

# THE WHEEL

A JOURNAL OF CYCLING

Established 1880. 12 Vesey St, N. Y.

## AND RECREATION.

VOL. XI.—No. 23.]

NEW YORK, MARCH 4, 1887.

[WHOLE NUMBER, 283.]

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Containing detailed discription of the foregoing Cycles, will be ready early in March, and will be mailed on application.

*Respectfully Submitted,*

## GORMULLY & JEFFERY MFG. CO.,

Manufacturers of American Cycles,

CHICAGO, ILLS.





--AND--

## RECREATION

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## EDITORIAL NOTES.

We regret to announce that the Brooklyn Park Commissioners, have barred all riders of bicycles and tricycles from the paths and drives of Prospect Park, except, from the West Side Drive and the Methermeae Circuit.

## BOSTON HONORS STEVENS.

Thomas Stevens arrived in Boston at 3.30 P. M., last Friday afternoon, and was met at the Boston and Albany depot by Messrs. Peck, Farrington, Burr and Pattison, of the Massachusetts Club, and by Mr. Williams, of the Nonantum Cycling Club. Despite the severe dining tour he had just undergone, he appeared bright and ruddy. He was escorted to the Pope Mfg. Co.'s building on Franklin street, and afterwards to other places of interest.

In the evening he was banquetted at Young's Hotel. From 6.30 to 7.30, Stevens was busy acknowledging introductions to the many wheelmen who desired to meet him. The menu card was an elegant affair, being of tinted cardboard, on the front page of which

was fastened a piece of birch bark imprinted, with a likeness of the guest of the evening. On one page was a poem entitled: "To Stevens' Bicycle."

## THE GUESTS.

At the centre of the table was seated President Charles Richards Dodge of the club; at his right were seated Mr. Thomas Stevens, Col. Albert A. Pope, Hon. Henry D. Hyde, Prof. Williams, of Brown University, A. S. Parsons, E. W. Pope, A. W. Pope, Richard Halsall, Sylvester Baxter, Simeon Ford, of New York, and W. Williams. On his left were Hon. Halsey J. Boardman, president of the Senate; Col. Thomas Wentworth Higginson, Secretary Farrington, Capt. A. D. Peck, Jr., C. H. Minot, Messrs. Pattison, Graves and Williams, committee on the banquet; Librarian D. W. Colbath, and Capt. Friedman, of the Memphis Cycle Club.

There were also present C. Stuart Nairn, of the Ripley Road Club, of London, Eng., Dr. W. G. Kendall, Boston Bicycle Club, C. W. Fourdrinier, *Bicycling World*, W. H. Emery, Roxbury Bicycle Club. Messrs. C. S. Howard and J. C. Morse. Conspicuous at the end of the centre table were the bicycle, on which 15,000 miles of the famous journey were made, and the helmet hat and its swathing, which relieved the wearer from the burning heat of India. After the viands had been disposed of, Mr. Charles Richards Dodge, who acted as Toastmaster during the evening, opened the feast of reason with the following poem.

## TO THOMAS STEVENS.

Welcome, thrice honored guest—for so thou art—  
 And, with the greeting of each kindly heart,  
 Accept that homage men shall ever pay  
 Unfaltering courage born of true nobility,

And what thy deed that men shall honor thee?  
 If spanning continents from sea to sea  
 Were all, for this 'twere well to write thy name  
 Highest upon the scroll of cycling fame.

No simple feat was thine for praise or gain—  
 We see thee toiling o'er the burning plain,  
 Through rocky wilds, from far Sierras' fields of  
 snow,  
 And onward to the placid Hudson's flow.

Past English hedgerows, through the sunny ways  
 Of Europe, down to where the Balkans raise  
 Their grim peaks darkly o'er a warring clan,  
 To reach, at length, the realms Mohammedan.

We see thee pressing on through paths beset  
 With hidden perils—dangers to be met  
 By tact, cool judgment, and that daring which o'er-  
 leaps  
 Disaster while irresolution sleeps.

We see thy patient courage, ne'er dismayed,  
 Though heat and cold, and hunger be arrayed  
 Against thee; and though raging torrents roll  
 And mountains stand betwixt thee and thy goal.

And in thy strength of will, thy fearlessness  
 And perseverance, crowning with success,  
 We recognize a splendid type of man—  
 A hero formed upon the Stanley plan.

For this we honor thee, we grasp thy hand  
 And bid thee welcome, back to freedom's land.  
 Thrice welcome, Stevens, to our banquet hall  
 We greet thee! Noblest wheelmen of them all.

In the absence of Mayor O'Brien, the Toastmaster called upon the Hon. Halsey J. Boardman, who delivered a complimentary essay on "Pluck" referring to Stevens as the highest exponent of that quality. Following Mr. Boardman came Colonel Higginson, who was humorous and also complimen-

tary. Then Col. Pope responded to "Our Honored Guest." The Colonel compared the voyages of discovery of Columbus and other distinguished continent-finders to Stevens' journey, greatly to the disparagement of the former. Stevens had started out alone and unaided to pick his way across the continent, and his success proved that he was of the right stuff. After the Colonel's speech, three cheers and a "what's the matter" were given, and then Stevens rose to reply to his entertainers. After thanking them for their kindness, Stevens told an extremely interesting story of his adventures, far too long to be reproduced here. He had found England the paradise of wheelmen, though it had rained almost every day. The French roads, with their border-rows of poplar trees were equally enjoyable. The horses, however, were easily frightened by the wheel, and their drivers, true to the national traditions, were kept busy apologizing for the stupidity of the beasts.

The Rhine was crossed at Strasburg where the traveler was impressed with the military shadow overhanging everything. The German roads are lined with fruit trees, the produce of which is sold, the receipts being used to repair the roads. He found a great number of wheelmen at Vienna and Budapesth, where there are many restrictions, one of them being an obligation to wear a large number, so that the police may see them far off. The roads were very good all through Servia, poor in Roumania, and worse in Turkey. The roads for 600 miles from Constantinople were the worst of the journey. A journey of 1,600 miles in Asiatic Turkey was made in six weeks. Traveling on the desert is not so uncomfortable as is generally supposed, the passage of many caravans making a good path; 200 miles of desert traveling were covered in three days. Stevens waited five months in Teheran, and finally started out through Turkestan, on March 10th. He had ridden but 300 miles when he was ordered not to go through Russian territory. He then rode for 300 miles through Prussian territory to Meshed, but was forbade by the British Government from entering Afghanistan. Being thus blocked on both sides, he struck off south, 300 miles through Persia, and finally reached Afghanistan, having crossed territory which had not been visited by a white man since 1872. Being assured that his proposed route through Afghanistan was dangerous, he went back to Herat, whence after being imprisoned for nine days, he was sent back to Meshed, which point he had left thirty days before.

On August 2nd, he started for the Caspian and found 1,600 miles of road through India, the most superb stretch probably to be found in the world, 1,000 miles of it being dead level. Reaching Calcutta, and finding it impossible to get to Burmah, he took steamer to Canton, intending to wheel through China. But there were no ridable roads in China, all traveling being done on the rivers. Stevens struggled on for a few days, but was finally compelled to take to a boat, his wheel being carried by two colliers. When he had gone up the Yang Tsi Kiang some 500 miles, the hostility of the natives began to assume a threatening aspect. At one town, although guarded by two soldiers, the people blocked Stevens' passage and threw stones at him, and finally closed in upon him and his guard. A hand-to-hand



struggle of a few minutes duration ensued, when Stevens was rescued by some soldiers and hurried into the Government building. That night he was placed in a boat and taken down the river to the next town, and by this method he reached Canton, when he placed himself under the protection of the British Consul.

For the Japanese, Stevens has but words of praise. On December 17th, he arrived at Yokohama, and thus completed his globe circle. He was much flattered by his reception in the various cities he had visited since his return. He paid a high compliment to Colonel Pope's generosity, who was worthy of rank with Mr. Bennett, of the New York *Herald*. He had ever been generous, and had only that morning replaced his "Waterbury" with an elegant gold watch. Stevens speech was greeted with prolonged applause.

#### OTHER TOASTS.

Among the other toasts responded to were: "Our Club," by Mr. Henry W. Williams; "The Citizen Wheelmen," by Mr. Simson Ford, of the Citizen's Club; "Stevens in Literature," by Prof. Williams, and "The Law," by Mr. Henry D. Hyde. Mr. D. W. Colbath recited a poem, which we publish in another column, and Mr. A. S. Parsons responded to "The L. A. W."

#### MASSACHUSETTS CLUB'S STATISTICS.

Captain Peck then gave the statistics of his club, of which we present the most important: mileage 1886, 151,925 miles; which exceeded the 1885 record by 8,483 miles. Individual mileage: C. E. Davis, Jr., 5,014, on a tricycle; A. D. Peck, Jr., 4,404; C. A. Collins, 4,206; C. A. Martin, 3,770; W. M. Farrington, 3,600; E. C. Bukins, 3,500; W. P. Thayer, 3,450; F. W. Perry, 3,200; E. B. Pillsbury, 2,656, tricycle; S. B. Eaton, 2,650; C. R. Dodge, 2,500; J. C. Robinson, 2,500. Members who have ridden more than 10,000 miles in their entire riding history: H. W. Williams, 16,011; A. S. Parsons, 16,000; H. D. Corey, 14,000; W. V. Gilman, 13,285; A. D. Peck, Jr., 10,789; W. S. Slocum, 10,465. Oldest member, 68 years, Mr. Horace B. Wilbur; youngest, 18; average age, 30 years; 43 per cent. are married; occupation: 13 merchants, 17 book-keepers, 7 bank clerks, 5 journalists, 33 salesmen, 10 manufacturers; 64 per cent. ride bicycles; 36 per cent. ride tricycles; 37½ per cent. ride Columbias; 20 per cent. Rudge; 10 per cent. Stars; 6 per cent. Victor, Royal Mail and Apollo.

The last toast of the evening: "Woman and the Tricycle," was responded to by Mr. W. C. Lewis. The party separated at 11.30, but immediately reconvened at the Massachusetts Club-house, of which club Stevens was elected an honorary member.

On Saturday Stevens called on the Mayor, and was most cordially received. From four to five in the afternoon, he held a levee at the Pope Company's sales-rooms, where several hundred people called to greet him. In the evening an informal reception, which was attended by many ladies, was held at the Massachusetts Club-house. On Sunday evening, Stevens left for New York. During his stay in Boston he was the guest of Colonel Pope. For the present, Stevens' headquarters will be at the *Outing* office in Nassau St., where he will write his book, and possibly look out for the bicycling interests of the magazine.

#### WELCOME, COMRADE, WELCOME!

The Friscos, as we bade them, opened wide the Golden Gate,  
Gave you grand and kingly greeting, as though you came in state.  
The King of Tempests stilled the waves, that stemmed the vessel's prow,  
And bade them bend their crested heads and aid us keep our vow  
To give a royal welcome to the wheelmen's cycling knight.  
Who has belted the round earth through its darkness and its light.

You rode out from shores Pacific, on to where Atlantic rolls,  
Then across to merrie England, that all cycling hearts enfold,  
Through Europe's southern countries, to the Key to all the East,  
Out across Arabian deserts, with barbarians to feast.  
Riding steed of steel in Persia, to far India's coral strand,  
Passing China's mobs and robbers, to the shores of long Japan.

And we bid you welcome, comrade, as you come among us here.  
Welcome! welcome, cycling knight, with a hearty cheer on cheer;  
Welcome you, and your Columbia, that to you has proved so true,  
Gallant steed and gallant rider, greatest that the world ere knew.  
Ye have braved earth's darkest dangers, climbed her mountain, crossed her plain,  
And throughout her wheeling kingdom, cyclers your exploits proclaim.

Clubs have toasted you at banquets, out from Oakland to New York,  
At the Hub, we bid you feast upon our far-famed "beans and pork."  
Eagerly we've looked and waited for the coming of this day,  
We—the club called Massachusetts, in the old State on the Bay.  
From our Pope unto our steward, "He's all right!" you hear them shout,  
And the latch-string, Thomas Stevens, for you ever will hang out.

152 Newbury St., Boston.

DAVID W. COLBATH

IRA PEREGO,

*Athletic Outfitter,*

128 and 130 Fulton Street.

"Order at once and save delay," is the advice we would give every L. A. W. member who intends purchasing an official outfit, for which Mr. Perego is sole agent. The parts of this outfit are as follows: A substantial cloth helmet with ventilated lides and corrugated sweat band. The price of this helmet has been reduced to \$1.50. The regulation cloth visor cap, which was sold so very largely last year, that a very large number of them have been made up this year, thus admitting of a reduction of price, while the excellence of material and manufacture which made it so popular last year, is still retained. The price is \$1.50, besides ten cents for postage. The new L. A. W. belt, which has just been placed on the market, is received with great favor on all sides. The "S" clasp and trimmings are silvered, with the letters "L. A. W." embossed on the clasp; the web is of silk and matches the color of the uniform; strong and light. A League uniform is not complete without one of these belts, price \$1.00 by mail, postage prepaid. The regulation League hose, furnished only by Ira Perego, are of foreign manufacture, and made of the finest worsted. They are strong and serviceable, and are cheaper than anything of like grade on the market. A pleasant feature is a reduction on the price of last year, these hose being sold at \$1.10 postpaid. The regulation flannel shirt has been manufactured of the best material and with great care, so that the result is a substantial article of wear. It is made with turn-down collar, pocket, sleeves, cut on the same style as a coat sleeve, so as to be moderately tight fitting, yet not clumsy or in the way. These shirts were thoroughly tested last year, and gave eminent satisfaction, not a complaint being heard. The great demand for these articles last year has enabled them to be manufactured on a larger scale than ever before, and of course, at a reduced price, as we have noted above. Besides the official out-fit, Mr. Perego has a larger assortment of cycle, athletic and tennis out-fits, than any other dealer in the country. Then there are Corduroy suits, imported Jersey suits, Norfolk jackets, Jersey pants,

Rubber suits, consisting of a jacket, helmet and leggings; bicycle helmets and caps, of all shades, shapes, colors and prices; belts, shoes, ventilated gloves flannel shirts, Jerseys, tights, racing suits and knee-pants. A new catalogue shortly will be issued, containing full descriptions, prices, and illustrations of all these articles, besides a line of fine gentleman's outfittings.

#### INFRINGEMENT OF BICYCLE PATENTS.

The following notice has been issued by the Pope Mfg. Co.

BOSTON, February 15, 1887.

GENTLEMEN:—We are advised that the machines known as "American Champion" Bicycle, and the bicycle saddles known as the "Lillibridge" Saddles, infringe certain letters patent of ours, and as they are both made and sold without license from us, we have commenced suits against the makers.

We beg to notify you that the sale or use of said Bicycles or saddles by any other party is ALSO infringement; and that we shall take such legal proceedings as we may be advised by our Council to take for the protection of our rights, and the suppression of infringements, wherever such infringements occur.

Yours truly,

POPE MFG. CO.

Mr. L. H. Johnson, whose headquarters have long been a wheeling land-mark in the Oranges, has decided to open a large depot in a more central and convenient location in the City of Orange, on April 1. The new house will be specially fitted up for cycling purposes; it will have salesrooms, dressing rooms and a repair shop, and will be lighted with electric light. In front of the door is a fine macadam road, and a short distance away is the L. A. W. hotel. Mr. Johnson imports the well-known high-class Humber wheels, also the Rover Safety. Wheelmen visiting the Oranges will be welcome at Mr. J.'s headquarters.

Now is the time to sell your old wheels, or advertise for a new one. The rates are remarkably low.

Wheelmen should send for a copy of the New Rapid catalogue for 1887 before placing their orders.

The Gormully and Jeffery Mfg. Co. have established agents all over the United States for their wheels. They have embarked an enormous amount of capital in the bicycle business, and knowing that an enduring success depends on supplying nothing but the best wheels, both in material and construction, will sell a line of wheels that will not suffer from comparison with any other. The New York agent for these wheels is Horsman & Co., who are refitting up the ground floor of their store as a wheel room. The sale of the American cycles will be pushed more this year than ever before.

Our Western contemporary, the *Wheelmen's Record*, publishes a full-page cartoon, which, both in conception and execution, is not happy. We will pass the beef-eating and doughy looking specimen of a "Western Wheelman," and simply refer to the more interesting figure, that burlesquing the late E. M. Aaron—beg pardon—the late Secretary-Editor of the *L. A. W.* He is represented dancing a hornpipe on top of a stool, bearing aloft a prodigiously aggressive proboscis or nose. We doubt if Mr. Aaron ever tripped the light fantastic, that being contrary to the moral code of Quakerdom; and further he wears the most innocent little nose imaginable.



## Southern Department.

N. L. COLLAMER, Editor,  
ST. CLOUD BUILDING, WASHINGTON, D. C.

All matter in this Department is under the management and control of its Editor, to whom communications should be addressed at his office. Advertisements and subscriptions will also be received by him at regular rates. Copy should be received by Sunday.

The editor wishes it distinctly understood, that the publication of any correspondence in this department, does not necessarily imply his concurrence with any opinions expressed therein.

### EDITORIAL.

On the whole, the steps taken at the late District Division meeting, reported in this issue, are most wise. The idea of controlling our own voting, and the regulations adopted in connection therewith, are excellent. C. E. Pettengill's suggestion that the Division hereafter be considered irrespective of club interests, and implying that the officers be drawn from the several local organizations, is commendable. Touching the contemplated Reception Meet, to be held here during the Drill, it came out in conversation after the meeting had adjourned, that May 26th was about the date desired by the majority, and our objections are therefore of course waived. On the contrary, we shall lend our energies towards inducing the co-operation and assistance of our sister Divisions, Maryland and Virginia, and endeavor to secure such reduced rates from the St. Louis Meet, after it is over, as will bring Eastern men through Washington, and to our Meet on their way back.

We publish this week a letter from Mr. Hampton, in reply to that published by Mr. Scherer in our issue of Feb. 18th, but have shorn it of much personal matter before giving it publicity. Our columns are open for news, gossip, political matter, and explanations—but, please gentlemen, spare us personal controversy. The whole world has read of Mr. Surprise's alleged unbecoming conduct; it now learns that such allegations are blackmail. It would be well for Mr. Hampton to publish the facts themselves, and let the public be the judge of his guilt or innocence. As the matter stands, Mr. Surprise occupies a very undesirable position.

Outside of the above squabble, the Tennessee League political chaldron has fairly boiled over, and its seething waters are spreading themselves to the utmost limits of the State. This little Division—which last September numbered but 66 members all told—has now a Surprise-White-Fisher-Combs combination candidate to select from. If one man is voted for as C. C., some particular person must be S. T. and if another be elected, his city also demands a place on the ticket. One man won't run—another can't. They are all "the best fitted" men individually in all Tennessee; and so on *ad infinitum*. It will be a matter of simple good luck or extremely skillful wire pulling by whoever is finally seated in the C. C. Chair.

## BALTIMORE'S STRUGGLES.

[REGULAR CORRESPONDENCE.]

After leading us on toward the idea that Spring had set in, Old Jupiter turns in winter weather again, and is no doubt just enjoying a good laugh at many a disappointed cyclist hereabouts, for, after a week of mild and pleasant weather, we are now being treated to an extra allowance of snow, slush and nor'westers. Active cycling therefore, is at a standstill.

The Baltimores undertook their first club run of the season on the afternoon of the 22d of February. This run turned out really to be an undertaking, for those that took part in it. A better day overhead could not have been wished for. The roads however, over almost all the route, were in that condition known as vile, or as Mark Twain would put it, "just enough good road to show one how bad the balance could be." The route lay through Druid Hill Park, thence to Pikesville and return, about 14 miles in all. From the start out, it appeared that luck had gone against the boys. Headers were numerous, and of the ten starters, but few reached Pikesville, the turning point. The ride home being with the wind, the boys having in a manner become accustomed to mudholes and carriage ruts, was made in good time, and all of the participants in this first run for '87 voted it a success, headers etc. notwithstanding.

The Ramblers, with perhaps more forethought than their Baltimore Club friends, concluded to hold their Washington's Birthday run in another city, and from what I hear, had an excellent time.

There were several of the Marylands out on the same day.

Since writing you last, we have had a new club spring up in our midst. This body has its headquarters in East Baltimore, and has a large field to work in for membership. They organized with nine members, and expect to very shortly run their number up to about 25 or 30. After a great deal of discussion, the organizers at last decided that the name of the club should be, the "Centaur Cycle Club," and as such you will hear from me, in regard to them in the future.

One of our prominent wheelmen, Mr. R. M. Lockwood, has recently had a little experience with one of the great "Road Hogs." Although Mr. L. was run over, neither he nor his wheel were very seriously hurt. He has been urged to carry the case into the courts, and in all probability will do so. Should he conclude to take this step, (we trust he will, for he has besides the backing of the League, also the assurance of both the Maryland and Baltimore Clubs.) I will keep you posted. He has everything in his favor, and a little law, will, no doubt have a good effect on this class of people, who appear to believe and act as though they "owned the earth."

CHESAPEAKE.

## NORFOLK'S PROSPECTS.

[REGULAR CORRESPONDENCE.]

EDITOR WHEEL: Although bicycle news is about as scarce in this "ancient borough" as you can well imagine, I have managed, after a vast deal of grubbing, to bring to light a few items, which may prove of interest.

The "Seaside Club," about eighteen strong, and by the way, the oldest bicycle club in

Virginia, is just about as dead as anything you can possibly conceive of, owing, I am inclined to think, to the utter laziness and lack of enterprise of its officers, who—although they are most estimable fellows in many respects—surely cannot have the interest of the club at heart, otherwise they would—well, do better; that's all. Slow as the officers are physically, however, mentally they are all activity, and their futile brains are continually evolving most lovely schemes. Race-tracks, club houses, club runs, tours, etc., are ever gushing forth, and really on paper and in conversation are quite pretty, but alas, they invariably die where they originate.

Very little road riding has been indulged in by the Norfolk boys during the winter months, owing to the disagreeable weather, and consequent bad condition of our roads, which are covered with oyster shells, and which under ordinary circumstances afford most excellent wheeling. (In some future epistle I'll write them up.) In the meantime, we few who ride at all must be content with the side-walks—the streets being too rough—and City Hall Avenue, a new shelled thoroughfare, rather diminutive in size, 'tis true, but still a welcome wind-fall to us, as it affords a place for "consecutive practice."

Some of our most enthusiastic riders are talking of having a lantern parade and drill on said avenue, and if that too doesn't end in talk, I may eventually have the pleasure of chronicling the great event through the medium of this valuable paper. When the Spring fairly opens, I predict quite a boom here in 'cycling, as I have succeeded in enticing several friends, and I hear that a number of other young men have decided to purchase machines. Your correspondent has determined to make a record for himself this year, or die in the attempt. He's a little fellow, but—oh, my!

V. P. E.

## THE TENNESSEE DIV., L. A. W.

THE WHEEL of Feb. 18 says "There is much excitement in Tennessee over the office of Chief-Consul." Now that is a strange announcement to me, living right here in the heart of cycling of the State and not knowing of the excitement. Now, in turning a little further over in the same issue of THE WHEEL I find an explanation of the excitement in the shape of a long letter, addressed to the Tennessee Division, by one Chas. J. Scherer, who it seems, wants some kind of League office. Mr. Scherer says in his letter that certain of the Memphis men have gone to Nashville for a Chief-Consul, in order to beat his friend White, who is doing all he can to get elected, and seems to resort to almost any means to press his claim for popular favor for the office. In the first place, Mr. White and Mr. Surprise both were nominated for C. C., and White, to gain points of favor, comes out in a long communication in the *Record* and tries to damage Mr. Surprise, and winds up by saying that he has done no work for the Division since his term of office. Now I am situated so as to know different to that. The Tenn. Div. is only a year old, and has only eighty members. Now Mr. Surprise, as first C. C. of the division, had the hardest part of the work to do—the first year's work, Mr. White says, he did nothing. On the contrary, he sent out official notices to all members, and kept them well posted in re-



gard to workings of the Div. He appointed, and with much discretion, local consuls and hotels. But one great part of his work was his earnest and continued solicitation to wheelmen to become League members. If it had not been for Mr. Surprise's solicitations, Nashville, I doubt, would not have had three League members. Now shall some man who wants the office himself rise up and with his own hand write damaging letters about this officer, who *has* done his work nobly and well? Is that the thanks he gets? If Mr. Surprise had run for re-election he would certainly have received the votes of the Nashville men, but rather than vote for a man who would resort to such means as Mr. White has for his own election, we have nominated a ticket for which we wish the support of all good League members in the State, who want to keep the sport pure, and our young division in the hands of men who will faithfully and cheerfully devote their attention to the cause. The ticket now is J. C. Combs, of Nashville, for Sec.-Treas., and John S. Miller, of Clarksville, for representative. Members in the State who are unacquainted with the facts of the case and are undecided how to vote, can turn to Mr. White's letter in the *Record* and see if they would support a man who would resort to such a means to secure his own election.

"7,477 L. A. W."

Nashville, Tenn., Feb. 24.

#### TO TENN. L. A. W. MEMBERS.

The Memphis Cycle Club is extremely unfortunate in having several bitter enemies among the unattached wheelmen of our city, one of whom has a communication in your issue of the 18th, signed by C. J. Scherer, which contains false statements and misrepresentations, which, as a simple act of justice to those whose names he uses, I feel compelled to answer.

Our ex-president, W. L. Surprise, never sought a re-nomination at the hands of the club, for the Tennessee Chief Consulship. On the contrary, before the meeting was called for nominations, he gave us to understand that he did not desire the position again, and that he favored Mr. Fisher, of Nashville. Notwithstanding this, we forced the nomination upon him, and as secretary of the club, I immediately notified the *Bulletin* of our action.

Then the "interview" with White and Scherer came off, which showed that both these men were engaged in a scheme to defeat our nominee. At this "interview," they fired a small pop-cracker, so to speak, under the noses of Mr. Trep and myself, from which they seemed to expect consternation like that caused by the explosion of an anarchistic bomb. Needless to say, it proved a failure, even in causing Surprise's withdrawal. His telegram of declination was sent the day previous to the "fireworks." Surprise told me that he had been thinking the matter over, and being conscious of the unattached opposition to him, had taken this step, telegraphing so that his resignation would appear in the same issue as the notice which I sent. He again recommended Mr. Fisher, of Nashville, but much to our surprise, White was nominated by the club, simply, I suppose, because he was a Memphis man.

A day or two later, the mail from St. Louis brought to light the details of a little black-

mailing scheme by White & Co., against Surprise, and showed that the proofs which Scherer speaks of were obtained under false pretenses, White having written to the St. Louis Wheel Company, and led them to believe that he was a club member, and that he wrote at the request of most of the members. On the contrary, White never was a club member, and Scherer drew out about a year ago, so we can't help looking upon this interference by them as a gross piece of impudence. When the above facts came out, a special meeting was called, at which White's duplicity was shown and proven, his nomination reconsidered, and Mr. E. D. Fisher made club nominee for Tennessee's Chief Consul, without a dissenting voice.

What Scherer says that Trep and I said at the "interview," is as false as the rest of his statements. Club loyalty is still ours, and our nominees are all clubmen and active wheelmen. Some of our members have been met by White or Scherer a day or two after a meeting, and confronted by statements that had been made at that meeting, in which his name may not have been used in a complimentary way. Of course, just as soon as we can find the "spy," for there must be one in our ranks, he will be asked to resign from the club, but until then, we expect to be reported to this outside clique in full, with illustrations. Thanking you for your attention, if you have read this, and heartily thanking THE WHEEL for its courtesy, I am

Yours Fraternally,

S. H. HAMPTON, JR.,

Pres. Memphis Cycle Club

[Having now given both sides of this story, we advise all hands to hold a "love feast," and make it all up. Ed.]

#### THE SOUTHERN TOUR.

Marshal Collamer announces that a complete prospectus of his coming tour will be issued within two weeks, if all parties now written to are heard from promptly. Circulars of corrected program, hotel contracts, and further instructions to aids are now in press, and will probably be sent out before this letter is published. The course decided upon is from Philadelphia to Staunton, over route 26 of the Penna. Road Book. The start will be made on Tuesday, May 10, a half day spent each at the Gettysburgh battle-fields and Lauray Caverns, and Staunton reached at noon on the 17th. Thence the cars can be taken to the St. Louis meet.

Returning, I understand Washington will invite Eastern men to come through their city and attend a meet here, on or about the 27th. A parade is of course on the tapis, and the race question is yet undecided, but the National Drill, which will be then in progress here, will be a great attraction. I understand Mr. Collamer is endeavoring to secure reduced railroad rates from Staunton to St. Louis, on May 17-19, and return to Washington about the 25-26. If such is the case, both the St. Louis and the Washington meets will be accommodated.

M. M.

One Peter Alexander, of Boston, is out with a claim for divers and various home-trainer records, not the least remarkable of which is a mile in 1.38. Will somebody please locate Peter more definitely than "Boston," which is a "pretty considerable town."

#### THE SEC.-TREA'S. REPORT OF THE TENNESSEE DIVISION.

MEMPHIS, Tenn. Feb. 26th 1887.

TO THE TENN. DIVISION OF THE L. A. W.

GENTLEMEN:—As it is nearing the closing of my term of office, I deem it a duty I owe to you, to make a report as Treasurer of all money received, how expended and balance on hand, to which I will refer hereafter. As Secretary I have found the duties very light the past year, and as by far the largest number of you became members of the Division after its organization, and my being its first Secretary, I think it will not be amiss to give a short history of its inception and calling into life, to do which I must go back to the year 1885, when, if my memory serves me right, Tenn. had but seven League members. Of these, four resided in Memphis, one each in Clarksville, Nashville and Chattanooga. Your humble servant, feeling satisfied that Memphis, with its then fairly prosperous club, and large number of non attached wheelmen contained sufficient material to furnish a nucleus for a state organization (twenty-five members). I called upon every active wheelman, and such others who took interest in the wheel. In a week's time I had twenty-seven names on my list, inclusive of four renewals of this city. These names were published in the *Bulletin* Dec. 18th, 1885. After due notification by our Sec. Editor, E. M. Aaron, that all were duly declared members of the L. A. W. A circular letter was issued by those in the city and State of Memphis at large, to meet on the evening of January 18th 1886, at the office of the Southern Cycler's Memphis Division, for the purpose of organizing a State Division. On the appointed evening a fair representation assembled. Captain O. C. White, one of our oldest members, was called to the chair and he, in a few well chosen words, explained the object of the meeting, and the benefits to be derived by the contemplated step. W. L. Surprise, then editor of a monthly publication called the *Southern Cycler*, and professing to take a great deal of interest in all pertaining to the wheel and League matters especially, and that he would further the interest of the New Division in his paper, and out of it, was in consequence by most of us considered best qualified to fill the responsible office of Chief Consul.

C. J. Scherer was selected as Secretary and Treasurer. A committee of three was appointed, consisting of W. L. Surprise, Chairman; members, C. H. Karr and Wm. Klyce, to draft a Constitution and By-Laws. On motion the *Southern Cycler* was declared the official organ of the State.

On motion the Secretary was requested to read the constitution of the League of American Wheelmen to the members present, to post them in their duties.

On motion the Secretary was ordered to send a report of these proceedings to President N. M. Beckwith, and no further business appearing, the meeting adjourned subject to the call of the C. C.

Once fairly started in the good work, all appeared plain sailing, Nashville, Knoxville, Clarksville, Murfreesboro, Athens and other places soon began to furnish their quota of members. During the year our membership increased to eighty, which in point of proportionate growth placed us second on the list. This membership was distributed as follows: Memphis, forty; Knoxville, fourteen; Nashville, ten; Clarksville, eight; Murfreesboro, three; Athens, two; Arlington, Kingston and Belfast one each.

Now, brother wheelmen of the state, much as I regret to criticise the lack of interest taken by our C. C., but to give you the plain facts as they exist, prompted to do so first by compliments coming to me from our membership outside of this city finding fault at the inactivity, and second, by a card of our C. C., which appeared in the *Bulletin* Nov. 19th making an assertion not borne out by facts, casting a reflection on every member in the State.

By the constitution of the L. A. W. Article II. Section 7. You will see that each state shall appoint its own meetings, its Secretary and Treasurer shall be elected. It has been nearly fourteen months since that preliminary meeting (I can't call it anything else) and if our C. C. has ever offered or suggested that a meeting be held, your Secretary never heard of it. But I do know it as a fact, that he was suggested and urged upon him the necessity of our business meeting being held. But for reason best known to himself he never acted upon those suggestions. I regret to say he has so far neglected his duty, that the committee on Constitution and By-Laws, of which he is Chairman, have never met to perform that most necessary act, al-



though at least one of the committee called upon him for the purpose of performing that duty, and the other was within easy call and ready at all times to serve him.

And last, but by no means least, it has always been the belief of the writer, that whatever official actions were done by a chief officer, it was an established custom to notify the Secretary or at least to inform him of the official acts that should be made a matter of record. A representative has been chosen, Consuls appointed, League hotels selected. But the books of the Secretary are barren of any records, simply because the C. C. did not consider these matters of sufficient importance to have them entered on the Secretary's books. The signing by the Secretary of some hotel and Consul's certificates in blank, to be used by the C. C. at his convenience, and the order to have printed, a part poetical effusion dated December 24th, in substance calling upon League members to renew their membership, covers all the work done for the year.

In conclusion, I beg leave to say, that while the numbers of our wheelmen are increasing all over the state, this lack of interest taken in League matters, which in reality should be paramount to club matters, for to the League we have got to look to protect our interests, was very noticable. The past year's experience has convinced me that if our Division is to be a success, more attention must be given it, and I hope and trust that the members in selecting a chief officer, will choose one who can give some time and attention to the duties of his office, will call a meeting for the transaction of such business as must necessarily come before it, adopt Constitution and By-Laws for our government; appoint a committee to examine the Treasurer's accounts, and see that they are correct, so that at the proper time he can turn them over to his successor; appoint active Consuls in every city and town where wheelmen are to be found in our State, and make such arrangements with hotels as will be of some practical benefit to traveling wheelmen.

The fact that our official organ, the *Bulletin*, is at present overtaxed with matters of vital interest to the entire fraternity, has prompted me to send this to THE WHEEL, whose editor has always shown a lively interest in our welfare, requesting him to send a copy to every member in the State. Supplementary to this you will find the Treasurer's report for 1886

#### TREASURER'S REPORT.

RECEIVED FROM E. M. AARON.

Mar. 31.	40 members	@ 50c.	-	-	\$20 00
June 30.	17 "	@ 37½c.	-	-	6.38
Oct. 1.	11 "	@ 25c.	-	-	2.75
Dec. 31.	12 "	@ 12½c.	-	-	1.50

TOTAL, \$30.63

#### EXPENDITURES.

Feb. 13.	1 Copying Book,	-	-	\$1.25
	1 Cash "	-	-	50
	1 Record "	-	-	1.00
Jan. 15	50 Circulars,	-	-	2.00
Feb. 23.	1 R. Letter Heads,	-	-	4.50
	1 M. Envelopes, (Printed)	-	-	3.00
Mar. 31.	Postage to date,	-	-	2.40
July 1.	50 L. A. W. Sign Boards,	-	-	1.50
Sep. 30.	E. M. Aaron,	-	-	.62
Dec. 27.	100 Circulars,	-	-	2.50
" 31.	Postage,	-	-	1.20

TOTAL, \$20.47

Jan. 1. 1887, Balance in Treas. hands, \$10.16.

Respectfully,

CHAS. J. SCHERER,

Sec.-Treas. Tenn. Div. L. A. W.

#### KENTUCKY NOTINGS.

Division Secretary T. J. Willison, has, after some hard work, succeeded in bringing the cyclers of Cynthiana, Kentucky, to the point of organization, and a neat little club of six was formed there last week, who all joined the League. Three more were added at the second meeting. Maysville will next fall into line.

For the Chief Consulship of Kentucky, Mr. Howard S. Rodgers, of Covington, Sec-

retary of the Kenton Wheel Club, and a cyclist well posted in League affairs, has been put in nomination, and is a winning card, provided the authorities at Philadelphia do not withhold the League tickets of the Covington men until it is too late to vote. The Chief Consulship of the Kentucky Division has been long at Louisville, in fact ever since the division has been organized, and the Louisville government has never proved very successful or enthusiastic. The Covington men therefore think they ought to have a chance to try their hands, and are working like beavers to accomplish that result. Their renewals were sent on February 12th, and they hold a receipt of Secretary Bassett, dated the 15th. Their cards should certainly arrive before the 1st of the month, and give them time to send in their votes.

Covington has put up candidates for the past two years, and has each time been beaten by close votes. R. B. Baldwin, in '85, missed it by three votes in the entire state. T. J. Willison, in '86, by a like small number. Mr. Rodgers declined to run at first, thinking that some older man should be nominated. The club met, and after going over all the available persons in the place, it was decided to nominate him anyway, and if elected, it is quite certain that he will serve energetically and well.

T. J. Kirkpatrick is a favorite with all the wheelmen of this vicinity, and their voices go up in approval of his boom for the League presidency. Give the South and West elbow room gentlemen, and let them show you a few things.

NORR.

#### WASHINGTON NOTES.

The District Division of the League held a meeting on Feb. 26th, at the Cycle Club rooms, with members present to represent the Cycle Club, Capital Club, District Wheelmen, and the unattached. After disposing of committee and officer's reports—including one from the Secretary-Treasurer showing \$42.25 now in the treasury—the manner of holding the coming Division elections was taken up. A committee of three were appointed to draw up regulations governing an election, to be held by direct authority and control of the Division, and this committee reported, advising one meeting for nominations, and another for election. They also prescribed rules governing proxy voting, whereby any one member present may poll the votes of not over five absentees. This report was adopted, and March 19th chosen for the nomination meeting, and March 26th for election.

Chief Consul Pettengill then made a few remarks, touching upon the Division, and said he hoped it would be considered in future outside of the several club's, individual interests. The Cycle Club have held its management too long; they now disclaim it. With a membership of 16 or 18 in the Capital Club, and a good sized unattached contingent, he hoped the ice would be broken at the coming election, and the Division be henceforth a truly representative one, including members from all the clubs, and from the unattached as well.

It was next proposed to hold a Reception Meet during the week of the coming National Drill, and Messrs. De Merrett, Olds, Myers, Smit, and Baltzley, were appointed a committee to make arrangements therefor. Mar-

shal Collamer objected on the ground that such a meet on May 20th, would tend to distract from the attendance at the St. Louis Meet, but he was voted down. The meeting then adjourned.

The first issue of *The Wheel Age*, a monthly at 25 cents per year, will make its appearance from this city in a month or six weeks. This paper will be after the pattern of the *Wheelmen's Gazette*, and will be published by The Wheel Age Publishing Co. A club of scientific riders and writers will meet weekly and discuss popular topics, and the result of their deliberations will appear in the columns of the new journal. "The *Age* will be devoted to the practical and scientific study of wheels and wheeling, the organization and conduct of clubs, the erection and maintenance of club houses, and the discussion of tours and touring, other than cyclometer records." But few advertisements will be inserted, and nothing of race meets, political notes, or League affairs will find space in the *Age*. Enough capital has already been subscribed to run the new paper a year, and an able corps of writers, philosophical and scientific, has been secured.

The regular monthly lecture and hop of the Capital Club, was held on Monday evening last. Leland Howard gave some very interesting items on "The Lives of Some Familiar Insects," and the Stereoptican illustrations, by Max Hausmann were much appreciated, both as works of scientific art and humor.

The Cycle Club will adopt the League uniform when it is decided upon, though there will be some objection if it is light in color.

The District Wheelmen's euchre party was postponed from Saturday to Tuesday evening, on account of bad weather. I have not heard how it resulted.

WHITE HOUSE.

The effort to have the bill prohibiting the riding of a bicycle on the Wilmington, N. C. Coast Turnpike repealed was unsuccessful, the measure presented by the attorney acting for the club being overwhelmingly defeated. The Lieutenant Governor, C. M. Stedman, of North Carolina, who is also President and attorney for the Turnpike Co., "lobbied" against the bill. This is but a sample of what this country will come to when the capitalists and monopolists have absolutely captured the law-making bodies of the country. All wheelmen should paste this man's name in their hats.

The evening of February 19th added another set of records to the credit of the "American Champion," when Ed. N. Bullock, of Omaha, defeated Tom Eck, in a hundred mile race, at the Omaha, Neb. Exposition Building. Eck was ridden off his legs at the 74th mile. The records were smashed from the 65th mile (3h. 42m. 18s.) up, and the hundredth was made in 5h. 59m. 59s., better than Ive's track record and some 6 minutes better than Morgan's record for the distance. Bullock is a new man at the business, and greatly astonished his friends by his remarkable increase in speed. The *Omaha Bee* in commenting on the race, remarked: "Much of Bullock's marked increase in speed is due to his use of his new 'Champion,' which he used in a race for the first time last night."



## WHEEL GOSSIP.

*Outing* will have three wheel contributions in the April number.

W. T. Fleming, of Philadelphia, rode 5,410 miles in 1886, and 5,514 in 1885.

All of the 1886 promateurs will probably ride in the professional ranks this year.

The Hotell Lindell will be the League headquarters at St. Louis during the meet.

E. R. Drew, of the Massachusetts Club, was in town last week, on his way to Washington.

The wheelmen of Plainfield, N. J., are booming Mr. J. H. Cooley, of that town, for Chief Consul of the State.

The Kings County Wheelmen will give a drill at the games to be given on April 2 by the Twenty-third Regiment, of Brooklyn.

The New Haven B. C. have nominated Mr. Winslow T. Williams for the C. C. ship, Mr. Huntington having declined re-election.

The Massachusetts L. A. W. Division will hold its regular monthly meeting and dinner at Young's Hotel, Boston, on Saturday evening.

NEW YORK CITY WHEELMEN.—Buy your WHEELS at the Astor House news-stand, or at the foot of the Sixth Avenue "L," Park Place Station.

Arthur Porter, the promising young rider of Newton, has entered the employ of the Rudge, Messrs. Stoddard, Lovering & Co., Boston, Mass.

Mr. L. S. C. Ladish, editor of the *American Wheelman*, was in New York on Monday and Tuesday. He honored ye sanctum with a prolonged visit.

There will be no official race meet held at St. Louis, during the meet. This leaves a good opportunity for private enterprize to gain much ducats.

A. Kennedy Child is at present heading for California. He has swept over these U. S. like an able-bodied blizzard, establishing Columbia agencies.

How sweet is peace—"Our most esteemed contemporary *The Wheel*."—*Bi. World* of February 18. "Our esteemed Eastern contemporary." THE WHEEL of Feb. 18.

We beg to proffer the congratulations of a large number of American wheelmen, who have been charmed by his clever pen, to the O'Faed, who has taken unto himself a wife.

A prominent L. A. W. official telegraphed Messrs. Stoddard, Lovering & Co. that his Rudge Crescent Tricycle was received, and both he and his wife were more than satisfied.

The Intercollegiate games, at which the two and five miles bicycle college championship will be decided, will be held at the Manhattan A. C. grounds, New York City, on May 28.

Mr. Ducker writes us that he was away from home when the "no-tournament" vote was cast. He has no doubt that Springfield will be to the front as usual, when the Fall season comes.

A Western cyclist writes as follows: "After three years of terrible hard wear, I find the bearings of my Rudge Light Roadster as perfect and as good as the day I first mounted the machine."

Although the Brooklyn B. C. elections will not be held till April, there are five candidates for the Captaincy. There are no less than three candidates in the Harlem Wheelmen for the same position.

The Rudge Bicyclette seems to be taking well with the riders. Messrs. Stoddard, Lovering & Co. inform us that the first lot has been entirely exhausted, and large orders have been placed for duplicates.

The Lynn *Bee* seems to think that Rowe will stick to his shoe-bench and let cycle racing severely alone. Can it be that Rowe possesses that faculty so rarely found in champions, of knowing just when to stop.

When the effects of the *League Bulletin* office were attached, Mr. H. E. Ducker promptly wired Mr. Bassett to the effect that the printing paraphernalia of his paper was at Mr. B.'s service. Good, active Henry.

The *Wheelmen's Record*, the new bicycle weekly, published at Indianapolis, comes to us each week with new features. It is pleasantly written, is artistically, occasionally, comically illustrated, and has a pretty pink cover.

The editor of the *Cyclist* thinks the spoon-brake ordinarily used on tricycles, is almost useless, except on a level road. He commends the powerful brakes used on the Sparkbrook trikes. Score one for Sparkbrook.

We are pleased to learn that the *Bicycling World* thinks that the L. A. W. state divisions should retain a larger part of the income than is the case at present. We thought this some two years ago, and yet retain the same "think."

During Thomas Stevens' stay in Gotham he was taken good care of by the Citizen's Club, who have been his principal entertainers since his arrival. His time was divided between theatrical parties, dinners and private receptions.

A late issue of the *New York Herald* contains an obituary notice of the father of Mr. J. S. Rogers, of St. Louis, who recently died at South Pasadena, Fla. Mr. Rogers was recognized as one of the ablest rail-road directors and magnates of the day.

Mr. C. J. Fox, editor of the *Cycling Times*, seems to have spread himself on the Stanley Show, giving no less than three reports, in three languages: French, German and London. It is wonderful how one small head can contain so much erudition.

The latest celebrity whom the paragraphists have put on wheels is President Grover Cleveland. From what we have read of the President's habits of dodging around in out-of-the-way places, to escape publicity, we doubt if he could be induced to mount a trike.

The editor of the *Cycling Times* is the most philanthropic and humanitarian specimen of his class. He advertises a nostrum for the "prevention of premature old age." The owners of this quack evidently knew what they were about when they advertised in our contemporary.

The Townsend Saddle seems to be filling a want long felt among the riders. A perfect suspension saddle, well ventilated, perfectly adjustable to any weight of rider, and that will not get out of shape, or allow the rider to touch the backbone. It will be a specialty of the Rudge for 1887.

It is likely that both Doane and Corey will do considerable tandem riding the coming year, as the latter brought from England with him a beautiful Rudge Crescent Tandem which weighs 80 pounds, actual weight. It is fitted with 36 inch driving wheels, and is built mainly for speed.

Orders for the L. A. W. rug are pouring in fast. The rug is of Moresque design, with a League emblem, 19 inches in diameter, appearing on the back-ground. The border is made of various arrangements of the League sign-board arrows. The colors used are black, crimson, and old gold.

The *Wheelmen's Record*, published at Indianapolis, is the result of an effort to give the middle West a bicycling weekly. It is written quite entertainingly, and illustrated, and seems to be doing well for a youngster. It will shortly be enlarged to twelve pages. Wheelmen should send for a sample copy.

The roads are in excellent shape for this time of the year, and wheelmen are becoming more frequent on the drive, and on Sixth and Seventh Avenues. A party from the Citizens rode to Yonkers, and a number of Harlem Wheelmen rode to Tarrytown. This last party made the return journey in 2 h. 53m.

Thomas Stevens may be permanently connected with *Outing*, to take care of its wheeling interests. He will deliver his first lecture in Brooklyn early in April. He will probably settle in New York for the Summer, during which time he will write his book. He will not undertake a regular lecturing tour till next fall.

The New Orleans Wheelmen hold a race-meet to-morrow at Audubon Park. The events are: half mile scratch, one mile handicap, half mile, boys under fifteen, and two miles match race. We northern wheelmen, shivering in the cold blasts of March, can scarcely conceive of an out-door race-meet being held at this time of the year. We wish our friends of N. O. a good time and a "big gate."

The well-known "Lillibridge Saddle," and the patents under which it is manufactured have recently been purchased by the Gormully & Jefferey Mfg. Co. The plant has also been purchased by this company, as well as the use the name "Lillibridge," as applied to saddles. The Gormully & Jefferey Mfg. Co. will continue its manufacture at their cycle factories in Chicago, and will use it in their high grade machines.

We are in receipt of the *Clipper Almanac* for 1887. This book, containing the records and chronology of every branch of out-door sport, is of great value in settling disputes, and a copy of it should be possessed, by every one with a drop of "sportin blood" in his make up, be his fancy horse-racing, wheeling, draw-poker or dog-fighting. Price, fifteen cents; address, Frank Queen Pub. Co., 88 Centre Street, N. Y. City.

Our Hartford correspondent writes us that he was mistaken in reporting that the Connecticut Club sadly felt the want of racing men, and that it was endeavoring to impress some of the Hartford Club's racing members into its ranks. Our correspondent writes that he received his information from what he considered perfectly reliable authority. For our correspondent we make obeisance to the Connecticut Club.



## SPRINGFIELD, MASS.

The Springfield bicycle boys have by no means been dead during the past winter. A toboggan slide, of which the boys own the principal part, and which is considered one of the best in the country, was built a few months ago under the supervision of Mr. Ducker. Though it was late in the season when it was started the boys will probably not lose any money.

The Bicycle Minstrel Show, which was given on Feb. 22 and 23, for the benefit of the Woman's Christian Association, was a complete success, the Opera House being crowded both nights. The singing of "Hello Biby" by A. D. Morgan, in which he exhibited a large doll's head, was hilariously received. The stump speech, by C. W. Roane, was very clever, also Morgan and Patterson in the "Last of Little's Band," took the house down by singing "Gwine back to 'Arkansaw.'" The finest banjo playing which has been given for some time in this city, was that by Messrs. Frank Hills and Mr. Richardson, in the original sketch of "Sampson's Return." The "Big Bi Four," in which Messrs. Winans and Richardson, appeared as the belles, brought out much applause. "The Happy gang of Chinees" and the "Six Black Ruffins," in which the boys could be recognized under their burnt cork, were excellent. Sanford Lawton, the genial secretary of the A. C. U., appeared as interlocutor, and Messrs. Patterson and Nickelson took the parts of end men; many new jokes and funny sayings about the toboggan slide, no license Mr. Ducker, and the Board of Aldermen brought the house down. Several hundred dollars will be netted for the cause, and it is hoped they will again appear shortly.

V. M. Coake and F. L. Dunbar, who are well known in bicycling circles, have purchased the bicycle outfit of M. D. Gillett, under Cooley Hotel; they will do a general bicycle business, including repairing.

Much dissatisfaction, both in Springfield and through the United States, was caused a few weeks ago by learning that the Springfield Bicycle Club had, by a vote of 15 to 11, decided not to have a bicycle tournament. Mr. Ducker was not present, as he had been called north the night before on business relative to the Springfield Printing Company, of which he has charge. This took a good deal of the interest away, and as the boys thought they would not make any money decided to let it fall through. Secretary H. P. Merrill, who is the bicycling editor of the Springfield Union, made a good argument in favor of having a tournament, and had Mr. Ducker been there, they doubtless would have voted differently, as it is there are many chances that the vote will be reconsidered. The initiation fee was reduced from fifteen dollars to ten dollars.

C. T. F.

## BROOKLYN WHEELMEN PLEASE NOTE.

Editor of THE WHEEL:—In last week's copy of THE WHEEL there appears an article, among the trade notices, which, by some, has been construed to mean that the undersigned is a business associate of Messrs. Schwalbach and Willdigg; as such is not the case, if you will kindly give this space, you will greatly oblige, Yours truly,

HENRY J. HALL, JR.

## PITTSBURGH NOTES.

Notes of Pittsburgh Wheelmen are so seldom seen in THE WHEEL, that to most of your readers, the fact there are quite a number here, will, no doubt, be a surprise, yet interest in cycling is very strong with us, and we can boast of three clubs, none of them large, but all filled with good men and riders. The three clubs number about seventy-five active, and ten or fifteen associate members, and there are also quite a number of unattached riders.

The Keystone Bicycle Club is the oldest of the lot, having been organized about 1880. Col. E. J. Waring is one of the prime movers, and much of its first success was due to him. The club is recognized as one of the best in this part of Penna., and is composed of good all-round road riders, and has also had two or three fast ones who carried off the honors from visiting "fast men" at our annual races.

The Allegheny Cyclers, with club rooms in Pittsburgh, are next with regard to age, having organized two years ago, and all members are good riders, several having records of over 1,000 miles, and their captain one of nearly 3,000, made last season on the road. Three of these members ride racing wheels, and are not afraid to ride with the best who have visited us.

The Pittsburgh Wheelmen is our latest acquisition, organized early last season, and is composed principally of men who were members of other clubs. Near at hand (12 miles) there is also another good club, the Sewickley Valley Wheelmen, with L. A. W. Rep. Murray as Captain. We are also on the eve of a great increase in cyclers, men who are only awaiting the riding season to purchase wheels, and others who have taken time by the forelock and ordered or purchased their mounts already.

We have agencies here of all the principal wheels, and any one of our clubs can show six or seven different makes amongst their members.

The Star, I think, will show the greatest number of devotees, as many of our oldest riders have that fever, the agent having sold four new ones the past week.

Surrounded as we are by immense hills, with roads of heavy grade and rough surface, the Star seems to be the wheel. Tri-cycles are seldom seen upon our roads, only three or four being in use here. Of Tandems there are several; one a Sparkbrook, ridden by the Messrs. Bidwell, of the Keystone's, is frequently seen during the riding season.

We have an excellent riding school established in Old City Hall, of convenient access from all parts of Old City, near to all R. R. stations, and within two blocks of terminus of all but two of our street railways. The surface of the hall is as good as the best rink floor, and about twelve laps to the mile.

Of course, we have a number of good hotels—"The Seventh Avenue" one of the best, being the League headquarters—Rates \$3 upwards, one-third off to L. A. W. members—with accommodations for about 400 persons. A wheelman stopping there will be shown every attention by the able officers of the house. I intended to give some description of roads hereabouts, but already methinks I hear you say enough, so more anon.

KEYSTONE.

## BROOKLYNETTES.

The recent period of fair and Spring-like weather, brought out many wheelmen, who thought that an early season had commenced. But, nevertheless, winter came upon them again with all its rigor, and at the present time, deep snow covers the paths of the Park, where, but a few days ago, the silent wheel took its course.

The Kings County Wheelmen's club-house project is not yet in a settled state, notwithstanding the animated description, clipped from a daily paper, which I sent you some weeks ago. It looks very much as if the Long Island Wheelmen were going to have the only club-house in Brooklyn, built especially for wheel purposes. They broke ground for their building on Wednesday, February 23d.

Mr. H. Hall, known as "Arry" by his friends, is at present at the quarters of the L. I. Wheelmen, to book orders for the Star, for which he has the agency. With such an energetic agent as Mr. Hall, the Star ought to, and does boom in the city for Beecher and Talmage.

Mr. W. F. Miller, treasurer of the Ilderan Bicycle Club has chosen a Rudge Royal Crescent tandem, for his mount for '87. The machine, the only of its kind in Brooklyn, is a beauty, so at least Mr. Miller thinks. Mettler, of the same club, will appear on a Rover this year, of which he has talked so much of late.

A new club, the Calumet Bicycle Club, has been organized, with the following officers: R. Mabie, president; W. Bonner, vice-president; Irvin G. Davis, treasurer; J. W. B. Quale, secretary; W. L. Mills, captain; Chas. Richards, lieutenant. The club has not yet secured club-rooms, but will do so in a short time. The club consists of thirty members, and they intend booming affairs in the ethereal Spring. Their uniform is very handsome, and serviceable.

The Prospect Bicycle Club is still alive, though not heard of or seen much. They still hold aloof, and do not intend joining any larger organization.

The Brooklyn Bicycle Club, held its regular monthly reception, on Wednesday evening, February 23d. Messrs. Raymond and Bancroft, of the Reception Committee, received the invited guests, with large beaming faces, and proceeded to make them comfortable. The spacious and richly furnished parlor was crowded with wheelmen, representing the different clubs of Brooklyn. In all, there were about seventy-five wheelmen present, many of whom were invited friends. Messrs. Homan, Jones, Fuller, Etedel and Stratton, comprising the club quintet, entertained the audience with some fine vocal music. Mr. Forman, banjoist, and Mr. Daly, elocutionist, next entertained the assemblage. Mr. Forman's banjo playing was excellent; especially when he took his instrument, and, swinging it in all directions kept on playing a certain tune; Mr. Daly's recitations were very much enjoyed. Mr. Waldo Fuller, the club's talented violinist, favored the gathering with some violin selections, evoking much applause. Mr. J. N. Wheeler, also contributed to the merriment of the audience. Then refreshments were served down stairs. At a late hour the party broke up. All were agreed that the affair



was a great success. The thanks of all invited guests, are due to the club, which has gained such an enviable reputation, in making visiting wheelmen comfortable, and showing them their splendid club-rooms from top to bottom.

Schwalbach's great opening athletic entertainment and feed, which takes place March 12, is all the talk among Brooklyn wheelmen. The many friends of Charlie wish him all the success possible in his new enterprise.

The Ilderan Bicycle Club, intend under favorable circumstances, to lease the floor above their rooms. They will convert the lower floor into a wheel room; the upper floor will be divided into parlor, reading-room, locker and bath room. The club is now in a flourishing condition, and has nearly fifty members.

Feb. 28th, 1887.

INDEPENDENT.

#### FROM MINNEAPOLIS.

It is always pleasant to see that one's good advice has been heeded, "bread cast on waters returning after many days," etc., and when I read that the directors of *Outing* had decided to take more interest in wheeling matters, it did my heart good. Some time before January last, in a moment of despair, I penned a strenuous appeal to the editor of that valued magazine, asking that more space be devoted to wheelmen and wheeling articles, and hinting that I thought it only fit and proper in a magazine owing its first start to a special sport, to represent that sport more completely. I also broke gently to the editor the harrowing fact, that after January, 1887, he would be compelled to struggle along without my subscription. In due time, a courteous answer comes in which the failing to renew was deeply regretted, and it was intimated that now they would take less interest in keeping the magazine up to its former standard, since it would not be personally inspected by me. Well, I felt the sarcasm, but knowing I was simply one of many, concluded to wait. When I saw the announcement alluded to above, I at once felt that the appeal had not been in vain, hence this little crow.

Having had a chance to study a photograph of the coming Champion Light Roadster, the next to seeing the wheel itself, I am still more favorably impressed. The saddle looks like a modified form of the Kirkpatrick, but with the spring frames of the Champion saddle at the back. The new crank and method of adjusting the bearings are also there, and a much handsomer step, after the "Harvard safety" pattern. The handle-bars will strike riders favorably, as regards curve and position of handles, the latter appearing to be somewhat like those of some of the "Star" Light Roadsters and Racers, or the new pattern "Cripper" Tricycles. Several wheelmen are signifying their intention of waiting to see the new wheel before purchasing.

From my last letter, it might be inferred that the Rudge wheels are entirely unrepresented here, which is not the case, and was not the idea I intended to convey. One of the leading gun and sporting goods houses here took those up last year, but as none of the firm are wheelmen, and it was late in the season when they began, of course few sales are reported. The firm that fails to act on the aggressive, and thinks that bicycles will sell themselves simply because they are good,

will be sadly left, for trade in the West is much different from the East, the old established houses have a prestige of their own, and trade naturally seeks them out. But enough of trade. Let me say that my remarks are not prompted by self-interest in any way, for I have no connection with any cycle house, represent no wheel, but simply have the general welfare of wheelmen at heart, and knowing that competition is the life of trade, have endeavored to stimulate that in a healthy way.

I see by the last C. T. C. Gazette, that a scheme by which foreign Divisions will have more independence of action has already been drafted, and will meet with hearty approval from members in this country. THE OWL's protest against the C. T. C. is naturally enough laid to the influence of disaffected wheelmen in England, and Chief Consul Weston's reply is printed in full. The new ticket, my sample of which I have not yet seen, appears not to be a success, apart from the badge, and one very hearty protest is printed in the columns of the *Gazette*. The English love of fair play is apparent in the conduct of the *Gazette*, for both sides of any question are always given a fair show, sometimes to the weariness of its readers.

L. B. G.

#### TOWNSEND'S PATENT SADDLE AND SPRING.

There are few things, or in fact there is nothing in the cyclist's outfit, so essential to his comfort as a comfortable saddle. A pain-giving saddle converts the effect of the loveliest landscape into gloom and desolation. Who does not know the long agony of a day out with some of the instruments of torture dignified in name only with the title of saddle? In drawing attention to *Townsend's Patent Saddle and Spring*, we give wheelmen an opportunity of getting "in the know" of a real good thing, which will make life across the wheel assume a far more roseate hue than any it has yet taken.

Since it was first brought to the notice of the wheeling world at the 1886 Stanley show, the energetic proprietors have been busily at work to improve and add to its merits, and the results are some changes and many improvements, notably among which are the dipping and contraction of the frame centre to prevent contact with the backbone, and to dispense with a feeling of fullness between the rider's legs when pedalling, also by dipping the front springs so as to bring the rider down close to his work. Again, in the tricycle saddle we observe a most important and highly essential improvement, viz., the introduction of an adjusting pin at theommel or peak, to give each rider the necessary tilt or angle to impart full power of propulsion, moreover a very soft, specially tanned hide top of improved shape, and thorough ventilation has been added, which gives the seat extra ease, and makes it in appearance and action the prettiest and most luxurious seat of the day, and as advertized "the only universal weight carrier," this power being gained by the peculiar properties of the steel wire used and formation therewith of its springs.

We believe that it has been on trial in the principal cycle centers, among amateurs, professionals and the trade, successfully passing through the ordeal, and it is now being adopted by many of the leading manu-

facturers, so that we anticipate next season many inquiries for what we have no hesitation in calling one of the best things in the market.

We recommend, in defence of this article, our readers—one and all—to try the saddle and judge for themselves.—*Wheeling*.

Messrs. Stoddard, Lovering & Co., 152 Congress St., Boston, will import this saddle.

JENS F. PEDERSEN,  
*Medals and Watches,*  
1½ Maiden Lane.



The growth of Mr. Pedersen's business is but the natural result of integrity, perseverance and intelligent enterprise. Within the past few years, Mr. Pedersen has developed into the medal maker of this country. He has supplied clubs with medals, badges, club-pins, etc., all the way from Boston to San Francisco, from Minneapolis to New Orleans. This year he has made more extensive preparations than ever to manufacture medals and prizes. His illustrated catalogue, containing also the price of each style of medal, enables club committees at a distance to order as well as if they visited Mr. Pedersen's store. Mr. Pedersen is ready to supply medals, cups, stop-watches, and other prizes at the most reasonable prices. Wheelmen visiting New York should drop into his store in the Lane, and examine some of his beautiful "creations" in gold and silver.

#### CHICAGO NOTES.

The annual tour of the Illinois Division is announced for July 2, 3, and 4, starting from Chicago, via Aurora to Peoria, 190 miles. Judging from the number who have already signified their intention of participating, there will be quite a large party. The roads are as good as any in the West, and the date is such that it does not take those who go away from business except on one day. Chicagoans will take train from Peoria and arrive home on July 5, in time to get breakfast.

Quite a large party of bicyclers took advantage of the pleasant weather of last Sunday and went out for a spin on the boulevards. It commenced to thaw about noon, and those who were out after that hour returned home considerably the worse for mud. I brought home about ten pounds more avoirdupois than I started with.

There is an ugly rumor being circulated about town that the Owls are going to disband, and that their is something the matter internally. I hope that this is but an Owl'd rumor.

The Wisconsin Division, L. A. W., was organized on the 24th, at Milwaukee. A large number of wheelmen from all over the Badger State were present, and everything passed off smoothly. Mr. A. Hathaway was elected Chief Counsel, and J. W. Peck, Jr. (not Peck's Bad Boy), was deputed to hold the reins in the office of the Secretary-Treasurer. Arrangements were made to publish a road-book, and there was some talk of joining the Illinois Division, and issuing a joint road-book. There are some daisy roads and scenery in Wisconsin, and the eastern tourist would do well to try this part of the country when contemplating a trip. KID.







## ORNAMENTAL AND USEFUL.

### The New L. A. W Smyrna Rug.

THIS Rug, which was designed by Will R Pitman, of the Ixion Club, and well-known as the "Vet," from his long connection with cycling, is 30 inches wide, 60 inches long, and weighs 5½ pounds. It is richly designed, the center piece being the League Badge. The border is ornamented with "Direction Arrows," such as are used on the L. A. W. sign-boards. It is the same on both sides.

The rug is the finest grade of smyrnas made in America. The usual price of these rugs is \$7.00, but the "Vet" is selling

THE FIRST EDITION OF 150 AT \$5.00 EACH.

Already a third of them is gone. Send in your orders at once to

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E. L. MILLER, President.

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SOME PERTINENT REMARKS ON THE  
LATE BOARD MEET.

DR. BUTLER ON THE AARON-WELLS IMBROGLIO.

MR. EDITOR:—The official proceedings of the Board meeting in New York on Jan'y 17th and 18th 1887, are at last published in the *Bulletin*, and sent out to every member in the League. As a matter of information they should be read by every one, as the information therein contained, will be a surprise to very many League men I am sure. That the work which kept the Board for over eighteen hours was of the gravest concern to the general body, and the results of its deliberations the most satisfactory for the good of the League, must be the verdict of every loyal, right thinking member.

The official report gives only the results of the Board's deliberations and thereupon very much of the "true inwardness" of the Secretary-Editor's office does not appear. Statements made by interested parties outside the meeting are quite necessary to a full understanding of the case.

Nearly, if not everybody, present at the meeting understood before the sessions commenced, that grave irregularities and misconduct in the Secretary-Editor's office, had been known to the Executive Committee for some time; that everything possible to clear up the affair had been done by it; that Mr. Aaron's resignation had been demanded, and, with the greatest difficulty, obtained; that the only resignation he would present was conditioned upon the appointment of Mr. J. A. Wells as his successor; that Mr. Aaron openly boasted that he had proxies enough to control the meeting; that he had purposely suppressed proxies sent through him to other members of the Board; that he had appropriated some \$5700 of the League's funds to his own use; most of which had been returned through pressure from the Executive Committee; that the *Bulletin* had not only used up its entire working capacity, but was something over \$5,000 behind; that F. Stanley Hart & Co., (Mr. Wells being the Co.) had accepted Mr. Aaron's notes for large amounts, thereby releasing the League from a just claim; and that the greater part of this loss on the *Bulletin*, occurred after the notes was given; as Mr. Aaron reported at the Buffalo meeting, in Sept. 1886—the official organ was less than \$600 behind, raising a suspicion in the minds of some, whether there had not been a conversion of the *Bulletin* funds to liquidate these notes; that Mr. Aaron's bond had been found to be worthless, and only with the greatest difficulty, a satisfactory one was obtained; and that his only object and aim, at that meeting, was the election of Mr. Wells, as his successor.

Yet, in spite of all this, it was generally felt that if Mr. Aaron would come into the meeting in a straight-forward, manly way, accept the situation, as the facts were clearly against him, it would be far better for him, the League and all concerned to keep the matter as quiet as possible. That he did not choose to do this, is entirely his own fault, and cannot in any way be blamed upon the Board. Whatever was done by the majority in that meeting, was with the greatest courtesy and forbearance toward Mr. Aaron and his friends, even while their manner, language and purposes, were grossly insulting. That this was a mistaken kindness on the part of the Board, all can now plainly see; and in the light of the published proceedings, what must be the feelings of our Penna. brethren, who were so hasty in condemning the Board's action, in such hot and unpremeditated language. Possibly they will not now be convinced of the candor and justice of the Board's, but how, with the facts before them, they can longer believe Messrs. Aaron and Wells honest, straight-forward officials of the League, is past comprehension.

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ARE AT PRESENT THE MOST POPULAR,  
AND PREFERRED BY THE LEADING ARTISTS.

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That it was Mr. Aaron's deliberate purpose to control that meeting in his own interests, no one familiar with him and his methods will ever doubt. That the same tactics and unlawful use of the proxies, were exercised by him and his assistant at the Boston meeting, and still later at Buffalo, only in a bolder and more aggressive manner, and too well known by those in attendance to need comment. But let me ask our Penna. friends, if they are prepared to assert "that two wrongs make a right," and that because he was permitted thus to abuse the most sacred law of the League, unchallenged, it was forever thereafter to become his unquestioned rule of practice?

It is a law as old as civilization itself, that the right to determine who shall sit in its deliberations, is inherent in every organization, and no man whose purposes are honest will ever object to its enforcement. That President Beckwith should be the recipient of so much criticism and abuse, for daring to exercise his right and privilege, at the most critical moment in the history of the League, is a shame and disgrace to those engaged in it; while the personal attacks upon the Credential's committee for having performed a very delicate work, are unworthy even a passing notice. When the heat and passion of the moment have passed away, and matters are seen in their true light, the one thing that will stand out the clearest and most valuable to the League, will be the work of the Credential's committee.

C. S. BUTLER,

Rep. in and for New York

Buffalo, Feb. 25, 1887.

Don't Read This

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BOOK REVIEW.

*Cyclers' Record Book.*—By V. Paul Ellis. Norfolk, Va. Price 10 cents. 1886.

This little book is the effort of one of Norfolk's young and enterprising wheelmen, and contains much that is useful to the rider in the vicinity of that city. Seven excellent shell roads are tabulated therein, and much other important data is also given. Several blank pages occur at the front for additional routes or memoranda. The book is neatly printed, and bound in white. Thanks, brother Ellis.

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- No. 8. 52 in. **Expert Columbia**, full nickeled, dropped bars, ball pedals, excellent order. Cost, \$140.00. . . . . \$90.00
- No. 9. 35 x 50 to 53 in. **Invincible Safety**, enameled, with nickel trimmings, cow-horn bars, T handles, hollow rims, tangent spokes, A 1 order, will fit rider of 50 to 54 ordinary. Cost, \$130.00. . . . . \$85.00
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- No. 12. 52 in. **Victor**, standard finish, balls all round, A 1 order. Cost, \$127.50. . . . . \$90.00
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- No. 15. 50 in. **Columbia Expert**, enameled and nickeled, latest pattern, double grip pedals, run 20 miles, good as new. Cost, \$125.00. . . . . \$105.00
- No. 16. 52 in. **Columbia Expert**, enameled and nickeled, latest pattern, spade handles, D. G. ball pedals, equal to new. Cost, \$132.50. . . . . \$110.00
- No. 18. 50 in. **Standard Columbia**, half enameled, latest pattern, ball bearings, A 1 order. Cost, \$90.00. . . . . \$62.50
- No. 21. 46 in. **Standard Columbia**, bright and painted, excellent order. Cost, \$80.00. . . . . \$40.00
- No. 22. 44 in. **Standard Columbia**, half enameled, A 1 order. Cost, \$77.50. . . . . \$35.00
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- No. 28. 54 in. **Columbia Expert**, full nickeled, latest pattern, D. G. ball pedals, run 25 miles, good as new. Cost, \$140.00. . . . . \$115.00
- No. 29. 52 in. **Columbia Expert**, full nickeled, ball pedals dropped bars, A 1 order. Cost, \$137.50. . . . . \$100.00
- No. 30. 55 in. **Columbia Light Roadster**, enameled, with nickel trimmings, latest patterns, new, but slightly shop worn. Cost, \$140.00. . . . . \$125.00
- No. 31. 51 in. **Star**, enameled, with nickel trimmings, latest pattern with hollow rims and levers, balls to front wheel, dropped bar, A 1 order. Cost, \$127.50. . . . . \$95.00
- No. 1001. 52 in. **Premier**, enameled and nickeled parts, Lilliebridge saddle, excellent order. Cost, \$105.00. . . . . \$55.00
- Humber Tandem Tricycle**, standard finish, used but little, in excellent condition, lamp included. Cost, \$265.00. . . . . \$195.00
- Cunard Crippler Tricycle**, standard finish, balls all round, run 50 miles. Cost, \$190.00. . . . . \$135.00
- 56 in. **Columbia Expert**, full nickeled, D. G. ball pedals, A 1 order, K. O. R. lamp. Cost, \$140.00. . . . . \$105.00
- 56 in. **New Rapid**, half nickeled, 1886 pat., good as brand new. Cost, \$152.50. Owner wants money. Great bargain at. . . . . \$100.00
- 56 in. **Columbia Expert**, half nickeled, 1886 pat. A 1 order. . . . . \$100.00
- 48 in. **Star**, latest model, hollow rims and levers, tangent spokes, balls to front wheel, A 1 order. Cost \$145.00. . . . . \$110.00
- 51 in. **Star Light Roadster**, hollow frame, rims and levers, tangent sp. kes, roller and ball bearings, spade handles, good as new, built to order. Cost, \$160.00. . . . . \$125.00

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D. HAMILTON, 1026 Woodruff Ave., New York.

**WANTED**—A complete file of the *L. A. W. Bulletin* from commencement to January 1st, 1887. Address with price, J. G. P. O. Box 444, N. Y. City.

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**AN** excellent job printing office to exchange for an American Safety or Kangaroo Bicycle.  
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**WANTED TRICYCLE**. Must be first class and cheap.  
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**WANTED**—A 54 inch enameled, ball-bearing, light wheel of some standard make. Please send particulars, and lowest cash price, C. O. D., to W. E. HOUSE, Room 47, St. Cloud Building, Washington, D. C.

**FOR SALE CHEAP**—56-inch Apollo, 1885 pattern. Spade handles. Good Order. Good reason for selling. G. F. W. WOESTMAN, 2707 Grand Ave., St. Louis, Mo.

## MYDDLETON'S ENAMELS.

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Importer of Bicycle Sundries,  
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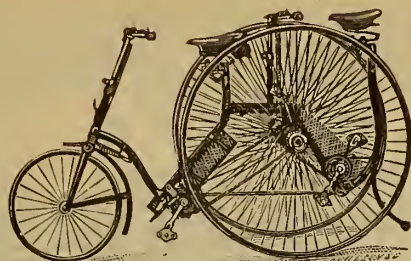
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