

AND RECREATION.

Vol. XIII.—No. 16.]

NEW YORK, JANUARY 13, 1888.

[WHOLE NUMBER, 328.

WHEN we are compelled to use racing machines to make records, we

SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the

Minneapolis Rink, when he ran

350 1-2 MILES IN 24 HOURS

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's indoor world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

323 MILES IN 24 HOURS.

Not to be forgotten is the 20 miles within the hour on the Ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

100 Miles in 5 Hours 38m. 441-5s.,

still with the Ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

Catalog cheerfully mailed on application.

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

—LARGEST MANUFACTURERS OF CYCLES AND SUNDRIES IN AMERICA.



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REPAIRING. SKILLFUL

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

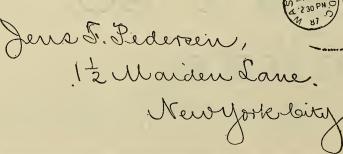
BARCAINS IN SECOND-HAND WHEELS.

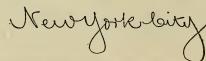
A large stock of Second-Hand Wheels always on hand. All Grades. All MAKES. ALL PRICES.

NEW MAIL, THE WHEEL OF PERFECTION. Sole Agent for Long Island.

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

> CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn.





25 MILES.



Athletic, Bicycle Lawn Tennis

MEDALS

MADE FROM STRICTLY Original Designs AND AT

POPULAR PRICES.

Correspondence Solicited.

Send 3 two-cent stamps for Illustrated catalogue and price list-

THE STAR.

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

TIME.

I.	H. J. Hall, Jr., K. C. W.,	SIAR,	1.33.53		
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57		
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34		
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49		
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02		
Roseville, N. J., July 4TH.					
STAR first and second in 1-mile Novice.					
66	" second and third in 1-mil	e State Chami	PIONSHIP		
44	" " " " <u>" 2-mil</u>	e " "			
	New Castle Pa., Jul	y 4, 188 7.			
	STAR WON Hill-Clim	bing Contest.			
	" " 1-mile Op	en.			
	" " 2-mile Op	en.			

DETROIT, MICH., JULY 10, 1887. STAR WON 3-mile L. A. W. Championship.

3-mile Lap Race.

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

STAR WON FIVE FIRSTS:

WILKESBARRE, PA., JULY 4, 1887. 1-mile Novice.

> ½-mile Boys' Race. 1-mile STATE CHAMPIONSHIP.

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

STAR FIRST in 1-mile Open. in 1-mile Class.

in 2-mile STATE CHAMPIONSHIP.

2-mile 6.45 Class.

St. Louis, July 10, 1887.
The Great 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. Greenwood won easily. STONE "dropped out" at 46 miles.

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

N. Y. SALESROOMS, 115 LIBERTY STREET.

. H. B. SMITH MACHIN

Smithville, N. J.

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

Everything a Wheelman Needs.

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Oraton Hall.

Newark, N. J.

ALL GRADES OF REPAIRING DONE. SEND FOR CATALOGUE.

NEW INDEXED MAP OF THE

Environs of N. Y. City.

Scale, 1-4 Miles to 1 inch.

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

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

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

\$4.00.

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

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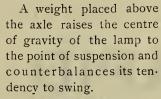
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ADVANTAGES

USE.

It secures a steady light upon the track.

It prevents lamp from going out on rough roads.

It prevents spilling of oil from the cup.

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

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

C. H. KOYL,

1406 New York Avenue, WASHINGTON, D. C. who will mail a sample, postpaid, for one week's trial, upon receipt of price.

Price \$1.50.

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

THE

448 & 454 BROAD STREET,

OPPOSITE D. L. & W. R. R. Newark, N. J.

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

SPACIOUS BILLIARD PARLORS AND CAFE

Connected with the Hotel.

H. C. WHITTY & CO.,

Proprietors.

BARGAINS!

SECOND-HAND

Bicycles, Tricycles,

TANDEMS.

Examine Our Prices.

KEY TO DESCRIPTION.

FINISH .- "1" Full nickeled. "2" All nickeled "3" Wheels enameled, balance nickeled. except rims. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

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

CCNDITION .- "1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent.
"3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut,

Ì						Finish.	Bearing	Conditi
Į						8	Ë	p
	No.	01	. N	04	D!	Ę	eg	ō
				Cost.	Price.			
•	146	56	Columbia Expert,	\$132.50	\$85.00	4	1	2 2 1
	149	51	"Special Star,"	135.00	93.00	3	ball	$\frac{z}{z}$
	179		Sp'kb'k Cripper Tri.	180.00	85.00	4	$\begin{array}{c} 2 \\ 2 \\ 1 \end{array}$	2
	180	F0	" Hbr. Tandem	1,280.00	220 00	4	z	1
	213	52	British Challenge Special Star, Royal Mail, Rudge Lt. Rdstr.,	135.00	65.00 110 00	3		4
	217	48	Special Star,	120.00	110 00	4	ball	1
	220 234	53 52	Royal Mail,	140.00	95.00	4	1	1 1
	235	55	Cal It Bandster	135.00 150.00	90.00 100.00	4	1	- 1
	236	56	Col. Lt. Readster, Columbia Expert, Columbia Expert,	132,50	70.00	$\frac{4}{3}$	1	4
	237	48	Columbia Expert,	199 50	70.00	4	1	4
	238	46	Special Facile,	122.50 123.00	80.00	4	$ar{2}$	1
	244	45	Special Facile, Special Pony Star,	107.00	100.00	4	1	1
	245	54	Royal Mail,	140.00	95.00	4	1	1
	246	52	Cclumbia Expert,	137.50	90.00	ī	i	i
•	247	54	New Rapid,	150.00	110.00	3	i	1
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	260	48	Columbia Standard.	100.00	40.00	5	4	5
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	265	52	Royal Mail,	137.50	95.00	3	$\frac{1}{2}$	2
	266	55	Spldg Semi-Racer.	140.00	40.00	4	ĩ	4
	269	51	Spl. Star,	160.00	100.00	4		1
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	271	52	Sanspareil,	127.50	75.00	4	1 2 2 1 1	1
ı	274	52	Sans. Lt. Rdstr., Victor,	137.50	75.00		2	1
	275	48	Victor,	127.50	90.00	4	1	:2
	276	52	Columbia Expert,	137.50	105.00	1.	1	1 1 1 2 1
	277	52	Specl. Club, Premier,	160.00	105.00		1	1
	278	50	Premier,	100.00	70.00 60.00	1	4	1
	282	38	Rudge Safety,	135.00		4	1	~
	283	51	Spel Star	130.00	90.00	4	3	1
	285	51	Spel. Star,	120.00	80.00	4	3	4
	286 287	44	Spcl. Facile,	130.00	70.00	4	1 3 3 1	4
	288	52 56	Columbia Expert,	127.50	80.00	4	4	2 4
	289		Columbia Standard,	107.00	40.00	4	4	4
	290	52	'k'b'k Cr'p'r Tricycle	199.50	130.00 90.00	4	Î 1	ř
•	291	55	Victor Lt. Roadster, Columbia Lt. Rdstr,	145.00	110.00	3	1	+
	292	56	Columbia Expert,	142.50	110.00	3	1	Ť
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	295	54	Victor,	130.00	100.00	4	î	î
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	297	46	Columbia Expert, Columbia Expert, Boys,	120.00	70.00	â	î	1
	298	39	Boys,	70.00	25.00	5	4	ī
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	300	50	Victor,	125.00	80.00	4	1	4
	301		Quadrant trike No. 8.	, 185.00	165.00	4	ī	ī
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NEW MANAGEMENT,

38 Park Place, New York,

THE

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AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 5 men each from the Maryland Bi Club, the Balto.

Cycle Club and the Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

NEW RAPID BICYCLES.

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

New Rapid Light Roadster,

IN THE MARVELLOUS TIME OF

30 Minutes 44 Seconds.

THE FASTEST TIME EVER MADE IN A ROAD RACE.

SEND FOR CATALOGUE OF NEW RAPIDS.

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RECREATION

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

P. O. Box 444.

New York.

A ROADS IMPROVEMENT ASSOCIA-TION TO BE ORGANIZED.

At the next meeting of the New York State Board of Officers, provision will be made for the organization of a Roads Improvement Association for New York State.

We are informed that the Association will receive the support of the trade and a Legislative campaign will be commenced looking to the improvement of the road system of the State. An effort will be made to create a Road Commission, into whose hands the care of the roads will pass. Details will be published later.

The editors of our esteemed contemporary, the Bicycling World, invite us to join forces with them and "fight" for class racing and time limit and "nothing else," that the dead sport of bicycle-racing may be revived. We are willing to do all we can to revive a dying, not dead, sport. But here is a brief summary of our views of the treatment: There should be four official handicappers in different sections of the country, instead of the present national handicapper, who is too far off from most race meet centers to be of service. Each competitor in a race should furnish on his entry blank his best record, his last effort and his best handicap effort; the data thus obtained will enable the handicapper to properly classify the men. Let us establish the time limit, if you will; but do not forget the short handicaps, say of one-half, one and two miles. The giving of very valuable prizes should be discouraged; the attempt to make very large be discouraged; the attempt to make very large profits from race meets should not be attempted; the admission fees should be reduced, in order to attract the public largely and to spread the sport. The giving so-called grand tournaments should not be encouraged. They satiate, often nauseate the public; the roller skating craze rolled up to such mammoth proportions that it killed itself of its own weight; likewise the polo craze. Let us go ahead in the right direction, and nurture plain, ordinary contests between gentlemen.

Mr. John A. Wells has been reappointed Representative of the Pennsylvania Division L. A. W. by Chief Consul Jessup. We think it unwise on Mr. sentative of the Pennsylvania Division L. A. W. by Chief Consul Jessup. We think it unwise on Mr. Wells' part to force himself upon the League. The League will simply be compelled to maintain its self-respect by expelling Mr. Wells from its membership. Of course Mr. Wells will object to this and the League will give him a hearing, at which much dirty linen will be washed, and the linen will be Mr. Wells' property and not that of the League. We are aware that Mr. Wells has many friends, and not alone in the Pennsylvania Division, who claim he has been ill-treated and misunderstood. Mr. Wells himself has published some information which would strengthen that some information which would strengthen that view. But we are in possession of facts enough to know that when the whole truth is told, the action of the League Board will be perfectly justi
doubtless the horsemen will get their road,

fied. Now that Mr. Wells has forced the issue, the Board should take action at once and either exonerate Mr. Wells or place itself right before the public, a considerable portion of which now misunderstands and impugns the motives of the Executive Body.

RECREATIONS OF YOUTH.

The Boston Globe has done noble work in collecting the views of a number of prominent gentlemen on boxing, as well as their views on the value of exercise for young men. Any of our readers who wish to convert their sedentary friends to a proper appreciation of the value of exercise, can do no better than use the *Globe* of January 8th, 1888, as a tract. Among those who have given their views to the *Globe* are: President Eliot, of Harvard; Dr. Sargent, of the Harvard Gymnasium; General Francis A. Walker, Hon. Abram S. Hewitt, Mayor O'Brien, of Boston; Commodore Elbridge T. Gerry, Governor Ames, of Massachu-

Elbridge T. Gerry, Governor Ames, of Massachusetts, Designer Burgess, General Charles J. Paine, Edward Payson Weston, John O. Shaw, Harry W. Garfield, Cyrus W. Field, Roscoe Conkling, James Dwight, R. D. Sears, and Francis Peabody, Jr. Professor Sargent's contribution is no doubt the most valuable. The professor strongly condemns over-development in any particular direction, and raises his well known cry against specialists, i. e., men specially trained for any one branch of attitudes, as sprint running, rowing, boxing. The tudes, as sprint running, rowing, boxing. The professor instances that if a boy were permitted to practice on the horizontal and parallel bars exclusively, he would develop the arms and shoulders of a Hercules and the legs of a pigmy.

MEETING OF MASSACHUSETTS L, A. W. BOARD OF OFFICERS.

The regular monthly meeting of the Massachusetts Division, L. A. W., Board of Officers was held last Saturday evening at Mieusset's restaurant, Boston. There was only a small attendance of members, as very little business was to be brought of members, as very little business was to be brought up for consideration. Chief Consul H. W. Hayes presided, and the other members present were: J. H. Grimes, of the Cambridge Club, J. Fred Adams, of Haverhill, John Bateman Seward, of Chelsea, A. W. Robinson, of Charlestown, W. A. Mosman, of Jamaica Plain, Dr. W. H Emery, of Roxbury, E. B. Coleman, of Cambridge, E. H. Meader, of Holyoke, and Charles S. Howard, of Roston

After the dinner had been disposed of the meeting was called to order by the Chief Consul. In the absence of the Secretary and Treasurer reports from those officers were dispensed with. business was presented by Dr. Emery, who moved that the vote of a previous meeting, whereby copies of the division road book, soon to be issued, are to be furnished free to all joining the division, be rescinded. This was carried unanimously. Then it was voted that the book be given free to those who joined during the first quarter of the year; for those joining during the second quarter a charge of 10 cents; third quarter, 25 cents; and fourth quarter, 50 cents. This was done so that the division may not be out of pocket by furnishing the

On motion of Mr. Howard, a committee, consisting of Messrs. Emery and Howard, was appointed to arrange for some sort of a special enterpointed to arrange for some sort of a special enter-tainment which may add to the pleasure of those members who attend the general meeting of the board in New York next month.

Dr. Emery led a discussion upon the best method to be pursued in gaining recruits for the L. A. W. ranks. Various plans were suggested and a lively

ranks. Various plans were suggested, and a lively campaign is anticipated for next season.

Chief Consul Hayes referred to the New York meeting, which is to be held on February 22, dwelling upon the many matters of importance to the welfare of the League which are to be considered at that convention, and endeavoring to impress upon the members the necessity of attending. A majority promised to go, and the prospects are that Massachusetts will send a larger delegation this year than ever before.

It was decided that there was no need of another meeting of the Massachusetts board until after the New York convention. The meeting then ad-journed subject to call of the Chief Consul.

The horsemen of New York held another meeting

LONG ISLAND WHEELMEN VS. HAR-LEM WHEELMEN.

On Friday, January 6, the long talked of bowling match between these clubs came off at the L. I. W.'s alleys. The game was interesting from start to finish, the result being in doubt till the last frame was counted.

The room was fairly well filled. The alleys were new and in fine condition, The home team bowled easily and very slow, while the Harlems sent the bails swift and strong.

The scores of the men and teams were as follows:

Long Island Wheelmen.	Harlem Wheelmen.		
Luscomb (Captain). 165	Edwards 175		
Jones 170	Bingham 108		
Clark 130	Norman 109		
Bartlett 193	Lefferts 225		
Wise 119	Emanuel 130		
Bogart 182	Mulcahy 142		
W. W. Share 132	Ford 140		
Brown 145	Jennings 163		
F. P. Share 224	Parker 144		
Caswell 147	Pearse (Captain) 170		
Total,601	Total1,524		

SCORES BY FRAMES.

Long Island.	Harlem.
I 163	1 151
2 319	2 297
3 450	3 450
4 592	4 612
5 730	5 76r
6 918	6
7	7
81,291	8,1,212
9	9
101,601	10

Difference in L. I. favor 77 pins.

Umpire, Mr. Guy, Crescent Club; umpire for Harlems, A. W. Prever; for Long Island Wheelmen, Mr. Huke. The highest individual scores were: Lefferts, H. W., 225, and F. P. Share, L. I. W., 224. A return game will be played at the Harlem's alleys—Lenhardt's—124th street and Sixth avenue, on Thursday evening, January 19. All wheelmen are invited. The Harlem team will try to arrange a game with the New York Club bowlers. bowlers.

THE VICTOR WHEELS FOR 1888.

IMPORTANT CHANGES .- THE VICTOR JUNIOR.

In a few days we expect cuts of the Victors for 1888. Meanwhile we present our readers with the salient points of the 1888 wheels.

THE ORDINARY will be the Victor Light Roadster

and will be improved in a few slight particulars. The axle will be increased 1-16 of an inch in diameter and the felloes will be increased in depth. The Victor was very popular last year, and it will continue to hold its own on the score of wear and

tear and good looks.

THE VICTOR JUNIOR is a new departure. It is to fifty inches, it will be very popular with short men. It is in the same lines as the Light Roadster and fully as handsome. It has true tangent spokes; hubs and spokes same as Light Roadster; solid crescent steel rims, weldless steel tubing for front forks and backbone; solid rear forks; Victor saddle; handlebar same as L. R. except solid, ball-bearings to front wheels; cone to rear wheel. Altogether a very fine appearing and substantial wheel. Sizes 38 to 50 inches; price for fifty inch \$75; \$5 off for each size less.

The Safety has been changed materially from

last year. The frame is entirely different in appearance, being built with a special view to strength. It is braced to resist all strains at every point. Four sets of ball bearings have been put in where the spring fork joins the head. The front fork has been arranged at a much less angle and the sensitiveness will be reduced at least fifty per cent.; this was a great fault last year. The spring fork, which was a prearful to a proposed do to the spring fork. which was universally commended last year, has been improved by the addition of a mechanism which permits it being made more rigid or the reverse. The axle of the sprocket wheel is the same length on both sides, so that the right pedal will not be an inch further from the centre than the left pedal, which is a great fault with safeties. Altogether the outlook for the Victor safety is very bright. The tricycle will remain the same as last

WHEEL GOSSIP.

The Volunteer.

W. T. Fleming is touring through Jamaica.

PROVERB.—" Faint heart never rode big bike."

The Ilderan Club will not rejoin the League as

Mr. H. E. Ducker talks of a big tournament in Buffalo for 1888.

The Pope M'f'g Co. will have an exhibit at the Stanley Show.

The Columbia catalogue will be issued on Tuesday, January 10th.

Maltby has gone to Paris to get a match on with Canary or Kaufmann.

The Dorchester, Mass., Club has decided not to join the League as a club.

W, H. Milliken, Plainfield, Mass., claims a bike mileage of 6,104 for 1887.

Just now Boston is full of agents making arrangements for the coming year.

A. G. Spalding & Bros. have the sole United States agencies for the Victors for 1888.

The Long Island Wheelmen will have a Ladies' Reception during the latter part of January.

Maguire and Hornbostel, of Columbia College, will train for the inter-collegiate bicycle event.

Kluge will ride a Columbia racer in the Spring. His admirers think him capable of better than 2:30.

J. M. Warwick, Manhattans, presented his club with a handsome register book on New Year's eve,

Outing was sold, on Monday of this week. The new management promise great things for the future.

The Columbia catalogue is out, and may be obtained upon application at any of the company's agencies.

The Board of Officers of the League will probably hold their regular Spring meeting in New York on February 22d.

An advertiser wanting a tandem will give a bicycle and cash for same. Address, H. S. Johnson, Suffern, N. Y.

The Coventry Machinists' Company, Limited, will continue their agency for the Club wheels at 239 Columbus avenue.

William Read & Sons are much encouraged by their success of last year, and they will manufacture the New Mail for 1888.

Lieut. W. G. Kendall, of the Boston Bicycle Club, is the happy possessor of an elegant diamond ring, the gift of a number of friends.

. "Enclosed please find my subscription to The Wheel. I find it far better than any of the papers received. A. Burt Norton, Cincinnati, Ohio."

W. C. Boak, Le Roy, N. Y., has invented a new lamp which cannot be put out by any accidental overturning, or by any of the ordinary mishaps.

i Mr., W. S. Atwell, manager of Messrs. Wm. Read & Sons' bicycle department, has invented a liquid enamel which will be largely used this year.

Chief Consul Thos. L. Ingram, of Georgia, has made a young lady Mrs. Thos. L. Ingram. The happy event occurred on the 4th inst. at Columbus, Georgia.

It is said Jack Keen will exhibit at the Stanley Show a new pedal, which renders slipping impossible, and yet does not hold nor confine the foot in any way.

The New York Club will have oute a team of fliers on the path next spring. Among others are Marshall, Hanson, Montanye, Harris, Paynter, and Pringle.

The Anheuser-Busch Brewing Association, which so royally entertained the League members at St. Louis last year, have issued the handsomest calendar we have seen.

BOWLING MATCH.—The Harlem Wheelmen and the Long Island Wheelmen will have a bowling match on Friday evening. A vessel of liquid invigorator will be on tap,

The Boston Bicycle Club celebrated the departure of the old year in fine style last night. A jolly company sat down to a "feed," and there was fine singing, recitations, etc.

A. B. Barkman left New York on Tuesday evening for a trip to Chicopee, the home of the Victor, Worcester and Boston. Mr. Barkman is making ready for an active Victor campaign.

The Hudson County Wheelmen, will give a thousand-mile medal to each member who rides 1,000 miles, beginning January 1, 1888, and an extra bar for each successive thousand miles.

A number of members of the Manhattan Club have not yet retired their wheels. We are rapidly advancing to the time when the "off" season will not be so dead nor so long as it is at present.

Edwin Oliver, representing the Gormully & Jeffery Mfg. Co., will be in New York about January 15th. Mr. Oliver is a pioneer wheelman of Gotham, and he will meet many old friends during his visit.

A number of wheelmen were out in the Oranges on New Year's Day. Howard A. Smith and David Clark rode from Newark to Montclair and Bloomfield, and reported the roads in nickel plate condition.

A new English concern, the Coventry Plating Company, will decorate wheels with stripings and monograms in all colors. Henceforth we shall expect to see backbones rivaling the old masters.

A special meeting of the New York Club washeld Friday evening at the club-house, to elect a trustee in place of Mr. C. A. Dunn, resigned, and to receive certain amendments to the by-laws to be introduced.

"Tommy" Burnet, the popular little member of the Union County Wheelmen, has resigned from that club. "Tommy" will also retire from the race path and devote his time to good old superior road riding.

The Manhattan Club had a boxing tournament on Saturday evening. Messrs. Goldman and Goodman, C. A. Sheehan and Em. Schaffner, Kane and Goodman and Putney and Golman obliged the audience with set-tos.

A familiar sight in the Park is W. A. Rogers, Harlem Wheelmen, and his dog. The dog is tied to the step of the wheel and the pedal comes within a few inches of his head as he trots joyously along beside the rider.

The Warren Wheel Club, of Roxbury, Mass., held a handicap "shoot" at their club rooms Christmas (Monday) morning, resulting in H. C. Andrews winning first prize, L. E. Noble second, and S. A. M. Read third.

L. Prang & Co., Boston, Mass, publish a superb bicycle sketch, 22x28 inches. A copy of it should be in every club house and every wheel agency. Send to them for illustrated circular and please mention The Wheel.

The engagement is announced of Miss Mary Wallace, daughter of George Wallace, of Newton-ville, to the well-known and popular Harry D. Corey, now of the Pope Manufacturing Co., and formerly of Stoddard, Lovering & Co.

Louis F. Wise, L. I. W., probably heads the 1887 mileage record in this vicinity with a total of 5,180 miles. The L. I. W. mileage for 1887 totals up to very large figures and speaks well for the firm hold wheeling has taken in Brooklyn.

On Thursday evening—last night—the Calumet Club, of Brooklyn, were to have considered whether they would join the Kings County Wheelmen in a body. With the addition of the Calumets, the K. C. W. would have a membership of 135.

ROXBURY BICYCLE CLUB.—Dr. Emery, President of the Roxbury Club, sends us an an artistic invite to the Club's ball, to be held at Oriental Hall, 2,152 Washington street, Boston, on Wednesday evening, January 18th. Dancing from ten till two.

The Jersey City Athletic Club, of which a number of wheelmen are members, enjoyed a stag racket on New Year's eve. Dr. E. W, Johnson, of the Hudson County Wheelmen, was end man in the "minstrels" and also sang a comic song with much success.

Mrs. Elliott Mason, who is a member of the Harlem Wheelmen, was presented with a thousand mile medal on Christmas Day by Captain Halsted. Mrs. Mason's record from April to December 31, 1887, was 1,105 miles. She is the first lady in the Harlem Wheelmen to obtain a medal.

The recently organized Natchez (Miss.) Bicycle Club is growing apace. It now boasts some fifteen members, nine of whom have already received wheels, and has elegantly furnished quarters. At this rate it will not not be long befire the League will have a State Division in Mississippi.

At the semi-annual meeting of the Ramblers' Bicycle club of Hyde Park, the following officers were elected: President, J. E. Walter; Secretary and Treasurer, J. P. Boyden; Captain, F. G. Hall, First Lieutenant, A. H. Morse; Second Lieutenant, Robert E. Grant; Color Bearer, E. E. Galloupe.

At the semi-annual meeting, on the 5th, of the Ramblers' Bicycle Club, of Hyde Park, Mass., the following officers were elected: President, J. E. Walter; Secretary and Treasurer, J. P. Boyden; Captain, F. G. Hall; First Lieutenant, A. H. Morse; Second Lieutenant, Robert E. Grant; Color-Bearer, E. E. Galloupe.

The rumor that W. I. Wilhelm, of Reading, Pa., would no longer be seen on the path, is totally unfounded. Mr. Wilhelm's business will take more of his time this year than ever before, but he is as much interested in racing as ever before and will be seen upon the path whenever his business will permit.

The Columbia Club, of North Attleboro, Mass., has elected new officers as follows: President, O. W. Clifford; Vice-President, W. E. Luce; Secretary, Thomas E. Bell; Treasurer, C. F. Kurtz; Captain, F. C. Groton; First Lieutenant, W. F. Swift; Second Lieutenant, E. A. Whitney; Bugler, C. C. Whitmarsh.

The Manhattan Athletic Club will hold its annual games in Madison Square Garden, 26th street and Fourth avenue, on Saturday evening, January 28th, at 8 P.M. Among the events is a 1½ mile bicycle handicap. Entrance fee, 50 cents; close January 21st, 1888, with C. C. Hughes, 475 Fifth avenue, New York City.

The tricycle is always ready at the door for an errand to the market, a call on a friend, a spin for pleasure, or a journey to the next town. And where is the horse that, driven by his mistress, can be counted for a uniform speed of eight miles an hour, with a possibility of ten or twelve miles on fine roads?—Scientific American.

Captain Halsted's record for 1887 is 4,601 miles for 147 riding days, or an average of 31 miles. This record is the best in New York City, by about 1,300 miles, the second best being held by Mr. Nisbett of the New York Club, with 3,282 miles to his credit. Of the 52 Sundays, Captain Halsted has ridden on 37; making 1,742 miles; and on 35 Saturdays has ridden 1,228.

"Senator" Morgan sends us a neat pamphlet containing "Lives and Portraits of the Cowboys and Champion Bicyclists." The cow-boys include: Marve Beardsley, Broncho Charley; and the wheelmen include: R. Howell, W. J. Morgan, W. M. Woodside and R. Temple. The pamphlet is to be scattered broadcast through Europe, and is expected to dwarf the impending war cloud in interest.

THE FIRST K. C. W. ON THE ROAD.—F. G. Brown, Kings County Wheelmen, rode the old year out and the new year in. Leaving the club house on Clymer street he rode to the Park, stopping at Schwalbach's. After a few turns in the Park he returned, covered with snow, which had fallen to a depth of four inches. His wheel and himself were covered with the downpour and a little heap of snow had piled itself up on his lante. n.

RECORDS.—The New York Clipper Annual for 1888 has just been received. The annual contains an account of the earlier days of the American stage, theatrical, musical and sporting chronologies for 1887, aquatic and athletic performances, billiard, racing and trotting records, baseball and cricket data, with a table of records of all kinds in all departments of sport. Price fifteen cents. Frank Queen Publishing Co., Limited, 88 Centre street, New York City.

As we first announced, Mr. Harry Corey, formerly manager of Stoddard, Lovering & Co.'s. bicycle department, has been engaged by the Pope M'f'g Co., and will travel for that concern. Mr. Corey is well known, not only in and near Boston, but his path record and his conquests over that upish piece of earth yelept Corey Hill, have given him a national reputation. Mr. Corey makes acquaintances readily, and will be well known in every cycling centre of the country before the season wanes.

BALTIMORE.

At last that great and somewhat troublesome question to some of our wheelmen has been decided, and the Maryland Division will invite the League of American Wheelmen, through the Board of Officers, whose meeting takes place on January 17, at New York, to hold its ninth annual meet in Baltimore.

The special meeting of the Division called by C. C. Consul Mealy, for January 7, at the Maryland Bi-cycle Club house, was very well attended, there be-ing between sixty and seventy members present. After a great deal of discussion pro and con After a great deal of discussion pro and con on the project, the question was put a vote and carried. This practically settles it that we will have the meet here, although the invitation has first to be accepted by the Board of Officers. This invitation will be sent to them in a few days, and will, in all probability, be accompanied by a request that the time of holding the meet be set for a somewhat later date than usual. This matter was discussed at the above meeting, and the general idea appeared to be that on or about June the 15th would be the most suitable time, although some of those present favored on or about June the 15th would be the most suitable time, although some of those present favored the 4th of July. The objection to such an early day as May 30 is that May is undoubtedly one of the busiest months for "Spring trade," and it would, therefore, be difficult for a great many of our wheelmen to take part in the festivities, whilst in June business is not so brisk, and there would be a better opportunity of getting leisure time. Then, again, the weather in June is much more settled than in May, and there would be much less settled than in May, and there would be much less probability of rainy or very hot weather. The latter is the only serious objection that can be put forth against postponing to such a late day as the 4th of July. No doubt this matter will be satisfactorily arranged by the committee appointed for that purpose. There has as yet been nothing done in regard to appointing of committees, and in all probability there will not be until after the Board of Officers is heard from; with the exception of a of Officers is heard from; with the exception of a suggestion made at the meeting, that, should the invitation be accepted, the C. C. appoint a general committee of fifteen; this committee to have the entire arrangements in charge. Of course this does not mean that fifteen men will be expected to do all the work, for it will require a good bit of that from every member in the Div. to make the meet a success. In the interim of the awaiting an answer from the Board, our C. C. will, no doubt, make his selections for the above committee, so as to be able to appoint them and get down to work with as little delay as possible. You may expect a regular weekly report from me now in regard to the League meet.;

I have frequently heard from the dissatisfied portion of our membership, lately, those old and threadbare questions: "What has the Maryland Division or the League done for our wheelmen? In answer to your question, gentlemen, I will join you in saying in a direct way almost nothing, but must add, in an indirect way a great deal. Whilst there has been as yet very little necessity for legislation here, in regard to our wheelmen's rights the roads, it is only natural to suppose that this need would have long since shown itself, had not the wheelmen of other States asserted their rights and been vastly assisted therein by the League. One of our prominent wheelmen has a good way of putting the advantage of the League. When he meets one of the "kickers," he calmly informs him of the fact: "That if it were not for the League, my friend, you would be riding your wheel in your backyard or on your roof," and that is just about the size of it. Now as to the Maryland Division having done nothing I can hardly agree with you, gentlemen; for such a small Division she with you, gentiemen; for such a small Division she has certainly done a great deal, and if you will but look about you you will certainly see that she has not been idle. That she has not done more there is no one more to blame, "gentlemen kickers," than yourselves. Ask yourselves, "What have you done for the Maryland Division?" that you should cru so much for returns. He ward division to the should cru so much for returns.

of saying nothing of the wrongs which you supof saying nothing of the wrongs which you sup-pose are being done you now, and getting to work putting your shoulders to the wheel and doing all you can by increasing our Division membership, etc., you cry it down, and surely you do no one more harm than yourselves. Remember, gentlemen, that every member added to your Division adds just that much to our strength. Like the poor and sickly child, that is compelled through its weakness to take the jeers and cuffs of every one, but who through the attention of some benefactor eventually finds itself grown a strong and hearty man, asserts its rights and gets them, so is your Division. Make a man of it, gentlemen, and then we can expect a man's share of the returns. Yours, etc. RALPH.

NOTES FROM KINGS COUNTY.

Strange as it may seem, we are now able to report that the number of bicycle clubs in Brooklyn is on the decrease, but from this statement do not infer that we are losing interest in the G. O. C. On the contrary the cause in Brooklyn was never being pushed with so much vigor and the

result as apparent.

The latest convert to the theory that in "union there is strength" is the Calumet Cycling Club, a prominent Eastern District organization whose members are rapidly making plans looking toward the consolidation of their club with the Kings County Wheelmen. The Calumets plainly see the superior advantages to be gained by belonging to an older organization: new club house, branch, etc., etc., and the K. C.'s realize the fact that by the proposed action they will acquire a body of live, active men who will be an honor and credit

The K.C. W. Bowling Club will be reorganized shortly; and its members expect to do some good work on their own alleys, in new club house, which are being built by Dillingham, a New York builder who is rapidly making an enviable reputa-tion in this line of work. Officers of the club are M. L. Bridgman, President and Captain, and T.

Crichton, Secretary-Treasurer.

Kings County men begin to feel as if their hopes long deferred are about to be realized. Their new club house will be ready for occupancy about February 1st, and, in order to entertain themselves and their many friends, they have decided to hold three receptions. The first will be a private view for members only; second, Wheelmen's Reception; third, Ladies' Full Dress Reception.

These affairs have been placed in the hands of a competent committee composed of F. H. Douglas, chairman; R. F. Ilibson, T. C. Crichton, F. W. Storm, Jr., and J. H. Lang; and from the elaborate preparations which they are now making, great

results may be expected.

LEGAL VICTORY FOR WHEELMEN.

\$25 DAMAGES AWARDED—A NEWARK RIDER OBJECTS TO HIS RECREATION BEING STOPPED.

A suit of special interest to wheelmen was decided on Monday in the Circuit Court, Newark, and the decision gave the bicyclist, in this instance, a verdict of \$25 as solatium for his arrest for riding on the sidewalks of Bloomfield. The plaintiff, Ledyard S. Haskell, claimed \$4,000 and named James Foster, John V. Smith and William R. Hall as defendants.

Young Haskell, with a few friends, rode last Fourth of July from Orange to Bloomfield. There is a township ordinance prohibiting bicyclists from running their machines along the sidewalks, and as Haskell was violating this, Constables Foster and Smith bore down upon him with all the digaity of their office, and solemnly announced that he, the reckless culprit, must go before Judge Hall and there give a full and comprehensive explanation of is no one more to blame, "gentlemen kickers," his heinous conduct. The young man modestly than yourselves. Ask yourselves, "What have you done for the Maryland Division?" that you should cry so much for returns. Has your dissatisfaction helped to encourage the unattached to join our ranks? No; quite the contrary. Instead

to the constables for their trouble in arresting him. Haskell did not believe that these worthies were entitled to any compensation for that, but he kept his opinion to himself, and paid the money rather than remain cooped up in the place set apart in Bloomfield for miscreants. As he departed he was informed that a repetition of his offense would be followed by a fine of \$20 or ten days' imprison-

Then this suit was begun against the constables and the Justice. Haskell claimed that he had been illegally arrested, and that the Justice had no right to make him pay \$2, especially as no charge had been made: These facts were testified to by Haskell and others. Counsel for the defendants the constant was a proposity. He insisted that the constant moved for a nonsuit. He insisted that the consta-bles had simply done their duty in arresting Haskell. He was violating a township ordinance, and it was their duty to enforce the ordinance. He contended that Justice Hall had jurisdiction and

that, therefore, he was not liable.

Judge Depue refused to grant the motion. Justice Hall was then called to testify in his own behalf. He said that when Haskell was taken before him, he informed the young man that he was guilty of disorderly conduct, for which the penalty was \$20 fine or thirty days' imprisonment. Haskell admitted to him that he knew it was wrong to ride upon the sidewalk, and in view of all the circumstances he decided to let him go on payment of \$1 each to the constables for their trouble.

Constables Foster and Smith described the gallant manner in which they captured Haskell and took him before the Squire, who let Haskell down easily on account of it being Fourth of July. They received \$1 each in payment of their valorous con-

duct.

Lawyer Bailey, of New York, asserted that the \$2 was extorted from Haskell, and that there was no justification for either Hall or the constables. If Haskell had been guilty of any offense, counsel argued, he should have been tried.

The jury gave Haskell a verdict for \$25.

BROOKLYN CAMERA CLUB.

ELECTION OF OFFICERS.

The Brooklyn C. C. held its third meeting at the

The Brooklyn C. C. held its third meeting at the Ilderan Club House, 71 Lincoln Place, on Monday evening, January 9th. After adopting a constitution, the following officers were elected:

President, W. F. Miller; Vice President, Milton E. Baker; Secretary, J. F. Borland; Treasurer, Howard Greenman; Club Committee, H. C. Mettler, L. E. Prosch, A. A. Hopkins and M. A. Robertson ertson.

The club starts with twenty-five members. The initiation fee, or certificate of membership, will cost \$5.00; dues, \$8.00 per year.

The club has hired an apartment in the Ilderan

Club House, and will put in apparatus for the use of its members.

We advise all Brooklyn amateur photographers to communicate with the Club Secretary, Mr. J. F. Borland, 71 Lincoln Place. The next meeting will be held January 23d.

THAT FAST DRIVE IN CENTRAL PARK.

EDITOR OF THE WHEEL:

I notice in the daily papers the scheme of the horsemen for a speeding driveway in Central Park. It seems to me that this would be a good time for the wheelmen to assert themselves either for or against and force a combine.

The wheelmen have always met with much opposition from the very men who now ask for an exclusive driveway in the Park for simply asking. for their rights as citizens to use such roads as have already been built and are in public use.

There are certainly ten thousand wheelmen in

this city and Brooklyn—a power within themselves—and if the horsemen do not show a disposition to join hands for the improvements of roads, &c., &c., let them oppose every movement they make with all their might.

Respectfully yours,

JUSTICE.

NEW YORK, January 10, 1888.



MBALL'S SATIN STRAIGHT-CUT

People of refined tastes who desire exceptionally fine Cigarettes should use only our Straight Cut, put up in satin packets and boxes 14 PRIZE MEDALS. of 10s, 20s, 50s, and 100s.

OBITUARY.

WILLIAM H. AUSTIN.

The death of William H. Austin at his residence, 263 South Fourth street, on Sunday evening last, was a surprise to his many friends in Brooklyn, few of whom knew of his illness. Though but 24 years of age, Mr. Austin had been an "M. D." for two years and was in service in Bellevue Hospital, having in addition a considerable private practice as assistant to a well known New York physician in West Thirty-seventh street. Mr. Austin was one of the charter members of the Brooklyn Bicycle Company, and was one of the oldest members of the Kings County Wheelmen, having joined in May, 1881, two months after its organization, and was still an interested and esteemed member at the time of his death, though seldom seen on his wheel during the past three years. To him belongs the credit of proposing and carrying out, under the auspices of his club, the first bicycle race meet held in Brooklyn. The date was June 23, 1883, and the place the old grounds of the Williamsburg Athletic Club, at Rutledge street and Wythe avenue. The meeting was a success and inaugurated meets since held semi-annually by the Kings County Wheelmen. Mr. Austin's character was such as to secure the respect and friendship of all who knew him. His cheerful disposition and cordial manner made him friends everywhere, while the whole-hearted manner in which he devoted himself to any matter to which duty called, or in which his interest centered, won him general admiration. Just entering upon his career under the most favorable conditions, his energy, his capacity for rapid acquisition of knowledge, and his intelligence in applying that knowledge to secure practical results, would undoubtedly have won for him in a few years a prominent place in his profession.



HARRY D. COREY.

Upon the retirement of Messrs. Stoddard, Lovering & Co. from the bicycle business, their manager, Mr. H. D. Corey, who is so well and favorably known in the cycling world, accepted the invitation of Col. Pope to enter the service of the Pope Manufacturing Company. A brief sketch of Mr. Corey is appended:

Beginning as a rider of "The Bone Shakers" in 1878, he transferred his affections in 1879 to the ordinary bicycle, and has since that time

the ordinary bicycle, and has since that time been one of the most energetic wheelmen in the

In 1883 he was offered the position of manager of the bicycle department of Messrs. Soddard, Lovering & Co., and in that capacity has continued with them up to Dec. 31, 1887. This firm had been importing bicycles for other houses for some time, and perceiving a great future in the wheel business, they decided to make it one of the departments of their already large importing business, and finding in Mr. Corey the person they want ed, they offered him the position as their manager.



He was first heard of in the racing line in 1883, and during that year placed to his credit thirteen first prizes out of a possible sixteen. During the last three years the pressing demands of business have required his undivided attention, but he has managed to break several long-distance records during that time. Unlike most of the racing men, who train long and steadily for a performance, he did his racing almost always at a few days' notice, depending upon his fine physique to accomplish his purpose, and was generally successful. During the Springfield Tournament of 1883 he mounted his bicycle and broke all the records from one to ten miles inclusive, excepting the 2-mile and 5-mile, the act being more remarkable as he had never ridden a 10-mile race in his life until the day be-For his performance, the Springfield Bicycle Club presented him with an elegant gold watch, valued at \$150.

This ended his career on the path, but among a number of his noteworthy performances was his riding down Mount Washington in the spring of the year. Any one who has come down this steep ride can have some idea of the nerve it required to handle the bicycle during the descent. In the same handle the bicycle during the descent. In the same year he rode up Corey Hill, at Brookline, on an ordinary bicycle, being the first to successfully mount the hill, although it had been tried by numberless ideas and its berless riders, and it was some two years later before another rider accomplished the same feat. For this performance, Messrs. Rudge & Company presented him with a beautiful 53-inch Rudge Light Roadster, during his visit to England in 1884. A little later in the same year, he broke the record around Chestnut Hill Reservoir, which had been standing for four years, and in the latter part of the same year he broke the twenty-four hour record on his bicycle. For his many notable performances he was called the "Record Breaker."

As a judge of bicycles and tricycles, Mr. Corey is considered one of the best authorities, as his ex tensive acquaintance among manufacturers and cyclists, both in England and America, combined with a decided mechanical taste, gives him unequaled advantages for ascertaining the wants of riders and in securing the most valuable improve-ments. It has been his policy to carefully con-sider the requirements of cyclists and combine, in the greatest measure, simplicity with durability. When only twenty years old, he was sent to England by his firm to superintend the building of their stock of cycles, and after the completion of his Rudge & Co. er given. The sample machines, he gave Messrs. the largest export order that was ever given. The death of his father, while Mr. Corey was in England, a short time ago, left him in an independent position, but he much preferred to be busy; and upon the retirement of Messrs. Stoddard, Lovering & Co. from the bicycle business, after considering several very flattering offers, he decided to enter the service of the Pope Manufacturing Company, believing in the great future af American manufacturers

Although heretofore a strong competitor of the above firm, his relations with them had been most friendly, and while having nothing but the kindest feelings towards his English rivals, his energies for the future will be used for the perfecting Columbia bicycles and tricycles, a departure in which many of his friends will greatly welcome him.

THE WAY THEY DO IT IN NATCHEZ.

A question which must arise sooner or later in Natchez, as it has invariably risen in every town in which there is a bicycle club, is in what part of our city shall the streets be fixed up in such condition that it will make a nice drive for bicycles. New York, Philadelphia, Chicago, St. Louis, San Francisco and New Orleans have their bicycle blocks, on which, between certain hours of the evening, no vehicles are allowed except bicycles. St. Charles street is devoted to this purpose and it is a pretty sight to see the well-drilled wheelmen come out about eight o'clock in the evenings, each cycle having the regulation light at the head

Now, Natchez has a bicycle club of fifteen or twenty members, and what is more, there are several of the club who have bicycles. Bicycling is a graceful and healthful exercise as well as a useful accomp!ishment. The ladies admire it, and enjoy watching the boys whirl around. The condition of our streets at present is such that it is dangerous to ride at a rapid rate, at any time, and riding after sundown, which is the pleasantest portion of

the evenings, is out of the question. As the bicycle comes into more general use here, we must have a portion of the town set apart for this purpose or else be behind the times, so the question may as well be agitated at once, in order to be thoroughly discussed by the time it becomes necessary to

bring it before the people to act upon finally.

Being property holders in the city of Natchez, county of Adams, State of Mississippi, we claim the right to make suggestions whether they are acted upon or not. Therefore, having seen the cruel effects of a brickbat in the path of a rapidly rolling bicycle, and the peculiar delight which some of the wheelmen seem to take in tearing up the ground and street railway with their heads, we suggest that it would be economy for the city, a blessing to the street cars that are now obliged to stop every little while to clear the wrecked wheels off the track, and a great convenience to the bicyclists to fix up this end of Cemetery street as nicely as the other end. This would make a nice drive for the bicyclists, with a longer stretch of level road than is offered by any other in the city. The advantages of this street over the others are many .- Natchez Exchange.

As we predicted some time since, Mr. H. D. Corey is now connected with the Pope Manufacturing Co. Mr. Corey will travel for the company.

Mr. H. M. Saben has charge of the Rudge agency, which will remain in Messrs. Stoddard, Lovering & Co.'s building, 152 Congress street,

THE COLUMBIA IN BROOKLYN.—We are glad to announce that Charlie Schwalbach, Prospect Park Plaza, Brooklyn, has secured the Columbia agency for that city. With sole agencies for the Columbia and New Mail, Mr. Schwalbach should do a large business this year.

THE COLUMBIA IN NEW YORK.—Mr. George R. Bidwell, 313 West 58th street, will be sole agent for the Columbia wheels, for the uptown part of New York City. Of course the downtown business will be transacted at the Warren street depot.

"HEE-HAW-WATHA,"-The Irish Cyclists' Christon Longfellow's "Hiawatha," illustrated with twenty cuts. We have not yet read the book, but its writer, R. J. Mecredy, probably is as interesting as usual. American agents, Bicycling World Company, 12 Pearl street. Boston.

At the regular meeting of the South End Wheelmen of Philadelphia, held January 9th, the following members were elected for the ensuing term:
President, W. W. Roberts; Vice President, L. J President, W. W. Roberts; Vice President, L. J. Kolb; Secretary-Tre surer, George Caryl; Assistant-Secretary, J. A. Lehman, Jr.; Captain, J. J. Bradley; 1st Lieutenant, J. A. Green; 2nd Lieutenant, James Edwards; Bugler, H. Green. The club is still gaining members and by the Spring it is very probable that larger quarters will have to

"THE WHEEL is booming an American Road approvement Association. This is a sensible pro-Improvement Association. This is a sensible proceeding, and compares favorably with the 'rot' of another American paper, who desires the racing man to be a brainless idiot. No rider, who has man to be a brainless idiot. No rider, who has ever been in a contest, however mediocre, can have failed to recognize the value of 'experience,' which is practically simple 'judgment.'" The above from Bi. News. The compliment to our New York contemporary is graceful. We are pleased to notice that the News man is waking up, but we do not like to see the usually polite editor use such terrible words.—Bicycling World.

The idea of the members of wheel clubs or-The idea of the members of which classified ganizing bowling clubs over the winter is a very good one. Bowling develops the trunk of the body, and thus offsets the special leg development during the wheeling season. Running ment during the wheeling season. Running and the gymnasium should be resorted to to correct this special development. In almost every city there are first class gymnasiums connected with the Y. M. C. A.'s. In New York, Wood's Gymnasium, No. 6 East 28th St., is probably the best; a number of wheelmen frequent this resort of physical culture during the "off" season. It is complete in all its appointments, fitted up with baths, reading and waiting rooms, etc.

ARE THE MOST

PERFECT.

LOTT'S STEEL

AMATEUR PHOTOGRAPHY.

No. VII.-(Continued.)

Do not hurry by adding more No. 2; cover up the pan and give the developer time to act, when more For instantaneous views on water, it will be best to treat the plate same as for landscapes, by soaking plate in Pyro Solution first.

For landscape, machinery, architecture, &c., on B plates, use ½ dram each Nos. 1 and 2 to each ounce water, adding more of each as may be required, No. 1 giving density, No. 2 giving detail

and hastening development.

After rinsing off developer, immerse in 10 per cent. solution common alum, 3 to 5 minutes, then wash and fix in Hypo Solution, hyposulphite of soda 4 ounces water, 20 ounces, after which wash most thoroughly and dry spontaneously, and varnish with Keystone Negative Varnish. Should the film have a vellow time often five and making film have a yellow tinge after fixing and washing, immerse for a few minutes, or until color is removed, in the following Bleaching Solution: Water, 20 ounces; alum, 1½ ounces; sulphuric acid, ½ ounce. Wash afterwards and dry spontaneously.

THE BEEBE FORMULA.

DIRECTIONS FOR THE MANAGEMENT OF BEEBE'S GELATINE DRY PLATES.—To successfully work these plates follow the instructions carefully, and until you have mastered them, do not find any fault with the plates or begin any innovations in method of working them. Now, for a trial, take one of the plates from the box, dust it, put into holder, and make an exposure; give one second, five seconds and ten seconds on the same subject and with the same light. Returning to the dark room, where we have the following developer

SOLUTION No. I .- Water, I gallon: carbonate of potash (salts of tarter), I pound; oxalic acid I pound. Mix in a two gallon jar, and see that the solution tests decidedly acid. There will be a small amount of the salt remaining that cannot be

small amount of the salt remaining that cannot be dissolved, but will filter out.

SOLUTION NO. 2.—Water, I quart; protosulphate of iron, 12 ounces. Let iron dissolve slowly; shake bottle occasionally; filter, and if 32 drops sulphuric acid be added to the solution, it will stay clear. Filter these solutions carefully; if the commercial oxalate of potash is preferred use water (hot) 5 pints; oxalate of potash I pound; see that the solution is somewhat acid; add a little oxalic acid to make it so; let cool, filter and use in place of Solution No. I given above.

To Develop A 5x8 Plate, take solution No. I, 2 ounces; solution No. 2, I dram. (Always pour

To Develop A 5x8 Plate, take solution No. 1, 2 ounces; solution No. 2, 1 dram. (Always pour No. 2 into No. 1.) Put the exposed plate in the developing tray, and quickly sweep the developer over: keep moving, keep developer on until image is a little sunken in. Experience will show how far to carry development. When plate is removed from developer, wash carefully. Fix in a solution of water, one gallon; hyposulphite of soda, sixteen ounces. Wash carefully, and place in a solution of water, one gallon; alum 1 pound. Leave for about five minutes, wash for half an hour and when plate is removed from washing tray, brush off all sediment with a soft brush dipped in water. Let negative dry without heat. Constant motion and careful washing prevent streaks. After negative is dry, proofs may be taken before it is varnished, but care should be taken to have the paper perfectly dry. The negative should be varnished with ordinary negative varnish or with plain collodion before any considerable number of prints are made from it, as the film is liable to become stained by from it, as the film is liable to become stained by the silver in the paper.

NOTES.

Large plates may be wetted before the applica-tion of the developer, if preferred. If extra intensity is desired, add a few drops of a fifteen-grain solution of bromide of potassium to each ounce of developer before applying to the

To make clean work, dust off the plate before exposure, filter the solution and avoid air bubbles

on the plate.

The iron should be added to the oxalate, and not vice versa. If too much iron is added, it will cause a bright yellow sandy precipitate on the plate. Never add iron to developer in developing trap, always pour into a graduate.

If the plate is allowed to drain too much between any of the operations, air bubbles will form on the film, which must be removed with a soft brush upon the application of the next solution, otherwise its action will be unequal.

to dry quicker and cleaner.

Always examine the plate from the back on the removal from the hypo.

To INTENSIFY.—Proper timing and development

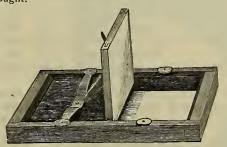
will render intensification unnecessary, but when it cannot be avoided the following is to be used; Stock solution—Bichloride of mercury, 120 grains: water, 12 ounces; Wash well—Wash thoroughly after fixing and before applying intensifier. Leave in mercury until desired strength is obtained, wash well and put in a solution of ammonia, 120 drops, water, 12 ounces, until blackened.

To Reduce.—Water, 12 ounces; cyanide of po-

tassium, ½ ounce; bichloride of mercury, ½ ounce. The plate must be thoroughly washed both before and after its application.

PRINTING FROM THE NEGATIVE. Printing a picture is producing a positive picture from a negative on paper. This is accomplished by exposing the negative and a piece of sensitized paper in a printing frame to the rays of the sun. For the purpose of printing the following chemicals are needed: a bottle of chloride of gold, an ounce of chloride of lime, a pound of hyposulphite of soda and an equal amount of acetate of soda, together with two trays.

Before commencing to print determine how many pictures are to be made, and only cut that amount of paper. It should always be handled in a weak light, and care should be taken not to touch the sensitive or glossy side. As soon as cut it should be placed in an envelope or rolled in orange colored paper; should strong white light come in contact with it the sensitized side would change color and become unfit for use. No more paper should be purchased than is actually needed at time of printing, and it will be of advantage to have the paper cut in the size required when it is



The above cut represents a printing frame with one half the back open. Unfasten the other half and remove the back, after carefully dusting it, place the negative in the frame so that the film side is up, then lay upon it a piece of sensitized paper with the glossy side facing the plate; now replace, take back and raise the frame, to be sure that the paper is perfectly smooth, Fasten the back by sliding the springs under the catches on the frame. Be careful not to use too great a pressure or the negative might be broken. When placing the sensitized paper in the frame always do it in a weak light.

Now convey the frame to a window, and place it on the outside so that the light will fall on the front of the frame. When sufficient time has elapsed remove the frame and unfasten one half the back and examine the print by bending it back; do this carefully, as the paper must not be changed from its original position. When the print looks darker than you wish the finished picture to appear, remove it from the frame, and immediately place it away from the light in the same manner as described with the sensitized paper.

TONING AND FIXING THE PRINTS.

Having made the prints, the attention must next be given to toning and fixing them. Fill one of the trays with water, and into it place the prints; after they have soaked awhile, pour the water off and refill the tray again with water. This should be repeated three or four times; at the last change allow the prints to soak, while the toning-bath is being prepared.

Into seven and one-half ounces of water, dissolve seven and a half grains of chloride of gold.

Now, take of French azatate, one ounce, water,

six ounces, and of the gold solution two ounces. This is one of the best toning baths known, and is

wery quickly mixed.

The water is now drained off and the prints are placed face downward in the above bath. Press them well down into it with the finger, then reverse them slowly, while they remain in the bath to insure an even tone. The prints are presumed for America.

It is sometimes desirable to immerse plates in a strong solution of common alum, either before or after fixing, as it hardens the film, and enables it tint. Hold the print when examining it so that tint. Hold the print when examining it so that the light strikes through it. When the print has been sufficiently toned, place it in water and wash it thoroughly. When done with the toning bath do not throw it away but preserve it for future use. FIXING THE PRINTS.

> After cleansing the prints, mix four ounces of hyposulphite of soda, one ounce of salt, half ounce of sal soda and thirty ounces of water. This should be prepared a day or two before. Put the prints into this solution and let them remain about fifteen or twenty minutes. After which remove them and wash them thoroughly and lay them on a smooth hard surface to dry.

INSTANTANEOUS PHOTOGRAPHS.

THE EXHIBITION TO BE GIVEN WEDNESDAY EVENING AT ASSOCIATION HALL.

The Photographic Society of Philadelphia, which is composed of amateur and professional workers, gives an exhibition of its work every year to show its friends the results of work of the members of the previous year, and next Wednesday evening, at Association Hall, a rare treat will be given. In at Association Hail, a rare treat will be given. Instantaneous pictures of athletic sports, various bits out of the constitutional centennial parades and war ships, mysterious pictures of Santa Claus, yacht races and scores of interesting landscapes, waterfalls and a series of most satisfying pictures of the Yosemite and its scenes, accompanied with a good description of each view. a good description of each view.

The pictures are projected on a very large screen by aid of a very powerful lantern and are readily visible from every point in Association Hall, and the results of work with detective camera, vest pocket apparatus, and instantaneous views of many odd, interesting and historical subjects will be ex-

hibited.

SINGER & CO.'S AMERICAN BRANCH HOUSE.

RETIREMENT OF MESSRS. W. B. EVERETT & CO.

Mr. Stringer's visit to this country on behalf of Mr. Stringer's visit to this country on behalf of Singer & Co., Coventry, has resulted in a change in the importing trade of this firm's goods. W. B. Everett & Co. have sold out to Messrs. Singer, and on January 1st the new arrangement went into effect. Mr. Ross, who has so long been connected with Messrs. Everett & Co., will be the manager for the American branch. Mr. Ross is a centleman who is thoroughly convergent with all gentleman who is thoroughly conversant with all the details of the business; in fact, during the past two years he has practically managed Messrs. Everett's business in a way not only most satisfactory to his principals but also to his patrons. Messrs, Singer could not have done better than appoint this gentlemen to the very important position of manager of their American branch. Steps have been taken to at once stock up with machines for the coming season, and it goes without saying that with the business ability of the management, and the splendid reputation of Singer's cycles, that the trade of 1888 for that firm will be still in advance of any former year, excellent though it has been.

We cannot leave this subject without a reference to the retiring firm. The gentleman whose name heads the firm went into the bicycle business in 1885, secured the agency for the Singer goods, and moved into the store formerly occupied by the Cunningham Co. Although in this business only two years and a half, we doubt if there is a man in the trade better or more favorably known than W. B. Everett. A thorough business man, with the knack of making and holding friends, he was exceedingly popular with all who came in contact with him. We cannot pay him a higher compli-ment than by saying that anybody who had the pleasure of business dealings with Mr. Everett was always anxious to continue the connection when opportunity offered. We have nothing but kind words for the retiring firm, and regrets that the trade will know them no more.

When Mr. Everett took hold of the business, he

When Mr. Everett took hold of the business, he felt the necessity of obtaining the services of a good lieutenant, one who would be entirely in accord with his methods. In Mr. Ross did Mr. Everett find the requisites, and so his services were secured. Mr. Ross has all the sterling qualities which go to make a good manager. All who have had dealings with him will bear us out in saying that such transactions have been a pleasure, and that such transactions have been a pleasure, and that Messrs. Singer have made an exceedingly wise move in securing his valuable services as manager

things.

CONNECTICUTTINGS.

In a recent estimate of the cost of a proposed macadam-making plant, one of our townsmen mentions a batch of such apparently extraordin-ary figures that we wish some reader of THE WHEEL would state in cold figures what a suitable steam

roller and rock breaker will cost.

We have unlimited stocks of flint rocks here, and there is no good reason why the town, so progressive in every other way, should not have passable paving—even if some soft stone is used, as a five-rod section on Atlantic street has. That short strip is more like what Lones imagines 'Faven to strip is more like what Jones imagines 'Eaven to be, in contrast with "the other place." Nature has kindly macadamized our street several times, which is about the only kind us poor folks can ex-

They are still monkeying with the sewer that was to be finished last June; and when the water company get weary tearing up the streets, the gas company moisten their hands and show a new line of earthworks. So the cycling public can only brace up as best they can and hope for better

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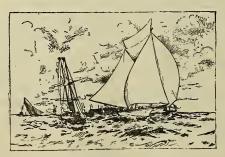
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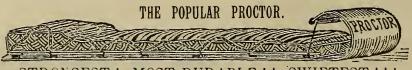
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