

# THE WHEEL

A JOURNAL OF CYCLING

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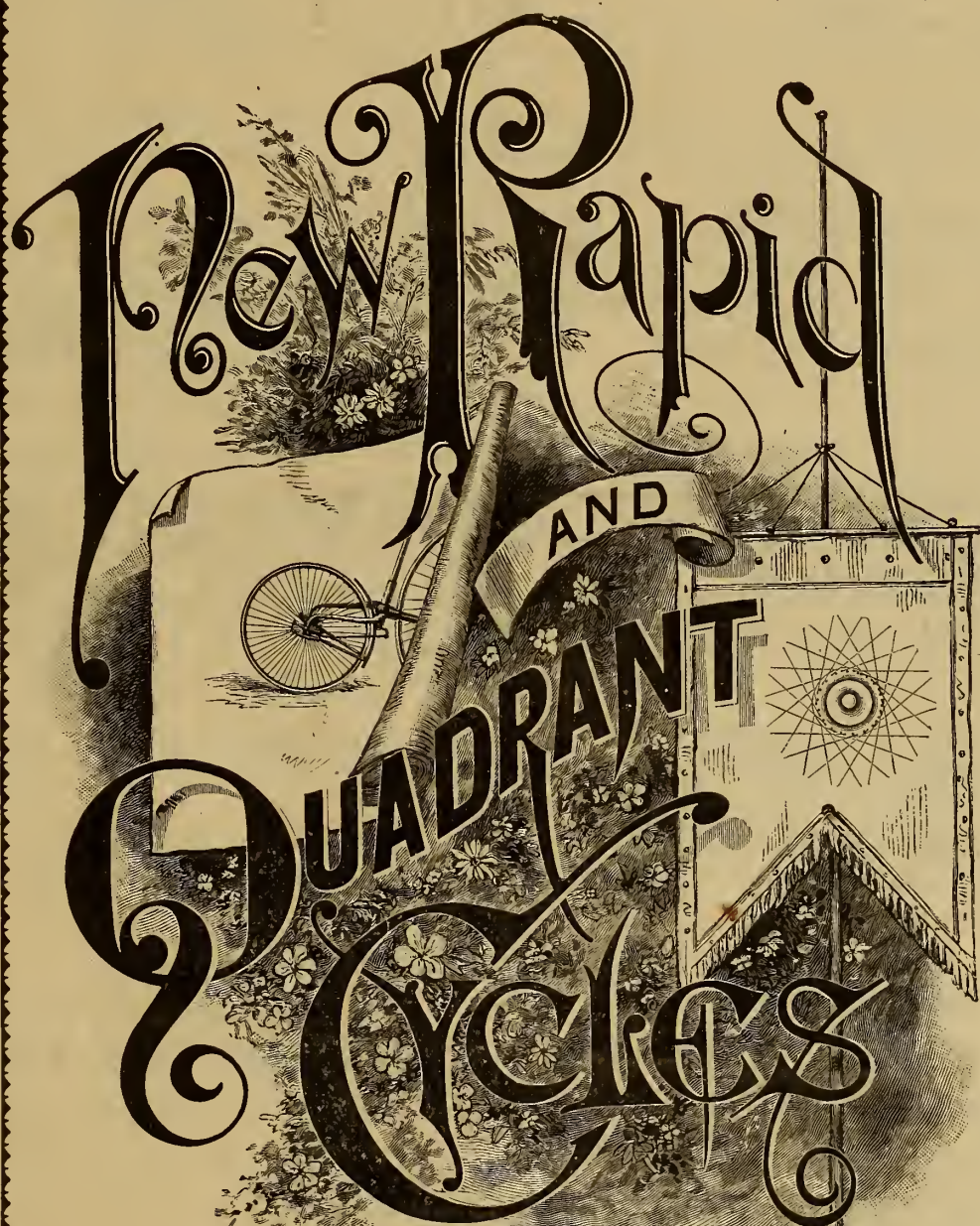
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HOW IS THIS for a line of wheels gentlemen? We think it about fills the bill, and our prices, mind you, are reasonable.

**THE AMERICAN CHAMPION.** With many improvements, such as a superior crank fastening, which dispenses with use of a hammer, new bearings, that are adjustable without loosening a screw even. Price for 48 inch, \$100.00.

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**THE AMERICAN SAFETY.** Sold last year under our positive guarantees, that it was the easiest running bicycle in the world, improved wherever possible. Price for 40 inch, \$74.00.

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**THE AMERICAN IDEAL.** As heretofore, the only high grade and honestly constructed boys' bicycle in the World. Finished in black, with artistic real gold stripes. Price from \$25.00 to \$60.00.

**THE AMERICAN IDEAL TRICYCLE. [Two Track.]** The young ladies companion to the bicycle of same name. A really beautiful little three wheeler in two sizes, 30 and 34 inch. Price \$40.00 and \$45.00.

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**THE AMERICAN IDEAL TANDEM.** A convertible two track, for boys and girls, in two sizes, 30 and 34 inch. Price \$60.00 and \$75.00.

**THE AMERICAN CHALLENGE TANDEM.** A convertible two track, for ladies and gentlemen in two sizes, 42 and 46 inch. Price \$120.00 and \$135.00.

### 1887 CATALOGUE,

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

*Respectfully Submitted,*

## GORMULLY & JEFFERY MFG. CO.,

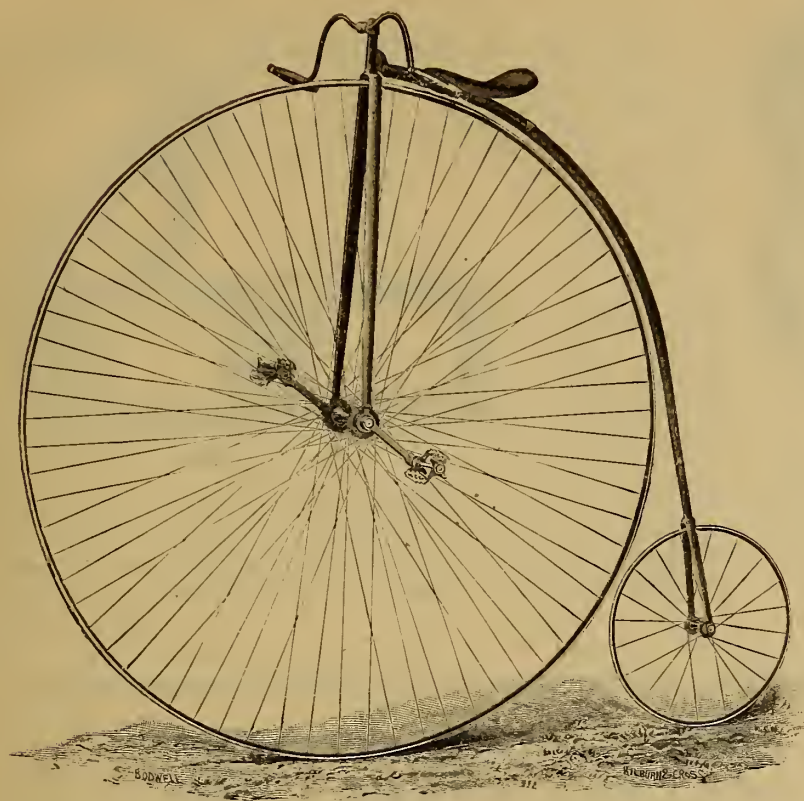
Manufacturers of American Cycles,

CHICAGO, ILLS.

## COLUMBIA RACER.

Price, complete, \$140.

Weight of 55-inch, 22½ pounds.



The phenomenal success of the COLUMBIA RACER in its first two seasons has been far greater than that ever achieved by any other racer, and has served to advance the good reputation of COLUMBIAS. It is a fact, standing without precedent in the history of bicycle racing, that the large number of COLUMBIA RACERS in use during 1886 went through the season without a single breakdown on the track. And this is the more remarkable when it is considered that its riders secured new world's records for from one-quarter to twenty-four miles inclusive: the mile having been accomplished in 2.29½, and the astonishing record of twenty-two miles, one hundred and fifty yards within the hour. Such achievements testify not only to the skill and endurance of the rider, but to the perfection of construction in the machine.

In the construction of the wheel, we have introduced our seamless-steel hollow felloe, of great strength and rigidity, and have adopted a new arrangement of the spokes, "full-tangent," which affords peculiar advantages for an extremely light wheel, in admitting of the use of a small and thin hub-flange and a greater number of smaller spokes than could otherwise be used to advantage.



# COLUMBIA RACERS



## COLUMBIA RACING TRICYCLE.

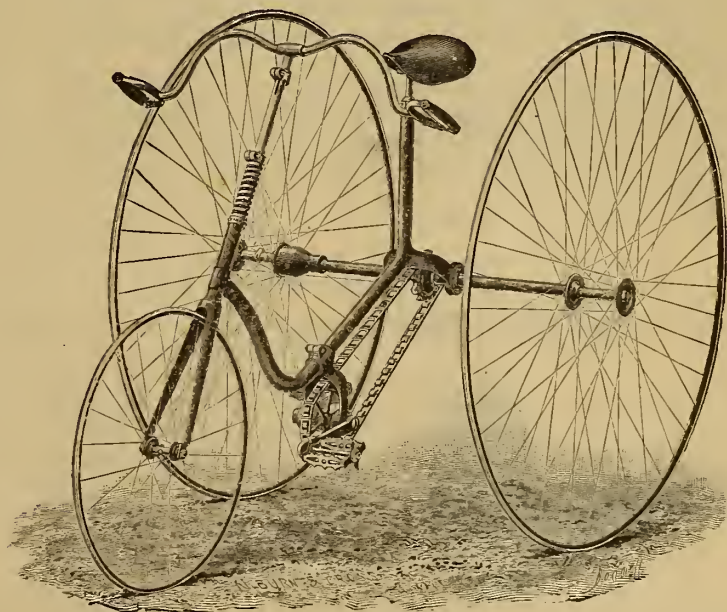
Price, complete, \$180.

Weight, all on, 38½ pounds.

THE COLUMBIA RACING TRICYCLE, as put upon the track for the first time in its improved form in the racing season of 1886, presents more advantages than have yet been seen in any other machine of its class, all of which are appreciated by tricycle racing men. Already it stands accredited with the world's professional records from one to ten miles inclusive, and first place in every important race in which it was entered during the season; and the favor it has met with insures its being ridden to greater successes in the future.

In its construction the essential elements of lightness, strength and rigidity have been kept well in view, and have been successfully attained.

The driving-wheels are constructed with light seamless-steel hollow felloes and full-tangent spokes, which are appropriate for racing-machines where absolutely no elasticity is desirable, and they are 38 inches in diameter, with ½-inch tires. The steering wheel is 20 inches in diameter.

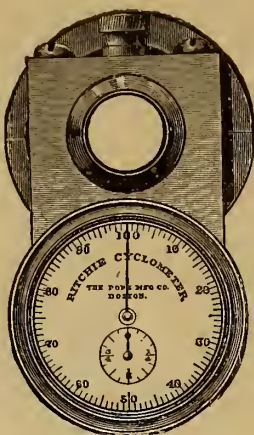




## RITCHIE MAGNETIC CYCLOMETER

Has given complete satisfaction in its working. It has always run accurately under longer and more thoroughly practical tests than have been given to other Cyclometers.

Plain bronze finish, \$12; nickel-plated, \$12.50.



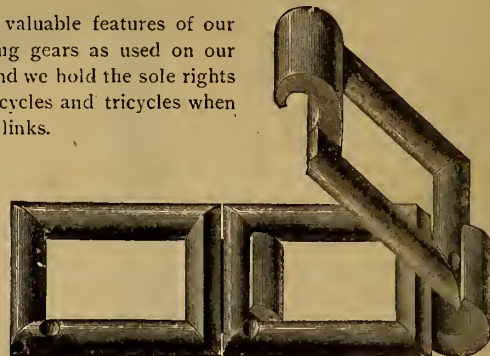
For wood, metal, or stone; self-drying in half an hour; very tough, easily applied, and durable; gives a fine jet black luster. The contents of one bottle will cover a bicycle.

Price, per bottle, 75 cents. Put up for the trade in boxes containing one dozen bottles.

## EWART DETACHABLE-LINK CHAIN

Is one of the most valuable features of our crank and chain driving gears as used on our Tricycles and Safety, and we hold the sole rights for its application to bicycles and tricycles when made with drop-forged links.

The accompanying cut illustrates the method of taking it apart, and it will be seen that any link may be taken out or replaced instantly, when sufficient slack is given to the chain



to bring two links around to a right angle with each other; while, until this position of the links is reached, they cannot come apart. The links are made under our own improved process, are drop-forged, case-hardened on the bearing-ends, and constitute the lightest and most satisfactory chain for its purpose; while the fact that under regular tests it bears a strain of 2,000 pounds before breaking, sufficiently demonstrates its strength.

# ❖ COLUMBIA SPECIALTIES ❖

## KNOUS ADJUSTABLE SADDLE



Presents several important improvements in construction which make it very light, strong, elastic, and easily adjustable. The frame consists of two light

but amply strong sections of flat spring steel, the one attached firmly to the cantle to which the flexible leather top is riveted at the back, and then bent below at a right angle to form an adjusting joint with the other section, which, extending the length of the saddle, has the leather riveted to it at its forward end.

The adjustment between the sections of the frame, and by which the proper tension of the seat is preserved, is positively governed by the square-headed set-screw appearing in the cut passing freely through the bent-up end of the lower section and into a threaded hole in the upper, with its reinforcing block beyond.

Price, with nicked straps, \$4.

## DOUBLE-GRIP HANDLES.



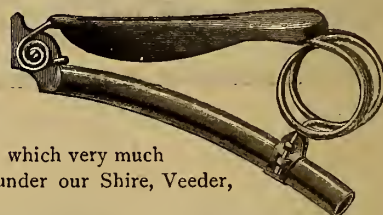
The vulcanite handles with which the EXPERT and LIGHT ROADSTER are now regularly fitted, are of our new "double-grip" pattern, and present the combined advantages of all other forms, admitting, as they do, of various positions of the hands for firm grips, and for resting the rider's weight upon when desirable. They are hollow

for lightness and greater elasticity under strains, but of fine material, and sufficiently thick section to stand all reasonable use, and much that is not.

Price per pair, \$3.

## KIRKPATRICK SADDLE.

Our improved Kirkpatrick Saddle, as put out for this season, embraces all the advantages which have served to establish it securely in the high estimation of wheelmen, with new devices added which very much increase its value. We make it under our Shire, Veeder, Kirkpatrick, and Pope patents.



The peculiar advantages possessed by it arise from its general construction, with a perfectly adjustable frameless or hammock-pattern seat, suspended between fore-and-aft springs,—a combination by which all jars and vibrations of the machine are absorbed, and the tendency to headers much decreased. The front and rear coiled springs are of the best tempered round steel wire, and are of very material importance in contributing to this effect. The seat proper is of the finest leather procurable, and its form, with long cut-out, admits of its shaping itself perfectly to the form of the rider, obviating all chafing and any uncomfortable or harmful pressure. It has no metal frame, save the cantle at the rear to preserve the shape.

At the rear ample vertical adjustment is secured, when necessary, by loosening a cleverly-arranged right-and-left spool-nut, holding together the eye-bolts at the top of the clip, through which the lower ends of the springs pass. The latter may be elevated or lowered to suit, and then secured again by turning the nut tight.

This Saddle is readily placed in position and its tension regulated by setting its clip back or forward. It is applicable to almost any bicycle by the use of different perch-clips. In ordering state for what machine it is desired.

Price, nicked, \$6.

## SPADE HANDLES.

We now furnish spade handles of superior construction, with neat and strong steel frames and best vulcanite hand-pieces, to screw on any EXPERT handle-bar, either solid or hollow, or the LIGHT ROADSTER. In ordering state for what machine they are desired.

Price per pair, nicked, \$5.





--AND--

## RECREATION

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## Wheel Combination Subscriptions.

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Wheelman's Gazette and The Wheel	\$1.25
Bicycling World and The Wheel	1.50
Outing and The Wheel	3.00

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WASHINGTON, D. C.—N. L. Collamer, St. Cloud Building.

## EDITORIAL NOTES.

A number of Brooklyn wheelmen are not satisfied with the liberal arrangements made for their convenience by the Park Commissioners; they still hanker after the privilege of riding on the paths. The wheel is a vehicle, and should be entitled to all the privileges granted vehicles, among which is not that of riding on pathways set aside for pedestrians. We advise these disgruntled Brooklynites to be satisfied with what has been conceded to them.

There is a well-defined rumor that a number of members of the Kings County Wheelmen, smarting under the sting of defeat at the recent elections of their club, intend to resign, with the intention of forming a new club. We sincerely hope the annual dinner, which occurs on Saturday night, will prove a love-feast, and that both the "Old Fogies" and the "Progressives" will drink to a long pull, a strong pull, and a pull all together, without which there can be neither peace nor prosperity. There should be no sting in defeat, especially in a club of comparatively young men; elections in such a body generally turn upon a mere triviality, a mere matter of popularity or unpopularity, the former of which is of little moment to the brainy and original man; indeed quite beyond his possession. In the K. C. W.'s case, it is a matter of fact that several of the unsuccessful men are intelligent, hard-working, popular and genial, and we hope the intense club loyalty for which they have been famous, will aid their judgment in this matter. Spite and spleen are the playthings of children and fools.

We are pleased to learn from our Philadelphia correspondent, DIXEY, that the nominating com- of the Penna. Division have "gone back on" the present C. C. of the Division, and nominated "good men and true." Kill the fatted calf! And, by the way, let us retire that old proverb, which implies that "Wells" are deep.

We have been compelled, for lack of time, to forgo the dissection of the tirades against "things in general," which have appeared in the *Great American Prevaricator*, or the *Quaker City Vindicator*. We shall reveal the identity of "The Colonel" in next week's issue.

## N. Y. STATE TICKET.

## FIRST DISTRICT, 424 VOTES.

Dr. N. M. Beckwith, Citizens B. C.  
 E. J. Shriver, New York, B. C.  
 John C. Gulick, Citizens B. C.  
 W. H. DeGraaf, Harlem Wheelmen.  
 Knight L. Clapp, Citizens B. C.  
 Ed. F. Hill, Peekskill.  
 F. A. Egan, Ixion B. C.  
 Harwood R. Pool, Citizens B. C.

## SECOND DISTRICT, 356 VOTES.

C. H. Luscomb, L. I. Wheelmen.  
 W. W. Share, L. I. Wheelmen.  
 F. Loncks, Kings County Wheelmen.  
 M. L. Bridgman, Kings Co. Wheelmen.  
 A. B. Barkman, Brooklyn B. C.  
 Isaac B. Potter,  
 Howard Greenman, Ilderan B. C.

## THIRD DISTRICT, 190 VOTES.

Joshua Reynolds, Stockport.  
 Frank Munsell, Albany.  
 J. W. Clute, Schenectady.

## FOURTH DISTRICT, 122 VOTES.

Robert Thompson, Rochester.  
 Fred. K. Brigham, Syracuse.

## FIFTH DISTRICT, 167 VOTES.

J. R. Adriance, Poughkeepsie.  
 H. C. Spaulding, Elmira.  
 Gerry Jones, Binghamton.

## SIXTH DISTRICT, 290 VOTES.

C. S. Butler, Buffalo.  
 W. S. Bull,  
 John R. Williams, Buffalo.  
 Geo. E. Blackham, Dunkirk.  
 W. L. Beck, Lockport.

## FROM THE CITY OF CHURCHES.

Mr. Thomas Stevens, the famous bicyclist, will deliver a lecture descriptive of his wonderful travels, entitled, "Around the World on a Bicycle," at the Brooklyn Academy of Music, on the evening of Saturday, April 16th. This will be Mr. Steven's first lecture, and the only one in this vicinity this season, and the wheelmen hereabouts intend to make the most of it, and give him a rousing reception. The clubs have been notified for miles around, and several have already signified their intention of attending in a body. The wheelmen of this city will not be behind their brethren in the point of numbers or in enthusiasm, and the event may be looked forward to, as one of the most important in cycledom hereabouts. At the conclusion of the lecture Mr. Stevens will be glad to meet all who may desire to see him, at the Brooklyn Bicycle Club House, No. 112 St. Felix St., where he will hold a reception until twelve o'clock, after which he will be entertained by the officers of the Club.

The recent election of the Kings County Wheelmen was a very exciting, if not serious affair. With the exception of the Captain, each candidate elected received forty-five votes, out of a total of seventy. The vote for Captain was very close, the successful candidate being elected by a bare majority.

Seventy members were in attendance, it being the largest meeting the club has ever had. The new ticket is a complete change of officers throughout, and its supporters think it means new life and prosperity. There is considerable talk of a split, secession, etc., by the defeated fraction, but it is to be hoped that when the excitement subsides, sober second thought will convince them of the foolishness of such internal dissension and petty pique. If you have been defeated honorably, bear it like men, and do not sink the ship through sheer spite.

Speaking of elections, the Brooklyn B. Club house, at the present time, bears somewhat the resemblance of a ward primary. Their election will occur on the second Tuesday in April, and the amount of button-holing and wire-pulling that is going on is simply astounding. The regular ticket is Slocum for President; Brush for Vice-President; Koop for Secretary; Raymond for Treasurer; Barkman for Captain; Bancroft for First Lieutenant; Todd for Second Lieutenant, and Blood and Homan for Trustees. There is no regularly organized opposition, but several independent candidates are working like beavers, viz: Meeteer and Kellum for First Lieutenant; Vail for Second Lieutenant, and Jones for Trustee.

The Chairman of the Touring Committee reports that the Road Book is completed, and the last page of index has been forwarded to the printers. The index contains references to 1,641 towns, the completion of which took three weeks time, and he was as glad when the task was finished as was Karl Kron when he penned the final lines of that monumental work "Ten Thousand Miles On A Bicycle," which work is always now finished and will be ready for delivery about the same time as the New York Road Book April 15, or thereabouts.

A member of the Calumet Cycling Club was thrown and injured on Sunday morning while coasting on the West Drive in Prospect Park. As the gentleman's injuries are supposed to be very serious, we can perhaps sympathize with him a little, otherwise we would be inclined to say it served him right for deliberately breaking the Park rules, which are very emphatic on this point. We were surprised to see members of a prominent club, whose name contains seven letters, coasting down Lookout Hill on Saturday afternoon. Perhaps gentlemen, if you keep up these practices, you will have pleasure of doing your riding *outside* the Park before many moons.

BON.

The Kings County Wheelmen will hold their annual dinner at Dillard's on March 26th. Among the invited guests will be the great circumterrestrial bicyclator, Thomas Stevens.

Messrs. Schwalbach & Willdig's place was crowded last Saturday and Sunday, and many orders for repairs and new machines were booked. The New Mail was of course, the *chef d'oeuvre*, and visitors pause to admire it.

Riders of the wheel should send to the Health Food Co., 74 4th Ave. for one of Dr. Fuller's circulars. The company deals in farinacious and glutenous food, which is specially prepared for easy digestion, and are of great use as muscle developers, so large a proportion of bone and muscle making material does it contain.



**AMERICAN CYCLES CATALOGUE.**

The Gormully and Jeffery catalogue, an artistically covered, forty-eight page pamphlet, has just come to hand. It is replete with interest from cover to cover. After a page on patents and two pages of "Greeting," follows exhaustive illustrated descriptions of the following wheels: American Champion, Light Roadster, Challenge, Safety, Light Safety, Ideal, both bicycle and tricycle, Challenge Bicycle, Ideal Tandem and Challenge Tandem.

A number of pages are devoted to bells, caps, cements, cyclometers, hose, uniforms, lubricants, shoes, sundries and bicyclic outfittings of all sorts. A special feature of the catalogue is the page devoted to the gratuitous advertising of the cycling periodicals, which is a graceful and kindly act, and should be practically appreciated by publishers. We quote from their annual greeting, which gives a summary of their work, but a much more complete idea of their goods may be gleaned for the catalogue, which will be furnished on application.

"We have, therefore, been able to add a number of novelties to our already very complete line, the most important of which, perhaps, is our new American Light Champion, a fine tangent-spoked wheel of the highest possible grade, both in material and manufacture, and what is dearer to the heart of American purchasers, a bicycle that is entirely original in all its vital points, and not a copy of a trans-Atlantic model. We are confident that its reception at the hands of the more fastidious will be unprecedented, believing, as we do, that it embodies the best results yet attained by cycle constructors.

"The long-promised larger tricycle has, at last, taken material form in our new American Challenge Tricycle, which we build in two sizes, with 42 and 46 inch drivers respectively. These machines are after the lines of the American Ideal Tricycle, two-track, in the main, are just as graceful, but much stronger, and will carry any weight desired. They are listed at very moderate prices, and will, doubtless, fill the gap so long apparent in the American market, namely—a strong, excellently-constructed three wheeler, at a price within the means of any intending purchaser.

"Every lover of the wheel is familiar with the wonderful success of our American Champion Bicycle last season, which, as a full roadster, started its career with a remarkable set of long distance records, and to-day holds more road and long distance records than any machine in the world. We have improved it in what few points its previously distinguished excellence admitted, and again offer it as a Roadster Bicycle, with few rivals and no superiors.

"Exhaustive experiments, both by ourselves and by the riders of our American Safety, justified us last year in selling it under a written guarantee that it was the easiest running bicycle of any description on the market, and in not a single instance has our guarantee been questioned. We know of no bicycle that has received so many strong and disinterested testimonials from expert wheelmen. At the earnest solicitation of those who believe this to be the only machine exactly suited to their needs, we are now building it out of the choicest material, hollow and ball bearings all over, while we retain the old line for the benefit of those who do not care to pay the additional cost of these improvements. We also add a 40 inch for very short riders.

"The American Challenge remaining as formerly, an honestly constructed, medium priced bicycle, that will stand the hardest kind of rough roads, and the American Ideal, which has long been considered the standard Boy's Bicycle, both at home and abroad, is too widely celebrated to need any comment at our hands. Suffice to say that we shall continue to jealously guard the enviable reputation of these two machines.

"In conclusion, we invite a fair and impartial criticism on the part of the cycling public generally, and any information not found in these pages will be cheerfully given on application."

GORMULLY & JEFFREY MFG. CO.

**THE WHEELMEN TO HAVE A HOUSE.**

A special meeting of the Elizabeth Wheelmen was held on last Saturday evening at the headquarters, to hear the final report of the board of trustees, in reference to the proposed club house. Sufficient money has been subscribed to justify them in having the bonds issued and operations begun at once. The site selected is on East Broad street. The house will be of one story, built in modern style, and so arranged that

it can be raised and made two-storied hereafter. The dimensions of the building will be 25 by 50 feet. In front will be a parlor and meeting room, 25 by 30 feet. The entrance to the latter will be at the side, and will be wide enough to admit the widest tricycles. Back of the building will probably be erected a wing to contain bath and wash rooms. The work will be begun immediately, and the house will be ready for occupancy by the first of May.

**LEAGUE MEET COMMITTEES.**

ST. LOUIS, March 14th, 1887.

EDITOR WHEEL:—The following are the chairmen of the various committees selected to superintend the affairs of the League meet, occurring at St. Louis, May 20-21st. Their duties are sufficiently indicated by their names, and wheelmen desiring information should address the proper chairman, which will prevent the general manager from being overrun with communications, and save the time that might be consumed in delivering them to the proper committee.

The general manager is J. S. Rogers, whose address is 108 N. 4th street. The chairmen and their addresses are: Finance—J. E. Smith, care Simmons Hardware Co.; Reception—Edward Sells, 185 N. 2d street; Transportation—B. B. Ayres, 212 Clark street, Chicago, Ill.; Entertainment—George Boswell, 416 N. 2d street; Programme—A. K. Stewart, 212 Pine Street; Tours and Runs—L. J. Berger, Equitable Building; Parade—C. H. Stone, 310 N. 11th street; Banquet—Geo. F. Baker, Turner Building; Press—Care Post-Dispatch.

The Lindell Hotel has been selected as the headquarters for visiting wheelmen, and a general rate of \$2.50 a day has been secured. The Lindell Hotel is one of the famous hotels of the Southwest, and is among the largest hotels in the West. It is situated at the corner of Sixth street and Washington avenue, and though in the business center of the city, is surrounded by the excellent square-granite paving, for which the "down-town" streets of St. Louis are distinguished. The committees have organized, and are ready to reply to any inquiry, or to do whatever they may be called upon to do.

PRESS COMMITTEE.

**FROM THE PACIFIC COAST.**

The idea of Chief Consul Welch, in dividing the State into districts, and having each district call a convention to nominate their Representative, commends itself to all wheelmen. At Los Angeles the convention nominated as its choice R. C. Woodworth, at present Captain of the Los Angeles Wheelmen. The northern district nominated as their choice Mr. J. D. Arkison, of Oakland. The San Francisco district placed as their choice Mr. J. W. Gibson, and the fourth district, Mr. C. C. Moore, of Stockton, while a general meeting of members from all over the State placed as their nominee Mr. R. M. Welch, for Chief Consul, and Mr. N. A. Robinson as Sec.-Tres. Our full list of regular nominees is thus complete, and it is the intention, as understood, of each district to support the others' nominee at the forthcoming election. The unanimous choice of Mr. Welch as Chief Consul, voices the general desire of all wheelmen in our State. Besides being an active worker with paper and pen, he is a very active rider, never losing an opportunity of going out on his

wheel, and has without doubt, in the year 1886, ridden more miles of roadway, without repeating, than any rider in the state.

The Bay City Wheelmen held a moonlight run on the evening of March 8th, through Golden Gate Park to the ocean beach and return. A fine moon and perfect weather made the ride one of the most enjoyable one could imagine. About forty wheelmen participated, and all voted the run a delightful success.

Races of the Los Angeles Wheelmen, held Feb. 22—Two mile L. A. W. State championship, won by R. C. Woodworth, in 7.03¼, J. Phil. Percival, second, Chas. A. Biederman, third; one-half mile, open, won by Percival, 1.39¼; one mile club, open, won by F. E. Olds, 3.40¼; one-half mile club, best two in three heats, won by P. L. Abel in 1.42¼ and 1.48¼; the mile for boys under eighteen, by F. N. Lewis in 3.52; the five mile, open, by R. C. Woodworth in 17.50¾, L. P. Abel second; the three mile, by O. C. Smith, in 11.32, W. W. Downing second; and the one mile, special for Stars, won by N. E. Little in 3.45¾, W. W. Downing second.

The San Francisco Bicycle Club have already made some definite arrangements for their race meeting to be held on May 30 coming, on the Bay District track. The bicycle events are to be as follows: one mile, novice; two mile, handicap; quarter mile, dash; one mile, scratch; one mile, tricycle, and five miles, scratch. The entries for the above events will be received at the rooms of the S. F. Bicycle Club, on and before May 21, and only members of the L. A. W. will be allowed to compete in any of the bicycle events.

The Oakland Ramblers have dropped their race meeting altogether. It is to be hoped that this active club will not lose all heart in the matter, but will come to the front in good form on some later holiday, when they can positively rely on the weather; there are plenty of dates open yet.

It is announced, that at the forthcoming State fair, to be held at Sacramento, that a part of a day's programme will be devoted to bicycle events, for at the last State fair, the races run, under the auspices of the Capitol City Wheelmen, proved such an attraction and success. This is a good recognition on their part, and no doubt our boys will step in and help make their part of the programme a most decided success.

I do not think a column such as this should be used for electioneering purposes. Still, when I take up an eastern paper, and find that our pet choice for Chief Consul of our division, Mr. R. M. Welch, is suggested as a candidate for Vice-president of the League, and this without his knowledge, and without our having been begging for the position for a six month, it must naturally present to all fair-minded members that he is a man whose sterling worth in the wheeling world has demanded for him a position which he has not sought; and the fact that there is not a member in the State, where he is at home and well known, who would not work and vote for him, shows that if he has no enemies at home, he can have nothing but friends away from home; and I feel that, I am not taking too much upon myself if I say that the California Division L. A. W. unanimously endorses the candidacy of Mr. R. M. Welch, of California, for the Vice-president of the League for the next term.

HOGKIM.



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

# WE WANT



*To mail you our new Illustrated Catalog. Please send your address. It  
will give you the whole story of Cycles we make, and help you to find what*



# YOU NEED

If you ride, you will do well to ride the best wheel you can find,  
and we want to ask but one favor in the matter, that  
you will SEE THE VICTOR before you buy.

## OVERMAN \* WHEEL \* CO.

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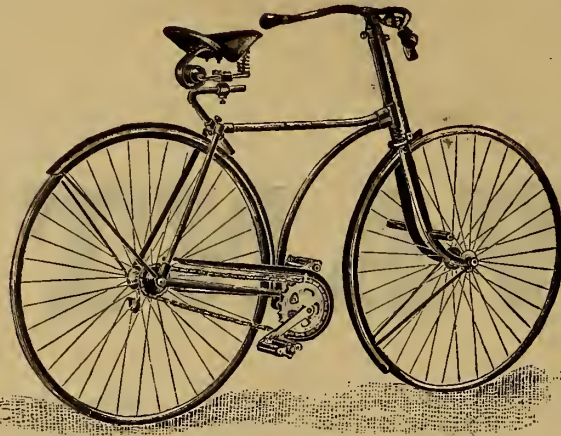
BOSTON.

# THEY TAKE THE LEAD!

## SINGER CYCLES.

### The Apollo

Is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price 50 inch, \$135.00.



**Apollo Safety.**

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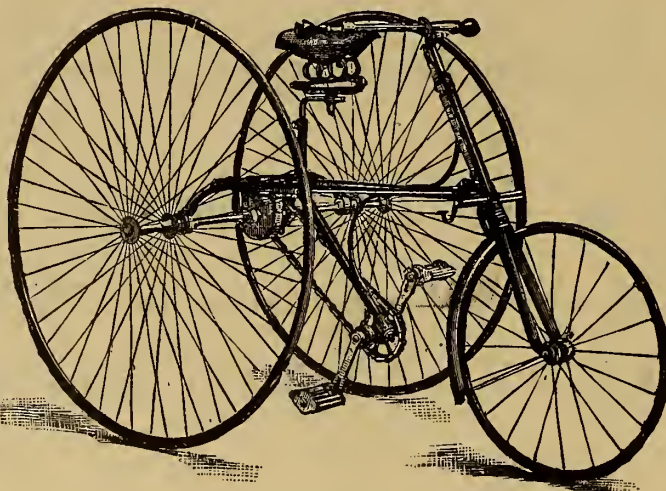
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## WHEEL GOSSIP.

The subject of organized ladies' tours, is being agitated in London.

Stevens' bicycle is now on exhibition in a Washington street, Boston, shop window.

The *Tricycling Journal* mentions Karl Kron's "new book." Can this be sarcasm?

Mr. E. I. Halstead, the Harlem Wheelmen's scorcher, is learning to ride the Star.

The Cambridge Bicycle Club held its annual dinner last Saturday evening at Young's Hotel, Boston.

The Boston Club held a birthday party last Saturday evening. That it was a jolly affair goes without saying.

George M. Hendee has informed a St. Louis *Post-Dispatch* reporter, that he will positively not race this year.

The Vendome is no longer the League Hotel at Boston. The Tremont House has been selected on account of its more central location.

The K. C. W. will enjoy their annual dinner at Dilliard's to-morrow night. Thomas Stevens will be one of the guests of the evening.

The Park Commissioners of Gotham, might learn a lesson from the Park Commissioners of Atlanta, Ga., who have built a bicycle track in Atlanta Park.

Chief-Consul Bidwell has sent out a seductive circular letter to 1,500 Non-League members in New York State, urging them to swell the New York Division membership.

A Wooden-legged man on wheels—A tricycle rider, named James McIntosh, who is the owner of two wooden legs, recently rode from Dundee to Liverpool and back again.

Woodside, Morgan and Friedburg, or Temple, as he now calls himself, arrived in Ireland on Feb. 28. They at once proceeded to Derry, where they were the guests of Mr. Woodside, J. P.

Mr. Frank Weston publishes six columns on the C. T. C. Foreign Missionary scheme, in the last issue of the *Bi. World*. Oh, how we do suffer! For sale, a C. T. C. official orphanship.

Mr. Thomas Stevens will deliver a lecture descriptive of his wonderful travels, entitled "Around the World on a Bicycle," on Saturday evening, April 16th, at the Brooklyn Academy of Music.

The *Cycling World*, a new weekly cycling paper, published in London, is the latest edition to the apparently overcrowded London literary cycling field. Still, may the fittest survive. Its editor is J. H. Ackerman.

R. J. Mecredy, of Dublin, twenty-five miles tricycle amateur champion of Great Britain, is anxious to have a go at Woodside on a trike. Woody will not ride a three-wheeler, but Morgan is anxious to accommodate the ambitious Irishman.

At the annual meeting of the Cortlandt Wheelmen, of Peekskill, N. Y., the following officers were elected for 1887: Captain, Wm. Flocton; Lieutenant, S. A. Mead; Secty.-Treasurer, D. C. Hasbrouck; and on the Executive Committee, B. F. Ferris and S. Wessells.

The Somerville Cycle Club is now the third largest bicycle club in Massachusetts. It has fifty-two riding and twenty-five associate members, a total of seventy-seven. Next Friday occurs the third ladies' night, to be held at the club rooms and Odd Fellows' Hall.

A Mrs. McGowan has started on a tricycle tour from Perth to London. She carries her eight-months old baby with her. "If her rate of progression is not faster than the progression of the nursemaids in Hampton Park," says Violet Lorne, "the babe will have arrived at years of discretion before it reaches London." Cold, cruel, sarcastic Violet.

The Cambridge Club has elected the following officers: President, H. W. Hayes; Secretary, J. H. Grimes; Treasurer, George B. Adams; Captain, Charles L. Smith; 1st Lieutenant, H. M. Hayes; 2d Lieutenant, George A. Perkins; Bugler, E. S. Hilton; Standard-Bearer, W. J. Sheriff; Additional members of the Executive Committee, E. B. Coleman and John Ames.

At a March meeting of the Jamaica Cycling Club, the following officers were elected: C. A. Underwood, president; George F. Riley, vice-president; E. J. Woodworth, secretary; F. C. Wellington, captain; E. C. Chase, first lieutenant; Waldo Cushing, second lieutenant; W. D. Eldridge, bugler. The club has decided to raise the dues to \$8 and rent another room.

The annual meeting of the American Cyclists' Union, will be held at the United States Hotel, next Sunday, at 11 a. m. The chief business to be transacted will be the election of officers to serve for the ensuing year. It is understood that Mr. Ducker will stand another year as President, but who can be induced to accept the position of Secretary, is a problem not yet solved.

One of the most enthusiastic Star riders in these U. S. is Mr. Williard P. Smith, of the Hudson County Wheelmen. His enthusiasm takes a practical form, and he is an energetic missionary. Almost any fine afternoon, he may be seen putting some novice through the paces, in the cattle run of the Erie Stock Yards at Jersey City. This cattle run is a long alley, ten feet wide and about 400 yards long, with a smooth wooden floor. It is exactly suited for mastering the gyrations of the bicycle, and many pedal-pushers regard the run as their bicycling *alma mater*.

A tip for touring tandemists who are riding in a country, which they are not well acquainted with, and to have to be constantly referring to maps to find their way, if they wish to save the worry of stopping and unfolding maps. Take the section of the map which is actually wanted, and with a couple of safety pins, pin it securely on the back of the man occupying the front seat of the tandem. This makes it perfectly easy for the man behind to follow the route from the map. If the man wearing the map should, by chance, be absent-minded, and get off the machine at his destination and perambulate about with the map on his back, he will create considerable amusement, not to say surprise.—*Ex.*

As we briefly announced last week, Mr. W. C. Herring, of the Ixion Bicycle Club arrived home last Wednesday from a two month's Southern trip. He is making preparations for his departure for Japan, which will be made between the 1st and 15th of April. He will journey to San Francisco by rail, sail to Yokohama, spend about two months in Japan, and return home via

Europe, making a somewhat extended stay in London. Mr. Herring will ride a Columbia, Tricycle and will be accompanied by a camera only. He simply rides for recreation and novelty, and will send illustrated letters to THE WHEEL.

Among the events of the Spartan Harrier's games, to be given at Madison Square Garden, on Saturday evening, May 7th, is a two mile bicycle handicap. The prizes will be superb.

We have no desire to see ill befall any of the sons of Adam, and for that reason we wish to publicly notify Frederick Jenkins, that one H. Percy Ashley is scouring this town with blood-thirsty intent. He carries aloft a shattered tricycle handle-bar, which he intends to sheathe in said Frederick's skull, that individual having supplied him with same last Fall. We have already written up a cream-laid obituary for Frederick, which we will submit to him for alteration and revision, if he will dodge around to the sanctum under friendly cover of the night.

A correspondent writes:—"I wish to draw the attention of makers of rear-driving safeties to a little addition which I think would be an improvement, viz., to put *two* chain wheels on-to driving wheel, one on each side of hub, and one to have, say, one tooth less than the other. Suppose we have a safety with 30in. driving wheel, and a 20-toothed wheel on crank shaft, and two wheels on driving wheel, one with ten and one with eleven teeth, which would give gearings of 60in. and 54½in. Then, by simply turning the wheel round, one could have either gear, say 60in. for Summer and 54½in. for Winter. This would cost very little, and the weight would be only a few ounces more."—*Bicycling News*.

We often pity F. F. S., who is compelled to work the poetic muse every week for the *Bi. News*. His latest effusion is entitled "The Vagrant Dust." Verse one presents a picture of "a gentle cyclist"—will some one more minutely describe this thing—who foolishly opened his eye, entrapped a large portion of dust, and never said d—. F. F. S. must have drawn largely on imagination for this *rara avis*. Stanzas two, three, four five and six, tell us that the dust-trapper reasoned out that dust is created by wind action; that wind is principally omnipresent in March, that March is succeeded by April, which is the first month of Spring. This is an entirely new thing in Spring poetry, and F. F. S. deserves credit for his originality.

A late issue of the *Bicycling News* publishes a page cartoon, representing scenes from, "A Paper Chase on Wheels." Scene I represents several calveular individuals, just in the act of mounting. Large misshapen balloons labeled: "Good-bye," are attached to their lips; this is "The Start." Scene II represents the parties aforesaid, peering intently on the ground, with a persistency and intensity worthy of an occupant of the bald-headed row, or a seeker for buried treasure; this is "The Lost Trail." Scene III represents the same parties hurriedly casting their mounts over a ditch, preparatory to springing across the fluid streak; they are "On the Trail." Scene IV and last shows a collar and necktie contest, in which little man carries off the ribbon from big man, by reason of greater protrusion of jawbone; this is entitled "A Close Finish."



## PHILADELPHIA POINTERS.

PENNSYLVANIA WHEELMEN BEGIN TO SEE THINGS ARIGHT.

The first two numbers of the———have been read with considerable interest by all good Pennsylvania League men, and the general impression, I regret to say, is rather one of disgust and disappointment, at least with the quieter class not addicted "offensive partisanship." The claim made by its proprietor, that the *Bulletin* goes to Boston to supplant the *Cycle*, and that the *Athlete* will usurp the position of the *Bulletin*; the defence (?) of Mr. Aaron, the mud-casting at the Executive—at the worst, a case of pot calling kettle black. The windy affidavits that to us, the initiated, seem of alleged importance only; the uncalled for and apparently groundless insinuations about Mr. Bassett's honesty; the puffs and patent medicine advertisements; and the "Mr. Aaron's statement, way down in the twentieth's, with promise of more———" all these things combine to make us very weary!

It is noticeable that in Mr. Aaron's defense, nowhere does he make the slightest reference to that most damning evidence, the statement of the book-keeper of the bank where funds of the League were supposed to be kept. The screed of the Executive Committee is generally admitted, even by Aaron's staunchest admirers, to be a "settler," and a strong case, and it makes our side look very black. How Aaron can hold up his head again among the friends he has treated so shabbily, passes belief. He contents himself with an emphatic and broad denial of everything, but the long-promised and effective private letter is so plainly in Aaron's style, and refers so intimately to his own affairs, that no one but a drowning man would clutch at such a straw for defense. At best, it is *his* unsupported word against that of *three* well known and prominent League officials, who bring documentary evidence to support their assertions.

The chairman of the Indignation Committee has been heard to express his belief, that Aaron was guilty. Mr. Frank Read, the strongest card the Pennsylvania mass meeting possessed, plainly is of the same opinion, has dropped the matter, and gone to Florida on a pleasure trip. Mr. Kirk Brown, another strong card, looks blue whenever the subject is mentioned. Not a few of the members of the Philadelphia Bicycle Club are ready to kick themselves for permitting the use of their club house for the mass meeting. And when you add to this the fact that the State Nominating Committee, (appointed by Mr. Wells,) has gone completely back on him and nominated George A. Jessep, of Scranton, for Chief Consul, it would seem as though the Wells-Aaron cup of sorrow would surely overflow.

Among the Representatives, Messrs. Read, Osborne, Brown, Elwell, etc., etc., are all good men and true, not one of whom the L. A. W. members of this state can afford to scratch—but why in the name of all that's lovely should the committee take the trouble to go out of the state for one of their representatives? Mr. H. S. Wood, whose name is first on the ticket, is now a resident of Ohio, and certainly has no business on the ticket of this state. To every loyal

member of this Division whose eye this meets, let me say, *scratch Mr. Wood*, and substitute for his name that of Mr. T. Howard Wright, our present valuable Division Treasurer. Votes for Mr. Wood will be practically thrown away, as he cannot represent Pennsylvania from another state; the precedent established at that never-to-be-forgotten Board Meeting, will be very likely borne in mind at future meetings. Mr. Wright has served the Division for a long time, is a good talker, keen parliamentarian and generally liked, and is as well, fair-minded and disposed to be strictly impartial. Mr. Wood, on the other hand, is a warm friend of Aaron's, a flowery speaker, and disposed to allow his personal likes and dislikes too free a rein. A careful and judicious inquiry in his own club, the Germantown, reveals the fact, that but one or two of the club will vote for Mr. Wood, whilst all of them thoroughly and heartily endorse Mr. Wright.

League politics constitute the main topic of conversation in cycling circles here, and this must be my excuse for harping so much on the subject. We have had some tolerable good riding weather and fair roads, so that the season may be said to be fairly open. And it has opened with an incident that we sincerely trust may prove a salutary lesson to the Great American Hog. Recently, Mr. P. Fontaine, whom you New Yorkers will remember, ran across a specimen of the G. A. H., who not only wanted the road, the gutter and side path to drive in, but part of the fence as well. A remonstrance from Mr. F. was greeted with a slash from a whip. This somehow did not exactly meet with the latter gentleman's approval, so he quickly and positively dismounted, and despite an effort of the said G. A. H. to repel boarders, climbed into the vehicle, took the whip, and wore it out on the G. A. H. Hurrah! for Fontaine!

DIXEY.

## HARTFORD NOTES.

At a special meeting of the H. W. C. nominated Mr. L. A. Tracy of that club for Chief Consul of Conn. At the same meeting, a letter from the New Britain club, was read, saying that they had nominated Mr. Tracy for Chief Consul, and Mr. A. D. Judson, of both the above named club's, for Representative from New Britain.

The Wheel Club then nominated Mr. R. F. Way, of the Conn. Bi. club for Representative, from Hartford. The C. B. C. held a meeting a few days later and ratified the nomination of the Wheel Club.

It is said that the other candidates for the office of Chief Consul have withdrawn; this leaves the field clear of competitors for the first favorite, Mr. Tracy, who will give an "exhibition heat" for the office.

Saturday night the Wheel Club polo team "did up" Trinity College, five goals to none. They will play the Meriden Wheel Club two games within three weeks: one here and one there.

The season seems to have fairly opened here and the "Rover type" is the talk. Mr. Way is attracting considerable notice on an "Appollo Safety." Stowe & Candee have have a full line of new Victors, including the new Safety, and an "Ivel" safety may be seen at the Weed factory.

F. F.

The Cleveland Bi. Club will give an entertainment on April 16th.

## FROM THE ORANGES.

The past winter has been one of the most uncomfortable ones for cycling that we have had in a long time. There were an unusually large number of snow and rain storms, and nearly every one was succeeded by a cold snap. The roads thus became frozen and rutty, as well as icy. I don't know when there has been so little winter riding.

March 12 was the first day that the roads got into a fairly settled state, though they are not what we, being accustomed to a "sandpapered" condition, would call very good. For that matter, however, we are not destined to have quite our usual conditions this Spring, for in Orange, several streets are being torn to pieces for a new horse railroad, and in East Orange, sewers are being put in. Of course there will be plenty of rideable streets, but many of them will show the effects of the work now being done. During the season, however, a top dressing is to be put on all the principal streets in East Orange.

The recent annual election of the Wanderers resulted as follows: President, Dr. R. M. Sanger; Vice-President, C. W. Baldwin; Secretary-Treasurer, A. E. Cowdrey; Captain, L. H. Porter; 1st Lieut., C. Hening; 2d Lieut., G. K. Wallace; Color Bearer, W. T. Sayre; Executive Committee, Messrs. Sanger, Baldwin, Cowdrey, Porter, W. M. Booth, Mrs. Porter and Miss Johnson. A printed communication from Mr. Ducker, relative to joining the A. C. U., and securing to that organization the control of cycle racing, was laid upon the table.

New rooms for club headquarters have been engaged opposite the Brick Church station. They are much larger than the old rooms, and have more conveniences. The secretary should be addressed at the Brick Church P. O.

The official ticket for Chief-Consul and fourteen representatives appears in the last *Bulletin*, and seems to be fairly apportioned. Dr. Kinch is on it as representative, and he has also been nominated by his own club for C. C. Another week will probably discover whether he intends to make a fight or withdraw. If it be true, as is reported, that his hands are already overcrowded, he will, doubtless, take the latter step. 5,678.

## HARLEM WHEELMEN NOTES.

At the annual meeting of the Harlem Wheelmen, the following gentlemen were elected officers for the ensuing year:

President, J. B. Halsey; Vice-President, F. L. Bingham; Secretary, F. A. Ryer\*; Treasurer, W. Zugalla\*; Trustees, W. H. DeGraaf and W. H. Veysey; Captain, E. I. Halstead; 1st Lieut., Geo. A. Pearse, Jr.; 2nd Lieut., Chas. Griffith; Bugler, A. Rauchfus; Color Bearer, F. A. Ridaboch.

\* re-elected.

We call the attention of our readers to the new advertisements of Messrs. W. B. Everett & Co., Wm. Read & Sons, Overman Wheel Co., and the Pope Mfg Co. We have made arrangements with these firms, so that in the future, their advertising pages will contain all the novelties of the season, and will be the most interesting part of the paper. We would feel obliged if the many old readers of THE WHEEL would not hesitate to say when writing, "I saw your 'ad.' in," etc.



## BROOKLYN NOTES.

The prosecution of work on the Long Island's club-house has been checked, pending the settlement of a party-wall question. They claim that a little more work will land their membership into the hundreds, which, if accomplished, will give them "first blood" for a Brooklyn club. Capt. Luscomb is on the Nominating Committee for State officers, and as soon as the second Division's membership is ascertained, the ballots will be distributed.

It is probable that we shall be entitled to vote for only six representatives, although our Secy.-Treas. intimates that it may be seven. It is generally understood that the ticket will be Messrs. M. L. Bridgman and F. Loucks, Captain and President of the K. C. W.; C. H. Luscomb and W. W. Share, Captain and President of the L. I. W.; A. B. Barkman, President of the Brooklyn Bi. Club, and H. Greenman, President of the Ilderan B. C. In case there are seven representatives, the ticket will be filled out with Mr. I. B. Potter, Vice-President of the Brooklyn Bi. Club. Of late there has been very free talk of "scratching," "cutting," "freezing out," and all the horrible things connected with electioneering, and as Chas. Schwalbach will probably fight for an independent vote, and as the Brooklyns want their able lawyer, Mr. Potter, to represent them under any circumstances, the rumors are, no doubt, well founded; but just where the lightning will strike it would be best not to surmise. Let the 10th of April tell the tale.

This matter of League elections is an important one. Every member should forward his ballot promptly, as per printed instructions, but not until he has learned for whom and for what principles his vote is cast. This can be accomplished only by each club seeing that its members vote intelligently. As for the "unattached," they must necessarily vote in the dark, and will probably "gulp" the regular ticket.

To the prosecution of practical League work, the Brooklyn Club will again direct their efforts this year. Just what they will do to make easier the lot of Brooklyn riders who wander beyond her suburbs, is not definitely known, but backed up by Messrs. Barkman and Potter, in their official capacities, their work will have a telling effect. The recent suggestion of our friend BON, regarding the Brooklyn-Jamaica route, which was brought so prominently to the notice of Brooklyn Wheelmen, ought to receive their earnest consideration. Any plans proposed by them, and plainly evident as being desirable to the Brooklyn District, should receive the hearty support of all.

Owing to their convenient proximity to the Park, the Ilderans can often take an afternoon's spin of a few miles, which those further away would forego for lack of time. They are thus rolling up their miles, several having told me that their records for 1887 were already in the "threes," which is very good, considering the streak of bad weather with which we have been blessed. They also express their determination to work hard for the Inter-Club cup at the coming race on Decoration Day. They have good material, and with proper organization, should put in a team that is sure of repeating their work of last Election Day. Their active interest in the L. A. W. has apparently been only

recently awakened, but their members work well together, and the result will be beneficial to them.

The Kings County Wheelmen held their annual meeting on Thursday, March 17. To the lovers of electioneering a dainty feast was spread, which was thoroughly enjoyed up to the moment the polls closed. The election resulted in the placing of M. L. Bridgman, 1st Lieut., in command of the club, by a majority of four votes, in a total of sixty-five cast, over Capt. Edward Pettus. There was a clean sweep for the ticket in every other office, and the incumbents for the ensuing year are: H. J. Hall, Jr., 1st Lieut.; T. C. Crichton, 2nd Lieut.; F. Loucks, President; T. W. Lovejoy, Vice-President; M. H. Leighton, Secretary; T. S. Snyder, Treasurer; W. R. Stevens, Color Bearer, and E. R. Nichols, Bugler. The ballot to fill two vacancies, existing in the Board of Trustees, resulted in the election of M. L. Bridgman and Chas. Schwalbach. To the new officers we extend congratulations, and feel assured that the active interest and the determination to do the best and do it well, which are naturally characteristic of men, young in years, will make his administration a brilliant one. In the retirement of Ed. Pettus, the "small boy's friend," we lose from the official ranks one whom we loved, because of his unassuming kindness and his integrity.

ALERT.

## BROOKLYNETTES.

Messrs. Schwalbach and Willdigg had the enterprise to have the new park regulations printed on the back of their business card two days after they were passed, which certainly deserves credit.

The delightful weather on Saturday and Sunday brought out many wheelmen. The roads of the Park and the parkway were in excellent condition, the only impediment being the strong wind. Few only braved the wind to Coney Island and back.

Mr. Richard Hamilton, of the newly-organized Calumet Bicycle Club, while riding in the Park last Sunday, March 20, and coasting down the West Drive Hill, took a severe header, on account of the tire of his wheel coming loose. He was picked up and conveyed to the nearest hotel in a wagon. A doctor was immediately summoned; his arm had been broken, and he was severely cut and scratched on the face. When he was taken home in a coupe, he was feeling better. Although we felt sorry for Mr. Hamilton, yet we must blame him for reckless riding, and, consequently, for disobeying the Park regulations. A few of such accidents hurt the sport in general.

The Brooklyn Bicycle Club Harriers held their hare-and-hound chase on Saturday which had been postponed from a previous Sunday. Wheeling to Capt. Olmsted's, they started on foot towards Jamaica Bay. The hares arrived at Olmsted's about three minutes before the hounds, thus ending and winning the chase. About fifteen participated.

The L. I. Wheelmen were the first to ride on the newly-opened drives, having received news from headquarters before any other club. Much credit is due to this club for gaining the extensive privileges for wheelmen. We sincerely hope that thoughtless wheelmen and boys will not deprive us of these privileges, by reckless riding.

The L. I. Wheelmen are out in their neat

grey uniform. The uniform is serviceable and looks well. Many of the Ilderans were also out with new uniforms.

The Brooklyn Bicycle Club committee is busy arranging matters for the Stevens' Hand-Shake. They say that they expect upwards of 1,000 wheelmen, and are racking their craniums how to accommodate them all. We propose to them to build a toboggan slide from the top story, and, after having feasted each wheelman, to slide them out one by one. We furnish this idea with the aid of Dr. Brush.

March 21, '87.

INDEPENDENT.

## MORE PEDAL MOUNT.

AN AGENTS PROTECTIVE UNION.

MEMPHIS, Mar. 1, 1887.

*Editor WHEEL AND RECREATION:*—With your consent there comes another pedal mounter. On reading Mr. Collamer's article, I note things in which I radically differ from him, though in the main I consider him correct, as also Mr. Scherer, whom he quotes. Like the latter, I am getting along in years, but when I determined to learn the pedal mount I did so in twenty minutes, and on the third day of trial I discarded my step as useless and sometimes dangerous, and my advice to the beginner is to take off the step before trial.

I have never taken a header yet in making the mount. My plan is to stand close up to the wheel, which, if inclining either way, should incline slightly towards you that your clothing may not catch on the machine, the right arm will come immediately behind the saddle but entirely clear of it, with the right hand grasping the handle-bar where most convenient, bearing no weight whatever on the handle-bar but merely holding the wheel suitably. The little hop is for the purpose of regulating the distance from the pedal, as well as to give the necessary spring to the beginner to raise straight up, instead of taking the lunge forward, which will be the result if this hop is not taken.

It is not at all necessary to move fast, take it easy or slow and let the pedal get fully started before rising, but when you do rise, get into the saddle without hesitation, risking a fall sideways. In ascents let the pedal come up half way and it will take a pretty steep hill to keep you from mounting, the idea is by the time you are seated, your pedal will have passed the inertia point and give you control of the wheel.

I see by the cycling papers, that the wheel manufacturers have formed a Board of Trade for self-protection against tricky agents. Now why should not the agents have a protective association against tricky manufacturers; for instance in this city, an agent had spent money in booming a certain make of wheels, and had achieved good success, and had begun to get some return for his efforts, when a neighboring hoggish firm thought there was a good thing in the wheel line, went to the manufacturers and bought about \$500 worth of machines, which, not proving as much of a bonanza as expected, were thrown on the market; some even at a discount of 50 per cent to get rid of them, thus doing a damage to the trade, from which it has not yet recovered, and almost entirely ruining the wheel business of other agents. Names can be given to the Wheel Board of Trade if they desire it. No. 6269 L. A. W.



## FOR THE L. A. W. BOARD.

Editor of THE WHEEL:

It seems a great pity that wheelmen cannot dwell together in unity, but the history of the League goes to show that most of us would rather fight than either ride or eat (a comparison that I fancy fairly illustrates cycling combativeness); and I expect to be greeted as a benefactor to my race for proposing a brand-new casus, belli which does not involve the washing of any dirty linen, and which consists of so general an assault on the Board of officers, that it will be impossible to create the rankling of personal feeling in the matter. Very possibly, there are a good many League members who feel with me that if our organization is worth anything, it should by this time have grown beyond the necessity of annoyance from incessant bickerings about individual grievances, real or fancied; and certainly, that no one or two men have a right of ownership to 11,000 members. To those who take no interest in these petty squabbles, a discussion of real policy will come as a boom, whichever side they may take or however warmly it may be waged.

Now, my special grievance against the Board of Officers is, that they have disobeyed the membership at large, and that while the theory on which they did so may have been correct—although I think not—our form of organization must be radically changed before such a theory can be justly put into practice. At the General Business Meeting in Boston last May, I submitted a motion which was adopted, instructing the Board to so amend the By-Laws that the President and Vice-President should be elected by the membership in general meeting, instead of by the Board of Officers as now. This was the original mode of election, and when the change was made at Chicago, the report of the meeting does not indicate, that the members had any distinct intention to give up the power which they have lost. In obedience to my resolution, the chairman of the Committee on Rules and Regulations (without concurrence of his colleagues) reported an amendment to the By-Laws at the September Board meeting, covering the point at issue; which was referred back to the committee without comment, and at the January meeting the matter was ignored in the committee report, I presume because the chairman despaired of getting his associates to join him in its favor. My most intimate friends on the Board now tell me that it is of no use to bring the question up, as nearly all the officers are against it.

The officers may be right and myself wrong, in the position we respectfully take as to the expediency of the several modes of election, but have they a right to ignore instructions from the very body which delegated this power and which is certainly, in equity, entitled to resume it? I think not.

Wise or unwise, it was at least their duty to consider the resolution, and if they could not conscientiously approve it, to come back to the membership with their reasons. So far as I have been able to ascertain individual opinions, of those who disagree with me on the subject, their idea is that the Board is better fitted to judge the merits of candidates, and that an election by the general meeting, would mean simply a choice of the locality where the meeting is held.

The first objection I consider of no weight at all; the second is better worth consideration, and I might be led to think, that the mere weight of numbers proved me to be wrong, were it not for the invariable reluctance of all bodies of officials, to let slip any power once in their hands. Remembering this trait of human nature, common to us all, I can readily see how it occurred to no one in the Board to bring in an alternative proposition to elect the Executive on the same mail vote by which consuls and representatives are chosen. This would at least, meet the danger of a locally packed meeting; which however, I do not believe we need fear, when clubs can vote by proxy, and when distant members find some reason to attend the meeting, in the fact that such important business is to be transacted.

The main object of my proposition, indeed, was to introduce some element of interest to the meeting, now that so few members care for the parade, and the races have become overshadowed by Springfield and Roseville. But should the majority think this a consideration of little importance, there is still the very great need, that our President should be the direct choice of the League, and not of a class only however selected. The fact is, that our growth has been so rapid, that we now have a mongrel association of the most illogical kind. We started out

with almost pure democracy, and we have gradually drifted into an oligarchy. The intention has undoubtedly been to provide representative government, modeled on the Federal Constitution, but we have received instead, a body corporate, that resembles nothing in heaven or on earth, nor in the water under the earth. All our lives, liberty and pursuit of (cycling) happiness, are in the hands of officers, who, presumably our servants, have in reality such absolute power, that they can change the mode of electing their own successors in any way they please, even to the extent of re-electing themselves.

If the League were formed in strict analogy to the American Constitution, the manner of electing neither the President nor Consuls and Representatives—who are the Congress of the League—would be prescribed by the By-Laws, but by the Constitution, and be subject to change only by the whole membership. We have a national organization whose practice is based on that of a petty stock company; but even the directors of a bank or cotton mill are subject to fundamental law, which they cannot amend without the consent of the stockholders. Our Constitution should be our fundamental law; our By-laws the enactment of the representative body, made only in strict accordance with the powers which had been delegated to it by provisions of a Constitution, subject to amendment by nothing but the popular vote. The failure to recognize this cardinal principal has reduced us to a necessity of piecemeal alterations, that are never more than half satisfactory, and always incomplete.

Let us be one thing or the other. If the League is a democratic body, then every member should have a voice in the election of executive officers, and the enactment of important laws should be done only by meetings open to all. But if this is impracticable—and undoubtedly it is—then make our form of government really representative. Give our Board delegated, not irresponsible power, and incorporate in the Constitution about half the provisions that exist now in the By-Laws. Whichever method of transacting business is pursued, when it comes to elections we should go back to the good old plan of popular rule. If we of the rank and file are competent to vote for Representatives, many of whom we do not know even by name, we are certainly able to choose a President, when all the League are discussing the various candidates. Just as elections to State Legislatures turn on who shall go to the United States senate—not on who is best fitted for the other duties of a seat in the Legislature—so it might easily come to be under our present system, that we would all vote for this or that Representative or Consul, solely in view of which candidate for the Presidency he was pledged to support. The clumsy national Electoral College is better than the League plan, because Presidential Elections are admittedly mere machines, and have no other duties in which to do mischief; but we ought to place the League beyond the possibility, that the Board of Officers might ever come to be a copy of the Electoral College.

I have had my little growl, and in order to strip up a hornet's nest more effectually, I will adopt Mr Herring's plan, and send copies to all the papers. Unfortunately I have been unable to step on any individual toes, because I don't know who is responsible for smothering my resolution; so each and every member of the Board will please consider himself personally entitled to accept the challenge, and "go for me" with all the controversial ability of which he is possessed.

Very truly yours,

EDWARD J. SHRIVER.

The relief obtained, the confidence inspired, the sense of security enjoyed by the use of this simple but effectual contrivance are most agreeable to the feelings. The complete immunity from the consequences of sudden shock caused by obstructions, often encountered on the road, enables the most timid and cautious rider to enjoy the exhilarating pastime without fear of injury. Hernia, Scrotitis, Hydrocele, Chronic enlargements and other painful and dangerous diseases are more frequently induced by blows or contusions received while in the saddle, or upon the bicycle, without the protection of the bandage, than from all other causes combined. Experienced cyclists never permit themselves to ride unprovided with this most essential appurtenance. We have been led to these remarks by the inspection of a bewildering variety of these indispensable adjuncts to every wheelman's outfit, comprising all sizes, styles and qualities, to be found in the world, shown to us by A. J. Ditman, the well-known druggist, at his establishment corner of Broadway and Barclay St., New York City.

LONG ISLAND WHEELMEN,  
ATTENTION!

There is war in Long Island; political war. On the one side are Messrs. Luscomb and Share, and the Long Island Wheelmen in general, and on the other, all the other clubs of Brooklyn, and particularly Messrs. Barkman and Potter. As usual, the war is the result of a misunderstanding, and the refusal of one or both parties to see things in the right light.

The result is that there are two tickets in the field, as follows:

TICKET No. 1.	TICKET No. 2.
Luscomb,	Potter.
Share,	Barkman.
Potter,	Loucks.
Barkman,	Bridgman.
Loucks,	Greenman.
Bridgman,	Schwalbach.
Greenman,	

Ticket No. 2 was formulated under the impression that the L. I. District was entitled to but six Representatives; it is generally understood that Luscomb will be supported by the other clubs, thus leaving it a question between Share and Schwalbach. The trouble has been brewing since the late Board Meeting, which was the saddest and most calamitous event in League history. At that meeting, Messrs. Potter and Barkman opposed the prosecution of Aaron. The work which both of these gentlemen have done and will yet do for the League, is sufficient guarantee that they acted with the best intentions. They were not, perhaps, so fully informed of the fact as were many of the other members, consequently they favored a conservative policy. Of course, they now readily admit, and commend the action taken at that meeting. But they seem to have slept on their seeming opposition, and harmony has not prevailed. The formulators of Ticket No. 2 claim, and very properly so, that anybody has an unquestioned right to nominate whom he pleases. They claim that while there is no feeling in the matter, a conference of Long Island Clubs is more fit to determine who shall be nominated, than a nominating committee. The reason why the Long Islanders are frozen out, is that this club has attempted to run Long Island, that they have arrogated to themselves more privileges than are them due, and that they never fail to have it understood that they, the L. I. W., are the salt of the earth, etc., etcetera, the truth of which the wheelmen of Long Island will be best able to judge. Ticket No. 1 certainly seems to apportion the number of Representatives fairly, according to club membership.

We have given both sides of the case and so send it to the jury, with the simple charge that the position a man may take at a Board Meeting should in no way injure him in the eyes of his fellows, and that there is a good deal of enmity, resulting from both sides working at cross purposes, and that what is needed is a good social dinner, that the lions may lay down with the lambs, and the clouds dissipated from the political horizon.

## WELLS COMPROMISES.

[Telegram to THE WHEEL.]

The Wells attachment has been compromised for \$200.

## MORE BICYCLE LITIGATION.

The Gormully and Jeffery Mfg. Co. have entered suit against the Pope Mfg. Co. for infringement of their Smith Ball-bearing and Lillibridge Saddle patents.



## 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.

### NOTICE.

In order that this Department shall be truly representative of the South, as it is intended it shall be, we would like to hear from club-secretaries and newspaper correspondents in the Carolinas, Ga., Ala., La., Texas, and Kentucky. All items of news thankfully received. Regular correspondents for these columns desired in the States mentioned.

THE EDITOR.

### WASHINGTON NOTES.

[REGULAR CORRESPONDENCE.]

The Cycle Club gave a run on Saturday last to Knowles' Station, and report the roads in excellent condition. This club nominated officers for the ensuing term March 21, and will hold its election on the 28th. On the 31st, the fourth anniversary will be celebrated by a musicale, banquet, addresses, toasts and social—all stag—of which I will give you full account later.

The District Wheelmen will draw out of their shell April 2, and commence business in earnest. There is an idea prevalent in the minds of some that this club disbanded last Fall, and will reorganize this Spring; but it is erroneous, as my letter in last week's WHEEL will show they have been quite active.

The Capital Club will give their regular monthly entertainment March 29. Music, followed by a dance—I hear, no lecture this time. Chas. Richards Dodge, one of the first members of this organization, and a shining light when he was in it, was in town this week.

The District Division of the League held its meeting for nominations Saturday evening. A letter from Secretary Bassett was read stating that the votes for C. C. and Rep. would have to be sent direct to the Secy.-Editor, as the letter advising him of our change was not received in time. Below is a list of the nominees:

#### CAPITAL CLUB.

For Chief-Consul,	E. B. Olds.
" Representative,	W. F. Crossman.
" Sec.-Treas.,	F. W. Moulton.
" Vice-President,	F. Jannus.

#### CYCLE CLUB.

For Chief-Consul,	E. T. Pettingill.
" Representative,	J. C. V. Smith.
" "	W. C. Babcock.
" "	J. H. Fishback.
" Secy.-Treas.,	(None).
" Vice-Pres.,	J. H. DeMerritt.

#### UNATTACHED.

For Chief-Consul,	(None).
" Representative,	T. E. Sidwell.
" Secy.-Treas.,	E. Baltzley.
" "	W. B. Hardy.
" Vice-President,	W. B. Hardy.

Pettingill will probably be re-elected C. C., with Moulton as Sec.-Treas., but it is diffi-

cult to say how the other officers will do. The election will be held by mail vote for the first two officers, and March 26 by ballot at the meeting for the others.

The idea of a meet here during the National Drill (May 23-28) was favorably considered, and a committee of eleven appointed to have full charge, as follows: Dr. DeMerritt (chairman), Olds, Baltzley, Smith, Myers, Collamer, Crossman, Hardy, Pettin-gill, Muhlheysen, and Moulton.

I understand the *Wheel Age* will not appear at present, but that the *Wheel News* will shortly make its *debut* from this city, to be devoted principally to touring. There is still much grumbling at the long delay in regard to the League uniform. Many New Rapids are seen here, and it is the general verdict that this will be the popular wheel here this spring.

WHITE HOUSE.

### WESTMINSTER THOUGHTS.

[REGULAR CORRESPONDENCE.]

There is no improvement in the condition of our roads. Mud is King, and should be spelled with a big "M"

Although Æolus let loose the roaring north wind for forty-eight hours last week, in an effort to absorb humidity, this week's three inches of snow has entirely overcome his good effect. But there's a "good time coming," and already our members greet each other with, "We'll soon be getting out our wheels."

We do not expect to loose any members of our club this season, and have two or three new wheelmen "on the list," which, together with the replacing of old wheels by new, changing smaller for larger sized ones, new uniforms, etc., will considerably improve their appearance.

The time for L. A. W. remarks is passed. We are sorry Old Maryland did not do better in that line, though she made a very good showing, in the *Bulletin*, March 4.

### NEW ORLEANS IDEAS.

[REGULAR CORRESPONDENCE.]

At last we were favored with fair weather, and our twice-postponed races came off on March 3d, before a rather slim audience. The track was somewhat heavy with dust, and a strong head-wind on the home stretch made fast time impossible. The following is the result: Half-mile dash—C. B. Guillotte, 1; H. L. Cary, 2; Wm. Dupre, 3. Time, 1. 32½. Half-mile for boys—T. D. Warley, 1; Edw. Dupre, 2; J. T. Lewis, 3. Time, 1. 57½. One mile—B. C. Rea, 1; R. G. Betts, 2; A. A. Ruhlman, 3. Time, 3. 49. Two mile—C. B. Guillotte, 1; H. L. Cary, 2. Time, 7. 38.

Several of our local cracks have got the record fever bad, and in consequence thereof, this promises to be the liveliest racing season New Orleans has yet experienced; not that we hope to break any world's records, but existing Southern records are sure to be lowered; in fact, one has already been brought down a peg. On the 13th inst., Charles B. Guillotte, of the N. O. B. C., attacked the Southern five mile record of 16. 54, but was unsuccessful in breaking it, owing to the high wind and lumpy track. On the same day, some hours later, he was more fortunate in an attempt to break the quarter-mile record of 39. 45 seconds, doing so in an even 39 seconds, one of three watches tallying 37 seconds. Br.

### HAGERSTOWN ITEMS.

[REGULAR CORRESPONDENCE.]

Cycling matters have had no occurrence here lately outside of the club rooms, because of disagreeable weather. Occasionally some votary of the wheel would venture to force the pleasure, but against a raw wind, ardour and adventure were cooled, and the wheel laid away for fairer days.

Some interest is excited in the coming election of Chief-Consul. Let me suggest a word in favour of Brother Bartlett, who, beside being good-looking, has made an active and efficient officer. He should succeed himself by all means.

There is strong probability that this club will build a permanent home the coming summer, that will grace the cycling world.

HAG.

### THE SOUTHERN TOUR.

The arrangements for this tour are rapidly nearing a close, and the prospectus will be out about April 1. Several names have already been enrolled on the list of "going," and the outlook is bright indeed. I give you below an extract from an interesting letter, from Tourmaster Elwell to Mr. Collamer, which has come into my possession:

"Three years ago, before long tours were popular, in fact unknown—as I was myself, for I had hardly a wheelman acquaintance outside of Maine—I induced, by persistent letter-writing and puffing in the press, a party of thirty-six of the leading bicyclists of that day to go on a twelve days' tour away down in New Brunswick. The labor of getting up a party now is nothing compared to that. The editor of the *Wheelman* went and took an artist with him, to illustrate the article which he wrote for the magazine. Karl Kron was along, and one chapter of his most wonderful, but still invisible book, will be devoted to that tour. We made a heap of mistakes, for we were very green as regards touring, then, but we had a great time, and learned much wisdom by bitter experience. Let's consider it settled that you'll get the party. Now, if you have good weather and no accidents, everything will run as smooth as oil. For exemption from these we have to trust to Providence. Our parties have been lucky in regard to accidents, which I attribute somewhat to our manner of riding—each man for himself. In *The Wheel* of a recent date, I notice that Mr. Orr, a member of all the big tours, advises that a touring party be divided into two divisions—a fast and slow division. My opinion, based on my experience, is that there should be no divisions at all. The plan that pleases all I find to be this:

Suppose breakfast is over, luggage in a pile waiting for the wagon or express team; the important ones in the party (and they are seldom missing) come and inquire "When do we start?" I reply—"If you are ready, start as soon as you like; there's the road; you know where we stop for dinner. Pick out the fellow or fellows that you enjoy most, and get you gone." And they get. In this manner they start in groups of two and threes. Then there's no bother of forming in line, and the party really gets off much quicker. I, of course, start last; then if an accident happens, I come up to it, and straighten matters. Riders vary greatly as regards pace in riding. A man who rides at the rate of six miles an hour, is played out in an hour or two if he has to keep up with some one who rides an eight or ten mile an hour gait; but he could keep up his six-mile an hour gait all day. On the other hand, the pleasure of a "scorcher" is spoiled if he has to hold back for a slow man. We're out for our own enjoyment, not to create a spectacle for the people along our route. If you wish to enter a town or village in style, request the leaders to wait just outside until the rear-guard comes up. In this way you can enjoy a pleasant tour each day with a few of the party that is most congenial; and when in port for the night, or on train or steamboat, you have the entire gang for a jolly good time, and the size of the party reduces the expense. I believe in tours and touring parties thoroughly, but I object to the idea that we are riding abroad to create "wonder, surprise and admiration," among the inhabitants of the land through which we pass. We are out for our own



pleasure, not theirs. There's no fun in riding through the country in military order—at least there isn't to me. You may differ with me on this point, but you can't convince me otherwise.

Don't worry because you imagine you are not what is termed a "popular fellow." The "good fellow" of a party is generally the very last man who could run a tour successfully. He has to spend too much time in keeping up his popularity, and neglects the more important matters. The man who says less, but thinks more, is the man to be depended on to see to matters. He may not be "popular" in the common acceptance of the term, but the party soon come to rely on him to see to things, and when he lays down the law they don't "kick." What friends he does make, are good ones. If you are like me, you will find much of your pleasure in seeing the affair running all right. I've often, when on a tour, taken great pleasure in the knowledge that the affair was of my originating, that it was I who caused all these good fellows to come from all over the country, and for a fortnight, join together in one common object. I don't think this is vanity; in fact I much dislike being prominent in the party; it's more fun to keep behind the scenes, and pull the wires that direct the whole affair. Then, when it's all over, it's a great satisfaction to know that the whole affair was of your creating, and you will have increased respect for your own ability. If you run this tour successfully, it proves you to have ability, and in any event it's mighty good practice, and makes you able to fight your way in the world. You get plenty of chances to study human nature in an affair of this kind, and that in itself is a good deal."

W. E. Fuller, of Brooklyn, New York, has been appointed bugler for the trip, and the list of roadmasters is nearly complete.

M. W.

#### THE CENTURY CHAMPIONSHIP ROAD RACE.

TWO WICKED WHEELMEN OPEN A BOOK ON THE BANNER EVENT.

St. Louis, Mo., March 18.

EDITOR WHEEL.—The last issue of the *St. Louis Spectator* contained a paragraph to the effect that I have opened a betting book on the World's Championship Road Race, and taken said race into the pool room. This assertion I write to you to contradict, as I have not only not opened such a book, nor taken said race into the pool room, but am in no way interested in any such scheme, nor do I expect to be. The entire thing is a fabrication, based upon the fact that a non-cycling writer on the *Globe-Democrat* foolishly credited the betting book published in the March *American Wheelman* to me. The book itself is a reality, but it is merely a private book, made out by two cyclers who have a fondness for a little betting; and I have no more interest in same than has Mr. Hicks, of the *Spectator*. But how gladly the *Spectator* man picks up the chance to stab at me, not even troubling himself to step around the corner to my office to inquire if the *G. D.* report was true! To-day, I am told, he is circulating around town with a sort of petition for cyclers to sign, denouncing the race that has thus been contaminated by the presence of a betting book.

O, ye pitying gods, what poor milk-and-water mortals some of these people be? Never before has there been a road race anywhere that amounted to enough to warrant the appearance of a betting book; but now that St. Louis has one, what holy horror fills the soul of the religious editor—the Sunday-school scholar, and the tender darling who still hangs on to the nurse's apron-strings with one fearsome hand?

Maud S. and the rest of the flyers should be kept in their stalls for fear some one might bet on or against their ability, should they be put upon the track. Our fast yachts

should be neglected for ones of wider beam, for the same reason, and the latter used to air such tender human plants as the writer aforesaid. And I—well I suppose I ought to declare the World's Championship race "off," because speculative cyclers are already beginning to back their opinions as to who will finish first with the ringing or rustling currency of Uncle Sam.

"What fools these mortals be?" was true in Shakespeare's day, and it is true to-day. The fools are like the poor: they are with us always, and, so, I suppose, I must rest content, that is, as long as their actions are not of too personal a nature, as they have been in this instance.

The road race will take place this year, as it did last, in spite of their opposition, and it will be a still bigger success than it was last April, when the unanimous opinion was that the two days' outing in Pike country were the happiest and jolliest days traced on the tablet of each participator's memory.

Fraternally yours,

L. S. C. LADISH,

Editor *American Wheelman*.

#### THE INTER-CLUB TEAM ROAD RACING ASSOCIATION.

The report of the late meeting of the Inter-Club Team Road Racing Association, which was sent us by the secretary, was unfortunately overlooked, but as no full report of the meeting has been published, we give it light, even at this late date.

The meeting was held Saturday evening, March 5. The election of officers, which was the first business of the evening, resulted in the selection of the following gentlemen: President, E. J. Shriver, N. Y. B. C.; Vice-Pres., F. S. Miller, Union County Wheelmen; Secy.-Treas., M. L. Bridgeman, K. C. W.; Executive Committee, C. H. Luscomb, L. I. W.; W. D. Edwards, H. W., and G. C. Pennell, E. W.

The following amendment to the Constitution, designed to make the Championship Road Race, local Constitutionally as well as in spirit, and to avoid the trouble experienced last Fall, was then put and carried:

"Every man competing must have been, for a period of at least three months previous to the race meeting in which he competes, an active member, in good standing of the club he represents, and have been a bona fide resident of the district embraced within the limits of this association, as defined by Article III., Section 2, of the Constitution."

The Kings County Wheelmen, whose team won the trophy in the last race, and were therefore Constitutionally privileged to select the course for the next race, declared in favor of the Irvington-Milburn course. The race will take place May 30. The meeting then adjourned.

#### THE PLEASURES OF CYCLING.

We have been favored by Messrs. Illiffe & Son, Coventry, England, with a copy of "The Pleasures of Cycling," as set forth by A. J. Wilson, and illustrated by George Moore. It is a delightful portrayal of the objects and advantage of cycling, and appeals especially to the non-wheel public. There are nine chapters, as follows: Why Cycling Captivates; The History of Cycling; My Experiences of Safety Bicycling; The Utilitarian Aspect of Bicycling; Cycle Racing; Curiosities of Cycling; A Charming Tandem Spin, and The Literature of Cycling.

The innate love of rapid locomotion and good effects of the exertion required to produce that locomotion are given as the rea-

sons why cycling captivates. The history of cycling is accompanied with various instructive illustrations. First we see a long-legged individual in a high collar, straddling a three-wheeler and propelling himself by pushing the earth behind him. Then we are shown the various mounts which appeared from time to time as improvements on wheels that had gone before, until, by a system of wheel evolution, we arrive at the wheel of to-day. All these are illustrated and written in like comprehensive fashion, and the several full page illustrations are admirable. No doubt the book will induce a large number of people to take to wheels. It is a question whether it would not pay the Wheel Board of Trade to bring over from 10,000 to 100,000 of these books, and distribute them to wheelmen as proselytizing hand-books. Two peculiar facts are worthy of note. The first is: That the Overman Wheel Company have a page advertisement in the book, an admirable piece of enterprise; and secondly, Faed has not yet discovered that THE WHEEL has got the lead, and has deposited it with a safe deposit company.

#### THE FIRST CLUB HOUSE IN CANADA.

The Toronto Wanderers' Bicycle Club have secured property on Wilton avenue and Victoria street, for their new club house. The house building is a handsome specimen of architecture, and will make capital club quarters. It has a large frontage on Wilton avenue, and a depth on Victoria street of eighty feet. It is a brand new house, and is hardly yet finished, although the club intend to hold their house-warming about the first week in April. The outside appearance is very striking, and it makes a pretty picture, with its balconies and finishings. Inside everything is of the best, and the furnishings are expensive and elegant, hardwood of the best quality extensively used. Plate and stained glass windows are in every room, while large walnut fire-places, with mirrors and tiles, will be much admired. The house is fitted with speaking tubes and bells, and at the rear, a wheel-house will be built. The club intend to put some \$1,500 into furnishing it in a becoming style.

In the basement will be a bicycle gymnasium, locker room and furnace. On the first floor will be a parlor, reception room, dining room, secretary's office, kitchen and refreshment room. On the second floor will be a large billiard room, suitable for two tables, reading room, bath and card rooms; and on the third floor, two sitting rooms and the steward's room.

The Wanderers feel proud of their new house, and also of the fact that they have the lead on any other Canadian club, in giving its members the first purely bicycle club house in the Dominion. The expenditure will doubtless be great, but the club is in a position to cover even their outside estimate, and have not gone into it without the experience with which they have kept open club rooms for the past five years, and they have never been in debt in their history.

TORONT.

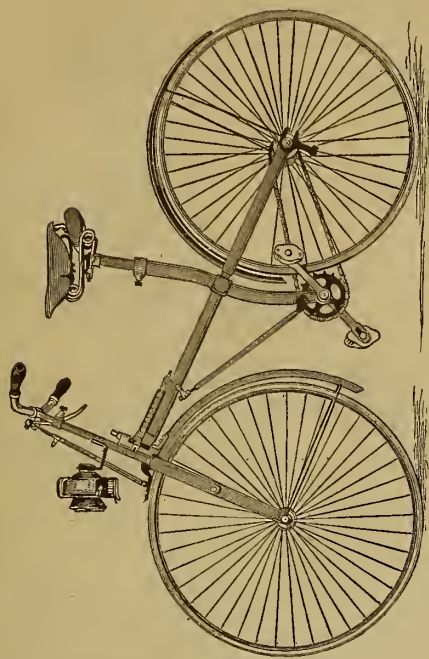
The Columbia 1887 tandem will arrive at the Pope Co.'s Warren street depot to-day. Doubtless a large number of wheelmen will drop in to examine it.

Call at 12 Warren street and examine the Columbia Shoe.



## THE CUNARD SAFETY BICYCLE.

IMPORTED BY D. ROGERS & CO., 75 CLINTON AVE., NEWARK, N. J.



The Cunard Safety Bicycle is of that now popular pattern known as the "Ivel" type, having two equal-sized wheels, 30 inches in diameter, and driving the rare wheel by means of an endless chain. A most distinctive feature of this machine is the application of Gibbons' Patent Automatic Steering Apparatus, by the use of which all strain upon the arms is entirely obviated, and the principal objection against this type of machine is removed, this apparatus rendering the machine much easier to ride and steer. As will be seen from the above cut, it has a well-braced single cross frame, provision being made for taking up the slack in the chain by a longitudinal slot in the extreme bends of the rear forks, thereby securing great rigidity in that part of the machine subjected to the greater strain, which latter is also provided against, by an improved crank-bearing of great strength and width. The brake is of the spoon variety, and very powerful, the lever controlling the same, closely following the handle-bar, and the connections of the various parts being so arranged as to give direct pressure on the tire, without any lost power. The saddle and handle-bars (the latter being hollow and well bent back at their extremities) are adjustable in height to suit riders of 46in. to 60in. bicycles, and Harrington's Cradle Spring is found to be the best adapted to this type of Safety. The forks are full-section elliptical hollow steel tubing. The bearings throughout are on the famous Bown's universally-adjustable principle, same as are used on all varieties of Cunards, and the machine is geared to 57 inches, obtaining the maximum speed with the minimum labor; and as a hill-climber this machine is unsurpassed. Both wheels are fitted with mud-guards, effectually guarding against splashing, and a neat lamp bracket protrudes well forward on the steering post.

Finish: handle-bars, seat rod, hubs, cranks, brake, and all mountings, nuts and bolts, plated; the balance enamelled in three colors. Price, \$135.

## A CHAT WITH JACK KEEN.

[*Bicycling News.*]

"Now, John," says Mr. Callan, let's have some of your experiences." "And begin at the beginning, if you don't mind," puts in our representative, as he lolls back in his comfortable arm-chair, and watches the thin blue wreaths of smoke as they float upwards. "Let me see, I began to ride in 1869. Well, two years before that my eldest brother and I (he is in Rudge's place, up in Coventry now) made a four-wheel velocipede; but it was hard work riding it, and it weighed about as much as a traction engine. Then, when the French bicycles came up in 1869, I made one, a thirty-eight inch, and taught myself

to ride. It wasn't a very grand machine, and I heard a little time back that it was sold for half-a-crown. I wouldn't mind giving a good many half-crowns to get it back. Pretty soon after that I began to race." And then the ex-champion names some of his races, describes the machines he rode, muses over other men of the old brigade, giving our reporter matter sufficient for an interesting article, which may be looked for in a week or two. "I have been to America three times. Perhaps I shall go again. I like the Americans. They are a nice sort of people, only you musn't take any notice of what they say to you when you have just beaten one of their favorites. In 1873 I went to France, and through Paris to Lyons. It was the time they were moving the soldiers about, and I was cramped up in a narrow carriage for sixteen hours, and had to race next day. Jimmy Meares and Dan Rudge were with me, but Jimmy was artful, and got under the carriage seat, and was fresh as a lark when we arrived at Lyons. He was a good 'un to go, was Jimmy. His right name was Moore, only he liked to be thought a Frenchman, so he altered it. He beat me a good many times, but I think I had the best of him altogether. I remember the times when the *Bicycling Journal* was alive. It was started by a man named Garratt. He had been a doctor at Brighton, but he left, and came up to London, where he started the *Journal*. He was a rum fellow, and is in a mad-house now, I believe." "Remember anything special about Cortis?" "No, I can't say I do. He was a nice young fellow, and was always about with me when he first started riding. We raced against each other, and I beat him three times out of four, and I think he was rather raw about it; not on account of my beating him, but because his father, who had never seen him race before, asked him why he did not sit up like me and win, instead of keeping his nose on the wheel all the time." We sit chatting so long we almost forget about the half-finished "Water-cycle," and then, just as Jack and Mr. Callan are leaving the cosy hearth, Bradley Keen comes in, and our representative takes "him on."

## WOODSIDE ON HIS NATIVE HEATH.

When the train conveying the American team arrived at Colerane, Ireland, a number of "Woody's" old friends and school-fellows met the party. The meeting between Messrs. Woodside, Sr., and Woodside, Jr., was a most affecting one. As the team rode into the town on their wheels, Temple began his trick-riding, and the people left their occupations and flocked to the side of the road to see him go through his gyrations. The "Team" proposed to remain a few weeks in Woodside's native town for rest and recreation, and judging from the number of invitations extended to them by clubs and prominent citizens of Coleraine, they will get little of the former and much of the latter.

BICYCLES IN THE FRENCH ARMY.—Mr. Louis Glasel, writing on March 1 from Lyons, says:—"Coming from St. Etienne to Lyons last night I found myself in the railway carriage with a superior officer of the French Army. The course of conversation led to the subject of cycles, and he told me he was secretary to General Boulanger, and that he had on the previous day seen about twenty-four young corporals of the first class who came riding on bicycles to present themselves to the Minister of War. He further said that General Boulanger had found that bicycles were most useful instruments for the army, especially in case of war, to transfer telegrams and urgent letters and communications. The cavalry department of the army would not have to provide so many horses, and of course would save a lot of money as well as time. It is said also that the German Army will experiment with cycles, and I have no doubt they will find them as useful as the French Army has done."—*The Cyclist*.

## WHEEL NEWS STANDS.

Vesey St. and Broadway, St. Paul's Church.  
Astor House, Broadway side.  
Park Place, Sixth Ave. "L" Station.  
Brooklyn Bridge Entrance.  
Chambers St. and West Broadway.  
Chambers and West Streets.  
Murray and West Streets.  
Barclay and West Streets.  
Cortlandt and West Streets.  
Wall and Nassau Streets.  
Broadway, No. 71, "L" Arcade.  
Fulton and Nassau Streets.  
Fulton and South Streets.  
Park Place, No. 23.  
Cortlandt Street, No. 45.  
59th Street and Ninth Avenue, next Ixion Club.



SINGER'S VICTORIA SIX-IN-HAND.

No. 4, Mr. Geo. Lacy Hillier.





THE SPECIAL STAR.

From the advance sheets of the H. B. Smith Machine Co.'s catalogue, we present the following cuts of the Special and Pony Stars. This catalogue contains a complete history of the Star, with plates and descriptions of the different parts of the machines, as well as of the completed wheels, with prices of each style, extras, sundries, etc. The Special Star is on the lines of the Semi-Racing Star, except that the seat spring is provided with an oscillating spring at the front end, while the other end is hinged on a hardened steel bearing, that will admit of a fore and aft motion. The bearing on the front end of the seat spring is also on a steel bearing, while the oscillating spring is clamped firmly to the upper stay-rod of the frame. The rider being thus suspended between springs which admit of this compensating motion, can go over the roughest of roads as if sitting in a cradle—or rather, the rider sits still, while the machine oscillates under him. It is medium weight, and strength has not been sacrificed for lightness, nor durability for cheapness.

A condensed description of the other fittings of the machine is as follows: New "Special Brake" fitted with long easy seat spring; improved Kelly saddle; handles of solid vulcanite black rubber; steering bar of weldless steel tubing carefully tempered; semi-hollow front fork, forged of solid steel, and brazed to steering bar. Bar and Fork greatly strengthened this year; frame is in solid halves; levers are seamless hollow tubing, hardened and provided with adjustable cones at the hinged ends; pedals plain, and faced with corrugated rubber; plain bearings to large, cone bearings to front wheel, with provision for lateral adjustment. Spokes direct, except spokes of large wheel, which pass through the hub flange and into round-seated case, hardened nuts, which greatly reduces liability to breakage. The spindle is secured in the frame by jamb nuts that will not work loose. The prices of the Special Stars, depending on style of finish range as follows: 48 inch, \$107 to \$112; 51 inch, \$112 to \$122; 54 inch, \$117 to \$127.



THE PONY STAR.

## THE PONY STAR.

The Pony Star, which belongs to the dwarf family, may be made on the lines of the American Semi-Racing, Special or Racing Star. The machine is furnished with vulcanite handles, Kelly spring saddle, tool bag, spanker and oil-can. Weight forty to fifty pounds. The price, according to the style and finish ranges as follows: Pony American Star, \$75 to \$95; Pony Semi-Racing Star, \$102 to \$112; Pony Special Star, \$107 to \$117.

## TAKE IT AWAY.

Take, oh, take that trike away,  
That so sweetly woo's me on,  
I will ride some other day,  
When the cold cold ice has gone,  
When the bright days come again  
Then you'll woo me not in vain.

Hide, oh, hide those heaps of snow,  
Better far were rain and mud,  
Cease, oh, nor'-east wind to blow,  
Freezing blasts that chill my blood.  
Yet, my jigger bring again,  
Ride I must, or live in vain.

W. T. H., in *Tri. Journal*.

## ANNUAL ELECTIONS OF THE CITIZENS' CLUB.

A large percentage of the Citizens' membership crowded the club parlors last Monday evening, to attend the annual meeting of the club. After the official business of the evening, which was the election of officers, the elect "set 'em up" in the wheel room, where the members had a dine, after which they adjourned to the parlors, where a musicale and grand sing was enjoyed.

The balloting resulted in the selection of the following gentlemen: President, John C. Gulick; Vice-President, N. M. Beckwith; Treasurer, A. E. Paillard; Secretary, Knight L. Clapp; Trustees, Wm. C. Frazee, W. H. Book, Simeon Ford, R. Nelson and A. E. Faulkner; Captain, T. C. Smith; 1st Lieut. Geo. A. Paillard; Lieut. of Tricyclers, Geo. Martin Huss; 1st Color Bearer, William Schachtel; 2d Color Bearer, Edward Tryon; 1st Bugler, E. A. Hoffman Jr; 2d Bugler, F. C. Thomas; Surgeon, Dr. J. S. Aitkin. Several new members were admitted. A number of Seventh Regiment "boys" dropped in and participated largely in the post-balloting festivities. The feed was served by Mazetti.

W. H. Rhodes will push the Victor this season as usual.

The Wheel Board of Trade is doing good work in weeding out the frauds in the wheel business. All the makers and importers of high grade cycles are members of it.

A sale of a large number of shares of the unpaid stock of the New Jersey Cycling and Athletic Association, will be sold at auction, April 4th, at Oraton Hall, Newark, N. J.

AND HOWARD OUGHT TO KNOW.—*The Wheel* has improved wonderfully of late under the able management of Editor Prial. It is now well entitled to a position in the front ranks of cycling journalism. The policy of the old management was sufficient to keep any paper down.—*Boston Globe*.





# ·THE·TUXEDO·SUIT·

FOR

LADIES AND MISSES.

A COMPLETE COSTUME OF ORIGINAL DESIGN, NOVEL, ELEGANT AND GRACEFUL, CONSISTING OF CAP, BLOUSE AND SKIRT, FULL FASHION, KNITTED OF THE FINEST WORSTED MATERIALS, MADE IN A VARIETY OF COLORINGS, AND IN PATTERNS TO MATCH THROUGHOUT.

FROM ITS TEXTURE IT IS ESPECIALLY ADAPTED FOR LAWN TENNIS, YACHTING, ROWING, GYMNASIUM, THE MOUNTAINS, AND ALL ATHLETIC AND OUT-DOOR SPORTS.

FOR SALE ONLY BY

JAS. McCREERY & CO.,

BROADWAY AND 11TH STREET,  
NEW YORK.

[OVER]



**I**N EXPLANATION we would state that these truly beautiful Costumes are "regular knit," of the prettiest contrasting colors only, and no pains have been spared to produce what we deem to be a

## PERFECT ARTICLE.

The most popular colors in which these Costumes are being made, are :

Navy Blue, with Stripes of Scarlet.

Navy Blue, with Stripes of White.

Royal Blue, with Stripes of White

Royal Blue, with Stripes of Scarlet.

Cream White, with Stripes of Blue.

Cream White, with Stripes of Black.

Silver Gray, with Stripes of Blue.

Black, with Stripes of Orange, etc., etc.

The Skirts are made **AMPLY FULL**, and gathered in the back.

The Sizes are 30, 32, 34, 36, 38 and 40, Bust Measure. The price of Suits, including Cap,

**\$20 EACH, SASHES \$2.50 EXTRA.**

When ordering, simply state the Bust Measure and Color desired.



## IMPORTANT ANNOUNCEMENT.

We beg to inform the readers of this paper, and the interested cycling public, that we have purchased the patents, plant and name of the

### • LILLIBRIDGE • SADDLE, •

and will henceforward manufacture it at our factory. All the contracts undertaken by Mr. Lillibridge, will be carried out by us, and as formerly, the Saddle will be constructed so as to fit every make of machine. The retail price of Five Dollars will also remain the same.

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

#### ODDS AND ENDS.

The *American Wheelman* for March, is enlarged to forty pages, much of which is interesting reading matter.

Outing for April improves a bit from the wheeling standpoint. Poor, old Geronimo, whose mishaps and meanderings have palled upon the reader for some months, is either killed off or mairred off, we don't know which. Tom Stevens continues his always interesting "Around the World" papers, Mr. Orange Fraser supplies "A Bicycle Incident," and Mr. Buxton West contributes a poem on "Bicycular Gallantry." This array of wheeling matter is an improvement we heartily welcome, in what may once again be the wheel magazine *par excellence*.

The Scribners will publish Stevens' book next month. Look out, Karl Kron; you have had four years start; don't let the Circumteureanean bicyclator beat you in the finish.

The New York Bicycle Co. sold ten wheels last week, of the list advertised in our For Sale and Exchange column. This is a significant fact.

Messrs. Devlin & Co. are busy with the uniforms of the Citizens' Club, Long Island Wheelmen, Ilderan B. C. and a number of other local clubs. They furnished the full dress uniforms for the Seventh and Twenty-Third Regiments, two of the best dressed commands in this country.

D. E. Hunter has opened a depot at 6 Dodge street, Lynn, Mass., for the sale of "Singer Cycles," which are greatly improved for 1887.

#### ANNOUNCEMENT.

### MR. THOMAS STEVENS,

The famous Bicyclist, will deliver the first Lecture descriptive of his wonderful travels, entitled,  
"AROUND THE WORLD ON A BICYCLE,"

AT THE

**BROOKLYN ACADEMY OF MUSIC,**

**Saturday Evening, April 16, 1887.**

This will be Mr. Stevens' only Lecture in this vicinity this season.

The sale of Tickets will commence on April 4th, at CHANDLER'S, 172 Montague Street.

Admission, 50c. Reserved Seats, 75c.

## COLUMBIA BICYCLE SHOE.

Lightest and Best on the Market.

BLACK LEATHER,

\$4.00.



Columbia Bicycle Shoe

RUSSET LEATHER,

\$4.50.

Boys' Bicycles, \$25 to \$90.

Columbias, \$75 to \$150.

PURCHASERS TAUGHT GRATIS IN OUR SCHOOL.

### COLUMBIA TANDEM Ready.

Full line of Second-hand Wheels. A few Rink Wheels at an exceedingly low figure.

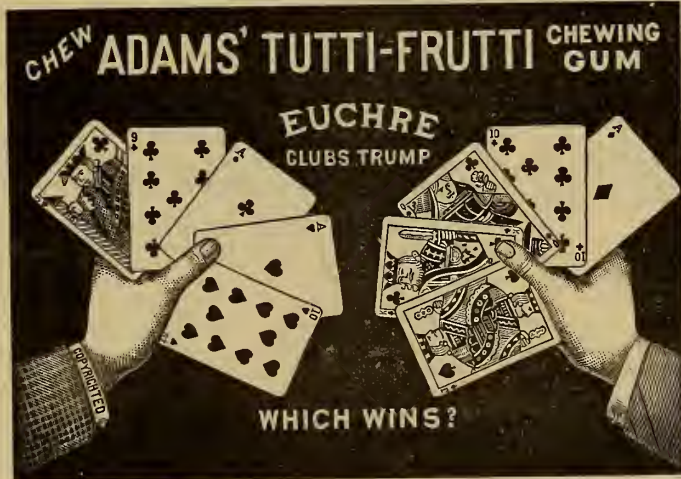
Cabinet Photographs of all the celebrated Racers and Racing Tracks.

12 WARREN ST.,

**POPE MFG. CO.**

NEW YORK

#### WHAT IS SAID OF IT.



Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst*. Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst*. Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

#### AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chichapoti) consequently it is a purely vegetable substance.

It is a guardsman to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World*.

It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it co-operates with the other fluids in the digestive tract in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

R. OGD. DOREMUS, M.D., LL.D



A LEADING PIANO HOUSE.

Almost immediately after the birth of the now great firm of Sohmer & Co., in 1872, came the memorable business depression of a year later. This fatal year proved the disastrous ruin of many long-established firms, but when the sun burst clear once more above the clouds of business panic this young firm came out unharmed. This house, which now occupies a separate and absolutely unique position in the piano trade, was striving manfully without pretense to supply instruments of strength, durability and unsurpassed musical qualities. And it was not long before the critical patrons of other establishments recognized the merits of the young firm and the Sohmer piano had gained its merited fame. From a limited production of four pianos the business rapidly outgrew its bounds, until now no less than forty beautiful instruments stand ready



for shipment each week. To keep pace with the ever-growing demand an enormous factory has been built in Astoria, L. I., occupying 250 feet of the river-front, facing Eighty-fifth street, New York, while the great salesrooms number from 149 to 155 East Fourteenth street. Around this six-story giant of masonry has grown up a little village of workmen. Here they labor and here they have their homes, under the shadow of the great industry which earns a livelihood for hundreds of men. Scattered through the town are the various auxiliary workshops which have been added as the pressure of business increased. It is at Astoria that the famous Sohmer pianos are made. They combine a rich, pure tone of great volume and rare quality with a delicacy and sympathetic responsiveness of touch seldom found in other instruments. This is especially true of the Bijou Grand—the smallest grand piano ever made—which has already alone earned a proud reputation for its makers. The history of this firm in later years and the wonderful durability, combined with perfection of tone and touch of the square, upright and grand pianos, are known to hundreds of musicians and in thousands of homes all over the world, while the collection of prize medals from scores of exhibitions attest the indorsement of the ablest critics.—*New York World.*

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Twenty-five Words, - - - Fifteen Cents.  
Two Insertions, - - - Twenty-five Cents.

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A RARE CHANCE.

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The Wheel and Recreation, . . . . .	1.00
American Wheelman, . . . . .	.50
Wheelmen's Gazette, . . . . .	.50
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THE CELEBRATED

PIANOS. **SOHMER** PIANOS.

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

Nos. 149 to 155 E. 14th St., New York.

The Plaint—  
"O Luna dear  
With thy light clear  
Pray lighten my distress.  
I weep and sigh  
Each day for I  
Can't buy me a new dress."

The Reply—  
"You are absurd  
Have you not heard  
Lewando can dye dresses  
So that they'll do  
As well as new?  
That secret he possesses!"

LEWANDO'S FRENCH DYE-HOUSE

GOODS CALLED FOR AND DELIVERED FREE.

SEND FOR PRICE LIST.

Every Variety Fine Dyeing & Cleansing.  
**LEWANDO'S**  
French Dyeing and Cleansing Estab.,

5th Ave., cor. W. 14th Street, }  
731 6th Ave., near 42d Street, } NEW YORK.  
276 8th Ave., near 23d Street, }  
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**SHEA,**  
The Clothier, COR. BROOME  
AND CROSBY STS.  
MISFITS FROM BEST TAILORS AT ONE-HALF  
PRICE. ALL WINTER CLOTHING RE-  
DUCED 20 PER CENT.  
ESTABLISHED 19 YEARS.  
DRESS SUITS LOANED.

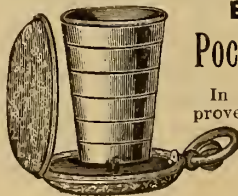
BICYCLING CELEBRITIES.  
Do you want a splendid photograph of  
**THOMAS STEVENS?**

We can furnish it to you just taken, Cabinet size, or 11x14. We have also a fine line of well-known cyclists, including Woodside, Morgan, Higham, Shock, Prince, Hardwick, Snyder, Armaido and Savage, the Minnesota Champion—Amateur.  
A dozen others, also.

Prices: Cabinets, 25c. Each.  
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**EVERYBODY'S**  
Pocket Drinking Cup,

In nickel-plated watch case, im-  
proved for 1887, and price reduced  
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CHOICE SECOND-HAND WHEELS CHEAP.

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| No. 1. 50 in. Standard Columbia, enameled, brand new tire, good order. Cost, \$90.00.   | \$30.00  |
| No. 2. 54 in. Standard Columbia, full enameled, ball bearings, dropped bars, excellent order. Cost, \$105.00.   | 62.50    |
| No. 3. 52 in. Standard Columbia, enameled and polished, ball bearings, in excellent order, little used. Cost, \$100.00.   | \$55.00  |
| No. 4. 48 in. Standard Columbia, full enameled, good order. Cost, \$87.50.  | \$32.50  |
| No. 5. 48 in. Expert, nickeled and enameled, balls to both wheels, brand new tire, excellent order. Cost, \$125.00.   | 75.00    |
| No. 6. 50 in. Expert, full nickeled, Kirk saddle, dropped bars, brand new tire, excellent order. Cost, \$137.50.  | \$85.00  |
| No. 7. 55 in. Columbia Light Roadster, all nickeled except rims, 1886 pat., double grip ball pedals. A 1 order. Cost, \$150.00.   | \$110.00 |
| 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  |
| No. 10. 36 x 54 in. Kangaroo, enameled, with nickeled parts, dropped bars, excellent order. Cost, \$130.00.   | \$80.00  |
| No. 11. 38 x 51 to 53 in. Rudge Safety, enameled, with nickel trimmings, balls all round, A 1 order. Cost, \$140.00.  | 95.00    |
| No. 12. 52 in. Victor, standard finish, balls all round, A 1 order. Cost, \$127.50.   | \$90.00  |
| No. 13. 50 in. American Rudge, enameled and nickeled, cow-horn bars, excellent order. Cost, \$110.00.   | \$87.50  |
| No. 14. 52 in. Rudge Light Roadster, enameled and nickeled, 1886 pat., little used, A 1 order. Cost, \$152.50.  | 110.00   |
| 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. 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  |
| No. 23. 44 in. Otto Special, polished and bright, excellent order.  | \$17.50  |
| No. 24. 32 in. Petite Tricycle, for child, rubber tires.  | \$15.00  |
| No. 25. 52 in. Standard Columbia, half enameled, latest pattern, K. O. R. lamp, H. O. T. alarm, good as brand new. Cost, \$105.00.  | \$70.00  |
| No. 27. 55 in. Rudge Light Roadster, standard finish, Butcher Cyclometer, excellent order. Cost, \$165.00.  | \$95.00  |
| 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, Littlebridge 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 Crimper 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. Columbia Expert, half nickeled, 1886 pat., A 1 order.  | \$100.00 |
| 51 in. Star Light Roadster, hollow frame, rims and levers, tangent spokes, roller and ball bearings, spade handles, good as new, built to order. Cost, \$160.00.                                    | \$125.00 |
| 51 in. Columbia Light Roadster. Nickeled excursions. D. G. Ball pedals. Fish Saddle; in A 1 condition. Price  | \$110.00 |
| 58 in. Expert, full nickeled, Kirk Saddle, C. H. Bars, '85 Pat. Tire in good shape. Excellent condition. Cheap.   | \$90.00  |
| 56 in. Victor Standard, finish, ball all around, Tire excellent. Wheel in A 1 condition.  | \$90.00  |
| 52 in. Expert, full nickeled, Kirk Saddle, Drop Bars, Tire good finish, excellent A 1 condition.  | \$85.00  |

SECOND-HAND LAMPS, BELLS, CYCLOMETERS, ETC.  
CHEAP.

The above is only a partial list of our present stock, which is increasing every day. Be sure and have latest list before purchasing elsewhere.

We have a large number of machines on our Register, and if you cannot find anything in above list to suit, let us know what you want, and about the price you wish to pay, and we will fix you out to your entire satisfaction.

NEW YORK BICYCLE CO.,

General Agents for all the best Makes,  
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# We have a fine lot of Second-Hand Wheels

MANY FULLY EQUAL TO NEW AT LOW PRICES,

Call or Send for List.

Specialty in Exchanging Second-Hand Wheels for

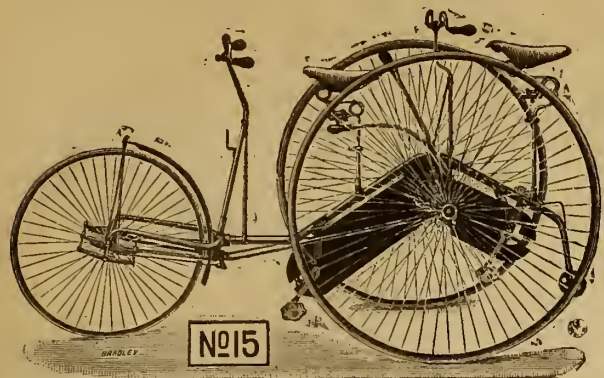
New COLUMBIAS, NEW RAPIDS, NEW MAILS, QUADRANTS,  
SPARKBROOKS, STARS, VICTORS, or any other make

WE ARE SOLE AGENTS FOR NEW YORK OF THE

NEW RAPIDS, QUADRANTS, AND SPARKBROOKS.

**New York Bicycle Co., 38 Park Place, N. Y.**

Harlem Branch now open—124th St. and 7th Ave. Renting, repairing, storing.



## FOR SALE, EXCHANGE, WANTS.

**48 INCH VICTOR**, 52 inch Standard Columbia, 52 inch Expert, 52 inch Am. Rudge; all kinds and sizes of Star bicycles, second-hand; VERY CHEAP. *Don't miss this chance.*

W. I. WILHELM, Reading, Pa.

**52 INCH** Standard Columbia a big bargain full enamel Ball Pedals, no signs of use, in fact, new, only \$65.

W. I. WILHELM, Reading, Pa.

**WANTED TRICYCLE.** Must be first class and cheap. Address R. H. BROOM, Storm Lake, Iowa.

**FOR SALE.**—56-inch Columbia Expert. All nickeled. New, been ridden about five miles. Address, G. W. BOHDE, 105 W. 48th Street.

**FOR SALE** 52 inch Full Nickled Expert Bicycle. \$90.00. 38 inch Rudge Safety Bicycle, \$90.00. Rudge Rotary Tandem Tricycle, \$125.00. JOHN LONG, 56 Worth Street, (Room 5), New York.

**SALE OR EXCHANGE.** 54 inch Coventry Ball Bearings. S Enameled, \$50.00, also 48 inch Cornell Nickeled, Ball Bearings, Cowhorn Handle-Bar, \$80.00. Both first class condition.

J. H. MELLOR, 387 Third Street, So. Brooklyn.

**A SPECIAL BARGAIN.**—One 52 inch American Rudge all nickle except wheels, cost \$122, not run five miles, exactly like new, only \$73, too small for owner, write to W. I. WILHELM, Reading, Pa.

**BARGAIN:**—New 56 inch full nickled Expert Columbia 1886; cow-horn bars, ball pedals, swing spring, only ridden a few miles, and in splendid condition, cost \$160. Will sell for \$110. Good reasons for selling. Call or address, C. S., 225 Palisade Ave. Jersey City, N. J. 3-25

**ANOTHER BARGAIN.**—A 54in. American Star dropped Bar, Spring Saddle, Tool bag and power traps, only \$30. W. I. WILHELM, Reading, Pa.

**FOR SALE.**—Expert Columbia 54 inch, 1886 pattern full nickeled, excellent condition. CHAS. J. EARLE, 245 Harrison St., Brooklyn. 3-25

**54 INCH** Columbia Standard, parallel bearings, long handle-bar, in excellent condition, not much used. Tools and bag, \$40.00. C. L. KNEISELY, Woodstock, Va. 3-25.

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

**52 EXPERT**, backbone forks and rim enamel balance. nickel straight bars: in good condition. Price \$75.00 NEW YORK BICYCLE CO., 38 Park Place.

**48 NEW MODEL STAR**, 3/4 nickel balance, enamel ball front, hollow lever power traps. New last season. Price \$100.00. NEW YORK BICYCLE CO., 38 Park Place.

**48 AMERICAN STAR**, nickeled and enameled power traps, rocking pedals, drop bars. Price \$55.00. NEW YORK BICYCLE CO., 38 Park Place.

**A 54 inch Harvard Special**, ball-bearings, cost \$145.00 with gong and lamp, to exchange for a 52 in. Expert. Address, W. C. BORCHSENUS, Baldwin, Wis.

**NEW TRICYCLE** for sale, only \$65.00, write to W. I. WILHELM, Reading, Pa.

**QUICK!** 52 inch Victor, good as new, newly enameled and nickeled, \$80.00. 52 inch Rudge Roadster, new; nickeled, \$95.00. 54 inch Expert, A 1 condition, \$90.00. All with ball-bearings. Who speaks? CROWTHER & POTTER, Reading, Pa.

**56 INCH** Standard Columbia, great bargain. Nearly new, has ball-bearings, two saddles, and is in absolutely perfect order. Price \$58.00. Installments taken. Reduction for cash. Address, E. G. STUBBS, St. James' Church, Cor. Madison Ave. and 71st Street, N. Y. 4-15.

**FOR SALE.**—\$100. 54 inch Rudge Light Roadster, Spade handles, Kirkpatrick saddle, Lakin cyclometer, run one season, scarcely any wear on tires: perfect order. Also for \$120.00, 53 inch 1887 Columbia Light Roadster, Spade handles, never used. Lock Box, Holyoke, Mass.

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*And expense, send your machines now; we are prepared to do repairing cheaper and quicker now than ever before.*

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**FOR SALE.**—A 50 inch "Rudge Light Roadster" in A 1 condition, ball-bearing and pedals. Price \$90.00. Reason for selling, too small, for particulars, address, "BICYCLE," Box 1016, Middletown, Conn. 4-1

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**FOR SALE.**—\$200.00. Humber Tandem, all ball-bearings good as new. J. C. MOTT, 118 Warren St., N. Y. 4-1

**TANDEM FOR SALE.**—Rudge Humber Tandem, good as new, with ball pedals and Lakin Cyclometer, Cost \$270.00;—price \$215.00. Address XXX, this office.



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NEW AND SECOND-HAND WHEELS IN STOCK.

Call and see the "New Mail"—the wheel of perfection.

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For the Weak, Nervous and Debilitated; How to regain Health and Vigor.

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We respectfully inform our friends and patrons that on March 1. we removed from our old stand (101 West Baltimors street) to No. 28 Light Street, (New No.) where we will continue to carry a full line of

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Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & SON, 13 G St., Peoria, Ill

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who are willing to work for the reward of success. Hallett & Co., Portland, Maine, will mail you, free, full particulars about work that either sex, young or old can do, at a profit of from \$5 to \$25 per day, and upwards, and live at home, wherever they are located. All can do the work. Capital not required; Hallett & Co., will start you. Grand success absolutely sure. Write at once and see.



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Bonbons, Chocolates, Caramels,  
ICE CREAMS AND WATER ICES  
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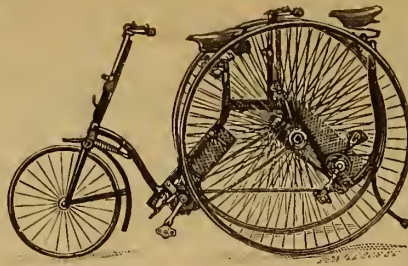
**JET BLACK.**—The best on the market, will not chip nor crack, presents a fine, jet black, glossy surface at one application.

**STEEL COLOR.**—Made to imitate steel. Used for spokes and bright parts of wheel.

**TRANSPARENT.**—Invaluable for enameling the nickel on wheels. Colorless and does not show. Price, 75 cents per bottle.

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Testimonial from W. J. Kirkpatrick, Vice-Pres. L. A. W.

SPRINGFIELD, O., January 11, 1887.

D. ROGERS & Co.

Gentlemen :—Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it might be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a *pleasure*. I have owned other tandems, but this is *the only one that was worth house room as a convertible machine*. I find it a *perfect machine*, in perfect balance, either as a single or as a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention and if asked to-day, to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be*.

(Signed) T. J. KIRKPATRICK,

Vice-President L. A. W.

**Send in your Orders and don't get left.**

**RELIABLE AGENTS WANTED EVERYWHERE.**

**CABINET PHOTOGRAPH OF ANY MACHINE 25 CENTS.**

# 305 MILES IN 24 HOURS!

## WORLD'S RECORD.

Made by ALFRED. A. McCURDY over a 50-mile course in Boston on a 48-inch Semi-Racer

✱ ✱ **S T A R** ✱ ✱

WEIGHING ABOUT FIFTY POUNDS.

The semi-annual 25 mile road race of the N. Y. & N. J. T. R. R. A., on November 2, 1886, was won by HARRY J. HALL, JR. in 1 hour 37 minutes and 12 4-5 seconds, on a 48-inch Special **STAR**. H. GREENMAN, the third man in, also rode a **STAR**

The Star is the Fastest on the road, up hill down hill.

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—MANUFACTURERS OF—

## The Latest American High Grade Wheel.

❖ ABSOLUTE PERFECTION ❖

# ❖ THE ❖ NEW ❖ MAIL. ❖

A PERFECTLY MADE LIGHT ROADSTER.

**Our Specialty: Perfection Strengthened Backbone and Forks.**

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

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

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

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

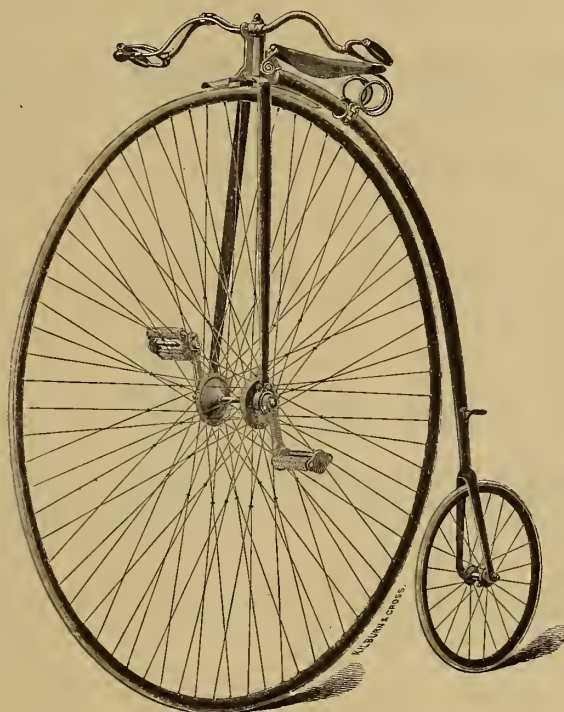
**FORKS.**—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

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**WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.**

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

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

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

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

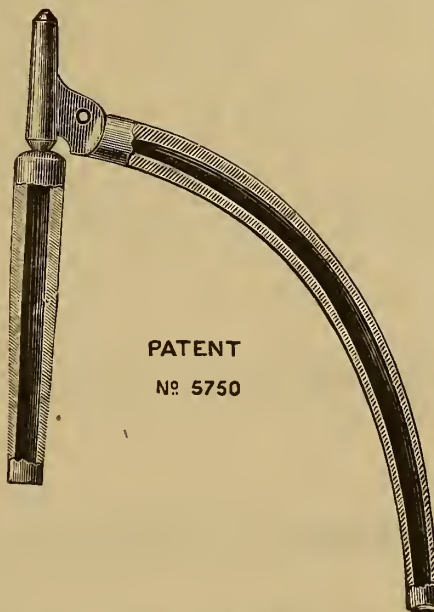
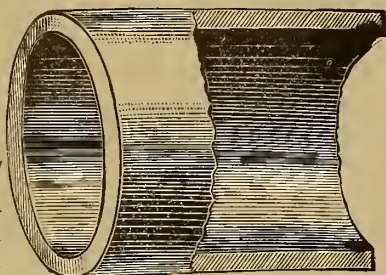
**Agents Wanted Everywhere.**

See this Wheel  
Before Purchasing.

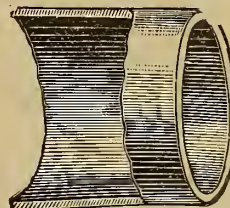
**ASK Your Dealer For It.**



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



PATENT  
No 5750



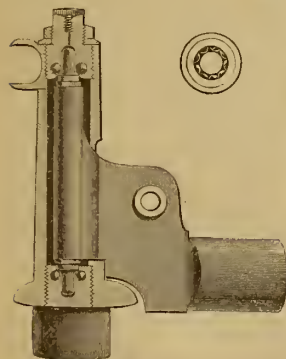
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Photograph  
OF THE

**NEW MAIL**

Sent for  
14 Cts. in  
STAMPS.



Sectional and end view of  
back fork end of Backbone.



Sectional and end view showing  
strengthened neck end  
of Backbone.

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

**CEMENTED TIRE.**

**A Superb Light Roadster.**

—SEE ONE.—

Trigwell's Ball Head. Greatest Modern Improvement.

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



From Manitoba to the Gulf of Mexico!

From Eastport to the Golden Gate!

THE MAJORITY OF WHEELMEN RIDE COLUMBIAS.



THESE ARE OUR WITNESSES:

Nine Years of hard service upon every grade of American Roads has not  
WORN OUT A COLUMBIA.



THE WORLD'S STORY  
of the road and path is a recapitulation of the  
victories on COLUMBIAS.



*It requires the Staunchest Machine to withstand the Strain of Fancy Riding.*

*It is a fact that nearly every Fancy Bicycler Rides a Columbia.*



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