ADVENTURES IN THE EAST.

SAN FRANCISCO, Jan 8.—The steamer on which Thomas E. Stevens, the bicyclist, was a passenger from Yokohama, completing his trip around the world, was held in quarantine all night, and the passengers and mails were not landed until this morning. The now famous traveler was surrounded by a crowd of committeemen and reporters immediately upon landing. The previous report concerning his rough treatment by peasants in China was fully corroborated, and Stevens said he was very glad to escape with his life. His experience there has led him to form some very decided opinions upon Chinese characteristics. He arrived in Shanghai on November 18, and started the next day for Nagasaki, reaching there the second day after. In Japan he received the very best of treatment indeed. Nowhere upon his entire trip was he more heartily welcomed. His coming had been telegraphed in advance, notice was given in the native press and every attention was bestowed upon him. The journey through Japan was leisurely taken and heartily enjoyed.

The wheelmen of this city have arranged a programme of entertainment for Stevens that will consume weeks, including receptions banquets and all manner of festivities.—*N. Y. World*.

### THE POPE MFG. CO.'S NEW HOME.

In a week or so the home office of the Pope Mfg. Co. will move into its new building, at the corner of Franklin and Arch streets, Boston. The entire second floor will be devoted to the offices of the President, Treasurer, Law Dep't., Superintendent, Corresponding Clerks, Superintendent of Agencies, Advertising department, and Stenographers. The sales department will occupy the next floor, and the floor above will be utilized for a machine shop, storage, etc. Altogether the new offices will not be surpassed by any in Boston for convenience and elegance.

### NASHVILLE BI. CLUB'S NEW HEAD-QUARTERS.

The Nashville Bicycle club has leased for a term of three years the entire third floor of the Allen block on Church street, between High and Vine, and have had it repapered, painted and handsomely furnished. Some of the inner partition walls have been removed so as to make two large rooms, one of which has been fitted up in elegant style as their parlor, the other as a billiard room. The walls of the former are beautifully decorated with steel engravings, paintings, crayon drawings and photos. A fine piano is there for those musically inclined, and a reading desk, on which a score of the latest wheel periodicals are always to be found. In the rear room is a billiard table and home trainer. The Overman Wheel Company presented them some time since with a bicycle wheel for a sign. This wheel is suspended over the entrance with a ribbon sign, on which the club's name is printed in blue and gold, being the club colors. The entire floor is comfortably heated with a large base burning stove. The spacious hall, running the length of the building, is used as a wheel room, which, together with a lavatory in the rear, makes a handsome and convenient club house.—*Union*.

### THE GORMULLY AND JEFFERY MFG. CO.

Editor THE WHEEL AND RECREATION.

Dear sir:—This is to inform you that a corporation called The Gormully and Jeffery Mfg. Co., has this day purchased the entire plant of the co-partnership of Gormully and Jeffery, and will continue their business without interruption. It has also assumed all the liabilities of the aforesaid Gormully and Jeffery, and succeeded to all their assets in the business. The officers of the corporation are as follows. viz: Pres. and Treas. R. Philip Gormully; Vice-Pres., Michael J. Naghton; Sec. and Mgr., Thos B. Jeffery.

You will therefore make the proper substitution in matter of name on any advertisement of theirs you may have in your paper, though this will not be necessary should you be using an electrotype. It will be considered a favor and appreciated if you will give this information the prominence it deserves in your editorial columns. In conclusion it is only necessary to say that the same liberal policy towards the press, that has always characterized the firm of Gormully and Jeffery, will be pursued by their successors.

Very Respectfully,

THE GORMULLY AND JEFFERY MFG. CO.

R. Philip Gormully, Pres.

### A SAMPLE OF CYCLING LEGISLATION.

We have always maintained that the method of legislative procedure generally pursued by our great cycling bodies on both sides of the water, is often ludicrous and inconsistent, and a mere burlesque on justice. For instance, take the case of J. E. Fenlon's suspension by the N. C. U., the correspondence of which has just been published. Mr. Fenlon was suspended on the *suspicion* of having asked a wheel firm to pay his expenses on a German racing trip. Whether the N. C. U. decided that such expenses had been paid does not appear, as the doings at its suspension sessions are kept sacredly secret. Upon Mr. Fenlon's suspension, his father wrote Mr. Robert Todd, Lord High Inquisitor of the Executive, that he had paid all of his son's expenses, and could even show him the cancelled check given to pay the expenses of the foreign journey. After exchanging several letters, Mr. Fenlon having always to write twice to get a reply from Mr. Todd, the latter finally wrote that Mr F.'s letter has been duly laid before the Executive, and that they did not propose to take any further steps in the matter. And now comes the inconsistency and absurdity of the affair. Mr. Fenlon is suspended on a *suspicion* of having a manufacutrer defray his expenses to a race meet; yet in order to get paying attractions for the championship meeting, Mr. Todd paid the railway fares of J. E. Fenlon and H. A. Speechly. Truly are the ways of the cycling politician and protector of amateurism very devious and past finding out.

At a meeting of the St. Louis Ramblers, held on Jan'y 2nd, for the purpose of making arrangements for the League meet, a motion that the club apply for admission to the Missouri Club was carried unanimously. The Ramblers have no headquarters, and they determined that more effective work could be done by combining with the Missouri B. C.



## BRITISH TRADE AND WHEEL NOTES.

LONDON, (Boxing Day) Dec. 27, 1886.

AS a natural result of the dead season, trade is exceedingly quiet; quieter, in fact, than at any other period of the year. Riders who have not yet sold their old machines are endeavoring to do so at the usual "alarming sacrifice," and eagerly looking forward to the Stanley Show in order to choose their next year's mount. Every year since the S. S. became an established institution, this same game has been carried on to the confusion of the trade, and strong language on the part of those who order machines and are, in consequence of the rush, kept waiting for them an unreasonable time.

There was however, a greater evil. Makers kept back their patterns till the last moment, and then, after a minute inspection of their rivals wares and experience of the drift of public opinion had to, most likely, make extensive alterations in their designs. This year, the larger firms mean to lead the taste, instead of letting it lead them, and are now definitely fixing the leading types for the new year. There is little doubt which will be

THE FAVORITE PATTERNS, BI. AND TRI.,  
FOR 1887.

They are respectively the Rover bi. and Direct Steerer tri., and their origin is easy to trace from their ancestors, the Kangaroo and Ripper patterns. The first dwarf machine was the lever-action Facile, but I cannot at present trace where I first saw it. Then came the Bicycleette, by Lawson of Brighton, in 1879-80, but it was really never fairly before the public at the time, or for many years afterwards. In 1880—the Hall—the first dwarf machine of what is now known as the Kangaroo type, was invented and made by Couge, Addy and Hall, of Tonsley, near Sheffield. Early the following year—1881—it was exhibited at the Stanley Show, where I saw it again, later on, in the same year, at its new maker's works, N. R. Holmes, Broad Lane, Sheffield. It had a driving wheel 36 or 40 in., geared up by three cog wheels, as in the old Excelsior tricycle, to 60 in., and a 12 in. trailing wheel. It has, however, been quite forgotten by the cycling press and writers thereon. It was not until the Kangaroo was brought out and proved a success, that there was any demand for this kind of cycle. The Rover, shown at the Stanley Show, January, 1885, caused another change in the trade, and fancy, on being taken up, it was conformed into its present form, almost exactly the shape and size of the old boneshaker of eighteen years ago. Briefly, that is the history of dwarf bicycles. At first ridiculed, its merits were proved by alterations in road records, and the Rover form has gained thousands of new adherents by reason of its undoubted *safety*. Hence, the correct title for this representative class is Dwarf-Safety, and for the Kangaroo type, Dwarf, without the affix.

One of the first firms to declare their intentions for '87 are

## THE FACILE COMPANY.

Ever since the geared-up dwarf became a practical success, I have urged the F. Co. to apply the plan to their wonderful little machines; at length they have carried it out, but the type to which it is fitted is of the Ripper-Humber, named by them "Ye Skipper," with the pilot wheel much smaller than the driver, but easily mounted and dis-

mounted, from the back. Their new tricycle strangely reminds one of Singer's first tricycle—of 1878-9—which was dished up from his abandoned Safety bi. of 1877. The ordinary Facile, geared up, is likely to prove their trump card.

Some six or seven years ago Wolverhampton earned an unenviable notoriety on account of the small makers—over thirty—who advertised from there, many of which were decidedly undesirable members of the trade. The then exceptions were poor Dan Rudge (now dead, but with a living name in Rudge's Ball Bearings, and by Humber & Co. at Coventry) Joe Devey (then in a small—very, very small way of business, but now town councilor, and minting money) and one or two others.

Judging from the present advertisements, there is a renewal of the epidemic, as a host of new names have appeared of late, so American dealers who may be offered exceptionally easy terms should be chary of placing an order unless with old established firms. The greatest boom in the town (Wolverhampton) of late, has been the formation of Frank Gibbons' business into a limited company,

## THE CUNARD CYCLE CO., LIMITED,

capital, \$125,000. The machines were always of the best class, but with increased capital, F. G. as chairman, and Harry Osborne as practical manager, the Cunard machines will run the choice Coventry cycles close.

Dan Albone is a name doubtless pretty familiar to many American readers. He is the proprietor of a small hotel, or inn, on the Great North Road—the main road and old coaching route from the south to the north of England, at Biggleswade, about forty-five miles north of London. For some time he made machines in a shed at the back of the inn, but both his cycles and house have become the most popular on the frequented road, and in order to meet the double demand, both works and hotel are to be built on a much enlarged scale. His safety, the Ivel, is one of the best made, and an enormous demand has sprung up for it. Even other machines are vamped up as Ivels in order to sell them, by unscrupulous dealers. Dan is only twenty-six, and a remarkably good rider. So popular has

## THE QUADRANT TRICYCLE

become, that it has been issued in the form of a bicycle. The front half of the machine is identical with the tricycle, a twenty-six in. pilot wheel being held in the peculiar "Quadrant" frame, with steering pillar, handle bar, &c. It has the drawback of being extra heavy. The machine I examined had a thirty-two inch driving and twenty-six inch pilot or front steering wheel. The wheel case, *i. e.*, the distance between points at which the wheels touch the ground, being 43½ inches, the longest I have met with. When placed on the scales, it recorded 54½ lbs., but the machine was a stout roadster, and it is splendidly steady and strong, but the weight will be greatly reduced.

Messrs. Hillman, Herbert and Cooper, of Premier and Kangaroo fame, have just made a very liberal offer. If an amateur (?) be the lucky one to earn the guerdon, he will be given a "value" prize—if a pro—he gets cash, or else can have his choice. In short, £105, say \$525, is put up by this energetic firm for capture by *any rider, anywhere*, who shall, under fair conditions, and to the satis-

faction of the *Sporting Life*, (London) be the *first* to accomplish either of the three following feats, on or before 1st of August, 1887:—1 mile on a track in 2m. 25s; 22½ miles on a track in 60m. 00s; 100 miles on a road in 6 hours. The feat must be accomplished on a machine of their manufacture. There are several, Hale, Fenlon (both already ride Premiers) Mills, Golder, George Smith and others who could get very near the third task, which is certainly the easiest of the lot. If there were a few more enterprising firms like this, the sport, trade, and professionals would alike benefit. The N. C. U. rules will probably deter any amateur from competing, unless he puts the value of his status under £105.

Next to the dwarf-safeties, Tandems commend attention and amongst the new patterns worthy of note is

## RUDGE'S ROYAL CRESCENT

one especially good feature is that the distance between the saddles has been considerably increased; the system of steering is something like that of the Quadrant. The Bicycleette Safety, by the same maker, has wheels of equal size and the handle-bar is bent back at right angles, so as to bring the grips or "nobs" nearer to and in a more convenient position for the rider. As may be gathered from the tone of this letter, the trade is at present rather reserved; another month, and the advent of the Stanley Show will wake up matters and give plenty to write about. In sundries and details there are a few improvements, among which the Self Lubricating Chain may be mentioned. It looks like the ordinary endless chain but somewhat heavier; the connecting links are hollow and filled with a peculiar greasy compound which slowly melts while in use and flowing out gradually, automatically oils the chain. It is already extensively taken up by the trade. Lamps are much the same, and saddles, although vastly superior to those of a few years ago, do not seem equal to the American ones. It is a pity some of your makers do not export a few here.

## A SENSATIONAL SAFETY.

Recently inspected, that will doubtless be the greatest novelty in dwarf-safeties at the Stanley show—it is an Invincible (Surrey Machinist Co.) which has two thirty in. wheels (forty-two inches wheel base) but is *without forks* and will be the lightest dwarf machine in the market. The wheels are connected by a long tube and each wheel axle is supported on one side only. It has the splendid ball-bearing head already spoken of, and is sure to create a sensation. Sport and trade are now, through the connecting link of the Maker's Amateur, so bound up with each other, that the action against the latter is likely to be resisted by the trade, as one good amateur is worth half a dozen professionals, for the base uses of advertisement. If all the M. A.'s are kept out of the amateur ranks—there will be an accession of fresh blood, and the old proverb "there's as good fish in the sea as were ever caught" will again be proved. There is plenty of talent to come forward and I fear new riders will be prepared to accept their degree—in other words step into the vacated M. A.'s shoes. My next letter will give the result of the N. C. U. Council meeting on the amateur question, and report of the Stanley Show.



By the way, one correction for "H. C."—He is mixed over the Crippler pattern. The true Crippler Tri., is almost extinct, its place having been usurped by the Direct Steerer. The Crippler had an automatic spring to control the small, eighteen or twenty inch pilot wheel, with both driving wheels forty-four to fifty inches. The D. S. has an uncontrolled twenty-five to thirty inch pilot, with twenty-six to forty inch drivers. Last of all, four bearings to the axle are an almost indispensable improvement, absolutely necessary with light machines, and have the effect of not only making the machines more rigid, but much easier running, and saves loss of power by preventing the axle sagging or bending, as is the case with only two central bearings. I fear my corrections of "H. C." may make me seem egotistical, and even more so when I state that I am the oldest recognized writer on the technical construction of cycles. My *Fourteenth Annual* series of articles on BICYCLES of the year, and *Eighth Annual* series of articles on TRICYCLES of the Year are now running in the *Bazaar, Exchange* and *Mart* newspaper (London)—but such is the fact. I therefore claim to speak with some authority.

HARRY HEWITT GRIFFIN.

#### THE RUDGE MACHINES FOR 1887.

IMPORTERS: STODDARD, LOVERING & CO.,  
BOSTON, MASS.

Among the heaviest of importers for the past few years, none have been more prominent than Messrs Stoddard, Lovering & Co. This firm has made a specialty of the "Rudge" machines, and their announcement that they will present the same line of wheels in an improved form during the coming season, will be read with interest by many of our readers. Their agent, who has just returned from England, where he has thoroughly investigated all forms of new, and alleged improvements of old machines, is fully satisfied that the Rudge machines will hold their own. While there will be no startling changes in the general makeup of the Ridges, nor will any novelty be introduced for advertising purposes, yet after much correspondence with reliable and experienced riders, several improvements have been made, that the machine may be as nearly perfect as possible. The list of Ridges for the coming year is as follows: Light Roadster, Roadster, Bicycleette, Crescent Tricycle, Humber Tandem, and Crescent Tandem.

The specifications of the Light Roadster have not yet been made public, but it will be the "pet" machine, and will be more popular even, than it was last year. The Rudge Roadster is last year's American Rudge, in an improved form, and with a new name. The machine has been entirely remodeled, and while it is not claimed to be a first-class machine, it is a serviceable wheel, and just the thing for those who cannot afford, or do not care to put much capital into a machine. The Rudge Bicycleette is the original type of the "Rover-type" of Safeties, which are going to be so popular next year, having been patented by Messrs. D. Rudge & Co., as early as 1879. It is a rear-driver, perfectly safe from headers and no danger from side-falls; is a good hill climber, a scorcher on level roads, and the very best thing for night riding, and for rough roads. The Rudge Humber Tandem

—it would be carrying beans to Boston to laud this machine. The weight is evenly distributed, the form is graceful, and this form of tandem is absolutely the fastest of all others. The best proof of its value is the fact that prominent makers have imitated its form. The Crescent Tandem is specially designed to be ridden by two ladies, but can of course be ridden by a lady and gentleman. It is of the Crippler form, with automatic bicycle steering. The importers of the Rudge will import more heavily than ever before, and knowing that their reputation was at stake, and that cheap work would mean an immense loss, they have accepted nothing not genuine. Our readers would do well to see their mounts before deciding on a purchase. An illustrated catalogue will shortly be issued.

#### MINNEAPOLIS NOTES.

We fully appreciate your comment on lack of new cycling ideas, when trying to find interesting items in this northern latitude, with the mercury skipping downward daily; some mornings as low as thirty degrees below zero; early risers say thirty-eight one morning, but no one cares enough about a paltry eight degrees to get up early and settle the matter for themselves. In such a frigid time, one's thoughts are fully taken up with the problem of enough to eat and wear, and so it may not surprise you to hear that at a "Farewell Reception" given the professionals on the 1st, the moderate crowd assembled fairly suffered from the cold, it being twenty degrees below outside the rink. Four men took part in the first race of twenty miles, star wheels only. Two, breaking their wheels, retired from the track at ten and thirteen miles respectively, and Bell, brother of Grant Bell, won in one hour, eight minutes and a fraction, Harrington second, in one hour, twelve minutes and fifty seconds.

The next event was a five mile race between Savage, Schroeter and Hale, three of our best amateurs. Hale led till the last two laps, when Schroeter went to the front and won in sixteen minutes, forty-five seconds; Savage second.

Morgan, Eck and Shock started in a twenty mile handicap, but as Shock left the track at the completion of two miles, and Morgan at five, Eck quit riding after completing seven miles.

Next came a two mile professional Star bicycle race between Steele and Bates, which was won by the latter in seven minutes, fifteen seconds, Steele nearly a lap behind.

The posters had announced a "Grand Ball" to take place immediately after the races, but the cold drove home most of the spectators, and dancing in fur cloaks and overcoats, to say nothing of overshoes, is always clumsy amusement.

To one knowing the identity of Morgan with "Spokes," it is amusing to read his last letter to the *Bulletin*, and note how carefully Morgan's side of the controversy with Prince is brought forward, apparently by an impartial outsider. To render it complete, Prince's letter of the following morning should have been appended, in which he reiterates his challenges to any of the professionals—characterizing Morgan as, "that bag of wind."—But if I know Prince, he is fully equal to holding up his own end of a race or controversy.

L. B. G.

#### FROM THE CITY OF CHURCHES.

Although the long period of snow has effectually put a check to all wheeling, the club men are by no means despondent, but have many plans in view to while away the season of inactivity.

The Kings County Wheelmen propose holding a pool tournament at their headquarters on the 18th inst., open to Club members only, but at which all interested are cordially invited to be present. Handsome cues are to be presented to the first and second best men, and a very enjoyable time is anticipated. Their annex committee has been hard at work, and the much talked of new location will, it is hoped, be definitely settled during the coming month. They will probably secure new quarters in the vicinity of Bedford and Fulton aves., and will move their headquarters to the new location, using their present rooms as an annex. They have received a challenge from the Long Island Wheelmen for a match at bowling between teams selected from the two clubs. An early date will be set for the match and much fun is anticipated and looked forward to in the event. Perhaps the greatest piece of news from this vicinity is that the great E. K. Austin, Secretary, Treasurer, etc., etc., and the hottest kind of a champion for light wheels, has given up his 34 lb. light roadstar, and adopted a Star as his mount for the coming season, which, light as it is, of its kind, weighs 45 lbs. Since the last N. Y. and N. J. Road Racing Assn. race, the K. C. W. has had the Star fever bad, but we never thought it possible that Austin would come down to the "coffee-mill."

The Brooklyn Bicycle Club have taken very kindly, we may say enthusiastically, to tobogganning and skating, having organized clubs for the indulgence of these sports. They had a merry party at the slides on Saturday evening last, and they propose getting up a rousing skating party on the coming Saturday. They wear the Club uniform on all occasions of this kind, and find it both comfortable and serviceable. That apostle of skulls, cross-bones and figures, their worthy club surgeon, Brush by name, has compiled an elaborate table of statistics of the club, for the year 1886. A *resume* of the voluminous document shows that on December 31, they had a membership of sixty-five, classified as follows: active, fifty-five; associate, five; veteran, three; and honorary, two. The maximum duration of membership was seven years, seven months; the minimum, one month. The total period of membership was 109 years, 8 months, and the average duration one year, ten months. In age, the maximum was thirty-four years, the minimum eighteen; the sum total of all the ages, 1,469 years; and the average twenty-two and one-half years. In height, the maximum was 6 feet 3 inches, the minimum 5 feet 4 inches, the sum total of all heights was 365 feet 4 inches, and the average 5 feet 8 inches. As to weight, their heaviest man weighed 195 lbs., their lightest 122 lbs., their total weight 9,244 lbs. In all the above, 65 men reported.

Their mileage in 1886, with but 45 men reporting was, maximum, 8,086; minimum, 100; total mileage of all reporting, 55,743 miles. The number of wheels reported was 54, classified as follows: Expert, 24; Victor, 12; American Club, 5; Rudge, L. R., 3; Columbia, L. R., 2; British Challenge, 1;



Yale, 1; Apollo, 1; Pilot, 1; Spalding, 1; unknown makes, 3. The largest wheel was 60 inches, and the smallest 48; the average being 53 inches.

The largest individual records were: A. B. Barkman, 8,086; F. B. Hawkins, 4,751; Elmer Skinner, 4,000; Dr Brush and E. Williams, each 3,000; L. W. Slocum, 2,556; A. S. Haviland, 2,500; Martin R. Winchell and J. R. Nafis, each 2,000; F. B. Jones, 1,800; and B. J. Kellum and G. E. D. Todd, each 1,500. Besides these, Messrs. Bancroft, Meeter, Adams, Wheeler, Cole, Spelman and Wheeler each scored 1,000 miles or over. The boys have well earned their title of being "toughs," and are proud of it, and aspire to racing; I think the majority will hold their own with most riders, when it comes to a matter of distance. Messrs. Barkman and Hawkins have each made over 200 miles in twenty-four hours on Long Island roads, and have also done a number of centuries. The other members of the club who have made centuries during the past year are: Slocum, Meeter, Adams, Wheeler, Skinner, Todd, Williams and Jones. They are to have an entertainment at the club house on the evening of the 19th, at which the club medals won during the past year will be presented.

The boys intend out-doing themselves during the coming year, and some long tours are already planned. The question of mounts is also being considered, and many are contemplating a change. A few incline to the Star, but the majority seem to be impressed with the excellent record the Victor has made in the club during the past season. President Barkman covered 7,654 miles of his score on a Victor since April last, and he is reckoned a pretty hard rider, and as the wheel has come out without a break or flaw of any description, the boys are inclined to believe it is about as good, if not better than the general run of mounts. If Barkman retains his mount for the coming year, and I think he will, his example will no doubt be followed by many others.

"Bon" the correspondent of the *Bulletin* and to whom I am indebted for many of my notes, has informed me that our Secretary-Editor, Mr. Aaron, has sent his resignation to the Executive Committee of the League. This will be a great surprise to many of your readers, but never-the-less it is true, as "Bon" gets his information from reliable sources. Mr. Aaron has very many warm friends among wheelmen generally, and I am sure all will much regret that other business arrangements have compelled him to relinquish his official connection with us. Mr. John A. Wells, the Chief Consul of Pennsylvania is spoken of as the likely successor, and while this gentleman is personally unknown to me, his great work and universal popularity in his Division, his experience in all matters pertaining to the routine of League work, and his familiarity with newspaper work in general and the *Bulletin* in particular, would most strongly recommend him for the position. If we are to have a change in the editorship of the *Bulletin*, let us have a complete change and new blood. Do not let us elect the editor of any known publication who has (and beyond doubt they all have) at some time or other, indulged in more or less mud-slinging; but let us have a man who can start with clean hands, and then if he don't keep them clean, it is his own fault and he must take the consequences. Mr. Wells seems to answer all these requirements and

it is to be hoped that he will be the lucky or perhaps the unlucky man, for the Secretary-Editorship is not a bed of roses, as many seem to think.

ANON.

#### BROOKLYNETTES.

At the annual meeting of the Long Island Wheelmen held in the club rooms at the Prospect Park Plaza, on Jan'y 4th, the following Board of Officers were elected:

President, Wm. W. Share;\* Vice-President, E. A. Bradford; Secretary, Michael Furst;\* Treasurer, Jos. D. Huggins;\* Trustees: Geo. W. Mabie,\* W. H. Hoole, L. G. Wilder\* and A. L. Brown. Captain, Chas. H. Luscomb;\* 1st Lieut., R. M. Chichester; 2nd Lieut., Geo. G. Teller;\* Lieut. of Tricycles, C. E. Jayne; 1st Color Bearer, H. F. Donaldson;\* 2nd Color Bearer, C. F. Prey; 1st Bugler, E. T. Fisher; 2nd Bugler, Ira M. Clapp;\* Surgeon, F. P. Hudnut, M. D.

The names marked with asterisks are those of members of the Long Island Wheelmen, the other officers being chosen from the ranks of the Bedford Cycling Club, the two organizations having been recently consolidated. At this meeting the club also discussed the plans for a new club house, which Mr. Smith, who owns property on Bedford avenue and Lefferts Place, proposes to erect for them. The proposed building will be four stories in height, 25x70, with wheel room on first floor, parlor on second, billiard room on third. The front of the house, of which a sketch was exhibited at the meeting, is said to have been very handsome; the front will be of iron, with large low windows, the whole surmounted by a clock-tower. It is expected that the club house, then finished, will be the finest in this part of the country. The certificate of incorporation was signed and acknowledged by the charter members, to be filed a few days later.

W. F. Miller, the lecturer of the Ilderan Bicycle Club, gave a private magic-lantern exhibition at his residence. The few fortunate who had been invited say that the views were excellent. These were the slides which Mr. Miller had been unable to show at the I. B. Club's entertainment.

Mr. H. B. Elliot, the captain of the Brooklyn Bicycle club was married last Thursday. The young Benedict has the best wishes of all his club-mates.

The pool tournament at the Brooklyn Bicycle club rooms is still progressing. This club will give a series of private entertainments during Jan'y, February and March. Visitors will always be welcome Wednesday nights. The record medals will be awarded either on Jan'y 19th or 26th, when the club will have a little racket after having made the scorers happy.

There is no place for tobagganning in this part of the country like Orange, especially on Highland avenue. Tobogganists have organized a club there, called the Essex Co. Toboggan Club, which has built a slide,  $\frac{1}{2}$  of a mile long. The slide is splendidly illuminated at night and presents a handsome spectacle especially when combined with the fantastic toboggan costume of the ladies and gentlemen.

INDEPENDENT.

Jan'y 10th '87.

#### THE LEAGUE AS A PUBLISHING HOUSE.

HOW THE *Bulletin* CAME TO BE ESTABLISHED. ITS ENORMOUS EXPENSE—SHALL IT BE A NEWSPAPER OR A GAZETTE.—REPORTED DISSATISFACTION AND PROBABLE CHANGES.

The League of American Wheelmen was organized, as most wheelmen know, at Newport, on May, 30, 1880. Its organization was necessarily crude, its workings complex and its membership small. Still its early officers worked with a degree of enthusiasm hardly found at the present day, and gradually, changes in the constitution and by-laws were made, that put it more on a business basis, and systematized the work, gradually delegating more power to the Board of Officers, until to-day they stand with almost unlimited powers as to the making of its laws and shaping its general policy. From 1880 to '82, the membership increased to almost 2,300, but remained at about that figure, enough dropping out at the end of the year to apparently make room for the slender list of applicants. The year 1883, brought a complete change in the administration and resulted in the location of the executive officers in New York, and the appointment of THE WHEEL as the official organ of the League, the subscription price being fixed at fifty cents per year. While this absorbed one-half of the funds, it afterwards proved of great general benefit to the association as the membership doubled during that year, due mainly to the influence of the paper and the exceedingly active efforts on the part of the officers and members. Unfortunately however, the secretary, who was one of the proprietors of THE WHEEL, used its columns in exposing a mass of trickery and deception on the part of some League officials, and although subsequent developments have stamped his diagnosis as correct, it took two years for the League membership to discover the fact, and at the time he was hastily disciplined and expelled although the reasons for this line of action are not clearly understood to this day. Justice was tardy, but he was afterwards reinstated, and, I believe retains his membership to this day.

The great growth of the League during this period, impressed upon the membership the necessity of having some means of official communication, and for the following year the *Cyclist and Athlete* was made the official organ, at a nominal rate, being almost one-half the amount paid to THE WHEEL, the year previous. Mr. Eugene M. Aaron, of Philadelphia was elected editor, and to him is due the establishment of the present *Bulletin*. The League in the meantime, continued to expand, the divisions and division organization became more perfect, local interests were centralized and there arose a demand among the controlling spirits for a special organ of its own, which the members apparently endorsed. The result was the *Bulletin*, which was introduced at Buffalo in 1885, and which has continued to do service up to the present day. Although not originally designed as a newspaper, it has gradually assumed that character, as in addition to the "official news," it contains contributions from the pen of known writers, besides endeavoring to chronicle the current news of the day. This course has necessarily involved additional expense, requiring greater



attention from the secretary-editor, greater expense in the matter of paper, printing and binding, without a corresponding increase in receipts from advertisements, so at the present writing it is safe to say that the *Bulletin* costs, after charging a fair proportion of the editors salary to its account, at least thirty cents per member or say roughly speaking \$3,000 a year. This has naturally led many to think that this great expense is in a measure unnecessary or could be curtailed. The great trouble has been that the members have been kept in comparative darkness as to the true state of affairs. There has never to my knowledge been a good businesslike statement of its financial condition printed. We have had some desultory figures as to the number of copies printed, with inane comparisons of circulation with the present cycling journals. In fact, at the last meeting of the Board of Officers of the League at Boston, the Executive Committee were directed to investigate the matter of the *Bulletin* thoroughly and print their report. This has not been done, but there is no concealment of the fact that these officials are not satisfied with present results, and various changes are hinted at, prominent among which, is the removal of the *Bulletin* to Boston, and placing it in the hands of the editor of one of the cycling journals now published in that town of culture and good roads.

Of course this is rumor, but it comes from reliable sources and is gradually becoming common talk. The wisdom of the step I do not propose to criticise. My object is to consider the advisability of the League continuing in the role of a publishing house, and whether, by so doing, it carries out the principle of the constitution as laid down by the founders of the organization. In this connection it becomes pertinent to propound the following queries.

Does not the *Bulletin* absorb too great a proportion of the funds of the League of American Wheelmen?

Does it not absorb too much of the attention of League officers, which could be better directed in other channels?

Would not an official circular issued once a month, be an economy worth considering, and, at the same time be of as much practical benefit as the present weekly budget?

Is the *Bulletin* conducted on strictly business principles, and why are its affairs so veiled in mystery, as far as the ordinary members are concerned?

To my mind these are questions of moment that should be fully discussed. They embody principles that should interest all who have the welfare of the league at heart. I do not wish to pose as a grumbler, but I do hold that, as a loyal member of the organization, I have a right to know something of its affairs, which patient inquiry has to the present date failed to reveal.

AN OLD MEMBER.

Among the many letters that Messrs. Stoddard, Lovering & Co., received in their mail last week were three that were curiosities. In one, a man wishes to exchange forty acres of land for a Rudge Humber Tandem; in another a man has 200 pounds of gunpowder which he will exchange for a bicycle, and another wishes to dispose of 200 pair of roller skates for any kind of a Rudge.

Geo. M. Hendee has engaged with the Springfield Bicycle Co., whose machine he will sell, perhaps ride, next season.

#### MY FIRST TOUR.

Possibly it is better to defer writing of a journey, 'till time has softened the rough and disagreeable features, and things are only seen through the pleasing tinge that recollection only imparts. For that and several other reasons, I have put off "writing up" a tour taken in Canada in the summer of '82, and if the distances ridden per day, exact state of each grade and hill, number of glasses of milk drank daily, and other useful and interesting data are a little vague, my readers will doubtless thank their lucky stars. I know of but one man who succeeds in making dry statistics interesting as applied to cycling. Need I mention him? To return to our tour and those making it—There were two of us, one a very green hand, barely able to mount and dismount, and with not enough courage to coast the gentlest of grades—the other a veteran of '79, famed for once having toured as far as Providence, R. I., and perfectly at home on all sorts of roads. Our mounts, if anyone cares to know, were a forty-eight Standard Columbia, and a fifty-two American Sanspariel. Let me say, in parenthesis, that both wheels behaved well on the trip, no spokes or ruts loosening, etc., and the manufacturers can credit me what they like for this "unsolicited testimonial." We left home one pleasant summer evening about 9 P. M. and committed ourselves to the Conn. River and Montreal R. R., planning to return home from Montreal by wheel through Vermont and Massachusetts. Lulled into a state of coma, by the rhythmic jolt and swinging of the cars, early the next morning we were awakened by a rude bump and sudden stop of the train. Getting out rather hurriedly, we found that a collision had taken place resulting in our engine and baggage car's being somewhat smashed. Our first thought was for our wheels, but they proved to be unharmed. The trains had stopped in a small town in Vermont, rejoicing in the name of West Hartford. Of course no hotel was to be seen, but a lady living near the station kindly consented to sell us some hot biscuit and strong tea, which had to serve as breakfast. A dreary wait of three or four hours followed, which my companion insists I employed in soundly sleeping, but I have no such recollection, and pronounce it a slumber. How *could* a man sleep after that tea? Another engine at last came down from the nearest junction, and we moved on again. The journey was through fine scenery, but grew to be long and tedious, and we were glad to find ourselves crossing

#### THE FAMOUS VICTORIA BRIDGE.

The country had been anxiously scanned during the day for rideable roads, but what we saw from the cars, did not strike us favorably, and the plan for wheeling back grew more and more in disfavor. Roads seeming to consist chiefly of sand and stones, and hills, of course, abounded. Our first troubles began at the Custom House, where we found the wheels put "in bond." I had foolishly cleaned mine until it looked quite new, and found there might be trouble in getting it out, and at any rate the next day would be the earliest time to do so. Sadly wending our way into the city, both total strangers to it and its people, we inspected one or two cheap hotels, but were disgusted with their dirt and inmates. The finest ones stunned us by their rates, but we at

last hit on the "Richelieu," a good hotel at moderate rates, and much frequented by tourists. There is much in Montreal to interest and delight the visitor, from the pretty brunettes one meets at every step, to the magnificent Cathedrals that tower above its roofs. My friend, not feeling in first-class form, was disinclined to ride, though by dint of much persuasion, showing of bills of sale, etc., we had got our wheels free, so we tramped around for one or two days, visiting Notre Dame and our Lady of Lourdes Cathedrals, gazing wistfully at the walls of the famous Gray Convent, staring at the Allan Line Steamers, doing the steamboat ride through the Lachine Rapids, etc. Our plan was to take a

#### STEAMER UP THE ST. LAWRENCE

as far as Kingston, Ontario, and wheel from there to Toronto, possibly to Hamilton. We had vague ideas that the roads were fine, and the novelty of the idea added to its temptation. What may seem strange to my readers, we had seen no other wheelmen in Montreal, and almost began to think there were none. Of course, it was because we were heedless enough not to look up the Montreal Bi. Club, which is noted for its hospitality. Our knee breeches and general make-up attracted no attention, so many tourists and canoeists wore the same dress. Well, on the third day we boarded our boat, in a heavy shower of rain, the first we had yet encountered; anyone familiar with the trip up the river, will remember that canals and locks abound the first day. My companion made entries in his notebook reading something like this: "12 m. — Passing through lock; very interesting process. 5 P. M. Still passing through 12th lock; d—— monotonous." But if my memory serves me rightly, there were but fourteen of them, and when we at last went to sleep, the boat was out in the river steaming along at an improved pace. There was much in the country to interest strangers, and even the canal ride, with the tow-path looking temptingly smooth, and the flat monotonous country, broken only by small villages and low stone houses, had a charm of their own. [To be Continued.]

#### BUSINESS MEETING OF THE MASSACHUSETTS DIVISION L.A.W.

The Massachusetts Division of the League of American Wheelmen met at the Quincy House last Saturday evening. Previous gatherings of this nature have been confined to the officers of the Division, but last evening any League member was permitted to attend and the wisdom of the departure was plainly demonstrated by the larger attendance and increased interest manifested.

Chief Consul H. W. Hayes presided, and about the tables were seated the following gentlemen:

C. L. Smith, A. L. Bowker, H. H. Bates, J. H. Grimes, F. B. Coleman, George A. Nash, John Amee, C. S. Clark, all of the Cambridge Club; J. S. Dean, E. G. Whitney, E. W. Smith, A. Kennedy Childe, Dr. W. G. Kendall, and C. S. Howard, all of the Boston Club; R. S. Brewis, of Manchester, Eng.; Abbott Bassett, of the Chelsea Club; E. H. Foote and John B. Cann, of the Somerville Club; Sanford Lawton, of the Springfield Club; Hon. A. G. Hill, of Northampton; J. Fred Adams and H. A. Chase, of Haverhill; W. I. Harris and H. A. Fuller,



of Brighton; Dr. W. H. Emery, of Dorchester,

At the conclusion of the repast, the meet was called to order by the Chief Consul. After certain matters of routine business had been disposed of, J. S. Dean, chairman of the committee appointed to consider the advisability of holding a meet of the Division at Martha's Vineyard, next summer, reported in favor of holding such a meet, and requested that the committee be continued. It is expected that this meet will prove a delightful affair.

Mr. Hill, of Worcester, sent in a report of what had been done in the way of preparing "danger-signals" cautioning cyclists against unridable or unsafe stretches of road. It is intended to place these boards at all points where it is dangerous for wheelmen to ride. By request, Mr. Kennedy Childe told his experience with "danger-boards."

On motion of Mr. Whitney, seconded by Dr. Kendall, it was voted to appropriate the sum of \$100 for the annual expenses of the Chief Consul's office.

The advisability of holding a dinner in connection with the business meetings of the Division was discussed at considerable length, and finally decided that it was for the best interests of the League that a dinner be held, but no member need feel obliged to attend the dinner unless he wanted to. The next meeting will be held on the evening of February 12th. The dinner will be served at 8 o'clock, and the meeting called to order at 8.30 o'clock.

#### THE LEAGUE MEET.

[SPECIAL TO THE WHEEL.]

#### PROGRAMME.

FIRST DAY, FRIDAY, MAY 20th, 9 A. M.—Board of Officers meeting; 11 A. M., general business meeting; 4 P. M., leave on steamer down Missouri River to Montesano, at which resort take supper; after supper, re-embark for trip further down the river. Steamer is provided with a large ball room and night will be spent on board. Grand League ball. Return to St. Louis before morning.

SECOND DAY, SATURDAY, MAY 21st—Parade at 10.30 A. M.: Wheel to Forest Park and other resorts. After dinner, League races; afternoon tour to St. Louis resorts; Banquet, 7 P. M. Leave St. Louis at 12 midnight, on special steamer; arriving in morning at Clarksville. Leave at 10.30 for tour of twenty miles over famous Clarksville Belt road, returning to St. Louis in evening by steamer or rail. Next day, road race over Clarksville road, dinner, and return to St. Louis.

Captain Peck of the Massachusetts Bicycle Club, finished a riding season of nearly 5000 miles in 1886. All being accomplished on a fifty-five inch Rudge.

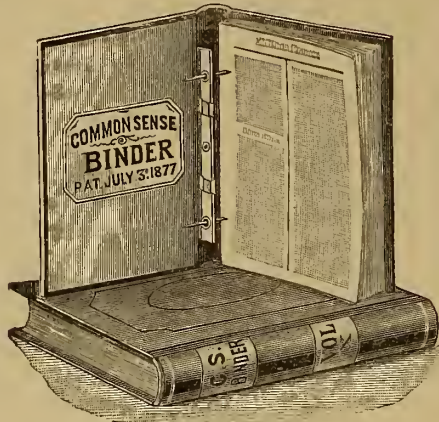
#### RECENT PATENTS.

Nat. Brown, Emporia, Kans., *Swing Bicycle*.  
W. S. Evans, Clyde, Ohio, *Bulletin Boards*.  
Wm. C. Hall, Sycamore, Ill., *Laying Concrete*.  
A. P. Merrill, Fall River, Mass., *Wheel for Velocipedes*.

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<i>The Wheel and Recreation</i> , . . . . .	1.00
<i>American Wheelman</i> , . . . . .	.50
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## A Prize Competition.

We shall award the following prizes for chatty and readable descriptions of tours, etc.:

#### FIRST PRIZE, VALUE \$6.25.

One year's subscription to *Outing*, *Bicycling World*, *The Cycle*, *Wheelmen's Gazette*, and *THE WHEEL*.

#### SECOND PRIZE, VALUE \$4.00.

One year's subscription to *Outing* and *THE WHEEL*.

#### THIRD PRIZE, VALUE \$2.00.

One year's subscription to *Bicycling World* and *THE WHEEL*.

COMPETITION CLOSES JAN. 15TH.

## — SOCIAL —

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

JANUARY 22. Somerville Cycle Club's Ball.

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RUDGE RACERS.	Attention Racing Men.
1 53 Rudge Racer, used twice, -	\$90.00
1 54 " " three times, -	90.00
1 55 " " never ridden, -	90.00
1 57 " " " " " " " "	90.00

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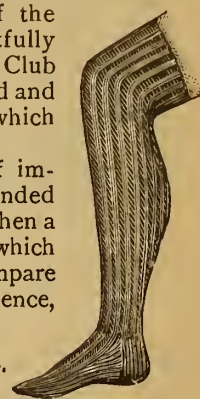
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