

Established 1880.

23 Park Row, N. Y.

AND RECREATION.

VOL. XIII.—No. 20.]

NEW YORK, FEBRUARY 10, 1888.

[WHOLE NUMBER, 332.]

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.

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100 Miles in 3 Hours 38m. 44 1-5s.,

still with the Ordinary American Light Champion.

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DR. RADWAY'S PILLS.

Purely vegetable, mild and reliable. Regulate the Liver, and Digestive organs. 25 cents per box.

THE STAR.

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

NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.	H. L. Bradley, 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.

" " second and third in 1-mile STATE CHAMPIONSHIP

" " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.

" " 1-mile Open.

" " 2-mile Open.

" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

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

WILKESBARRE, PA., JULY 4, 1887.

STAR

WON

FIVE FIRSTS:

1-mile Novice.

2-mile 6.45 Class.

1/2-mile Boys' Race.

1-mile STATE CHAMPIONSHIP.

3-mile " "

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

STAR FIRST in 1-mile Open.

" " in 1-mile Class.

" " in 2-mile STATE CHAMPIONSHIP.

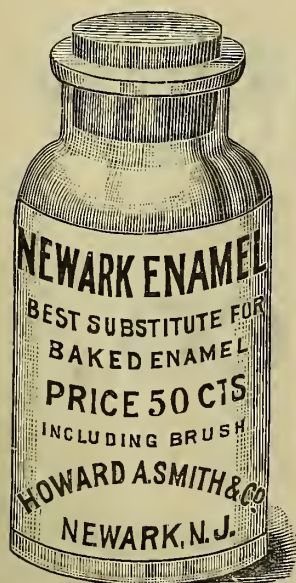
ST. LOUIS, JULY 10, 1887.

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

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smaller compass.

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Streams, Mountains, Valleys, etc., in a style unequalled
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A weight placed above
the axle raises the centre
of gravity of the lamp to
the point of suspension and
counterbalances its ten-
dency to swing.

ADVANTAGES

OF
ITS USE.

It secures a steady light
upon the track.

It prevents lamp from go-
ing out on rough roads.

It prevents spilling of oil
from the cup.

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

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

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and cycle in good condition through the winter; price
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AND
TANDEMS.

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

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

CONDITION.—"1" Slightly used, good as brand
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,
and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
234	52	Rudge Lt. Rdstr.,	\$135.00	\$90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	90.00	4	1	1
236	56	Columbia Expert,	132.50	65.00	3	1	1
237	48	Columbia Expert,	122.50	70.00	4	2	2
238	46	Special Facile,	123.00	83.00	4	1	1
244	45	Special Pony Star,	107.00	90.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	150.00	105.00	3	1	1
248	50	Ideal,	80.00	50.00	4	4	1
252	56	British Challenge,	150.00	50.00	1	1	3
258	48	Spl. Star,	129.00	90.00	4	4	1
260	48	Columbia Standard,	100.00	40.00	5	4	5
263	55	Rudge Lt. Rdstr.,	188.75	73.00	4	1	4
264	54	Columbia Expert,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	91.00	3	1	2
266	55	Spldg. Semi-Racer,	140.00	38.00	4	1	4
269	51	Spl. Star,	160.00	95.00	4	4	1
270	56	Racer,	140.00	40.00	4	1	4
271	52	Sanspareil,	127.50	75.00	4	2	1
274	52	Sans. Lt. Rdstr.,	137.50	75.00	4	2	1
275	48	Victor,	127.50	90.00	4	1	2
276	52	Columbia Expert,	137.50	105.00	1	1	1
277	52	Spec. Club,	160.00	100.00	1	1	1
283	51	Spec. Star,	130.00	80.00	4	3	1
285	51	Spec. Star,	130.00	70.00	4	3	4
286	44	Spec. Facile,	120.00	63.00	4	1	4
287	52	Columbia Expert,	127.50	70.00	4	1	2
288	56	Columbia Standard,	107.50	40.00	4	4	4
289	Sp'k'b'k Cr'p'r	Tricycle,	180.00	150.00	4	1	2
290	52	Victor Lt. Roadster,	132.50	77.00	4	1	1
291	55	Columbia Lt. Rdstr.,	145.00	103.00	3	1	1
292	56	Columbia Expert,	142.50	90.00	3	1	1
293	54	Columbia Expert,	130.00	70.00	4	2	2
294	54	Columbia Expert,	130.00	53.00	3	1	1
295	54	Victor,	130.00	90.00	4	1	1
296	52	Columbia Expert,	137.50	90.00	1	1	1
297	46	Columbia Expert,	120.00	60.00	3	1	1
298	39	Boys,	70.00	25.00	5	4	1
299	50	Columbia Expert,	135.00	55.00	1	1	2
300	50	Victor,	125.00	63.00	4	1	4
301		Quadrant trike No. 8,	185.00	150.00	4	1	1
302	52	Columbia Expert,	137.50	85.00	1	1	1
303	42	Otto Special,	40.00	26.00	5	4	1
304	51	Col. Lt. Roadster,	140.00	80.00	3	1	1
305	48	Columbia Standard,	102.50	53.00	3	3	1
306	51	Special Star,	135.00	85.00	3		2
307	42	Otto Special,	40.00	25.00	5	4	1
308	56	Columbia Expert,	132.50	85.00	4	1	2
309		Sp'k'b'k Hbr. T'dm,	260.00	225.00	4	1	1
310	52	British Challenge,	135.00	59.00	3	1	5
311	48	Special Star,	140.00	100.00	4	ball	1
312		Springf'd Roadster,	75.00	55.00	4		5
313	55	Col. Lt. Roadster,	135.00	47.00	4	1	5
314	53	Royal Mail,	140.00	90.00	4	1	1
315		Springfield Roadster,	75.00	68.00	4		1
316	50	American Club,	125.00	61.00	3	1	1
317	44	Columbia Standard,	77.50	30.00	4	4	2
318	56	Columbia Expert,	142.50	85.00	1	1	1
319	50	Columbia Standard,	100.00	39.00	4	4	2
320	54	Victor Roadster,	130.00	75.00	4	1	2
321		Beeston Hbr. T'dm,	260.00	170.00	4	1	1
322		Col. 2 trk. Trike,	165.00	80.00	4		2
323	44	Acme,	60.00	31.00	4	4	2
324	52	Victor Roadster,	127.50	90.00	3	1	1
325	50	American Ideal,	65.00	33.00	4	4	2
326		Springfield Roadster,	75.00	55.00	4		2
327	54	English,	130.00	65.00	4	2	1

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SUCCESSORS TO

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Baltimore, Md.

Owing to the increased business of the above firm in the past two Seasons, during which time **THE NEW RAPID BICYCLES AND QUADRANT TRICYCLES** have become so thoroughly and favorably known to riders throughout the country, it has been found necessary to increase our facilities for handling this growing trade, and for this purpose the above corporation has been formed.

And in making this announcement to the Cycling public, we consider it an opportune moment to ask them to

REMEMBER that we were the first to introduce on the American Market, our now famous method of wheel construction, with **TRUE TANGENT SPOKES**, and that while every American Manufacturer of note has been forced to copy it, we still have, in all our **NEW RAPID CYCLES**, the **BEST** and **STRONGEST** cycle **WHEELS** ever made.

REMEMBER too, that the **QUADRANT STEERING**, as applied to all our **QUADRANT TRICYCLES**, remains unequalled as a perfect steering device and anti-vibrator without the use of springs to the front wheel.

REMEMBER first, last, and all the time, that we shall be in the field for

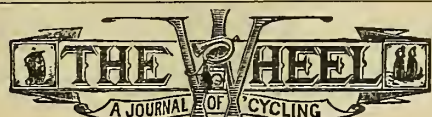
— THE SEASON OF 1888 —

with a line of Cycles, all kinds, that cannot be surpassed in any respect.

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THE CLARK CYCLE CO.,

Baltimore, Md.



--AND--

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Persons receiving sample copies of this paper are respectfully requested to examine its contents, and give us their patronage, and as far as is convenient, aid in circulating the journal, and extend its influence in the cause which it so faithfully serves. Subscription price, \$1 per year.

BALTIMORE RIDERS.—At some expense, we shall keep our Baltimore readers fully informed on all wheeling matters in their city and state. We respectfully ask those who receive copies of this paper to read our Baltimore letter and then send on their subscriptions. It only costs one dollar a year. We work for wheeling and wheelmen, and it is to wheelmen we look and hope for support.

We present the Reorganization Committee's scheme in another column, reserving the more interesting details for editorial comment.

The Executive Committee have accepted a proposition made by the *Bicycling World* Publishing Company, to publish the *Bulletin* free to all League members, and paying the League a small gratuity for the privilege of publishing its organ.

The *Bicycling World* will be discontinued, and on March 2d the *Bicycling World* and *L. A. W. Bulletin* will appear.

Mr. C. W. Fourdrinier, at present editor of the *Bicycling World* will have charge of the new paper, of which ten pages will be at the service of the League. Both Mr. Bassett, who will be continued as Secretary-Editor, and a member of the Executive Committee, presumably Mr. Hayes, of Boston, will supervise the editorial and news columns of the paper. The contract is made for one year, with privilege of renewal for three years. We congratulate the Executive Committee on its successful disposition of its White Elephant, the bottomless pit into which the League's money and energy have disappeared. It remains to be seen whether private enterprise can make a success of the *Bulletin*. With Mr. Fourdrinier in the editorial chair, and capital to back him, the paper cannot fail to be interesting and newsy. We wish its publishers success. The contract is backed by Mr. E. C. Hodges, member of the Boston Club and an enthusiastic wheelman, whose time and money have many times been spent in the interest of the sport.

At the National Board of Officers meeting, the present President, Vice-President and Executive Committee members will be re-elected, and their terms of office will not expire until next February, when their successors will be elected under the new constitution. The regular election of the State Boards will probably take place between May and July.

The Division will be expected to pay fifty cents per year towards the expenses of the National Body.

Kirk, Hayes and Bidwell will sport their official titles another year. We predicted as much in last week's *WHEEL*.

New York State had a big hand in the great "Reorg." Bidwell, Luscumb and Butler are an unbeatable trio. Good presidential material, all of it,

THE LEAGUE REORGANIZED.

Below we publish the general sketch of reorganization, decided upon by the committee at Buffalo. This general outline of reconstruction will be submitted to the National Board of Officers, with such modifications as the committee may decide upon at its final meeting, to be held shortly before the Board meet.

The scheme is now presented to the public principally to attract criticism. The committee are anxious to hear all sides, that the best views of the majority may be covered by their final report.

As the committee state at the outset, they found that the views of different members on many vital points differ "widely, and frequently unreconcilably," and it is to be expected that no matter what course may be determined upon the "kickers" will continue to agitate their nether limbs.

We know that the Committee approached their task in a state of receptivity. Their meeting was not an axe-grinders' matinee. The views of as many persons as responded to their appeal were carefully weighed; the plans presented by the committee men themselves were carefully weighed. They were alive to the difficulty of the problem with which they had to deal; their work was one of honest and intelligent endeavor to really do something, and their remedy is worthy of a kindly reception and a fair trial.

That the plan they propose is a big step forward on the methods of the present there is not the slightest doubt. Whether they have not gone far enough, or too far, is a matter of opinion.

The new plan recognizes and asserts the principal object of the L. A. W. to be roads improvement and the protection of wheelmen's rights. The committee rightly state that the energy and money of the League has been devoted to side issues, matters of minor importance, to the neglect of greater issues. This cannot fail to secure hearty indorsement. Let the League carry out this recommendation, and not a man can emit the smallest kind of a whimper.

The Divisions should be self governing, self-supporting, with a uniform method of government, fixing their own dues, spending their own money for their own benefit, contributing to the National organization enough to pay running expenses, except in emergencies, when special appropriations are provided for. Our idea of decentralization exactly. Make the Divisions all powerful, we have said.

The "National Assembly"—new term—should be composed, think the committee, of the Chief and Vice-Consuls of each State and territorial Division, together with State representatives, elected by the members-at-large, and National delegates, elected by the State boards. Representatives in State Divisions shall be one for each 100, and delegates to the National Assembly, one for each 200.

The change of the fiscal year to the middle of the riding season commends itself at sight.

The idea of providing additional representation for League clubs is worthy of trial. Good reasons are advanced for this recommendation.

The idea of strong advisory National Committees, recommended by the committee, leaving the practical work to State Committees, is an indorsement of our own views.

It is practically conceded that the strict maintenance of absurd distinctions of classes in path racing, have used up too much time and energy. The opinion no longer holds good that "The amateur rule is the corner stone of the L. A. W." Far from it, the committee class it as a delusion and a snare; but they make no sweeping recommendations concerning the amateur rule. Its amendment, liberalization or abolishment will only be accomplished when the majority of League members demand the same in no uncertain tone. The committee very properly think that good moral character and age limit should be the only qualifications for League membership.

THE COMMITTEE'S GENERAL SCHEME.

To the membership of the L. A. W:

The Committee on Reorganization desire to present to the membership a general summary of the result of their labors up to the present time.

Fully comprehending the magnitude and importance of the task committed to them, they seek the best and wisest plan for the present and future government of the League.

The object of presenting the result of their deliberations, as they progress, is to invite criticism. If there be errors in the scheme which have not been detected by the committee, they ask correction, hoping thereby to anticipate some of the

many defects that any radical departure from old plans, develops in operation.

They deem it proper, however, to say that the sentiments expressed in the numerous communications received from members, differ widely, and frequently irreconcilably, and it is in view of these differences of opinion, that the committee needs the best assistance of the membership to guide it in determining the proper course.

Generally stated, and as at present decided, the committee will recommend reorganization practically upon the following lines: Reorganizing and asserting the principal object of the L. A. W. to be to protect the rights of its members, to secure for wheelmen all the rights to which they are entitled, and to cause improvement in the condition of the public highways.

The League has too long suffered its energies to be diverted from the more important channels and wasted upon minor considerations affecting a very small fraction of our membership, neglecting the greater issues, while seeking to establish a hair line amateur distinction, of little, if any importance to the great body of wheelmen.

The National body should be representative, and State Divisions self governing and self supporting, uniform however, in method of government, fixing their own dues and spending their money in and for their individual benefit, only contributing to the National organization enough to pay its running expenses, except in emergencies.

Small States, unable to accomplish work, by reason of limited membership, should be combined into territorial divisions of one hundred or more members, due regard being had for locality, and so be supplied with equal opportunity to regulate their own affairs, with the larger States.

There should be a National Assembly, composed of delegates elected from and by the several State and Territorial Divisions, together with their Chief and Vice-Consuls, thus securing a smaller National Board, and constituting it of representatives elected by the membership at large (Consuls and Vice-Consuls) and delegates chosen by the Division Boards. The body, thus created, combines both methods of selection, and cannot fail to be fully representative. General representation in Divisions should be one for each one hundred, and delegates to the National Assembly, one for each two hundred Division members.

A change should be made in the fiscal year and the time of renewals, whereby the work of recruiting the League may be done in the riding season, when Consuls and Representatives are directly among the members.

There should be provided privileges of additional representation for League Clubs, securing to them, as such, a voice in the administration of League affairs and the legislation therefor. The maintenance of League Clubs is a strong feature in the growth and permanence of the L. A. W., not only because each such club is a recruiting station for the League, but also because the clubs, generally, being conservative and well maintained, bring their stability to the L. A. W., and add materially to its power and influence in effecting the good work for which it was formed.

There should be strong committees in the National Organization, equipped to advise and aid Divisions in the directions wherein they may seek to carry out plans for the advancement of wheeling interests; localizing all work, as far as possible, and providing a means whereby the strength of the whole organization may be concentrated whenever and wherever the occasion may demand it. The committee is of the opinion that far too much importance has been given to the maintenance of the amateur rule, and although believing that good moral character and age limit is the qualification upon which should depend membership in the L. A. W., it prefers not to depart too far from a line at one time demanded by the membership, until that membership shall indicate, without shadow of uncertainty, that it also believes the time for the abolition of the amateur distinction has arrived.

The present cumbersome means of acquiring membership should be changed, and any applicant of good moral character, eighteen years old, should be entitled to admission, after two weeks publication, unless protested in the membership committee.

The Executive should be a Finance Committee as well, and the Membership Committee invested with the power and duty of apportionment in the formation of Territorial Divisions. Appeals should be sent to the Committee on Rights and Privileges, and a new National Committee be instituted, known as the Committee on the Improvement of Highways.

A weekly official organ should be provided.

These propositions, formed into a constitution, elaborated as to detail for practical working, will be presented at the Spring Meeting of the Board of Officers, with such additional changes as the committee may consider advisable.

The call twice heretofore made to our members, is again renewed. Give us your ideas.

The committee desires all the information it can get and from every source.

Yours fraternally,

CHARLES H. LUSCOMB, Chairman.
CHARLES S. BUTLER,
JAMES R. DUNN,
GEORGE R. BIDWELL.

PHILADELPHIA.

WHEELING AT THE QUAKER CITY.

PENNSYLVANIA CLUB'S HOUSEWARM.

The South End Wheelmen of this city offer one thousand mile medals to all members riding that distance this year, and an extra bar for every additional one thousand miles covered. Among those who will try to secure these medals are Messrs. Bradley, Edwards, Bechtol and Caryl. Every one of these cyclers expects to add several bars to his medal before the year is up. The mileage will be taken by cyclometer measurement by the captain of the club every month.

It has been decided to name the new local cycling organization the "Association Cycling Club" of Philadelphia. The clubs included are the Germantown, Pennsylvania, Century, Philadelphia, Tioga and South End. A new quarter of a mile cinder bicycle track will be built by the Tioga Athletic Club around its new grounds at Bellevue as soon as the weather will permit. There will be a gravel foundation under the cinders and the track will be raised up on the outer edge.

W. W. Roberts, the leader of the Bugle Corps of the South End Wheelmen reports great progress and a membership of eight.

Last Thursday the Century Wheelmen gave a smoker at their club house, 1807 North Broad street. A generally good time was had.

Among many thousands on the ice of the Schuylkill on Sunday last were ten of the members of the South End Wheelmen, who started from their club house on their machines, carrying their skates with them, and after reaching the ice put in some good exercise in skating.

Richard Dallett received from the Tioga Wheel Club the club silver cup and gold medal for riding the greatest number of miles during 1887, he having ridden 2502 miles. I. Van Deusen received a gold medal for the greatest number of rides of over three hundred miles each, and C. S. Liesen a gold medal for the longest ride in one day, the distance covered being 103 miles.

The Frankford Bicycle Club have elected the following new officers: President, Richard Crankshaw; Vice-President, William Denn; Treasurer, Chas. Denn; Secretary, George Hare; Captain, James Dyson; Lieutenant, Walter G. Denn.

Messrs. Fleming and Collins have each received a handsome gold medal from the Century Wheelmen for being the first two of the club to cover 1,000 miles. A bronze medal has also been awarded to R. L. Shaffer, H. H. Levetter, T. H. Garrigues, Charles Sulzker, W. G. Spier, M. J. Bailey, A. W. Barnett, E. S. Little and D. A. Pedrick for riding 1,000 miles during the year.

There has been some fine riding on the Schuylkill River the past week. Several parties of tricyclers on singles and tandems were made up at the Philadelphia and Pennsylvania club houses, and the ladies took full share in the enjoyment. The fast skaters were left away behind by cyclers. Some few tried it on the ordinary bicycles but soon gave it up and went home sorer but wiser men.

The Pennsylvania Club is to have a grand house opening on Washington's birthday. The invitations are handsomely engraved and are really fine art work.

It is saying what everyone knows, that interest in sporting matters of all kinds is on the rapid increase, and that cycling interests are not falling behind. We anticipate an increase in membership in this city during the coming year, and will in all probability erect two or three fine club houses. The wealthier class of patrons of the wheel are coming in, and there is a development of the social features which have been rather slow for years past. In fact, our cycling organizations are not only to derive benefits from the wheel itself, but they are decidedly of a social character, and grow-

ing more and more so. Several long trips will be taken during the coming season, and instead of a dozen or half dozen only going, the parties will be larger and the trips longer. We are looking forward to a great deal of pleasure in the coming season. Those who have been indifferent in years past are now manifesting a desire to take a greater part in all that is going on. The winter has been a severe one for two or three weeks past, but the worst is over and we look forward to a moderately easy and comfortable winter. Lent will soon be with us, but that will make very little difference to the average wheelman. That which we call society will observe it in the usual manner. Outdoor sports are growing rapidly in America, and we are becoming "English, you know," to a very great extent in this respect at least, and we can afford to do so in the matter of sport. We have permitted ourselves to become too largely the slaves of work and have avoided recreation as though it was almost an evil. AVIS.

BALTIMORE.

MARYLANDERS OFFENDED.

Again I shall have to make a correction in regard to the meeting of the Board of Officers at New York. The date has now been set for March the 5th, 1888.

There has recently come to my notice information, which, although not intended for publication exactly, is of such vital importance to the members of this Division and also the membership at large, that I herewith give it. Let them ponder over it and draw their own conclusions. Our "League Meet Committee's" ideas of the matter, about coincide with what I state below, however. The original information I will say comes from a very [reliable?] source, that is, one of the highest officials in the League. So here it is.

At the meeting which takes place at New York, there will be a move made to first, fix the date of the League Meet for May 28th, and second, to entirely do away with the business meeting at all future Meets. Now of course it is not said the Board will adopt these motions at their meeting, and although they are at perfect liberty to select any day or days for the Meet they may see fit, it would only be common courtesy to consider the wishes of the Division inviting them, and not, as this highly officious official puts it, "fix the date to suit themselves."

The selection of date by the Md. Division, was made only after considerable discussion on the advantages and disadvantages of many dates proposed. Now as to the question of doing away with the business meeting. This "high official" goes on to say, after "fixing" the date of the Meet for May 28th, that the idea is to have all of the business transacted at the New York meeting on that date, and that there would be no necessity for our changing the date, but after this meeting in New York, then they could come down to Baltimore for a "GENERAL JOLLIFICATION," as he puts it.

This is certainly one of the most absurd propositions that I have ever heard. A League Meet without a business meeting would be no League Meet at all, and it would be just as well to drop the whole Meet, as to do away with this portion of it. But it would certainly not be the right thing to take away from the "rank and file" the only opportunity they have of getting an insight into League affairs, for there is already too much of a "Star Chamber" air about the management.

Now Baltimore's position is just this: We want the League Meet here on June 18th and 19th; and by League Meet we mean the business meeting, jollification and all that has been formerly understood to go with a League Meet, and not only a general jollification only. If the members of any of the Divisions in the country want to come to Baltimore on an excursion, we will be only too pleased to have them come at any time they may see fit, but we don't want a League Excursion; what we do want is a League Meet or nothing.

In concluding, let me say that what I mentioned in the last WHEEL has now been verified. Somebody in the Board don't care to meet the Maryland and Pennsylvania Divisions on their own ground, in a business way, but is very anxious to have a feast of beauty and a general jollification with them.

In justice to the other members of the Board, I will state that the above information comes from but one of them, and apparently without their knowledge and consent, and it is to be hoped that their views will not coincide with his on this score.

Certain it is that, in view of the facts in their

possession, the Maryland Division will not do anything further in the League Meet matter now, until the Board is heard from.

Yours, etc.,

RALPH.

BROOKLYN.

LONG ISLANDS

KINGS COUNTYS

BROOKLYNS.


The enjoyable ladies' night of the Long Island Wheelmen, which was held on Monday evening last, promises to be the beginning of a season of social enjoyment which will keep the members on the *qui vive* for the remainder of the winter season. The Entertainment Committee, composed of Messrs. Davies, Richards, Cort, Schmidt, Reeve and Manneare have already arranged for a series of Saturday nights. The first will take place February 11, and will be an informal ladies reception. On the 18th, a mock trial will be held. Captain Luscomb will occupy the bench. N. S. Marshall, Charles M. Stafford and Mr. Charles F. Cossum will be counsel for the plaintiff, and Messrs. Charles J. Patterson and Michael Furst will appear for the fair defendant. The trial, which is a breach of promise case, the man bringing the action, will be conducted with all the solemnity and circumstance which obtain in regular proceedings. There will be clerks, court officers and witnesses. A lachrymose member of the club will bring suit against a granite-hearted female, to recover damages for laceration of his tenderest feelings. The charge of the judge, whose dry sarcasms—they might be called scarcasms, so deeply do they cut—will be worth a day's travel to hear.

The Kings County Wheelmen are looking forward to the series of receptions with which they will introduce their new house. On February 15 the house will be opened for the inspection of members and a dinner will be served by Mr. Charles S. Cooper, an enthusiastic and hard working club member. On the twenty-first a housewarm will be given, to which all wheelmen will be invited. A ladies reception will be given March 5th.


Their building is now practically completed, and is admirably fitted up for the comfort, convenience and enjoyment of the boys. The basement will contain two bowling alleys and a shooting gallery. The next or first floor will be occupied solely as a wheel room, having storage space for one hundred wheels. A handsome staircase leading to the floor above brings you to the billiard and locker rooms, while on the floor above this are the parlor, library, officers' and ladies' rooms. The ceilings of this floor are of paneled oak, the walls beautifully frescoed and the furniture in keeping with the beauty of the surroundings. On the floor above will be a well appointed gymnasium containing parallel and horizontal bars, trapeze, traveling and flying rings, pulley weights and chest weights, rowing machine, striking bag, dumb-bells, indian clubs, etc., etc. In fact all that one could wish for. This, I think, will be one of the features of their club-house and will bring them many members. In addition to the gymnasium, there will be on this floor three bachelor apartments which will be rented to members of the club, and one that will be reserved as a "guests room" for the use of any visiting friend or wheelman. The building will be finished in hard woods, lighted by electricity and heated by steam, and will also have a back stairway by which members may ascend to the locker room of the gymnasium without using the main stairways, or passing through the parlors.

The athletic games of the Nautilus Boat Club, which are to be held at the Clermont Avenue Rink on the eve of Washington's Birthday, February 21st, are well worthy of consideration by our local fliers. The medals that will be offered for the two-mile bicycle race are very beautiful and worth a good effort to obtain. As yet the entries from wheelmen have been few, but when the boys see the medals, which are on view at Spalding's, I think, the entries will take a boom. Entries close February 12th, with J. T. Hettrick, Secretary, care Brooklyn Post Office.

The Brooklyns hold their regular monthly "stag" and feed on Wednesday evening next, and on the 15th will have their second "ladies night," which will probably wind up the social events for this season. The boys are restless to be on the wheel again and welcomed the storm and fog of yesterday which carried away all snow and ice and made tobogganing and skating things of the past. With a couple of days good drying weather you will see all Brooklyn awheel. BON.



"'Tis a simple tale, and told right on
without eloquence, and altogether lacking
in show of speech, but full, withal, of
things touching upon facts."



OVERMAN WHEEL CO., Boston.

Gentlemen :

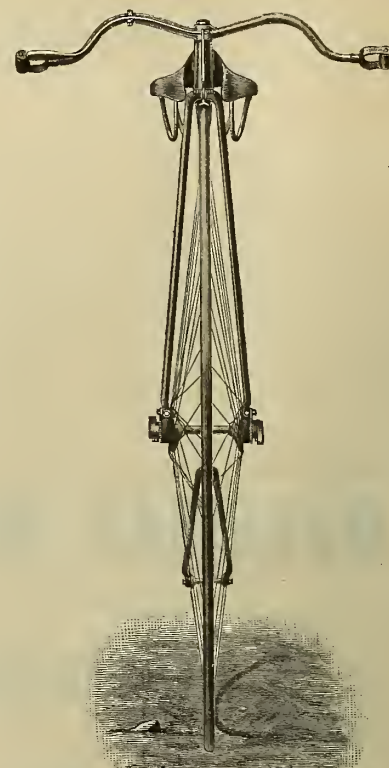
**We, the undersigned, can vouch from
experience as to the strength and superior run-
ning qualities of the Victor bicycles. Out of 23
members, we have 22 Victor riders.**

**We find it the only wheel that will stand the
rough roads and enable us to climb the hills in
our rough and hilly country.**

Yours, etc.,

KENTON WHEEL CLUB.

Covington, Kentucky.



VICTOR LIGHT ROADSTER, 1888

OVERMAN WHEEL COMPANY, BOSTON.

A. G. SPALDING & BROS., NEW YORK.

VICTOR LIGHT ROADSTER.

Forgings, and nothing else, are used in the construction of the Victor, and it is guaranteed that the machines of this firm's make contain absolutely no cast metal. Steel dies are used to form and forge each and every solid part of the machine.

SPINES are of inch-and-a-half weldless tubing, a large section, to give rigidity and strength. The rear fork is made straight, instead of curving back, in order to carry the step a proper distance from the front wheel.

FRONT FORKS are of weldless steel tubing, with closed, dust-proof head. The ball-bearing case is attached to the fork, so that the fork rests directly on a shoulder each side of the ball-bearing case.

HUBS—The front wheel hubs have flanges pinned to the axle and brazed to a shoulder, thus making it absolutely impossible to loosen the axle in the flanges. The small hub is one solid steel forging, making it a very light and strong hub. Felt washers are used on this to make it dust proof.

In small matters as well as large the critic of the Victor Light Roadster will find that vigilance has been shown in consulting the needs of riders. Heretofore dust-shields have rattled, and there has been no means of oiling the lower step in the steering head. The dust-shields are attached rigidly to the swivel-head, and cannot rattle, and the lower step is oiled by throwing the backbone to the extreme right, thus opening up a hole which leads directly to the lower step, which is closed except in this position.

THE HANDLE-BAR is made of weldless steel tubing, tapered and curved, giving it a graceful appearance and great rigidity. The tip to which the handle is attached is formed by drawing the tubing down instead of attaching a separate piece, which is liable to break.

THE HANDLE is solid, black, vulcanized rubber, which will be found very strong. The spade handle is used, and it is the one most generally demanded.

THE TIRES are made a special feature. Compressed tires have been used by the makers of this machine since 1882, and as attached by their perfected process have proved entirely satisfactory.

THE SPOKES are true tangent, and the Overman Co. claim that this is one of the reasons why the Victor bicycle climbs hills so easily. In all wheels fifty-four inch and under, we use seventy-two spokes; fifty-six inch and above, eighty spokes. Small wheels all have twenty-four spokes. All spokes

are tied with steel wires at each crossing, and soldered, and attached at the rim by means of long nipples, having fifty-six threads to the inch, and counter-bored, so that the strain on the spoke will not come on the thread but on the full sized wire.

THE STEERING HEAD is made with hardened steel cones, polished as smooth as glass, and so fitted that they can be easily oiled. This company does not believe in a ball head for ordinary bicycles. They say: "It introduces complication and multiplicity of parts and weakens not only the head but the swivel. The motion at this point will not average more than one-fifth of a circle, consequently the balls are worn in spots only and are not constantly trued by complete revolutions as in ball-bearings in other parts of the machine."

CRANKS are made with two holes instead of slots, broached out, and broaching is expensive work; this is done because, as the pedal pin exactly fills the hole in which it may be set, the strain is thrown on the crank which is stronger and better able to stand it than the pedal pin itself, and also to insure uniformity of throw, as by observation it is found that where riders use a slotted crank they set the pedals by guess, and almost invariably are found to use one longer than the other. This breaks the rhythm of the pedaling. If riders should not accept this theory they have only to file out the web between the holes and have the old-fashioned slotted crank. Riders may have a choice of three different lengths of cranks, each having two throws as above noted. Cranks are keyed with round taper pins.

PEDALS.—The square rubber ball pedals have, during the past two years, continued to grow in favor, and are more generally used than ever. Their great success is due to the feature of automatic adjustment to the curve of the foot, which is the result of the square rubber used. This prevents slipping the pedal, and makes the square rubber pedal as safe as a rat-trap without its discomforts. All Victor cycles are furnished with square rubber pedals. The Overman Wheel Co. were the originators of this class of pedals, and are the only makers who present this device with none of its merits omitted.

THE SADDLE is the connecting link between the rider and the ridden. It is expected to be comfortable, to be in all parts pliable, to absorb by its spring the jar of the wheel, to be easily adjusted to take up the stretch of the leather, and, most important of all, to be easily put on and off without tools. All this is provided for in the Victor swing saddle.

The jar of the machine wears itself away in passing through the long coils of the spring, and by its peculiar construction it has a fore-and-aft swing, which cushions the jar that might otherwise cause a header. The leather seat of the saddle is as easily put on and off as one's hat; it can be taken off at every stop, thus keeping the seat dry and effectually locking the machine, as it cannot be ridden without the saddle. Also its construction admits of any required tension.

THE STEP.—This machine is furnished with a light, adjustable step, which can be placed wherever the rider wishes; or left off entirely. The teeth, which prevent the slipping of the foot from the step, are carefully turned in to prevent the possibility of their catching and tearing the clothing.

FINISH.—The machine is furnished in two finishes. Standard, with spokes, rims, backbone, and fork-sides in Harrington's black enamel, and all other parts nicked on copper. Extra, all nicked on copper, except rims and spokes, which are finished in Harrington's enamel. For this latter finish an extra charge of ten dollars per machine is made.

With regard to weights, the fifty-inch Victor Light Roadster, with saddle and pedals on, ready to ride, weighs thirty-eight pounds; other sizes in proportion. These weights the company consider as light as it is safe to make for American roads, and while the machines are light, they are so strong and rigid that the makers do not bespeak for them light riders and good roads. They are built for use on the average American road, and will be found thoroughly staunch and reliable.

Price for a fifty-inch, standard finish, with nicked B. & S. wrench, nicked spring top oiler, tool bag and tools for adjusting the d, \$125.

The Victor is the best of its class, and that class is the highest. They are the perfection of improvement, and not the reconstructed failures of previous years, yet in their experimental state. They are the embodiment of the best recognized mechanical principles, combining strength and beauty with lightness and minimum of friction, as will be shown by an examination of every detail, from the true tangent spoke to the delicately constructed ball bearing, and as will be testified to by the many thousand riders who are unanimous in their praise of the durability, easy running and unapproachable coasting of the Victor. More it is unnecessary to say. They sell on their merits, and on the good words spoken of them by all who ride them. Send for catalog.

PITTSBURGH.

I clip from the Pittsburgh Times of Friday the following scrap, a matter of interest to all our wheelmen, and give it for what it is worth:

"Several days ago the members of the Young Men's Christian Association Gymnasium conceived the idea of purchasing some place in the city limits in which they could have room for bicycle practice. At a subsequent meeting a resolution was passed looking to the laying of a quarter-mile track on the old Exposition grounds. A committee was appointed to look into the advisability of buying such a place and at the same time seek contributions from the friends of the institution outside."

The writer of the above is evidently not well posted on cycling and doubt is expressed as to the value of his information. That the Y. M. C. A. think favorably of the scheme or have some such plan in view, is not doubted, but just such premature publications as this have put a quietus on projects further advanced and will perhaps do so in this case.

S. G. Whittaker, of Chicago, better known perhaps as "Our little flyer," dropped in on the boys at the Bi. School, a day or two ago, and quietly announced himself. Mr. W. carries a line of small parts and castings of the Gormully productions, and lucidly explains the different processes, quality, advantages, &c., &c. In regard to the late fiasco in which he figured, he shows he was not in the least to blame, and did not receive anything in a monetary sense, but gained lots of experience, and believes, if a man can make from four to six thousand dollars by throwing a race, he should do so.

From here he goes to Philadelphia to take part in the projected six-day race, and will there or elsewhere race anyone who wishes to try his mettle.

KEYSTONE.

TROY BICYCLE CLUB TOURNAMENT.

The fourth annual tournament of the Troy Bicycle Club, held Monday evening, February 6, was witnessed by 1,000 people. Summary is as follows:

Exercises on parallel and horizontal bars by Professor Zahn, Messrs. Stone, Schutt, Rogers and Zahn, Jr., were cleverly executed. A. H. Stone gave a finished club swinging performance. Kennedy and Rogers, amateurs, appeared in a contortion acrobatic act.

Simmons and Connor, in a friendly set-to, gave a good showing of the manly art. Four three-minute rounds were indulged in, and Professor James Killoran, the referee, declared the bout a draw.

Professor John Seror, of Cohoes, delighted the audience with his balancing on the high wire and trapeze.

The best event was the bicycle drill, by Messrs. Norris, McKee, Connor, Snyder, Homer, Hovee, Nolan, Hudson, Knowlson, Benson, Taylor, Ellenwood, Cole and Edmans, under the command of Captain Thiessen. Various fancy evolutions were made, that of the figure "8" being among the more difficult.

George Starkweather and Will Thiessen were matched in a fencing bout of four trials. The latter won three.

A pretty double bicycle act was that of Edmans and Hudson on a single wheel. Ed. Ellenwood in fancy riding showed himself to be quite an expert, especially on a single wheel without a saddle.

The club orchestra played very well under Professor Converse. The closing event was a tug of war. The home club had opponents among the members of the Albany Wheelmen. The latter presented a strong team, but Troy succeeded in winning two pulls and was declared the victor.

The meeting was a success throughout. The committee in charge of the tournament were: Fred H. Norris, chairman; Captain William M. Thiessen, Frank W. Perkins, Albert R. Hogben, Professor George A. Zahn, John R. Mulliken, George B. Fales.

The New York State Division has already renewed sixty per cent. of its members.

NEW ORLEANS.

The Louisiana Cycling Club at its monthly meeting last night formerly decided to take hold of the proposed Spring tournament movement. A committee, composed of Messrs. Betts, Hodgson and Hill, was appointed and will render its report at next month's meeting, and it will then be definitely decided whether or not New Orleans will be blessed with a race meet in balmy springtime. Let us hope that the report will be favorable. Methinks it will.

Louisiana Cycling Club mileages for month of January: R. G. Betts, 303½; C. M. Fairchild, 277; W. H. Renaud, Jr., 106.

Guillotte talks of buying a semi-racer.

The entertainment committee of the New Orleans Bicycle Club has set apart the first Wednesday of each month for a "smoker," complimentary to its friends. Saturday evening of each week will be devoted to a "social" for members only.

The new Secretary-Treasurer of the Louisiana Club is the right man in the right place, and has already commenced to make things hum, and matters pertaining to the positions are assuming the business-like aspect that should characterize such an office; and now if Joney will but shake off that lazy fit, and get out of bed a little earlier on Sunday so as to help swell the club runs to respectable proportions, we'll pin his name away up amongst the "workers."

As the time for the annual election for the Chief Consulship of this Division draws nigh, and since the present incumbent has positively declined a re-election, the customary talk as to who is the coming man, etc., has been indulged in of late. A short while since, when it was feared that no one could be induced to run, Mr. C. H. Fenner, kindly, though somewhat reluctantly, consented to allow his name to be hoisted as a candidate. Since then it has transpired that Mr. A. M. Hill (the C. C. of 1885), would not be adverse to another go at the Chief Consulship, hearing which, Mr. Fenner has withdrawn his name, and no doubt the old vet. will get there with both feet.

T. L. Monaghan, of the Dallas (Tex.), Wheel Club, and the Texas champion by the way, was a visitor to our city for a few days.

The incessant rain of the past six weeks has put the country roads in horrible condition for cycling, and road rides have been few, very few, and far between. The asphalt and shell roads, however, enable us to keep the wheels a-moving.

Wonder what the Illinois Cycling Club now thinks of Capt. Ehler? A pretty mess is that McCurdy-Whittaker affair, and it is a great pity the League cannot expel "square hippodromer" Ehler from its ranks for his disgraceful connection with it, but since the L. A. W. cannot do this, his club should rise and fire him bodily. This might prove an effectual method of "purifying the sport."

FEBRUARY 3.

Bi.

DENVER.

Sunday, January 29th, twenty members of the Ramblers went to Golden (12 miles west of Denver). The day was a beautiful one, more like June than January. The roads are splendid at this season of the year.

After dinner we went up on top of Castle Rock and took in the surrounding country. Golden lay at our feet, with Denver in the distance. Castle Rock rises almost seven hundred feet in the air, about one hundred of which is sheer precipice.

H. Beddo, the Louisville designer, was one of the number who took in the trip.

Later on we visited the coal mine there, going down seven hundred and seventy-five feet below the earth's surface. This is the way we enjoy wheeling in Denver during the winter.

The Denver Ramblers probably hold the long distance mileage record for January, 1888. A few of the cyclometers read as follows on the night of the 31st: Peck, 368; Geo. Kennedy, 360; Morris, 355; Gerwing, 345; Epeneter, 297; H. G. Kennedy, 282 and Loftus, 200. Geo. Kennedy, the "club kid," is a boy fifteen years of age, and his record is considered very good for one of his age. The total January mileage of the club on regular runs is 1125.

On February 1st Harry Gordon rode to Denver from Colorado Springs, seventy-five miles. He reports the trip a very hot one, the thermometer registering about 90 degrees, except while crossing "the divide;" here he found it quite cold, with plenty of snow. "The divide" is a couple of thousand feet above Denver, and the ten miles of down grade was something new to Harry. He made the trip in nine hours, forty-five minutes.

RAGDE.

WHEEL GOSSIP.

Stevens's machine was at the Stanley show.

A chance for local fliers—see Brooklyn letter.

F. F. Ives will be seen no more on the path. He is studying dentistry.

The Long Islands have an informal ladies' reception to-morrow night.

The Kings County Wheelmen will organize a bowling club and a bugle quartette.

The Denver boys hold enthusiastic club runs, and the men ride in Summer clothing.

Thomas Stevens lectures at Buffalo, March 13, under the auspices of the Unitarian Church.

The *World* echoes our cry of moderation in the value of prizes to make race-meets a go this year.

The Boston Club's annual dinner will be held at the Parker House on Saturday evening, February 11.

We are in receipt of many letters commending the views expressed in our League reconstruction leader.

The Meriden, Conn., Wheel Club enjoyed a promenade dance and supper on the evening of February 8.

Harlem's Third Annual.—The H. W.'s third annual reception takes place this evening at West End Hall, 224 and 226 West 125th street.

The Winter meeting of the L. A. W. Board of Officers will be held at the Grand Union Hotel, New York, on Monday, March 5.

The *Sporting Life's* cycling editor dissects THE WHEEL every week, the result being a bright, newsy column of cycling notes for the *Sporting Life*.

All the papers are copying our announcement of "Quil" Rich's retirement and intended marriage. We had it exclusively and a week before the rest, as usual.

A patent medicine has bought up the columns of the English cycling press, except those of out esteemed but oft-time rampant contemporary, the *Bi. News*.

The California Inter-Club Road Racing Association, organized at San Francisco, January 14, will hold a twenty-five miles road race on Washington's birthday.

Had we skill with the pencil, we should represent Chieftain Ducker obliterating "Springfield," and painting a mammoth, "Buffalo" across the cycling heavens.

STANLEY SHOW.—Full report will be published next week. Pope M'f'g Co. exhibits 56-inch racing wheel, 52-inch Light Roadster, 52-inch Expert, and 52-inch Volunteer.

W. E. Crist will join the Manhattan Athletic Club, of this city, and will probably visit England this Summer, in company with the Manhattan Club's athletic team.

The Coventry Machinists' Company have turned out for the Emperor of Morocco, a hansom cab coolie cycle. It will be driven by four coolies, and his nibs, the Emperor, will steer.

The New York *World*, of Sunday, February 4, contained an interesting column article on "Photographing with a Flash Light." It may interest some of our photographic readers.

The *East End Signal*, of Cleveland, makes up its cycling column from THE WHEEL. Keep right at it! Anything to spread the sport, and you might as well clip from a good medium.



KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

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

14 PRIZE MEDALS.

WM. S. KIMBALL & CO.

Cards are out for the marriage of Mr. Wm. J. Bright, an enthusiastic Brooklyn wheelman, and Miss May Hannay. The event will take place at St. Ann's on the Heights, on Washington's birthday.

Many of the points of the new platform, indeed its leading features, economical government, roads improvement, etc., are in consonance with our last week's leader on the League's management.

Mrs. H. G. Marshall, of the Harlem Wheelmen, kept her wheel moving pretty rapidly during the cold days of January. She rode fifteen days and covered 111 miles. On one afternoon she rode twenty miles.

Woodside does not intend to retire from the path for several years to come, of course barring accidents and the grim old Reaper of all. Woody has been left a fortune and a family, yet he cannot shake off the charm of the path.

The American Team has made a big "pot" on the other side. We are told that Morgan is simply smothered with diamonds and good clothes, while Temple's bank account is so long that he uses a telescope to see the end of it.

"We are pleased to say that THE WHEEL is now one of our best exchanges.—*Star Advocate*.

We do not recollect having written any favorable notice of the *Star Advocate* of late; therefore we take the above as sincere. Thanks, Mr. Corson.

WANTED—FACTS.—W. E. Hicks, care of *Post-Dispatch*, St. Louis, wishes to communicate with parties who can furnish him with facts and figures about a European trip awheel, i. e., on the Continent, France, Germany and Great Britain.

It is a "sure thing" that any person traveling over the Albany-Boston route any Sunday evening, or Monday morning, will run up against Editor Foudrinier, of the *Bicycling World*. We are aware that there is a toboggan slide at Albany, and probably that attracts "Little Foudry" to the Capitol City.

Pastime, a journal devoted to in and out-door sports, is the latest visitor on our exchange table. The paper is edited and published at No. 9 Spruce street, New York, by Mr. Malcomb W. Ford, the famous amateur athlete. *Pastime* devotes space to athletics, billiards, boating, bicycling and other sports.

The *Bicycling News*, anti-American though it is in sentiment, admits that the future English club will resemble those of America. The English club, as a rule, has no club house, no place where good-fellowship may disport itself, while the United States is justly famed for its many elegant cyclists' club houses.

The Manhattan Club's reception on Friday night last was a big success, and the club realizes a respectable sum with which to fit up their rooms. The club members all gave a long pull and a strong pull altogether, and in the same direction, and the result was success. Youth and energy will carry the day.

At the tenth annual meeting of the Boston Bicycle Club, on Wednesday, the following officers were elected: President, E. C. Hodges; Vice-President, J. R. Chadwick; Secretary, E. W. Hodgkins; Treasurer, C. W. Foudrinier; Captain, Dr. W. G. Kendall; 1st Lieutenant, G. E. Smalley; 2d Lieutenant, E. F. Myer.

The Secretary of the Manhattan Club, "Charley" Sheehan, is quite a character. Though younger than many of his club mates, they cheerfully admit him to be a hustler of the first water, and place implicit confidence in all he says and does. Sheehan is an intensely energetic, pleasant-faced fellow, and is so much of a man that we are sure this admission will not even slightly swell his head-piece.

Our representative, Mr. William Neumann, who is at present in Boston, writes us that while on his way to the United States Hotel one evening, he was pursued by two footpads, but not captured, for Mr. Neumann is a sprint runner, and managed to get into the hotel just in time. We are not cer-

tain whether they were real footpads, or imaginative beings, based on a good dinner with "Foudry" or Fowler.

We agree with the *Bicycling World* that this Mr. Page of the St. Louis *Spectator* is a concentration of assinnity and egotism. Doubtless, if Mr. Page published a wheel paper, he would look among the jewelry trade for advertising patronage. We think it quite probable that the *Spectator* would not employ Mr. Page to manufacture a cycling column, if the wheel firm which carries that two inch cut in the *Spectator* withdrew its patronage. Mr. Page had better turn over a new leaf.

MALTBY RETURNS.—W. S. Maltby arrived in New York on Friday last, after a two year's trip around the world. Maltby made the grand tour, giving fancy riding exhibitions, and accompanied by Aginton, the professional fancy skater. Maltby joined the American Team on his arrival in London and "showed" with them until he left for home. He tried in vain to get on a match with Canary or Kaufman, but the negotiations came to naught. Maltby is a pleasant, good-looking, nicely-mannered young fellow, and clubs needing the services of a trick rider should communicate with him—care of any wheel paper.

The Manhattan Athletic Club *Chronicle* of February 3 devotes some space to bicycling, which cannot fail to open the eyes of athletes and the many readers of the *Chronicle* to the benefits of the wheel, with which most of them are, at the present time, presumably unacquainted. The Manhattan Club has a number of wheelmen on its membership rolls, principally due to the efforts of Mr. B. G. Sanford, of the New York Club. The club promises to consider the welfare of its young bicycling element in all its movements, and promises to add more than one wheel event to its regular athletic programmes. We wish the club success. We are certain the additional wheel events will be very interesting, and will be appreciated by our local wheelmen, who have but little opportunity to display their abilities on the path.

There are times in every man's life (unless he be fortunate enough to be born a millionaire) when he feels the need of a little extra spending money. The *American Wheelman* offers you a chance to pick up \$300 now. You had better take it. Read their advertisement in this paper. *

The *American Wheelman* is always one lap ahead of the times. It will pay you to subscribe to it to take advantage of its publishers' liberal offer of \$500. The subscription price is only fifty cents a year. Address *American Wheelman*, 108 North Fourth street, St. Louis, Mo. *

In order that the bicycling public may understand the future of the Rudge business, we wish to state that some time ago arrangements were perfected with Messrs. Stoddard, Lovering & Co., whereby they sold their stock of machines, parts and sundries, together with the good will of the business, to the Pope Mfg. Co., who will conduct it as a separate department under the management of Mr. H. M. Saben, who has been actively engaged in conducting the business for the last two years. The reputation of the Rudge has always been of the highest, and now that it is conducted under the direction of the Pope Mfg. Co., it bids fair to be as prosperous as ever.

The new Rudge catalogue will be out shortly, and all correspondence should be addressed to Mr. H. M. Saben, Manager, 152 Congress street, Boston, as the business will be conducted on the same premises.

The "Z. & S." hose supporters have again been improved and extra good figures named to dealers in them in quantities.

Messrs. Howard A. Smith & Co., are making extensive preparations for the spring trade in wheels as well as in their well known sundries. They will put several new articles on the market, including which is their Newark Enamel. This is an article that has been severely tested by them and is pronounced by those who have used it to be as good as any and superior to most that is offered. They will also place on the market a liquid cement for mending tires or splicing tires. This will hold a joint so well that the rubber will break in a new place before giving way at the joint.

CITIZENS' LADIES RECEPTION.

The Cits threw open their club house to their fair friends on Monday evening last, and added a Ladies' Reception to a long list of brilliant social events.

The affair was a success in every detail, quite as much as if engineered by any society leader, and the committee have reason to feel proud.

The house was tastefully decorated with plants and flowers, and with brilliant lighting presented a charming appearance. The main floor was waxed for dancing. The bachelor apartments of Dr Beckwith and Mr. Clapp were thrown open for the accommodation of the ladies. These rooms adjoin each other, and are decorated and furnished with scientific and artistic bachelor taste; they are quite as interesting as any artists' studio. A magnificent music box sent by Mr. Paillard played in the ladies' room.

The first part of the entertainment was a concert interspersed with readings, etc., of which the following is the programme.

PROGRAM.

Zither Solo..... Philip George.
Song..... George M. Huss, B. C.
Reading..... Miss Fay Davis.
Trio..... Piano and Violins.
Messrs. Irving, H. Tift, Olifford Smith and Douglass Petrie.

Song..... Dr. J. Scott Aitkin, C. B. C.
Piano Solo..... Mr. J. H. Tift.
Reading..... Miss Fay Davis.
Legerdemain..... Mr. E. W. Johnson, H. C. W.
Violin Solo..... Mr. Clifford Smith.
Reading..... Dr. J. S. Aitkin, C. B. C.
Accompanist..... Mr. H. J. Tyndal.

The entertainment was of professional excellence; indeed nothing else would have interested so critical an audience. The readings of Miss Fay Davis were received with much applause and she was several times encored. This young lady very kindly came on from Boston especially for this occasion. Dr. Johnson was very skillful, and Messrs. Aitkin and Huss were, as usual, well received.

Mr. Knight L. Clapp introduced the artists with appropriate remarks.

After the entertainment, the guests adjourned to the wheel room, where a supper had been spread by Mazetti. Having discussed an elegant menu, dancing was in order. The large parlor and connecting billiard room had been arranged for this purpose. The rooms were elegantly decorated and the floors were waxed. Here the guests danced a long program till the early hours of the morning.

About 150 guests were present, among whom were the following:

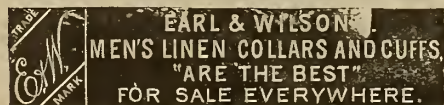
President John C. Gulick and ladies; Mr. and Mrs. Richard Nelson; Mr. and Mrs. Simeon Ford; Mr. and Mrs. Alfred E. Paillard; Mr. and Mrs. Elliott Mason; Mr. W. C. Frazee and Miss Frazee; Dr. N. M. Beckwith; Mr. Knight L. Clapp, Mrs. D. P. Clapp and Miss Clapp; Mr. Henry K. Sheldon, Miss Sheldon and Miss Smith; Mr. Henry W. Mooney and the Misses Mooney; Mr. and Mrs. C. K. Alley; Mr. Jno. A. Beckwith and ladies; Dr. J. Scott Aitkin and ladies; Mr. C. M. Benedict and ladies; Mr. W. H. Book; Mr. T. Dilworth and ladies; Mr. J. B. Fischer; Mr. E. W. Ketcham and ladies; Mr. Geo. M. Huss; Mr. F. Thayer and Miss Thayer; Mr. Thomas Stevens; Mr. W. B. King; Mr. M. Schachtel and ladies; Mr. E. Scheitlin and ladies; Mr. A. H. Page and ladies; Mr. Chas. T. Cossum; Mr. W. H. P. Veysey; Mr. W. M. Whiteside and ladies; Mr. C. F. Terhune and ladies; Mr. Thos. C. Smith; Mr. C. A. Spear and Miss Tryon.

The Committee of arrangements were: Messrs. Knight, L. Clapp, Elliott Mason and A. E. Paillard.

BIG CUT.—Examine the New York Bicycle Company's sale and exchange column. There is a big cut all around.

Howard A. Smith & Co., Newark, N. J., have placed upon the market a Rubber Cement that "licks all creation" for sticking. Send postal card for their new catalogue.

It is stated that out of the many hundreds of Columbia Light roadsters that were fitted with the tubular rear fork during 1887, not one has been known to break or twist. This is one of its specialties for 1888.



GILLOTT'S STEEL PENS

ARE THE MOST
PERFECT

CALUMET CLUB'S RECEPTION.

The closing reception of the Calumet Club, a Brooklyn, E. D., cycling organization, was held at Knickerbocker Hall, on Tuesday evening, February 1st. Dancing was kept up from nine till early morn to the strains of Schneider's orchestra. Among the ladies and gentlemen present were the following:

Andrew L. Murphy and lady, Robert M. Mabie and wife, Walter Bonner, W. G. Hoage, C. H. Madole, Walter Shepard, R. L. Jones, C. J. Hanch, Jr., Hugo Gollmer, J. W. Quail, R. H. Reid, M. G. DeNyse, W. F. Murphy, C. Von Trotha, A. L. Ward, C. L. Horning, F. E. Prouty and wife, E. M. Griffin and wife, G. R. Hazard, J. A. Constant, New York College Wheelmen; Mr. Sanford, H. Beck, G. L. Courtney, R. P. Hamilton, H. W. Millara, William D. Ball, D. Ward, W. C. Hines, J. D. B. Rose and Miss E. Rose, O. J. Miller, J. Daniels, J. M. Whitfield, Plainfield Bicycle Club; Robert Patterson, Elmer Cisco, Ed. Rowbotham, Louis G. Jones, I. G. Davis, B. W. Marinus, F. Smith, J. C. Case, J. W. Conklin, W. R. Weyant, F. Keer, G. Handy, A. Siebert, Herbert W. Taylor, Walter Brush, Grant Goodwin, A. Oakley, G. H. Willets, H. Shepherd, William H. Remsen, G. H. Harman, William Raynor, Jr., Oliver Bonner, C. H. Conant, J. B. McMahon, George P. Moller, the Misses Mary C. Woodam, A. C. Robertson, Blackburn, E. K. Zimmerman, Ida E. Harkness, Prouty, Nellie Vogel, C. G. Ward, Dora Green, L. M. Hamilton, Ida L. Wood, M. G. James, D. Allers, A. Ball, C. A. Hines, C. Lee, G. T. Lee, G. Bowbotham, E. Girard, E. H. Vail, L. J. Hall, A. Sparks, E. C. Davis, J. E. Smith, Clifford, Ella Lisle, J. Bradley, F. J. Handy, Mattie Coger, Carrie Gattenby, Alice Butler, Jessie Spering, Bessie Oakley, M. Gertie Vogel, Gross, E. Montgomery, Brown, C. Southerland, M. Cullen, G. L. Dower, A. Moller, C. Moller, F. W. Campbell, Miss L. A. Shaffer, Ashton Nichols and wife, W. E. Jacobs, F. R. Woodam, Miss Jennie Hawkins, of Patchogue; J. H. F. Baker, A. H. Brown, G. D. Wilson, William P. Cherry, George M. Lamp, W. G. Hand, R. W. P. Seward, E. C. Brainard, the Misses Jessie Hawkins, Grace Brown, Blanche Anderson, Julia Lamp, Sadie Harding, E. Garney, Carrie McLaughlin, May Brainerd, J. C. Dayton and wife, F. H. Reeve, Miss V. Betts, L. Dalrymple and wife, G. W. Haviland, Miss Emmie Starkey, T. I. Madge, F. H. Fairchild, Miss Limmie Blackburn, W. J. Saaby, Jr., Miss Jennie Shaw, George Boehn and wife, Miss Jessie Maybee, B. H. Eames and wife, C. W. Reeve, L. W. Wirth and Miss Wood, H. T. Lent and Miss Quick, W. T. Stearns, Messrs. Loucks, Bridgman, Hall and Leighton, of the Kings County Wheelmen; O. J. Hauck, Jr., and lady, Hugo Gollmer and sister, J. Bailey and Miss Rose Krombach, Emil Thomas and May Miller, George Baker and wife.

The gentlemen who had charge of the affair were the following: Floor Manager, Walter Bonner; Assistant Floor Managers, William G. Hoage, Charles H. Mandole, Walter Shepherd; Reception Committee, R. M. Mabie; Chairman, R. L. Jones, J. W. B. Quail, C. Von Trotha, M. G. DeNyse, C. J. Hauck, Jr., W. B. Murphy, A. L. Ward, R. H. Reid. Several of the Brooklyn bicycle organizations were represented. About 2 o'clock in the morning they all repaired to the Wall House, on Bedford avenue, where supper was partaken of. At the same place the last meeting of the Calumet Cycling Club was held, with President Mabie in the chair, sanctioning the action by which the Calumet from that date were to be consolidated with the King's County Wheelmen.

UNIVERSAL CLUB'S RECEPTION.

ALL WHEELMEN INVITED.

EDITOR OF THE WHEEL: Owing to an irresistible impulse to amble around a polished ball-room floor to the inspiring notes of the tom-tom and fiddle, the pedal kickers of the Universal Cycling Club have given their united efforts to make their reception a memorable event. The reception will be held at Rivers' Dancing Academy, Brooklyn, on February 27; promenade at 9 P. M.

Over five hundred invites have been sent out. A hearty welcome is extended to all the club men of Brooklyn and New York to be present, with their lassies. We heartily invite our esteemed upholder of wheelmen's rights (modesty compels us to blue pencil the name,—Ed.) to be present.

Mr. W. F. Weaver, of this club, recently took a tour over the snow-covered roads of Long Island and enjoyed his experience very much, even though his route took him across a frozen lake or two.

ALTA.

CAPITAL CLUB'S BANQUET.

Once a year the members of the Capital Bicycle Club assemble at a feast and celebrate in speech and song the deeds of wheelmen.

The ninth anniversary of the club was thus observed on Monday evening, January 31st, at Willard's Hotel. The banquet board was spread in the tea-room. An excellent menu was provided and the appointments of the feast were in every way worthy of an occasion so important from a wheelman's point of view.

When the members had made their way by the usual delightful stages from the oysters down to the nuts, coffee and et ceteras, and become, as one of the members put it, for the time being a "stuffed club," Dr. Gabriel F. Johnston entered upon the active duties of the office of toastmaster, which he discharged so creditably as to insure his nomination for a second term.

The exercises began with an address by the president of the club, Mr. Rudolph Kauffmann, reviewing briefly the events of the year and making suggestions for the future. Following this came the toasts.

Mr. A. P. Smith made a capital speech on "Club life." Mr. J. J. Chickering sounded the praises of "Lovely woman." Capt. E. A. Demaray told of "A summer outing," and Mr. James Q. Rice spoke of "Law and order." Mr. Warren Seely recited a metrical narrative entitled "A desperate deed," and Mr. Hubbard T. Smith read an amusing selection from his unpublished works. A letter was read during the evening from Mr. Charles Richards Dodge, formerly an active member of the club, but now residing in Boston.

A quartette, composed of Messrs. Hubbard T. Smith, J. J. Chickering, Warren Seely, and Fred F. Church, led the singing and contributed largely to the pleasure of the evening. Mr. Staples, of Willard's Hotel, had placed at the head of the table, as his tribute to the club, a large floral piece inscribed with the name of the club. This at the close of the banquet was sent, by vote of the club, to Mrs. Kauffmann, the wife of the president of the club.

Among the members present were E. B. Olds, B. W. Hanna, J. E. Leaming, W. B. Greely, A. P. Greely, T. C. Tipton, Irving Williamson, T. J. Johnston, L. D. Wilson, D. E. Sharetts, C. B. Boyle, E. A. Demaray, F. H. Parsons, Hubbard T. Smith, Dr. Geo. B. Welch, O. D. La Dow, R. V. La Dow, A. P. Smith, J. R. Littell, Dr. H. M. Schooley, Andrew J. Miller, F. M. Boteler, S. E. Lewis, Dr. C. A. Crampton, Rudolph Kauffmann, Dr. E. A. Balloch, Andrew J. Parker, J. West Wagner, J. McK. Borden, L. W. Seely, Harry P. Godwin, C. R. Edmonston, N. D. Cram, Max Hansmann, Philip S. Brown, Fred F. Church, Seward Beall, S. T. Stott, Eugene Byrnes, J. O. Rice, Chas. C. Tyler, J. J. Chickering, W. B. Hibbs, Dr. G. F. Johnston and Chas. A. Burnett.

—Star.

CLUB ETIQUETTE.

A correspondent sends the following:

The following are the rules of a club in a small Russian town in the Tchernizeff district: 1. It is prohibited to enter the club with greased boots. 2. Tradesmen are not allowed to enter the club in their working clothes, which exhale the disagreeable odor of fish, grease, or leather. 3. A dress-coat must be worn at all New Year or Easter dances; any one appearing in a velvet waistcoat or a green necktie is fined one rouble, the fines cover the expenses of the band. 4. The members are especially requested not to use the window-curtains as pocket handkerchiefs; offenders of this sort will be expelled from the club. 5. During the dances, members smoking in the ladies' room will be fined twenty-five kopecks, the fines to be expended in toilet powder and eau de cologne for the ladies. 6. During quadrilles flirting is prohibited, and no one is allowed to step over the bounds of decency. 7. It is strictly prohibited to get indecently drunk, as has happened before now. 8. It is prohibited to strike a partner in the face. 9. In case of disagreement at billiards, it is strictly prohibited to hit a partner with a cue.

FIXTURES.

Feb. 14.—Citizens Club's Dinner at Mazetti's.

Feb. 14.—Kings County Wheelmen's opening to Club members.

Feb. 15.—Brooklyn Club's Reception at Club House.

Feb. 21.—Kings County Wheelmen's House Warm.

Feb. 22.—Meeting Board of Officers, L. A. W. Grand Union Hotel, New York.

Aug. 12.—Cambridge Cycle Club's Summer Tour.

MANHATTAN CLUB'S RECEPTION.

The Manhattan boys have not yet ceased to congratulate themselves on their first reception, which was given at the Lexington Avenue Opera House, on Friday evening, February 3d.

The members have been working like beavers for weeks. They had put themselves to great expense, and as the time for their reception drew near they became solicitous as to the result.

By midnight on Friday all doubt was put to flight. A thousand happy people comfortably filled the Opera House. Everything was running smoothly and the club was well off financially.

The dancing was preceded by an entertainment. An overture by Schwab's sweet orchestra was the opening number. This was followed by a zither march, by Messrs. G. Stutz, C. Reidl and W. Strack. An original humorous skit by "Loney," the boy humorist, was uproariously received. Mr. S. S. Patterson played selections on the banjo and was rewarded with encores and a flower banjo; Mr. Rinaldi gave "Palm Branches" as a cornet solo; Mr. Bonelli gave an admirable reading from Julius Caesar, and the zither trio wound up with a fantasie from "Il Trovatore." The hit of the evening was made by Nash, who really astonished and enthused old wheelmen by his graceful pirouettes and skillful maneuvering on his "Victor." Nash was assisted by George Jackson, a professional skatist.

After the entertainment, which was varied, not too long and very interesting, a dancing programme of eighteen numbers was gone through with.

The ladies and gentlemen were in full evening dress and altogether presented a brilliant appearance. The floor manager, D. H. Thistle, led the march through many figures, at one time forming an "M. B. C." Mr. Thistle and Mr. John M. Warwick, Chairman of the Reception Committee, filled their positions admirably. The party broke up with daylight of Saturday morning.

Of the committee of arrangements too much in praise cannot be said. For weeks they have given every spare moment to arranging for this reception, and their success was well deserved. The committee were: Chas. A. Sheehan, Chairman; W. K. Kubin, O. Bartel, Martin Metzger and S. P. Rothschild. C. A. Sheehan, Albert Shire and E. M. Shaffner got up a very interesting programme.

MR. DUCKER EXPLAINS.

BUFFALO, N. Y., Feb. 5, 1888.

EDITOR OF THE WHEEL:

DEAR SIR:—Many thanks for your kind notice of the past week, and I am glad that you indorse my views. In the issue of the preceding week however, you do me an injustice, or else, as I look at it, you do not understand Ducker yet. I do not believe in forcing a thing down the throat of my pet organization that it don't want. I well knew, that at the Boston meeting, I could have packed the meeting and have carried the day; but it is and was against my principles to do so, simply because I had the chance. I do not want my way bad enough for that. I can wait. It will come in time. However, we all seem to be working for the good of the League, and I guess that we will get there by one road or the other, and I don't care a cent whether it is by my road or yours, only so long as we secure the needed reform and get it at last; that is my object and most earnest wish.

Yours truly,

HENRY E. DUCKER.

The next entertainment of the Missouri Bicycle Club will take place at the club house, Thursday evening, February 9, and the following rules and regulations have been promulgated by Messrs. Hatch, Irvine, Lynch and Brewster, the committee in charge. "No one will be admitted without mask. Each gentleman attending must make his identity known to a committee at the door; ladies need not be identified unless they come without escort. No one will be allowed to leave the building without first unmasking. Dancing will commence at 8:30 prompt, and masks will be removed at 10:30." I am not permitted to divulge the character of any of the costumes which will bedeck this gorgeous assemblage, but it is very safe to say that the young ladies who are invited to attend will not be fertile of excuses to stay away.—Spectator.

We are given to understand that the feature of the Buffalo club's late reception was the brilliant manner in which Abbott Bassett came out as a ladies' man. Good, old BASSETT.

The wheel world has some very peculiar phases and features not found elsewhere. For instance, a wheelman may come into your office, and by the time you have forgotten him, he is ready to write you up for the edification of the public, and often not with the ink of kindness; truth is often given the go-by in the effort to insert the amusing. Our observations are based on a squib which recently appeared in an esteemed contemporary, and in which we are written up by one "Gentleman John" as a "mild mannered" man. What a pity it is to have to wear spectacles! We have a positive conviction that every shekel-hunter on the planet regards the spectacle-ridden young man as his legitimate prey and invariably tries to overreach him. Suppose we editors should "write up" our visitors; how pleasant we could make it—for them. Something like this for instance:

That thick-lipped sensualist—, came into the office last Saturday morning. He had just added a few new things to an already long list of salacious stories, and he proceeded to get them off for our benefit. Within five minutes we were wishing him at Limbo or some other tortuous spot in the great whither-whence.

That doddering dodo, Simkins, who has the muscular system of a flea and the brains of a mud-turtle called upon us last Tuesday morning. Simkins would be a jolly good fellow, if he only believed he couldn't race. But he carries a record book and a photo of Billy Rowe close to his heart, and what he don't know about training would fill a book. We always experience a feeling of relief when Simkins softly closes the door after Simkins.

An early December Blizzard wafted "Gentleman John" into our office. He was with us two days; indeed, he was with us very much. "Gentleman John" was dressed like a—well, we will let "Gentleman John" down easy, with the remarks that there is such a thing as writing too much, and that a man who is continually compelled to shout to the public that he is a gentleman, would seem in our mind to have a sort of doubtful claim to the title.

A. G. Spalding & Brothers have an unbeatable duplex whistle selling at fifty cents, and a single whistle at forty cents.

Carpenters are busy at Messrs. Spalding Brothers Broadway store building a repair shop, which is to be first class in every respect.

A liberal policy, tenaciously pursued, always tells in the end. That is what the *American Wheelman* believes, and that is why they are giving you the chance that they are to-day. Read their advertisement in this paper and then take advantage of it.

The *American Wheelman's* great prize offer of \$500 is attracting universal attention, and it would be well worth our readers' time to look into it. Read their advertisement in this paper.

Mr. L. F. Mazetti, Forty-ninth street and Sixth avenue, New York, is the favorite caterer with the wheel clubs.

AMATEUR PHOTOGRAPHY.

SUPPLIES OF ALL KINDS.

THE OBRIG CAMERA COMPANY, 152 Broadway, (near Liberty Street), N. Y., invite all Amateurs to drop in, use their Dark Room, and make themselves at home generally.

Agents for the Plantinotype Process.

OFFICIAL TAILORS AND OUTFITTERS.

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Hudson County Wheelmen.
Harlem Wheelmen.
Hudson Bi-Club.
Long Island Wheelmen.

DEVLIN & CO.,

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

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MANUFACTURERS OF

Bicycle, Boating, Yachting, Rowing and Tennis Suits,
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THE CELEBRATED

PIANOS

Are at present the most popular and

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preferred by the leading Artists.

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

\$ 500 IN GOLD. A Rare Prize Offer!

Wishing to double our circulation during 1888, we have decided to make to our subscribers the following liberal offer, which has never been approached by any cycling paper in the world:—

To the one who obtains us the greatest number of subscribers during this year we will give the first prize. For the next greatest number the second prize; and so on down.

The prizes are as follows:

First Prize,	-	-	\$300	Fourth Prize,	-	-	\$25
Second Prize,	-	-	100	Fifth Prize,	-	-	15
Third Prize,	-	-	50	Sixth Prize,	-	-	10

The only conditions we make are these:—

The winner of the first prize must have sent in One Hundred Names, or the prize will be cut down in proportion; each competitor must also subscribe, if he is not already a subscriber.

For those competing, but failing to win a prize, we have another and very advantageous return, which we will tell you about if you will write us.

Send stamps for circular containing full particulars.

AMERICAN WHEELMAN PUBLISHING CO.,
108 North Fourth Street, - - - St. Louis, Mo.

FOR SALE, EXCHANGE, WANTS.

FOR SALE—A full nickeled, 54 Columbia Expert; ball bearings both wheels, cow horn handles. Tire nearly perfect. Adjustable and interchangeable; cost \$145. Price \$75. Address C. W. BRONSON, Cherry Valley, Box 12, Otsego Co., N. Y.

FOR SALE—At a sacrifice. Stock of the New Jersey Cycling and Athletic Association. Arrangements for this year will greatly increase value of stock. Ownership of stock gives privileges of trade and admits to all games given by the Association. Address Box Q, Westfield, N. J.

FOR SALE—56 inch Columbia Expert. In good condition. \$75. 38 caliber Smith & Wesson "safety" revolver, good as new, \$12. Address Frank L. Harris, North Brookfield, Mass.

BIG BARGAIN—A Ladies Tricycle for sale. Weight only 37 pounds; good condition. For particulars address W. N., P. O. Box 44, New York.

FOR SALE—52-inch full nickel Columbia Expert: A 1 condition; balls all over. \$85, cost \$156.50. D. Hamilton, 1026 East 176th street.

FOR SALE—A 52-inch Expert Columbia, full nickel, with lantern and stand, all in perfect condition, to be had at a reasonable figure before commencing of season. Address A. Z. Boyd, 313 Hicks street, Brooklyn.

WANTED—A second-hand rear-driving Safety. State make, price, condition and where wheel can be seen. Address E. Bryant, 847 Prospect Place, Brooklyn.

56-INCH Rudge-Humber Tandem in perfect order, new last spring, will sell cheap, or exchange for bicycle and cash or two bicycles. W. C. Boak, Le Roy, N. Y.

BARGAIN—For sale \$150—A genuine Humber Convertible Tandem; has been ridden very little and is in first class condition; extra back-bone. Machine may be seen at Long Island Wheelmen's Club House. Arthur W. Perego, 128 Fulton St., New York.

TANDEM WANTED—Will exchange either one of the wheels below and pay some cash for a good tandem: 52 Rudge Light Roadster, 52 American Challenge, 38 Kangaroo; all like new. H. S. Johnson, Suffern, N. Y.

FOR SALE—Columbia Tandem Tricycle, new last June; latest improvements; cost \$250. Best offer above \$150 takes it. Used very little. Will sell on instalments. A. J. Kolp, Scranton, Pa.

TO EXCHANGE—44-in. 1887 Light Roadster Facile, in fine condition, for a 40 or 42 Special, '84 preferred and cash. Arthur Munson, Stamford, Ct.

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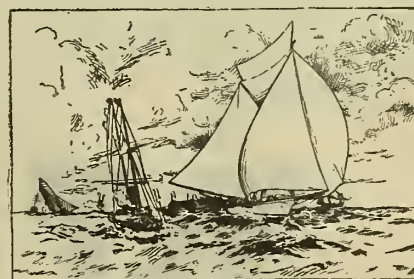
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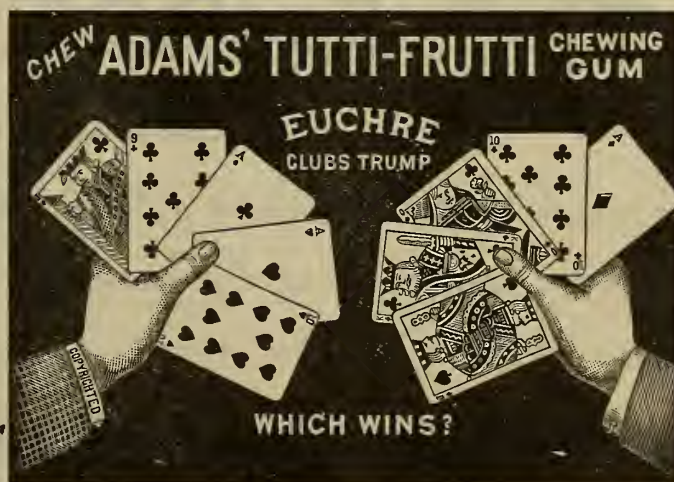
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