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THE WHEEL

A JOURNAL OF CYCLING

AND RECREATION.

Established 1880. 12 Vesey St, N. Y.

Vol. XII.—No. 1.]

NEW YORK, APRIL 1, 1887.

[WHOLE NUMBER, 287.]

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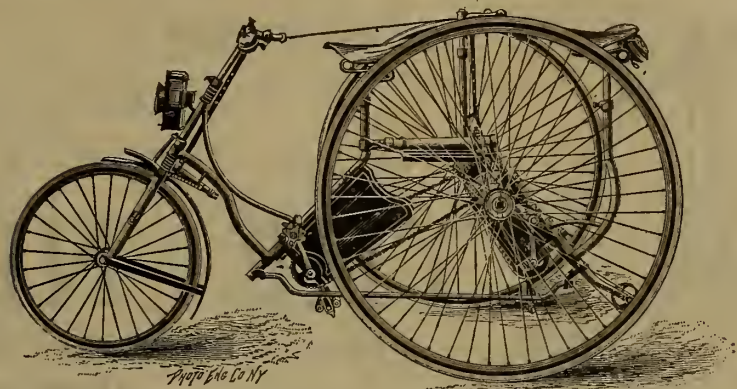
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(Signed) **T. J. KIRKPATRICK, Vice-President L. A. W.**

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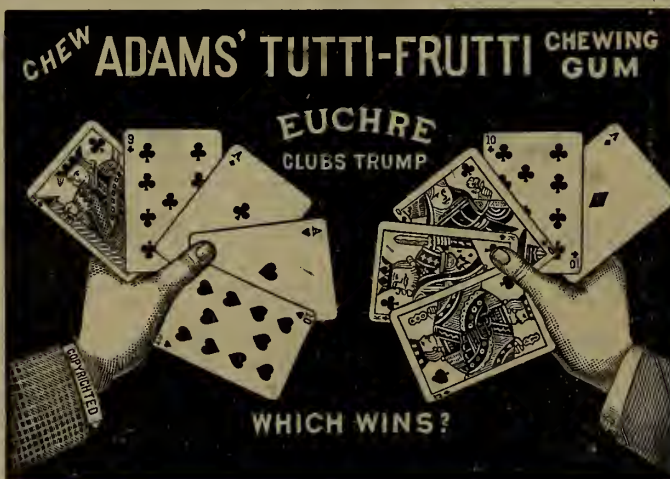
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Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst*. Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst*.

Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

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This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico-Zapotis) 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*.

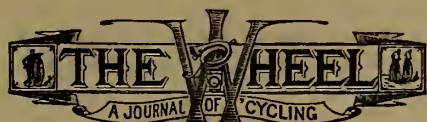
It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

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 tracts 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.

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EDITORIAL NOTES.

COMMISSIONS ON LEAGUE UNIFORMS.—In the March issue of the *Wheelman's Gazette*, appears an article entitled "League Uniforms. Chapter II, Commissions." As most of our readers are aware, two items have appeared in the *Gazette*, which the public at large have interpreted as implying that Dr. Beckwith had received commissions on the League outfit from Messrs. Browning, King & Co. At the last meeting of the Board, a Committee was appointed to investigate the charges, and obtain retraction.

The evident intention of the committee to do something is probably responsible for the article referred to. We have read it through carefully, and if it is not a complete and flounder-footed back-down, we are open to correction. It was slightly impertinent for Mr. Ducker to imply that Dr. Beckwith received commission, and to then request him to swear to his innocence. It is a procedure entirely foreign to the code. The Doctor's refusal to recognize Mr. Ducker in the matter is no more than could be expected. Mr. Ducker's refusal to answer all the questions put to him by the committee, is not likely to prejudice the public in his

favor. Altogether it appears that the statements made in the *Gazette* were entirely without foundation, and our readers will no doubt be pleased to learn that the attempt to besmirch Dr. Beckwith's character was totally unsuccessful.

We would like to call the attention of the L. A. W. cranks who wriggled and wrote threatening postal cards, whenever we honestly tried to point out the way in which we humbly thought the League should go, to the snickering, sleeve-laughing serve-'em-right policy, which certain of our contemporaries have been and are still pursuing. We do not advocate a "holier than thou" policy either in public or private, but the comparison suggested above will prove to the cranks aforesaid, that we are in the highest degree friendly to the L. A. W. interests.

Some people seem to think that Dr. Beckwith has lost his friends because his lack of business ability has been exposed. What a pretty Earth it were forsooth, if all the denizens thereon were business men. What a pack of shent-per-shent, old clo', bargain hunters were the humar race? Where then were our Carlyles, Emersons, Beechers, Lincolns, Newtons and Longfellows, none of whom drew the "business talent" prize? On the whole, we don't think the Doctor worries much over his alleged "lack."

We have decided not to give the editor of the *Prevaricator* the dressing-down he has so thoroughly earned; we have come to the conclusion that the game is not worth the powder. All honest men now see things in their proper light. As for THE COLONEL, poor fellow, whose identity we proposed to reveal, why, his burden is quite heavy enough to bear, and it were cruel indeed to add to his load.

Pressure of space prevented us commenting last week on the letter which Mr. Shriver contributed to that number. While we do not agree with the motion which Mr. Schriver made, and which was unanimously carried in the Boston meeting, viz.: The election of the President by popular vote at the annual meeting, still we think his "growl" justifiable. There certainly is a tendency on the part of the Board to abrogate to themselves more power than is given them by the Constitution; in fact, their refusal to obey the dictum of the League members was a flight in the face of Constitutional law. As Mr. Shriver so logically states, the present L. A. W. Constitution is unwieldy and not constructed for the proper government and conduct of an organization so large and so complicated as the L. A. W. We are pleased to hear that a Constitutional Committee will probably be created at the St. Louis meet, which will be instructed to entirely revise the present Constitution. It is proposed to make the State Divisions all powerful, and the national body merely a formality. The committee will report its findings to a Constitutional Convention which they will call. Now is the time for L. A. W. thinkers, statesmen, parliamentarians and codifiers to make such suggestions as they see fit, and assure themselves that they are brought to the attention of the Rules and Regulations Committee. The fact is, the League has been trying since

its inception to learn how to run itself; when this has been thoroughly understood and formulated, it is then ready for practical work and reform.

A correspondent asks us to advocate the adoption of knee-breeches for daily wear. We have written of this subject time and again, and the time is not yet ripe, if, indeed, it ever will be, for a universal return to the breeches worn by our fore-fathers. If our correspondent will only induce the Prince of Wales to sport knee-breeches, we guarantee that the fashionable youth of New York will take up the wrinkle and ultimately popularize it.

Messrs. Wells and Aaron removed—President Beckwith has removed Messrs. Wells and Aaron from their respective offices of C. C., and Representative of the Penna. Division, L. A. W., in accordance with the resolutions adopted at the late Board Meeting. This is but the preliminary step toward their expulsion from the League of American Wheelmen.

The League Uniform—We have been somewhat amused at the thoughtlessness of the wail which has gone up all over the country, about the delay it selecting the League Uniform. The members are trying to drive the Uniform Committee to the step they are laboring to avoid, viz.: a hasty and necessarily poor selection, followed by a universal howl. The gentlemen of the Committee are proceeding carefully, as they should. They have already awarded the contract to a New York firm for several thousand yards of cloth, of a dark brown material, and astonishingly pleasing. The cloth will cost about \$2.92 per yard. The Committee have had several suits made up, in order to fully formulate the specifications of the style of cutting and makeup, all of which will be embodied in the advertisement for bids, which will appear in this week's *Bulletin*. Among the bidders will probably be Messrs. Spalding & Bro., and Messrs. Devlin & Co., both of New York. The entire League outfit will be supplied by one firm. The members will rest assured, that when the contract is finally awarded, the outfit will give the satisfaction which always attends careful selection.

Speaking of the official outfit reminds us that the official outfitter of last year, Mr. Perego, is being treated very shabbily by the powers that be. This gentleman was appointed League Outfitter by President Beckwith, and besides giving satisfaction, his goods being imported and sold much cheaper than could be secured elsewhere, he advertised to a much larger extent in the League's organ than did the L. A. W. uniformists. This year, after having his entire stock made up, the contract is to be given to others, the Committee, nor any League official not even taking the trouble to inform Mr. Perego of the proposed change. While we do not like to make a trade issue the subject of editorial comment, yet Mr. Perego's generosity in the cause of cycling bespeaks better treatment than has been accorded him.

The new Victor cannot talk French, but speaks good English. It is certainly a clever cycle.

THE COVENTRY MACHINISTS' CO., LD. WILL NOT WITHDRAW.

The Coventry Machinists' Co., Ltd. find that rumors are being circulated to the effect that they intend entirely withdrawing their United States Agency. Such statements are unauthorized and inaccurate and are calculated to do them considerable injury. They therefore wish to assure their numerous friends and customers that any fresh arrangements that may be entered into at the end of the season, will be with a view of extending and increasing their trade in the States, and numerous admirers of the "Club" machines may rest assured that they will at all times be able to procure not only the latest patterns of the World-renowned wheels, but also any parts of them which may be required.

THE K. C. W. DINE.

We regret that other arrangements prevented us from accepting the kind invitation extended us by the K. C. W., to attend their annual dinner. We had intended to perpetrate a flowery story, of how the cut glass clincked, how the wine sparkled, and of course, dragging in something about the "feast of reason and the flow of soul;" but our non-attendance compels us to append the report which appeared in the *Brooklyn Eagle*, for which substitution our readers will no doubt be thankful.

The Kings County Wheelmen held their sixth annual dinner at Dilliard's, last Saturday night. The Club sat down to the sumptuously furnished tables at 9 o'clock, the members dressed in uniform. Above the tables hung the black and red flag, the colors of the organization. Flowers and pyramids of fruits, confectionery and crockery gave color to the board, and the trophies won by the team inspired the members with pride in their uniforms. In the center of the long table that extended the length of the room was the cup of the New York and New Jersey Road Racing Association, valued at \$150, which the Kings County racing team have won for two seasons. Further up the table was the Harlem Wheelmen's cup, a prize trophy which was won against all comers, and the large silver punch bowl presented by the Citizens' Club, of New York. At the head of the table sat the newly elected officers of the club. The menu consisted of nine courses and was excellently served. It was followed by the ceremony of presenting a parchment bound testimonial of appreciation to each of the retiring officers of the club. Ex-Secretary A. C. D. Loucks read a poem entitled "A Moving Tale," which he said was by "K. C. W., high private." It related the trying adventures of one of the members of the club and his wheel at Coney Island.

A letter was read from Thomas Stevens, regretting that he could not attend the banquet. Captain Bridgman advised the club that he should order the first club run of the season on April 16, and that it would terminate at the Academy of Music, where the members will listen to Mr. Stevens's account of his adventurous trip. It also came out during the evening that a parade drill will take place next Saturday night by the parade team before the Twenty-third Regiment Athletic Association, and that a week later a similar exhibition will be given before the Seventh New York Regiment, Association, and also that Company A, of

the Forty-seventh Regiment, the Seawanhaka Boat Club and the Kings County Wheelmen will hold a joint reception on April 11. Impromptu speeches were made by Captain Bridgman who, with T. C. Crichton, acted the part of host at the evening's entertainment, President Loucks and others.

OLD SPAUL, THE MULE AND THE LIMIT MAN.

A POETICAL ROMANCE OF THE TOW-PATH.

Old Spaul is not a lone fisherman; neither is he a night watchman; in fact, he isn't anything that wears suspenders.

He is simply a Spaulding light roadster, which had accompanied the L. M. on many a journey through thick and thin, through heat and cold, through anything and everything.

To be sure, he was not young; but that crack in his spine, that wheeze in his throat, and the musical croakings of his joints, which told of the insidious advance of age, had all the more endeared him to the L. M.

Well, to be sure, one day Old Spaul and the Limit Man were proceeding laboriously along the tow-path of the turbulent Erie Canal, between Fonda and Canajoharie. The bright sun was shining with mid-summer vehemence; the beautiful river flowed swiftly along between the blue-hazed hills, and the softened cadences of its rippling waters suffused the Limit Man with an indescribable charm. Away off stretched the level tow-path, with a lock or bridge here and there crossing to the opposite bank of the canal, until its sides met at the vanishing point.

Old Spaul and the Limit Man were proceeding leisurely—the deep gravel and rough "nigger-head" stones making any other course impossible. As they approached a bridge, they espied a common or ordinary mule coming towards them. He was not beautiful; canal mules never are; yet the reflection that his ancestors were the pride of the Bedouins somewhat comforted him. Incidentally, a canal boat was attached to him with a golden wand—I mean a rope. His sole retinue consisted of a somnolent lad,

WHOSE LONG-DISTANCE OATHS

had made him a Peer of the canal Realm. Upon the deck of the canaler reclined a man. He maintained strict privacy behind a fierce beard, from which, at a point where one might suppose his mouth to be located, protruded a stubby pipe, the odor from which had killed the vegetable growth along the canal. This man was undoubtedly the Commander. There were other persons sunning themselves on the deck of the boat, but the Limit Man can only recall the sound of their voices, as they rose and fell in soft cadences. Subsequent events impressed the image of the Commander so vividly on his mind that everything else was hazy.

The Limit Man was just about to warn the sleepy youth of his approach, when he espied a team of horses coming in an opposite direction. He dismounted from Old Spaul, and in so doing, agitated the nerves of one of the horses, who, most inconsiderately, at once proceeded to make a scene. This attracted the attention of the dejected mule, and he fastened his inquisitive gaze on Old Spaul and the Limit Man. The latter, not wishing to ruffle His Mule-ship, attempted to

put Old Spaul out of sight at the side of the path, but the mule, with cruel misapprehension of his motives, rose upon his hind legs and made

SEVERAL MESMERIC PASSES

at the pair, and then, finding them to be out of his reach, calmly, deliberately, perhaps sadly, he turned round and round, winding the golden wand about his legs, then fell backward into the canal.

It was just at this moment that the Commander loomed into prominence, and took a star part in the play.

"You ——— darn blankety ———!" he remarked with some vehemence to the Limit Man, and retired somewhat suddenly to the privacy of his cabin.

He may have gone below to meditate; possibly to pray; who can tell?

Perhaps he disappeared to procure a gun. At least the Limit Man and Old Spaul thought so, and they immediately made tracks. Along the road they pushed, Old Spaul not minding the gravel and stones, so excited was he. The three miles between the taking-off place of the Mule, and Canajoharie were ridden in seventeen minutes.

The Limit Man never rides on tow-paths now.

THE LIMIT MAN.

HOW TO RIDE HILLS.

Opinions on the best way to ride hills differ. Mr. A. R. B. Wyse says: "If the surface is hard, and you ride an ordinary, the best way is to rush at the hill, leaning your weight over the handles, and well on the pedals. Use your weight for driving your machine as long as you can, and when your weight appears insufficient, sit up and use your strength by pulling at the handles, giving, if possible, a jerk at the end of each stroke, and making every stroke succeed each other, without allowing pressure to be off both the pedals together. When near the top, it is best to lean over the handles and use your weight. If the surface is sandy and loose, the best way is to spurt as hard as you can, leaning your body well over, and not pulling at the handles at all. If you find a smooth and hard part, then exert all your strength, but on leaving it, lean over as before. For long hills, I think it is best to 'peg' away steadily. W. C. Goulding, is of opinion that "to ride a long hill the rider should not start at a fast pace, as he may thereby exhaust himself before reaching the top, or at so slow a pace, as to be unable to keep the machine going on reaching the steep part. The best plan is to ride at an easy pace, reserving the strength for the top, and to save the arms as long as possible, keeping them for use when the legs begin to tire. In almost every case the best plan is to sit upright." T. D. Dickson remarks: "I ride a 52 inch ordinary bicycle, and find the following the best way for mounting long hills: Take a fast run of about fifty yards from the bottom of the hill. This will give you an impetus that will invariably land you forty or fifty yards up the hill. Have your saddle close to the steering, and sit as near to the front as safety and comfort will permit. Pull as little at the handles as possible, and put power on the pedals immediately they are at the top, and the cranks are in a vertical position. The power of mounting hills, in my opinion, depends chiefly on the strength and staying power of the rider, and the experience he has had on the road. Spurrier's 'Tourist's Guide' says: 'Never ride up hills, you cannot do so with ease; it is better to walk up them, as the change of exercise is a relief and less exertion. Ride straight up a hill at a fair pace, and reserve your strength for the top; say reserve your strength for the end when racing or a day's ride, and you have the soundest principal to work upon.'—*Bicycling News*.

The Overman Wheel Co. have added to their Boston establishment, a large experimental shop, in which they propose to try the new devices as they come along, and do first-class cycle repairing,

"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."

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*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*



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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.

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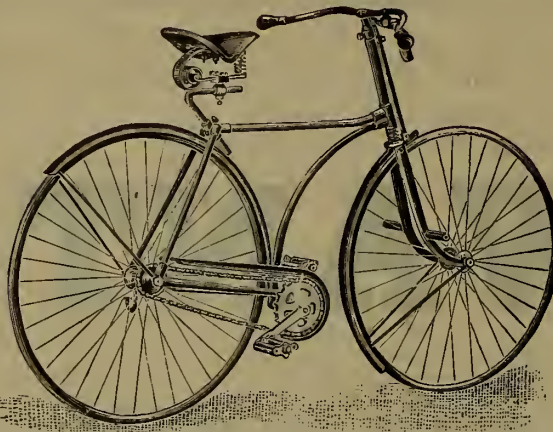
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THEY TAKE THE LEAD!

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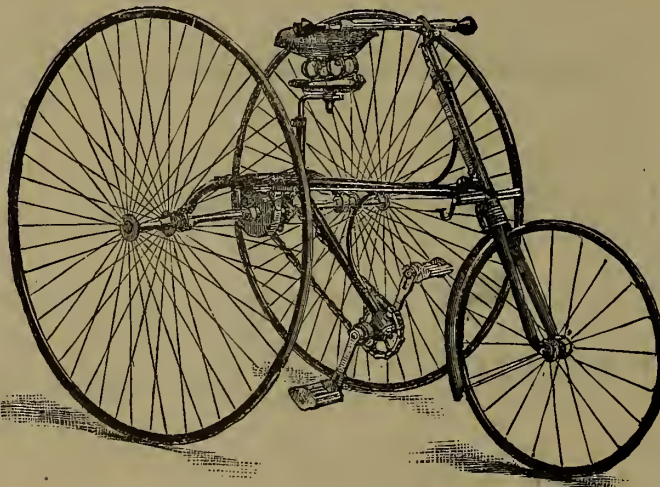
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Southern Department.

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.

EDITORIAL.

Maryland League politics have straightened themselves out into form after all, and the only regular ticket so far put out comprises the names of the present incumbents. This is in all most wise. Several dark horses are hinted at, and much scratching will probably be done, but it is more than likely a re-election of the 1886 officers will be the result.

A letter signed "Forecast" in a recent *Bi. World* has occasioned considerable comment in Washington, and resulted on the whole, in throwing much interest into the election of Division officers. Secretary Bassett notifies the Division that its resolution deciding to count its own votes was received too late to go on file this year. Members are therefore voting to the Secretary-Editor for C. C. and Representative, and it is impossible to say who will be elected. At the recent meeting for the election of Vice-President and Secretary-Treasurer, two unattached men were chosen, each by a large majority. The unattached have (approximately) 26; Capital Club, 14; Cycle Club, 22, and District Wheelmen, 2. The unattached and Cycle men combined with the above results. For C. C., however, there are but two nominations—Olds, of the Capitals, and Pettengill, of the Cycles; and the result depends upon how the unattached vote. For Secretary-Treasurer they voted against Moulton, a Capital, and if they carry their opposition to this club into their mail voting, Pettengill will be elected.

The advent of a new paper in the ranks of cycling journalism—we refer to the *Wheel News*, which will appear this city April 1—will send an apprehensive shudder up the back of every man who thinks enough of the matter to feel for the poor editor. Don't shiver gentlemen until the time comes—"it's a cold day when we get left"—not before.

The District will hold a meet between May 23 and 28; Baltimore one about the same time, and Hagerstown its annual races some time this Spring. THE WHEEL offers this suggestion: Let Hagerstown decide on the 21st, the District on the 24th, and Baltimore on the 27th. By this arrangement

Southern tourists, finishing at Staunton on the 17th, could ride back through the three places on their way home, and take in all the meets in order, if they do not care to go on to St. Louis. If they do, the cars would bring them back to Washington (at reduced rates on account of the National Drill in progress here that week), and at least two of the meets could be visited.

WASHINGTON DOINGS.

[REGULAR CORRESPONDENCE.]

The election of local officers of the District Division L. A. W. passed off very quietly last Saturday evening, H. B. Hardy being chosen Vice-President, and E. Baltzley Secretary-Treasurer. The C. C. and Representative will be voted for by mail vote to the Secretary-Editor.

The Capital Club gave a run on Saturday last to Sligo; the Cycle Club went to Cabin John's Bridge and Forestville; and the District Wheelmen to Ashton.

The proprietor of the Bridge House has opened a Wheelmen's Register, at our suggestion, and all cyclists stopping there this year will be requested to sign their names and state destination, etc., in order that others may follow if they desire.

The Hog has turned up again—this time at Colesville. On the right of the road as you go North is a store, and a well in the yard behind it. Will Robertson and Rex Smith were invited by the store-keeper to drink from this well over three years ago, and welcome. The practice has been continued not only by them, but by all wheelmen passing, until date, and this store has been patronized for the courtesy. Last Sunday the wheelmen were ordered off the place while quietly slaking their thirst. A boycott is therefore called on this store. Patronize the one on the left of the road in future.

The District Wheelmen will hold their regular monthly meeting—the first this Spring—next Saturday evening, when several new members will be elected.

The Cycle Club have grown tired waiting for a decision on the forthcoming(?) League uniform, and a committee has the matter in hand. This club will celebrate its anniversary next Thursday. I will give you details next week.

The first number of the *Wheel News* will appear from this city next Friday. It will be devoted principally to touring, I understand. . . . Boone's hill is reported bad—other roads in every direction are excellent. Two Baltimore Ramblers were in the city last Sunday and rode out to the Bridge. Your correspondent met them, but "we never sp. . . ." WHITE HOUSE.

BALTIMORE DETAILS.

[REGULAR CORRESPONDENCE.]

With good weather and the roads improving, cycling is beginning to boom, and before long we hope to be well into the riding season.

The Baltos will shortly give a grand sociable, as a "wind up" for the winter season, and I believe the Marylands contemplate something similar. The Ramblers talk of having a "house warming" in their new club house. It is the intention I hear, to make this quite a "large" affair, and invite the whole Maryland Division, and likewise many of the unattached.

At the meeting of the Maryland Division, L. A. W., held at the Maryland Bi. Club house, it was decided to devote a day to the annual Division meeting, which takes place sometime between the 20th of May and the 20th of June. It was decided to make this day a gala one for the Division, and the programme, though not yet decided on, will no doubt combine a parade through the streets of the city, (or perhaps a lantern parade,) a race meet and a banquet, besides the regular meeting of the Division membership.

The question of the races called for very lengthy debates on the part of some members, notably Mr Clark, of the M. B. C., and Mr. Leonard, an unattached. It must be said, to the credit of both of these gentlemen, that while they took different sides of the question, their remarks were to the point they had in view, and it was only by a very close vote, 32-31, I think, that it was at last decided to have races, and the whole matter was put in the hands of the Division, thereby giving it a big boom. Chief Consul Bartlett was instructed to appoint a committee sufficiently large to make a success of this affair, and for this purpose he selected two men from each of the clubs, and also several from the unattached. If the weather bureau only stands by us, look out for a big time in May or June. More of this anon.

The tickets for C. C. and Representatives, adopted at this meeting, is headed by J. K. Bartlett, Jr., for Chief Consul, and C. W. Abbott, of Balto, W. S. Seabrook, of Westminster, and G. F. Updegraff, of Hagerstown as Representatives—the old corps exactly. There is an opposition ticket in the field with Mr. S. T. Clark, for Chief Consul, and the balance of the ticket the same as above. Mr. Abbott was also proposed for C. C. and received cheers from his party, but nevertheless he would not accept, much to the disgust of his friends. Messrs. Barrington and Clark were proposed for Representatives, but thinking it would create confusion in voting, as only three representatives are allowed us, withdrew in favor of Mr. Abbott.

One thing was very noticable at that meeting. Although our Division feels aggrieved at recent occurrences in the League, it was easily seen that members, as a whole, are still decidedly loyal to it. There were several attempts to "pitch into" the "management," but every such attempt was met with the old cry: "Oh, sit down!" We do not by any means sanction recent actions in the League, but are yet loyal and we bide our time. What say you to 83 per cent. renewals? That don't look much like secession, does it?

In regard to the F. M. Clotworthy matter, I will say that the affair got out in its very much mixed state, by his calling on a friend for advice in a certain matter, and his remarks being misunderstood by several parties who were present at the time. He is still a member of the Baltos, and will remain such.

The fifth annual banquet of the Maryland Bi. Club, given on Thursday, at their handsome house on Mt. Royal avenue, and was a grand success in every sense of the word. The tables were set in the gymnasium, which was decked out with flowers, potted plants and ferns. The members began to arrive at 9 p. m. and from that time until the "wee sma' hours," they had a high old

time. Contrary to expectations, only 76 were present, whereas 100 were down on the list "sure pop." The following toasts were responded to:

"The Maryland Bi. Club," Prest. H. E. Brown; "Our Friends of the Gentler Sex," Wesley M. Oler; "The Club's Patriarchs," E. P. Hayden; "Our Active Members," S. T. Clark; "Our Associates," Thos. J. Shryock; "The League Beleagured and Free," C. C. J. Kemp Bartlett; "Crank, Bicycle and Others," Jas. E. Wilkinson; "Ball Bearings, as applied to many things," A. C. Kenly. The table was beautifully spread in Harris' most approved style, and was done full justice to by the members present.

Maryland will be well represented at the League Meet at St. Louis. No less than sixteen having already signified their intention of being present, and if reduced railroad and hotel rates are offered, this number will no doubt be doubled.

LATER.—I hear now the opposition to Bartlett is by no means disheartened by the refusal of their choice, Mr. Abbott, to run for Chief Consul. They say that by the time the votes are due, they will have a man whom they think in every way able to compete with B. for the position. While we hope they will not defeat "Kemp," we like to see an opposition, as it shows some interest in the League. We must give them credit for keeping their secret well within themselves, as I have not been able to pump any of them with success.

I think Bartlett's manner of conducting the meeting the other night, "won over" not a few to his side. His remark that "the L. A. W. was our best friend, if we only knew it," brought down the house, so to speak. *The Argus* is trying to become the Division organ. It may be a good political paper, but I can't say much as to its appearance for a bicycling paper.

CHESAPEAKE.

MEMPHIS MUSINGS.

[REGULAR CORRESPONDENCE.]

The Memphis Cycle Club has sifted its membership to the *creme de la creme*, and is now composed of young men widely known both in social and business circles. Already they have fitted up an elegant club-room above the Oak Hall clothing store, where members find recreation in reading literature, cycling papers, &c., that leads to improving the mind; in addition they also have an elegant pool table. Shortly they propose to assemble their friends and entertain them. It is said several of the fair sex will be present, and no doubt this will be quite a treat, as the young men are known for their liberality.

Another club was organized on Friday, comprising twenty-two members, all well-known lovers of cream, but not adverse to a gallon of skim milk when on a long run and cream can't be had. This club will, in the future, be known as the Bluff City Wheelmen, and their object is to give social enjoyment to their members, ride the wheel when they can, teach beginners and help those who have not fully mastered the use of the wheel. As soon as our country roads are passable, club runs will be taken to neighboring towns within a radius of twenty-five miles.

The officers elected for the first term are: President, D. A. McOmber; Sec. and Treas.

C. J. Scherer; Captain of Club, O. C. White; 1st Lieut., R. W. Slusser.

Our club, as seen from the above date, is still quite young, and possesses neither pool table nor bugle. But one of our members has tendered us the use of his office, free of charge, handy to which is both piano and organ, and a quartette of our members are now devoting their spare moments, to the well-known musical entertainment of "Kaiser Don'd You Vont to Buy a Dog."

Craving both your indulgence and necessary space in my old friend THE WHEEL, I sign myself.

THE OWLD MAN.

WESTMINSTER JOTTINGS.

[REGULAR CORRESPONDENCE.]

March 13 marked our first run of the season of '87, and altho' we have had three inches of snow, and plenty of mud as a natural consequence since, we feel immensely better in the knowledge that we "got one on 'em." Four members were all we could muster, but the ride to Carrollton—six miles—over a good hard pike, which was in fair condition, was thoroughly enjoyed.

The "Cycling Ramblers" (our corporate title), held their annual election—I might almost say annual meeting and election—last Saturday night, the 26th inst., with the following result: President, B. F. Crouse; Vice-President, N. H. Baumgartner; Secretary and Treasurer, J. H. Cunningham; Captain, W. L. Seabrook; Lieutenant, Arthur F. Smith; Color-Bearer, A. H. Wentz; Bugler, J. S. Weaver. Ex-President Fink made a short speech, and in the absence of the President elect, the Vice-President took the chair. Blue and pink were chosen as the club colors.

A committee was appointed to see about participating in the semi-centennial celebration of Carroll County, on April 11, Easter Monday, and of inviting visiting clubs, the result of which I will give anon.

No. 5100.

ARKANSAS NEWS.

[REGULAR CORRESPONDENCE.]

With the Spring, bicyclers in the Bear States beg n to prepare for the coming season; new mounts are coming in, and the "boys" generally seem to be awakening.

The long-talked-of race meet will be held on the Pine Bluff Track, April 19, and lively times are expected, for the championship of the state is at stake. Davison and Band, the crack riders of our capitol, will try each others metal, as will several other lesser lights.

The "Arkansaw Travelers" of Little Rock, adjourned some time since, for the Winter, but will shortly reorganize for the coming season. They are talking of adopting the League suit as uniform. Three wheelmen from the Capital rode down to Pine Bluff last Sunday upon their bikes. They accomplished the forty-six miles on a dirt road in eight hours, and were met eight miles out, and conducted into the "City of Pines" by Lawrence O. Knox, one of the most enthusiastic wheelmen of this section of the State.

Pine Bluff, by-the-by, is coming to the front in manly exercises. An Athletic Club has just been formed, with ample capital for a gymnasium, boating club and bicycling.

Several new mounts have made their appearance, and others are expected.

Arkansaw Wheelmen are making preparations to send a large delegation to St. Louis in May, and everyone who can leave his business will go.

The writer has been using his "bike" for, he thinks a "new wrinkle" in wheeling history. He has large interests in cotton, and must see every portion of two plantations twice a day. During the warmer months it is very hard on horses, as a long distance must be accomplished in a short time. Last Summer, the idea occurred to try the "silent steed." The only obstacle he feared was this: roads which divide the plantation into squares, permitting passage without injuring the crop, are sandy, and he did not know but what riding was impossible. Practical tests have proven a success, and the rider hopes to make his rounds hereafter in a much quicker and more satisfactory manner.

In my last letter you added a portion of one from W. L. Surprise, Memphis, Tenn., to mine. Please make the correction.

S. G. SMITH.

FROM THE SHORES OF THE PACIFIC.

The Century run of the San Francisco Bicycle Club took place on Sunday, the 13th inst., the following members participating: Capt. Houseworth, Lieut. Wheaton, Messrs. Finkler, Fonda, Patrick, Larzelere, Brown, Haslett, Letcher, Gibson and Giffen, also P. E. Haslett, of the Bay City Wheelmen; and Geo. H. Adams, unattached. They started at seven a. m. from Twenty-first and Mission Sts., following the San Bruno road. The great mistake seems to have been in allowing the members to travel as they pleased, and the result was a race from the word go, and they immediately commenced to string out in small detachments. At Belmont, Larzelere broke the backbone of his wheel, and as this gentleman is considered one of our flyers, an immediate exchange was made with Wheaton, who, in turn, exchanged with Fonda, who took the train home.

The first man to arrive in San Jose was the unattached Mr. Adams, some thirty minutes ahead of the rest. At San Jose all but five took the train for home, and two more also trained it home, leaving three members to finish.—Messrs. O. C. Haslett, Beverley, Letcher and H. C. Finkler. An examination of the cyclometer, however, revealed the fact that ninety-five miles only had been ridden. To make the hundred miles, Mr. Finkler rode around the streets, and was, therefore, the only one to take the century ride, although, in my opinion, a great many more could have ridden the distance, they seemed to lack the head, no preparations or schedule of time and distance having apparently been made.

Messrs. Welch and Mohrig, of the League Meet Committee, visited Santa Cruz on the 12th inst. to see what arrangements could be made. They were received by Consul E. N. Radke, and Robert Effey, the Mayor. They found the streets perfect for parade, being laid with asphalt. The use of the one mile track is offered gratis, and the use of fifteen men to prepare the streets is also gratis. A prominent jeweler offers a valuable medal for one of the races, and many of the prominent business men offer to club together and present a handsome trophy to the best represented bicycle club in point of appearance and numbers. It is also suggested, that, as during the month of July, the town is full of visitors, it would be well to give a ball on Saturday evening, July 2, the proceeds to go to the Division. In fact, everything is ready for business except accommodations; the hotel proprietors seem unable to guarantee accommodations, as the influx of visitors during that month actually doubles the population. It does seem as though we would be forced to camp out, but perhaps something better can be done before that time.

HOGGRIM.

In the immediate future we hope the manufacturers will be kept busy all the year round, supplying the demand in the north in summer, and in warmer countries in the winter. An order received from Cuba last week by Wm. Read & Sons is a move in the right direction.

CHICAGO NOTES.

I dropped into the rooms of the Illinois Club on Saturday evening and found the usual crowd of enthusiastic club Ananias. Treasurer Sloan took the prize for the best story, which had such an astounding effect on Griffiths, that he went out forthwith and broke off his handle bar with which to hammer himself. All that is necessary to be said about this great tale is that it was an episode that occurred at the Lindell House, in that little bit of a suburb called St. Louis.

The *American Wheelman* takes editorial umbrage at my item concerning the identity of LOOKER-ON, saying that a full grown man should be employed as your Chicago correspondent.*

At the regular meeting of the Illinois Club, Sec.-Treas. Griffith tendered his resignation, as he contemplates removing to California. Mr. Furgerson was elected Secretary, and Sloan (the prize story teller) Treasurer.

By Griffith's resignation, the club has lost one of its best members and officers, and a man whose place in the club it will be hard to fill.

The club is in a flourishing condition, and has, in my opinion, the best located and appointed bicycle club-room in Chicago. On Sunday morning some twenty odd riders turned out for an impromptu run, and this is a thing that cannot be said about any of the other clubs.

There is some disaffection in the camp which has made Van Sicklen their pet, and it is yet possible that Burley Ayers will be Chief-Consul for another year. I have it from good authority that two members of the Illinois Cyclers pledged the vote of the whole club for Van, and this was the main cause of Burley's resigning (his way of thinking being, that when a man is getting undesirable to his own club associates, it is about time he got out of office.) It now turns out that these two politicians counted without their host, and the club has summarily sat upon them. They have returned to their old love, and quite a number have been kicking themselves because they voted for Van, and are now trying to get their votes back to change them. Van may be a good man and all that, but he is not the man for Chief-Consul.

A Western monthly makes the note that only in St. Louis do wheelmen ride down town to business. For their edification I will state that 99 per cent. of the wheelmen of Chicago ride to their business every morning. The fact that I could ride down town every morning was the sole inducement for me to buy a wheel.

The annual meeting of the Ill. Div. will be held at their headquarters at the Lindell House immediately after the general meeting at the League meet in St. Louis.

I was shown a proof of the Indiana Road Map, and you can take my word for it, it is a dandy, in fact a "jim dandy." [A prize will be given to the man who sends in the best interpretation of a "Jim Dandy."—ED.] It contains all roads in large lines, with all rivers, railroads, and in fact is the most complete road map that I have seen. C. C. Irvin certainly deserves credit for having compiled it in such an able manner.

Bicycle trade is booming in Chicago. A large hardware house (Hibbard, Spencer, Bartlett & Co.) now handle the Royal Mail.

Those two bosom friends (?), Peters and Van Sicklen, rode out to Englewood in the same train one night this week. What surprises me most is that there was nobody killed.

Geo. Kluge, the brother of the noted Star rider of the same name, and Ehlert, are regarded as dangerous men in the Pullman Handicap, and both say they are going to do their level best to get there. Kluge is in prime condition, and no doubt will make it hot for Ehlert.

At the run of the Illinois Cyclers one Sunday, there were quite a number of casualties. Tom Roe set the ball rolling by ripping off the front tire of his deadly Star, and falling on top of half a dozen cranks; then Riggs broke his rear rim, and Griffiths broke his handle-bar, not counting the number of spokes bent and broken. THE KID.

*[We have only to say that while the A. W.'s remarks may have been well-intentioned, we are running this paper, and THE KID quite fills the bill, according to our notion. THE KID need not excuse his youth. Half of a man's lifetime is spent in anticipating manhood; the other, and latter half, is often sadly reminiscent, and envious of youth.—ED.]

BROOKLYN NOTES.

THE OWL must have slipped down from his perch on the handle-bar, and paid us a visit; or perhaps Brooklyn is not so far from his abiding place but that his eyes can take us in with their comprehensive blink. Certain it is however, that his recent assertion that "club politics and club rivalry are making Brooklyn just at the moment, the liveliest cycling centre in the country," flavors of an intimate knowledge of the subject, as recent developments have confirmed.

The comments among wheelmen generally on the K. C. W.'s family jar seem loath to die away, and as they are but the faint outside ripples, the feelings at the centre of the disturbance are probably still strained and unnatural. Philosophy is an attractive thing in the abstract, but for enthusiastic wheelmen to accept a defeat philosophically is hardly to be expected. Human nature will assert itself, and the fact that the K. C. W. are no exception to the rule, shows that they are men of spirit, but fortunately of that spirit which is responsive to the beneficial results of nature's consideration. Let not this affair prey upon your considerate souls! Shake not your heads in wise prognostication! The bone and sinew of the Kings County Wheelmen love too well her fair name, and the days of her future shall be as a golden ring of prosperity—without end.

By the way, did it ever occur to anyone that the opposition to the Long Island Wheelmen might have been caused by their not putting men on the ticket, like the other clubs. No offense, gentlemen of the L. I. W.: simply a coincidence—Bridgman, Barkman, Greenman. This being the case it *Loucks* as if the K. C. W. would bridge over the strain of their late election, and the Brooklyn's bark carry them on a safe voyage through the treacherous waters of the League, provided they don't Potter with the work upon them. It is only natural, too, this being the Ilderan's first dabble in the L. A. W. ticket, that they should be Green on the subject, and had they but a *Share* of the Long Island's experience in such matters they too could say, "call us combatants for the rights and privileges of wheelmen."

The Long Island Wheelmen are prepared to vacate their rooms on May 1st, although arrangements may be made to stay longer, as Schwallbach assures them that he does not wish to force them to the inconvenience of having no headquarters, or only a temporary place, which they would not go to the expense of fitting up, pending their removal to Bedford Avenue. *Apropos* of club men coasting down Lookout Hill and the West Drive, would it not be well for anyone detecting such an infringement of rules, to at once notify the Captain of the Club to which the offender belongs. We excuse the right to warn or admonish a wheelman who violates the rules which we wish to see enforced, but such a course is often resented as an unwarranted personal interference, whereas a word of caution from one's superior officer will always be effectual.

The Kings County Wheelmen expect to put their last year's team in the Inter-Club race. The statement in the *Bicycling World* that Valentine would "push the levers" is not in accord with his latest ideas. He has had the "Star" fever, but he does not wish to part with his old friend, the "crank;" and knowing the impracticability of racing on both wheels, he seems to have been reduced to the condition of the maiden who could "love one, were t'other dear charmer away." The Club feels confident of a third victory, but from Jersey there comes the ominous sounds of gymnastic exercises and swift flying wheels. Their echoes faintly wafted across the great bridge, seem to say, "Brooklyn must hustle."

The healthful growth of the Ilderan B. C. must be largely due to the gradual introduction of older blood, which has certainly given them more stability than they possessed in the days of their youth. They confidently expect to pass the "Half-Way House" before May 1st, and then, without stopping, to press on to the sixty mark. We watch with interest their "boom" for first place in the Western District.

The Prospect Club are attempting a final re-organization. If at this season of the year they fail to pull themselves together and secure a location we would advise them to give up the ghost.

The member of the Calumet Club who was injured last week, is reported as having withstood admirably the effects of a dislocation and double

fracture of the arm. He caused to be penned to Dr. Brush, Surgeon of the Brooklyn Bi. Club, a neat letter of thanks for the kind relief offered him by the latter, who was fortunately on hand at the time of the accident. As yet, the Calumet's have not secured rooms. We can sympathize with them in their unpleasant task. We have been there.

The Representative war still rages right merrily. The opposition ticket has secured a lead on the regular ticket, from the fact that it was distributed two days before the latter, and to our personal knowledge, several of the six-name ballots were voted immediately upon receipt of same. We are pleased that both tickets are now in the field, as it places the supporters of them on an equal footing. The relations of the clubs of Brooklyn have always been of such an indefinite character that interesting developments may be looked for. We firmly believe, however, that this little "shake up" will not be prejudice to harmony in the future, unless the bold attempt to leave the Long Island Wheelmen *totally* unrepresented in the Board, by the suffrages of their fellow-wheelmen, is sanctioned by the great power—the majority. The scheme is most radical and unprecedented in its nature, and we fear that its shaping hands were blind to the difference between a personal opposition and an attack upon a club's representation in the national body. By all means, give the L. I. W. representation. ALBERT.

BROOKLYN BI. CLUB ELECTIONS.

The rapidly approaching elections of the B. B. C. are exciting more attention than usual, on account of the strong opposition to the regular ticket. Opposition and dissension seem to be meat and drink to Brooklyn wheelmen, of late, but in this case, there seems to be some cause for war, or *causus belli*, to draw on our limited stock of latin. The two tickets are as follows:

REGULAR NOMINATIONS.	OPPOSITION.
For President, L. W. Slocum.	
For Vice-President, A. C. Brush, M. D.	W. R. Suedeker.
For Secretary, Hermann H. Koop, Jr.	
For Treasurer, Howard Raymond.	
For Captain, A. B. Barkman.	
For 1st Lieutenant, Geo. Bancroft.	B. J. Kellum, W. H. Meeteer.
For 2d Lieutenant, G. E. D. Todd.	W. S. Vail.
For Surgeon, A. C. Brush.	
For Color Bearer, Eugene Williams.	Lincoln Brunn.
For Bugler, W. E. Fuller.	
For Trustees, A. H. Blood, W. F. Homan.	I. B. Potter, F. B. Jores.

The supporters of the opposition ticket principally object to Messrs Potter and Jones being shelved in favor of Messrs. Blood and Homan, neither of whom have ever done anything in the club, and besides, are novices in wheeling. On the other hand, Mr. Potter is chairman of the Rights and Privileges Committee of the State Division, and is more actively identified with League interests, than perhaps any other member of the club, with the possible exception of Mr. Barkman. Mr. Jones has been a hard-worker for the club from way-back, has done good service on the Roads Improvement Committee, and is well-known and popular with all the local wheelmen. It is simply a case of lucre versus brains, and we hope all loyal members of the B. B. C. will support the opposition ticket.

FELIX.

The Citizens Club has 125 members. The dues have been raised to \$30 per year. Club life in the metropolis comes rather expensive.

Messrs. William Read & Sons report an extraordinary demand for New Mails; the orders come in so fast that the shipping department is "up to its eyes in work."

Racing at Faribault, Minn., on March 12th, at the Roller Rink, Twenty-five miles match race, Fred Straub, 1h. 32 $\frac{1}{2}$ m.; Grand Bell by three laps; 17 4-17 miles covered in the first hour.

MINNEAPOLIS.

In this quiet little corner of the world, it is difficult for those not ambitious for office, to realize the amount of strife and bitterness the Executive Committee's action and letter in the *Bulletin*, has stirred up among Eastern wheelmen, if we may take the *Great American Prevaricator* as representing any considerable portion. [Which it does not, Ed.] The ex-Secretary-Editor in particular, seems to have invested in a fountain pen fully charged with gall and bitterness of spirit, and his letter, filled with personal reminiscences, and, to put it mildly, sarcastic illusions to the members of the Executive Committee, with whom his relations had been of the closest, and who are said to have stood up the longest for him at the Board meeting, is in refreshing contrast to the piteous appeal for help of a few months before. To an impartial spectator, such a communication puts him in a less favorable light than before, and necessarily injures his cause. In comparing THE WHEEL with the *Bulletin* and *Bi. World* in appearance and general get up, my humble opinion is, that they stand no show at all.

We are to have some variety of makes to choose from this year, for in addition to others mentioned before, I learn that Grant Bell will handle the New Rapid for this city, and samples will soon arrive. To quote from him, "Any crank wheel not having a true tangant wheel, and ball-bearing head, stands no show this season." I think that's putting it a trifle strongly, but the improvements are steps in the right way.

The Victor Light Roadster has also made it appearance, and is as neat a machine as I have set eyes on for many a day. No need of praising it, for the workmanship speaks for itself. Everything superfluous seems to have been discarded, and the finish is very attractive—to me. Competition bids fair to be lively, with seven makes of wheel in the field, against only four last year.

Kennedy-Child was in the city a short time ago, making the Pope Co.'s representative a flying visit, but I was not fortunate enough to meet him, as, with my usual luck, I stepped into Heath's about ten minutes after he had left for the depot, on his way East.

I have just been reading Mr. Weston's scheme, for the formation and guidance of an American Division of the C. T. C., and think it clearly drawn, and very feasible. Whether the idea strikes the Council at London as favorable, is much more important, and remains to be seen. If I did not know it is a hopeless task to attempt converting Karl Kron from any of his cherished ideas and hobbies, I should feel inclined to reply to his last vicious dig at the C. T. C., under cover of which he cleverly rings in an ad. for "X M. on a Bi"—that anxiously looked for work. As it is, I will simply advise him to send in a year's subscription, read the *Gazette* attentively during that time, and be converted, in spite of himself.

It is always easy to criticise and find fault with any organization's management, but if the English writers had been so disposed within the last month, there have been countless weak places in the armor of the L. A. W. to strike telling blows at, and thereby exalt themselves. To their credit let it be said, the organ of their largest organization indulges in nothing of the kind, and what allusion is made, is in a considerate manner.

I fancy the coming L. A. W. election will awaken very little interest in this state, and the present ticket will be easily reelected, as the Chief Consul gives universal satisfaction, and is fully capable of filling the position. What would interest us more than anything else just now, would be the arrival of "Gentle Spring," for good. Frequent nightly falls of snow, and days just cold enough to freeze mud solidly, keep the streets in a condition, that very strong and expressive language is needed to grapple with. The snow that has lain on the ground for over four months has a decidedly worn-out and dingy appearance, and another color, some thing greener, would give the tired eye a rest. That reminds me that readers also have their feelings, and well know when they have had enough.

L. B. G.

FROM THE ORANGES.

SOME PERTINENT QUERIES FOR L. A. W. STATESMEN.

Two errors about this section appeared in the last *Bulletin*. It was said that "the capital stock of the N. J. Cycling and Athletic Association will be sold at auction next week. The venture was not a paying one." If the writer of that statement had been a little more careful, a very different impression would have been given. The stock to be sold at auction consists of only a few shares on which the assessments have been only partially paid. If the balance due on these shares is not paid up by the subscribers, these particular shares will be sold.

The other error is in the department of "The Club," and locates the Wanderers in "New York City."

My friend "Ratchet," who writes "In and around Newark" for the *Bi. World*, sometimes hears strange rumors. One rumor has reached him to the effect that Fred. Jenkins is to manage the Roseville track again this year. This, I think, is an error. A prominent officer of the Cycling Association told me he would not.

I quite agree with "Ratchet" that the charges were too high last year.

Another mistake was in the amount of the advertising done, and the direction it took. A great deal was done in a direction which did not bring a single person to the tournament, and local patronage was not catered for until the last moment. When the Wanderers held their meet, they sought chiefly for local patronage, and they more than paid expenses.

It is a little surprising to me that League members have so little to say through the cycling press on the subject of the different League difficulties. Doubtless, every member has an opinion on recent events, and these opinions, as expressed in private, are often very vigorous. The only way that expression of opinion comes from the rank and file is when renewal time comes. If this be true, and I think it is, what does the loss of over 3,000 old members mean in the League at large? To come nearer home, what does the loss of 272 out of last year's 953 members mean in New Jersey?

I hope the new Board of Officers will ponder over these facts. We ought to have a thousand members in this State, and we could have them if there was proper energy manifested. Let us at least keep from taking a tremendous step backwards another

year. What is done this season will tell upon the renewal and application lists next Winter. An active management will ensure a tremendous advance. Inaction will further decimate the Division.

The great question before the League just now is, how to reduce the weekly loss on the *Bulletin*. It is observable to newspaper men that the new secretary is making wise and laudible efforts; but the real remedy rests with the League.

Two years ago, I was one of the few who insisted that a *bi-monthly* issue was all that the League needed, or could afford. Our little party was almost hooted into silence, for, what I may call, the Aaron idea was in the ascendant. Now we have had some experience with the Aaron plan, and have paid some five thousand dollars for it. How would it do now to try the plan of a *bi-monthly*, save one-half the cost of paper and of printing, and have the *Bulletin* self-sustaining?

5678.

PITTSBURG NOTES.

An unusual press of private business prevented any communication from me last week; but since then I have been able to get together a few items one of the most interesting to us, is the almost assured fact, of having a good quarter-mile cinder track, on the grounds of the Pittsburgh B. B. Club, of the National League. On their grounds is a fine grand stand, capable of seating 3,500 persons, and 32 private boxes, seating seven each; then there are two uncovered stands, with a capacity of 2,000 each. Toilet rooms, refreshments booths, etc., for use of patrons are there; the park is within one square of two lines of street cars, and the Penn. Co. run a special train to all games.

The Allegheny Cyclers are pushing the matter, and feel sure of success. The same club feels very sore, over the probable loss of representation in the League. Having a membership of thirty-six active wheelmen, they nominated their captain, W. D. Banker, for the place, but in some way, the name of their president, Dr. Bean, was given to the committee on nominations, and he, refusing to accept, they substituted some one else; thus the matter stands.

The "Traction Bill" just signed by the Governor, which has caused so much newspaper notice throughout the state, promises to be a good thing for Pittsburgh Wheelmen, as it is proposed to lay an asphaltum surface the full width of the street, over the entire line, a distance of nearly six miles. This will be an especial benefit to the Keystone Club members, nearly all of whom live in the Eastern part of the city, to where the proposed road will run.

Several members of this club talk of joining Mr. Collamer's southern tour for the League Meet, and will no doubt do so; still another proposes riding all the way awheel, and as he is an expert, will probably carry out his design.

George A. Jessup for Chief Consul, is a most excellent nomination, a benefit to our Division, and he will receive the cordial support of all wheelmen here, and we trust throughout the state; another equally deserving, is that of T. H. Wright, the present Sec'y-Treas., for Representative.

KEYSTONE.

MR. DUCKER'S ALLEGED MIS-REPRESENTATION.

Many of our readers are doubtless not aware that Mr. H. E. Ducker and Mr. Geo. Lacy Hiller and other English editors had a wordy war last Fall. They claimed that Mr. Ducker had no reason to believe or publish as a fact, that certain English amateurs, so-called, would attend the Springfield Tournament. Mr. Ducker claimed that he had the promises of certain manufacturers to supply certain men. The O'Faed was appointed a committee of one, to whom Mr. Ducker submitted the letters referred to. Below will be found the committee's full report, which entirely exonerates Mr. Ducker from charges of misrepresentation, deceit, etc. But it also proves that Mr. Ducker, or rather the Springfield Club, fostered and encouraged promateurism, or rather fraudulent amateurism, by entering into any arrangements to put the Englishmen against Americans, of whom many were undoubtedly pure amateurs.

THE COMMITTEE'S REPORT.

"I have examined a number of letters and telegram forwarded to me by the President of the Springfield Bicycle Club, and hereby declare that I am satisfied, from the contents of those letters and telegrams, that the said club and its officials had good and reasonable ground for believing that the amateur riders who were named in the newspapers last season as being expected to race at Springfield, would actually do so.

I declare that the statements contained in the *Wheelmen's Gazette* for October, 1886 (page 164), are true, in so far as they concern the possession of these letters from firms in the trade, undertaking to procure the attendance of certain amateurs for sums of money named and agreed upon with the Springfield Club.

I declare that from my own previous knowledge, some at least of the firms so bargaining, were of a status and repute sufficient to justify the Springfield Club as credibly accepting their confident assurances that they had the ability to carry out their bargains.

The *Cyclist's* accusation of falsehood is thus disproven.

But on the other hand I consider that these firms assumed an unwarranted degree of license in the matter, and were to blame for making bargains of the sort which (of my own knowledge I am aware) they could not be sure to carry out, and which, in the event, they actually failed to carry out.

None of the letters incriminate any of the riders named, there being nothing to show that they had been consulted at all in the matter."

ARTHUR JAMES WILSON.

THE FACILE WHEELS FOR 1887.



"Gearing" consists of making the driving-wheel to make more than one revolution for each complete stroke of the legs. Two types of geared bicycles are in market, called after the names of the particular machines of those types that first attracted attention. The "Kangaroo" type is a re-

vival of the Hall Safety, which appeared in 1881 and was then unsuccessful; it is a very small bicycle of ordinary shape, driving the front wheel by two disconnected cranks and two chain-wheels and chains. The "Rover" type is still older, having been patented in 1879 as the Bicyclette; it follows in general shape the ancient velocipede or "boneshaker," seating the rider nearly between the wheels, steering with the front wheel, and driving the rear one by a rotary shaft and cranks suspended just in front of the wheel and using one chain only. The "Kangaroo" type, although scarcely known in this country, has for the past two years had a considerable sale in England; but it is now eclipsed there by the rear-driver pattern, and this latter will probably be pretty strongly pressed in this market as the ultimate improvement.

Gearing is now offered on the Facile in two patterns. There is no chain; the driving is by a Sun and Planet gear, placed on one side only, power from the opposite lever being transmitted to the gear, so that the levers drive equally. In appearance the front-driver is hardly distinguishable from the usual Facile. A hollow axle connects the hubs, and through this passes a solid axle on which the cranks are placed. The larger, or Sun wheel, is a fixture with one hub outside the fork, and revolves with the driving wheels; the smaller or Planet wheel at the crank-end travels round in a circle with the crank, but does not itself revolve, being held fast by the connecting-rod, so that the same teeth always point towards the ground. The wheels have thirty-seven and eighteen teeth respectively, the effect of the "odd tooth" being to lessen wear, by lessening frequency of contact between the same teeth. The operation is that while the cranks and inner axle make one revolution, the hollow axle and driving-wheel make one and a half.

THE FACILE TRICYCLE.



By using a central-driving wheel, this new machine dispenses with balance gearing and gains much in directness and simplicity. By having two small wheels and one large one, instead of the usual two large wheels and one small one these advantages are attained; the smallest wheel has the smoothest part

of the road; the total size of wheels and weight is much reduced; and the frame is simpler and smaller. Through the saddle-post, which, with its brace-tubes, forms a triangle, passes the steering-rod, operated by both handles and both arms equally, the curved handle-bar passing behind and forward of the rider as in an armchair; two small fixed wheels and a steel band transmit the motion to the reversed steering head. The steering-wheels run freely on the cross axle, which itself forms a most important foot-rest. The machine is a straight steerer, and could even be guided by the feet in case of necessity. The brake is ample for control under any circumstances; it is a spoon on the driving-wheel, operated by the foot, and is within easy and instant reach. By turning on one side, the machine will pass an ordinary doorway. The frame including levers and cross-axle, is weldless steel tubing. All bearings except one on the head (which could be made so to order) are adjustable ball. Front wheels are twenty-four inches; driving-wheel is thirty-eight to forty inches; tires $\frac{3}{4}$ and $\frac{5}{8}$. Finish, enamel, with nickel trimmings. Weight forty-six pounds; gentleman's pattern, fifty pounds. This is from twenty-five to forty pounds lighter than other tricycles for road use. Lever driving requires less movement of the feet than the rotary, and is more graceful and desirable for ladies; the remarkable lightness, compactness, and simplicity of this machine, together with its ease of running and its *perfectly open front*, make it the best ladies' tricycle in the market, and as such it was primarily designed. Up to the date of this list, it has been built ungeared, but the Facile gearing can be applied to order, at probably some extra cost. Imported to order only. Price \$150.00.

THE LONG ISLAND ROADS.

The Roads improvement Committee, consisting of F. B. Jones (Chairman), A. B. Barkman, and F. B. Hawkins, appointed by the Brooklyn Bicycle Club, have given a representative of THE WHEEL the result of their work. The Committee were instructed to call on the city authorities, to learn if any improvements of that part of Fulton street in the 26th Ward, or of the Eastern Boulevard, were contemplated. They were also authorised to devise some way of improving the roads to Jamaica, via the Clarkson street route, provided no improvements were contemplated by the city. They learned that the Eastern Boulevard was controlled by the Park Commissioners, and that the part of Fulton street referred to was in the hands of the Jamaica Turnpike Co., which is being sued by the city to get control of it, when, if they succeed in their suit, it will be paved with Belgian blocks, \$500,000 having been appropriated for that purpose. Rockaway Avenue and Liberty street will also be paved.

The Committee and Mr. I. B. Potter, chairman of the Roads Improvements Committee of the State Division, will call upon the Mayor, and advocate the laying of macadam instead of the Belgian blocks. Meanwhile nothing can be done until the suit is decided.

Mr. D. Rogers is in England, "shipping tandems as fast as he can."

The Cits elected six and the New Yorks eight men at their last meetings; one of the effects of the bicyclic boom.

Chicago wheelmen are mourning the loss of a member of the Owl Club, who is reported to have Canadianized, to the dismay of several young ladies to whom he had engaged himself. Several jewelers also are minus the cost of the several diamond engagement rings which he selected, and a number of friends have marked his I. O. U.'s. "N. G. H. G. C.," no good, has gone Canadaward. What a rare lot the coming Canadian generation will be!

ST. LOUIS VAPORINGS.

So you want a St. Louis correspondent. Well, I am naturally glad to hear it. The old WHEEL and I maintained a gratuitous friendship under the Jenkins regime, and I am pleased to renew the acquaintance, trusting that the veterans of wheeling journals, will take kindly to my gaseous remarks of now-a-days.

Even at this early date, the League meet is the one absorbing topic. The election of Division Officers, however, diverts our attention for a little time. W. M. Brewster, is the coming Chief Consul, and different factions are pushing their candidates for Representatives, of whom we are entitled to four. Sounds small to you in the East, I suppose.

Alley Stewart, in charge of the official programme of the meet, will be accompanied to Chicago to-night by Captain Brewster and Rep. Beach. Stewart assumes an air of mystery as to the purpose of the trip, but the fact is, they have gone to persuade Burley Ayers to do the descriptive work on the programme, and to tap the plethoric purses of a few cycle manufacturers in the same connection. If they secure Burley's services, just make a note of the fact, that the programme of '87 will be a treasure, to be stowed away and perused years hence, as a pleasant reminder of a jolly old time. Ayers' pen draws poetry into the most prosaic subjects. His prospectus of the St. Louis County Tour of last year first excited our admiration, and this was followed by his brilliant description, which doubtless of itself lured many into the last L. A. W. tour.

Meet matters are right on deck, and we are right proud of the satisfactory progress made. The fund question is of course the most ticklish one, but the boys are forging ahead, unabashed by the various rebuffs and excuses they meet with. One wheelman who slaves on the East Side all day, has missed his supper at this end of the bridge several times, by tackling business men after six o'clock. President Stewart, of the Missouri, has proven, that on a pinch, blood may be extracted from a turnip—i. e., that even the government can be made to appreciate the enterprise, by donating a handsome sum to the fund.

In the absence of any apparent scheme, which may be assigned as the cause of the proposed full representation of eastern divisions at the meet, it is a matter of pride to St. Louis, that this is the case. Never before has such deep interest been shown. If the system continues in later years, what a scramble there would be for the office of Representative, by those who turn up their noses at it now. A regular snap!

Ladish, of the *Wheelmen*, and Hicks of the *Post-Dispatch*, are having it up and down, relative to the selling of pools on the coming road-race. Jack Rogers, it appears, opened a book on the event, and a local daily credited Ladish with the enterprise? Then, in a moment of weakness, Ladish allowed the fact to appear in his paper, thereby sanctioning the scheme. The *Post-Dispatch* man waited for no more proof, and rushed about town, interviewing prominent cyclists, including Hendee and McCune, of Springfield, and printing their opinions, which were unfavorable to the scheme. Ladish repudiates any connection with it in another paper, and privately threatens to

lick the *Post-Dispatch* man, if he don't stop his "monkey business." So it goes. We are always having some sort of a racket.

Hendee will not enter the road race. This is too bad, but he says his contract with the Springfield Roadster people precludes the idea, besides, it is safety and not speed he claims for the wheel. McCune will probably be here April 3d, with one of the machines, and St. Louis will have the honor of giving it the first and convincing test, on the De Soto Hills.

Division Secretary Lewis, who goes to Europe for a six-months' stay, was given a quiet but hearty send-off last night, by a dozen or so of his intimate friends. They spirited the genial "Ab." down to the Lindell Hotel, where one of Beers' best suppers was spread for the party. They enjoyed themselves in a farewell *tete a tete* of a couple of hours, and Ab. goes away, fully convinced that there is nothing more to be proud of, than the fellowship of cyclers here at home.

I am only gauging your capacity this time, dear WHEEL. If you find me agreeable, I will continue to give you an occasional exhibit of

GAS.

St. Louis, March 26th, '87.

UP ALBANY WAY.

The annual election of the Albany Wheelmen occurred March 15, the following ticket being elected: President, C. S. Shanks; Vice-President, E. V. Denison; Sec.-Treas., Henry Gallien (re-elected); Captain, R. Robe; 1st Lieutenant, Wm. Honig; Color Bearer, T. H. Clemishire; Board of Trustees, H. E. Hawley, Jas. Bradley, J. H. Rathman and N. H. Wendell. After the meeting adjourned, the newly-elected officers entertained the members with a bountiful supply of edibles.

The Sec.-Treas.'s annual report showed an increase in membership from seven to forty-three active wheelmen, and a large balance in the treasury.

Mr. Hill, representing W. B. Everett & Co., was in town last week showing the new Apollo Safety, which created a very favorable impression.

The Ridgefield Athletic Association have appointed a committee to make arrangements for a grand "Field Day," which will probably take place on Decoration Day, and will include some wheel events, as they have an elegant three lap track.

Mr. A. P. Dunn, one of the racing team of the Albany Wheelmen, and Mr. A. J. Gallien, Vice-President of the same club, were recently married. Each received a handsome present from the members, who attended the ceremony in a body.

Great interest is manifested in the N. Y. State Div. Meet, to be held at Cooperstown this Summer, and information is awaited with great expectations from the committee who have the matter in charge. Come gentlemen, wake up, for the cyclers are laying plans for their Summer vacations, although we have banks of snow from eight to ten feet deep in our streets.

TOILER.

THE BEST EVER ISSUED.—"Allow me to congratulate you on the last *Wheel*. It was the best number ever issued." *Extract from private letter.*

*
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*THE CELEBRATED
SOHMER*
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ARE AT PRESENT THE MOST POPULAR,
AND PREFERRED BY THE LEADING ARTISTS.
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SEND FOR PRICE LIST.

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!"



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GOODS CALLED FOR AND DELIVERED FREE.

Every Variety Fine Dyeing & Cleansing.

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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, Armaindo and Savage, the Minnesota Champion—Amateur.
A dozen others, also.

Prices: Cabinets, 25c. Each.
Large Photos of Stevens, \$1.50.

OSWALD BROS.

1227 Washington Ave. Minneapolis, Minn

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.

WHEEL GOSSIP.

The Lynn Club has decided to hold a race meet on May 30.

Mr. H. W. Gaskell has entered the employ of the Pope Mfg. Co. as head salesman.

F. B. Jones, Brooklyn B. C., has been appointed L. A. W. Consul for Brooklyn.

Singer "S. S. S." Tandem is a great favorite around Newark and through the Oranges.

Mr. H. L. Wilson, formerly with Messrs. Stoddard, Lovering & Co., is in town this week.

Mr. Elliot Mason is becoming exclusive. He has enclosed his office in moire antique curtains.

A bargain is offered in our For Sale and Exchange column by Mr. Chas. J. Earl, of Brooklyn.

All sensible bicyclists use Tutti Frutti. It moistens the mouth and makes road riding pleasurable.

The New York Bicycle Co. will place two new Sparkbrooks for hiring purposes in their uptown branch.

The New York Bi. Company sold seven of the wheels advertised last week in our For Sale and Exchange Column.

The *Bicycling News*, true to its Yankee-probian policy, mildly attacks the American Team in its issue of March 19.

"Your paper improves every week. There is more in one edition than in ten L. A. W. *Bulletins*" *Extract from private letter.*

Upon all sides we hear commendation of the new Victor anti-vibration spring, which is used in the Rover-type safety and tricycle.

It is announced that Furnivall has definitely retired from the path, but that he may make a few trials against record during the season.

The Western papers are booming League "tickets," each different from the other. It is rapidly becoming a case of every man his own nominee.

Peck and Snyder's New Mail, in their Nassau St. store, is attracting much attention. New York wheelmen should drop in and examine the New Mail.

Several members of the Brooklyn B. C. have joined the Nassau Athletic Club. It is their intention to run a combined athletic and bicycle meet at Washington Park during the Summer.

Messrs. Devlin & Co., whose card appears in another column, have given eminent satisfaction to the large number of clubs whose official outfits they provide. Club committees should drop in and get estimates on club uniforms.

Ground was broken on Wednesday for the Long Island Wheelmen's club-house. The house will probably be house-warmed about April 1. The club will have a grand club run from the old quarters to the new house on dedication day.

A contemporary informs us, that "the number of men who want the amateur definition abolished, is growing every day, in fact, they nearly double every week." We advise them to take some Sun Cholera Medicine. It is the best thing for "doubling" we know of.

Messrs. T. M. Hardwick and E. N. Bullock, the professional riders, have entered for the St. Louis Hundred Miles Road Race.

The many friends of our old friend JONAH, will be pleased to learn, that contrary to his expectations, he will be able to devote considerable time to wheeling this year, and that the highways and byways which knew him last year, will know him yet again.

There is no doubt that the Stevens' lecture will create a local boom in bicycling, and the "advertisement" effect can be intensified, if the wheelmen who attend, will wear their club coat and cap. This would give the Academy of Music a distinctly bicyclic complexion.

Local cracks will be pleased to learn that the Staten Island Athletic Club will realter its five-lap cinder path to a four-lap track, with raised corners. The club is deserving the patronage of racing men, and whenever they give wheel events, we hope they will have a large entry-list.

Mr. L. H. Johnson, whose advertisement appears on the last page, is bringing over a number of equal-wheeled Humber Safeties, full descriptions and illustrations of which will appear in THE WHEEL. Mr. Johnson's new store is three blocks East of the Orange R. R. station, and is also on the line of the horse rail-road.

Organized parties from the following clubs will attend the Stevens lecture: New Jersey Wheelmen, Orange Wanderers, Harlem Wheelmen, Hudson County Wheelmen, Elizabeth Wheelmen Citizens, Bi. C., New York B. C., Brooklyn B. C., Kings County Wheelmen and Ilderan B. C. Other clubs are yet to be heard from.

The Cambridge Club ate its annual dinner at Young's Hotel, Boston, last Thursday night. Thirty members were present. H. W. Hayes presided. The guests were Abbott Bassett, Sec. L. A. W.; President W. H. Emery, of the Roxbury Bicycle Club; Capt. W. H. Emery, of the Boston Bicycle Club, and President J. B. Carm, of the Boston Bicycle Club.

Cycling in Australia—Some races were run in Australia on Feb. 5 and 12, in some of which amateurs and professionals competed together. Results: One mile, F. Wood, 3m. 1s.; Con. Dwyer, fourth. Five miles, Con. Dwyer, 17m. 18 4-5s.; Fred. Wood, d. h. for second. Three miles, Fred. Wood, 9m. 31s. Ten miles, C. W. Bennett, 38m. 23s.; Con. Dwyer, third.

Some time since we published a communication from Memphis, over the signature, 7477 L. A. W. Mr. T. C. Peters, of Nashville, writes that this is his number, and that our correspondent evidently forged his number. We publicly relieve Mr. Peters of the responsibility of the article, and regret that, owing to the destruction of the manuscript, we cannot trace the forger.

"Why not do away with the title, President of the L. A. W., and substitute a new and more appropriate one, the Czar of Wheelmen, and thus establish an absolute monarchy in the government of affairs pertaining to cycling"—*Wheelmen's Gazette*. The name suggested by our contemporary would be a misnomer. Czars usually behead people who cast smut at them, and in that case, it might be bad for—well, never mind who. We suggest the title of Serf, or Galley Slave.

We have received an invite from the Scranton Club, to attend the lecture which Thomas Stevens will give under their auspices on April 12. Previous to the lecture, there will be an informal reception at the club rooms, 121 Wyoming Avenue, from five to six p. m., and later in the evening a banquet will be given at the "Wyoming." The invitation, by the way, is a model of good taste, being a rough, ragged-edged white paper, with one cover turned over, and tinted like an Autumn leaf, or a midsummer sunset.

"Wanted: a live man for the League presidency, one with plenty of backbone, and willing to take the bull by the horns; apply at St. Louis, on May 21st. He must be a willing worker and understand the first principles of business. None others need apply." *Wheelmen's Gazette*.

Can it be that Mr. Ducker is the man we are looking for? Do we really want a man who has made his pile, or one who could not sell a peck of potatoes? Do we want a gentleman or a huxter for the Presidency of the League? Are we looking for a business manager or an honorable cultivated man, above those petty tricks called "sharp business practice?" Is the League to be run as a shoe factory, solely to make money, or should it be a dispensing rather than a money getting organization?

MOONLIGHT WHEELING THROUGH THE DISMAL SWAMPS.

[REGULAR CORRESPONDENCE.]

Having heard of the excellent railway side-path from Portsmouth to Suffolk, we—D., B., and yours truly—set out with the avowed intention of making a record, and thus covering ourselves with glory.

Well, we left Portsmouth at 10:30 p.m. under the brilliant rays of old Luna, and the picnic opened with a grand promenade on the cross-ties, for about a mile. Then to our great joy, we struck a hard path, and away we went to the shrill whistle of "Love comes like a Summer sigh," when ye scribe, who had the lead, struck a side-rail, causing him to waltz on his head to the tune of that lovely air, much to the amusement of the others, and his discomfiture. Nothing daunted however, we pushed on, and after a comparatively good ride, reached Magnolia, the first station from Portsmouth. After setting on the platform awhile, shivering and shaking, (for it had turned quite cold,) and "chinning" a gentleman of colour, who gave us encouraging accounts of the path ahead, (none of which were verified, however—of course,) we moved on, and after a few minutes ride, struck the Dismal Swamps, and two long miles of sandy road-bed necessitating our strolling along afoot, with our wheels in tow. The swamp was on fire, which is frequently the case, and really presented a pretty sight, but being in rather an unappreciative mood we took little notice of it, and trudged on. At length, the path again became ridable, and away we went on a "spurt," feeling much better, when B., who was now leading, took a "header," and I only missed one by a most marvelous dismount. Looking around, we beheld an amusing sight—B., who so far had met with no mishap, in passing through a sandy stretch had "cut under," and went sliding down a high embankment, and had we not looked around and seen him scrambling up, we would probably have never been the wiser. After extricating him and his wheel with some little

difficulty, we proceeded to Snowdon, another little station, without further accident. It had turned very cold by this time, and we were decidedly hungry. Seeing a store brilliantly illuminated, our hearts fluttered joyously; but alas, our joy was of short duration; we were doomed to disappointment, for after knocking, and banging, and yelling for "cheese and crackers" about ten minutes, we abandoned the project, and struck out for Suffolk in earnest, the path having greatly improved. We reached that little town about 4 a. m., after the roughest ride I ever experienced.

Nor were our troubles yet over, for upon reaching the hotel we found it closed, and all attempts to obtain access, even with the aid of the police, proving futile, we were forced to seek shelter elsewhere. After riding around the town, singing "Little Buttercup," and otherwise making night hideous by our wails, "for misery loves company," you know, we came across an old railway section-house, used for quartering the negro hands, where we found a magnificent fire, with five or six sleeping negroes stretched on boards before it. Undesirable tho' the company, we were glad to stay until day-break, when we again tried the hotel, this time with success, and after brushing up and indulging in two breakfasts, the first obtained by bribing the cook, we started out to "do" the town.

Suffolk is a very pretty little town of some three thousand inhabitants. The streets, or rather the roads, are not paved, but remarkably smooth, and being somewhat "rolling," afford some excellent coasting. After riding awhile, we (I'm speaking individually now,) interviewed several very pretty and charming young ladies, in which—as well as good roads—Suffolk abounds, and, after thoroughly enjoying ourselves thusly, and indulging in an excellent dinner, (so the boys say, but I missed mine,) * we very reluctantly pulled out of Suffolk, and reached home about six p. m., after an uneventful ride. V. P. E.

* [Ought to have "worked" the girls for at least one square meal. Ed.]

A BILL TO SECURE ROAD RIGHTS FOR WHEELMEN.

THE FIRST MOVE TO OPEN CENTRAL PARK.
[Special to THE WHEEL.]

A copy of the above bill, which is given in full below, will be sent within a few days to every member of the New York State Division, accompanied by a petition blank, to which the members will be asked to obtain as many signatures as possible. The bill will be introduced in both houses next week by Mr. Isaac B. Potter, as Chairman of the Rights and Privileges Committee, and Counsel for the State Division. To this gentleman, and to Chief-Counsel Bidwell is due much credit for the admirable conception and prompt execution of the best possible plan of opening the Park, and getting legislative recognition and protection for wheelmen.

The Consuls and Representatives will be asked to see the Assemblymen and Senators of their districts to get their support for the bill. All the machinery will be started and driven at high pressure to get the bill through this Session. Now is the time for the Division members to work. Get names, names, names, *ad infinitum*. Talk the thing up, and if you can wield a pen, write the

paper published nearest you and rouse public sentiment.

AN ACT IN RELATION TO THE USE OF BICYCLES AND TRICYCLES.

The People of the State of New York represented in Senate and Assembly, do enact as follows:

SECTION I. Bicycles, tricycles and other vehicles propelled by manumotive or pedomotive power, are hereby declared to be carriages, within the meaning of that term, as used in Section one, of Title thirteen, of Chapter twenty, of Part one, of the Revised Statutes of the State of New York, and all persons by whom bicycles, tricycles and said other vehicles are used, ridden or propelled upon the public highways of this state shall be entitled to the same rights and subject to the same restrictions in the use thereof, as accorded and prescribed in said Revised Statutes, in the cases of persons using carriages drawn by horses.

SECTION II. The commissioners, trustees or other authorities, having charge or control of any public street, public highway, public parkway, driveway, or public place in this state, shall have no power or authority to pass, enforce, or maintain any ordinance, rule or regulation, by which any person using a bicycle or tricycle, shall be excluded or prohibited from the free use of any public highway, street, avenue, roadway, driveway, parkway or public place, at any time when the same is open to the actual use of other pleasure carriages.

SECTION III. Nothing in this act shall be so construed as to prevent the passage or enforcement of any regulation, ordinance or rule, regulating or restricting the use of bicycles or tricycles in public highways, streets, parkways, driveways, and places in such manner, as to limit and determine the proper speed with which such vehicle may be propelled, nor in such manner as to require, direct, or restrict the use of bells, lamps and other necessary appurtenances in the use of said vehicle, nor to prohibit the use of any vehicle upon that part of the street, highway, or parkway, commonly known as the foot-path or side-walk.

SECTION IV. All acts and parts of acts, inconsistent with the provisions of this act, are hereby repealed.

SECTION V. This act shall take effect immediately.

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.
Courtlandt and West Streets.
Wall and Nassau Streets.
Broadway, No. 71, "L" Arcade.
Fulton and Nassau Streets.
Fulton and South Streets.
Park Row, No. 23.
Courtlandt Street, No. 45.
59th Street and Ninth Avenue, next Ixion Club.



THE VICTOR BICYCLE.

MANUFACTURED BY THE OVERMAN WHEEL CO., BOSTON, MASS.

OFFICIAL TAILORS AND OUTFITTERS,

DEVLIN & CO.,

BROADWAY AND WARREN STREET.

MANUFACTURERS OF

Bicycle and Tennis Suits, Caps, Stocking, etc.

Citizens' Club.
Long Island Wheelmen.
Harlem Wheelmen.
Ilderan Bi-Club

New Jersey Wheelmen.
Roselle Ramblers.
Huntington Bi-Club.
Yonkers B. C., and others.

CITIZENS' CLUB NOTES.

The knights of the cue are in training for the club Pool Tournament, the full particulars of which are given in the appended circular letter.

"A Pool Tournament, open to members, only will be held at the Club House, beginning Saturday evening, April 2nd, and continuing every evening thereafter until concluded. A suitable prize will be given. The games will be *handicap* so that every player may enter. Entrance Fee 50 cents. Rules and conditions with the arrangement of games will be posted on the Bulletin. Entries may be sent to the Committee at the Club House."

The members are rejoicing over the return of Mr. Phil MacScorcher Fontaine, who has become connected with the Hamilton Bank Note Co., and will henceforth reside in Gotham. Mr. Fontaine has not enjoyed his stay in the Quaker City.

The House Committee intend to wind up the social season with a "Ladies Reception" which will be fields ahead of anything the club has ever attempted in this line. The date has not yet been selected, as the convenience of the club talent, including Elocutionists, Banjoists, Singists, Chefists and Artists, has to be consulted.

The Club has taken 100 seats for the Stevens Lecture.

We introduce to our readers this week, Mr. Henry C. Haskell, of 12 John street, New York City, where for many years he has carried on a fine jewelry business paying special attention to prizes for tennis, bicycling and athletic contests. He has also on hand society and club pins, which he furnishes at most reasonable prices when ordered in large quantities. He will furnish estimates to club committees. Out of town committees will find it to their advantage to send for one of his catalogues, which contain a number of designs.



ANDREW GRAFF,

MANUFACTURER OF

SEAMLESS SHOES.

SPECIALTIES:

Running, Walking, Bicycle, Lawn Tennis, Foot Ball and Base Ball Shoes.

339 COURT STREET,
BROOKLYN, N. Y.

Pat. March 2, 1886.



Reg. May 1, 1885.

For practice, SEAMLESS CANVAS RUNNING SHOE, Light, Strong and Cheap, to order \$3 and 3.50.

Send for Catalogue and Price List.

THE 1887 PATTERN QUADRANTS

— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vesatious delay when rush commences.

THE LATEST HILL CLIMBING RECORD.

The famous WEATHERCOCK hill, near Birmingham, Eng., which though often tread by various Bicycles and Tricycles, has never been surmounted except by Mr. ALFRED BIRD, who on Saturday Feb. 28th, and on the following Tuesday in the presence of witnesses, successfully rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, *with ordinary cranks and handles* from base to summit without a stop. Many attempts had been made by others, and since Mr. Bird's feat, scores of famous road riders and hill climbers have tried to reach the top on other machines, *but without success*. This marvellous feat proclaims the Quadrant the

BEST HILL CLIMBER OF THE AGE,

and its as yet unapproached record of a mile on the road in 2 min. 38 sec. establishes its claim to speed and easy running.

Send for Catalogue.

SAM'L T. CLARK & CO., Importers, Baltimore, Md.

The Marlboro Club Tricycles

— AND —

The Marlboro Tandems

— WERE * THE * SUCCESSFUL * MACHINES * OF * 1886. —

Send for Catalogue of 1887 machines containing particulars of all latest improvements to

The Coventry Machinists Co., Ltd.

239 COLUMBUS AVE., BOSTON.

The Marlboro Club is on view at Messrs. Schwalbach & Willdigg's Prospect Park Plaza, Brooklyn N. Y.



CATALOGUES

SENT

UPON

REQUEST.

SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES

Bicycle, * Tennis, * Boating, * Shooting, * Athletic Clubs, * &c.

— BEYOND COMPETITION. —

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

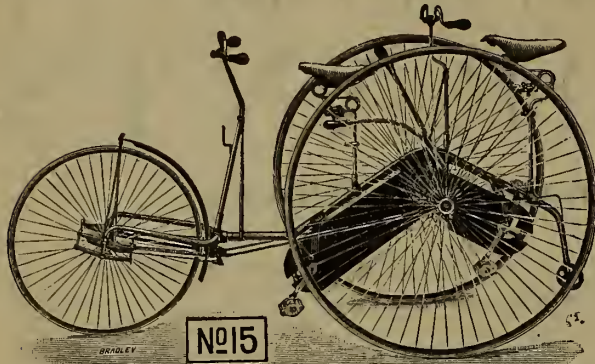
New COLUMBIAS, NEW RAPIDS, NEW MAILS, QUADRANTS,
SPARKBROOKS, 3 STARS, VICTORS, or any other make

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.

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

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.

FOR SALE.—Rifle and shot gun combined; 44 Calibre and 12 bore barrels, arranged as double gun. Loading and cleaning tools, brass shells, cartridges and powder included. Price, \$25.

SACRIFICE, P. O. Box, 444 N. Y. City

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.

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.

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 \$55.00. Installments taken. Reduction for cash. Address, E. G. STRUBS, 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, Sp. handles, never used. Lock Box, 202 Holyoke, Mass.

FOR SALE.—A 54 inch Humber Light Roadster, spade handles, \$115.00 cost \$155.00 last Fall. Also Invincible Ladies Two-Track Tricycle, weight 64 lbs. actual \$158.00 cost \$185.00, never been used. Machines not sold for any fault. Owner wants tandem. Address D., WHEEL OFFICE.

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.

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

50 inch AMERICAN CLUB, full nickel, dropped bars.	\$75.00
50 inch EXPERT, full nickel, plain pedals.	80.00
51 inch BRITISH CHALLENGE, enamel, ball pedals.	80.00
52 inch BRITISH CHALLENGE, full nickel.	75.00
52 inch AMERICAN CLUB, full nickel.	80.00
54 inch EXPERT COLUMBIA, ball pedals.	95.00
54 inch RUDGE LIGHT ROADSTER.	100.00
55 inch AMERICAN CLUB, full nickel.	85.00
58 inch EXPERT, full nickel, ball pedals.	100.00
58 inch EXPERT COLUMBIA, ball pedals.	100.00
54 inch ROYAL MAIL, 1886 pattern.	100.00
COLUMBIA, two track Tricycle.	110.00
"	125.00

All Wheels in Excellent condition and are positive bargains. Taken in exchange for new makes.

SCHWALBACH & WILLDIGG,

Prospect Park Plaza, BROOKLYN.

4-22

Big Drive No. 1.

REPAIRS!

REPAIRS!

TO SAVE DELAY

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

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— HOW TO —

Buy, Sell or Exchange.

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

ALL ADVERTISEMENTS MUST BE RECEIVED
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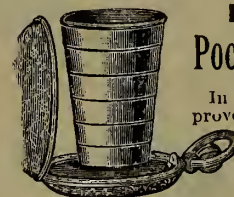
A RARE CHANCE.

Outing,	\$3.00
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The Wheel and Recreation,	1.00
American Wheelman,	.50
Wheelmen's Gazette,	.50

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Mailed, post-paid, for one year for \$4.75

Free Treatise For the Weak, Nervous and Debilitated; How to regain Health and Vigor. **Home Treatment** for Nervous and Mental Diseases. **TRIAL SENT.** Address, J. M. BATE & CO. 283 S. Clark Street, CHICAGO, ILL.



EVERYBODY'S Pocket Drinking Cup;

In nickle-plated watch case, improved for 1887, and price reduced to 35c. or 4 for \$1.00.

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EASY PAYMENTS.

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

SPORTING GOODS,

LOWEST PRICES,

SMITH'S,

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UP STAIRS.

SHEA,

The Clothier, COR. BROOME AND CROSBY STS.

MISFITS FROM BEST TAILORS AT ONE-HALF PRICE. ALL WINTER CLOTHING REDUCED 20 PER CENT.

ESTABLISHED 19 YEARS.

DRESS SUITS LOANED:

Opportunity of the Year !!

CLEARANCE SALE AND EXCHANGE.

❖ HIGH GRADE LIGHT ROADSTER ❖

Having a limited lot of second-hand wheels, taken in exchange to accommodate our customers desiring different sizes, and many of them but very little used and good as new,—also a very few entirely new Royal Mails of 1885 model, we have decided to close all out at reduced prices, in order merely to make room for new goods. It will be observed this is not a sale, as is often the case, of old model wheels, out of style, and heavy weights, but of late pattern Light Roadsters. Every one is fully guaranteed. The Royal Mails are too well known to need description;—for a High Grade Light Roadster it has been at the Top of the List. This opportunity is a Rare One, and the wheels, now that the season is opening, will be quickly taken up. A Royal Mail, even though costing a little more than cheap made and out of style second-hand wheels, is worth more and a better investment.

48	Royal Mail,	\$90 00	55	Royal Mail,	\$75 00	54	Harvard	\$50 00
48	" "	85 00	56	" "	100 00	54	Royal Challenge	50 00
50	" " new	95 00	56	" "	95 00	54	Standard Columbia	35 00
50	" "	90 00	56	" "	95 00	50	Woodstock	35 00
50	" "	75 00	56	" "	95 00	50	Champion	50 00
50	" "	95 00	56	" "	95 00	52	Premier	50 00
52	" "	85 00	53	Royal Mail Racer	75 00	52	American	30 00
52	" "	95 00	54	" " "	85 00	56	Expert	65 00
52	" "	75 00	54	" " "	85 00	48	Standard Columbia	40 00
52	" "	95 00	53½	" " "	65 00	48	Gooch	50 00
53	" "	95 00	54	" " "	85 00	51	Star	45 00
54	" "	95 00	56	Sanspareil	40 00	51	Star	50 00
54	" "	95 00	56	American	50 00		Kangaroo Safety	75 00
54	" "	85 00	56	Harvard	50 00		" "	85 00

❖ Above Royal Mails are great bargains. They all have the tangent tied spokes, and the wheels are as serviceable as new for use—in fact many scarcely show any riding. Exchange for different sizes. They will soon be taken up. A rare chance.

THE ROYAL MAIL is too well known to need minute description. It has as a Light Roadster for the past four years, been in the front rank,—gained the prize for the greatest amount of road work in '85, with 5056 miles to the credit of one wheel, and increased in popularity each year. We claim no other in the market of such first class workmanship and we think it is concealed to be the handsomest wheel in the market. Having a small lot, which came from the factory last Fall, too late for sale and hence carried through the Winter, we offer these few and these only before the regular season opens and new lots arrive,

ALSO TO EXCHANGE FOR OTHER WHEELS,

on very low terms. In fact at such terms as we would not consider after the season opens in another month. This is the opportunity of the season to wheelmen desiring to exchange their old mounts for a

❖ SUPERB LIGHT ROADSTER ❖

Write at once giving full description of wheel, and your valuation &c.

WM. READ & SONS,

No. 107 Washington Street,

BOSTON, MASS.

THE RECORD SLATE.

SOME RECORDS ON COLUMBIA BICYCLES Champions of the World.

AROUND THE WORLD, - - - THOMAS STEVENS.

Greatest Distance ever made inside the Hour, 22 Miles, 150 Yards, by Rowe, at
Springfield, October 25, 1886.

ACROSS THE CONTINENT, - - -	F. E. VAN MEERBEKE.
ACROSS THE CONTINENT, - - -	GEORGE B. THAYER.
PENNSYLVANIA TO NEBRASKA AND RETURN,	HUGH J. HIGH.

Greatest Distance ever made without a dismount, 235 Miles, by Morgan, at
Minneapolis, December 20, 1886.

	MILES.	TIME.		MILES.	TIME.
WORLD'S RECORD, - - -	1-4	. 35 1-5	WORLD'S RECORD, - - -	12	32 . 35
WORLD'S RECORD, - - -	1-2	1 . 12 4-5	WORLD'S RECORD, - - -	13	35 . 18 2-5
WORLD'S RECORD, - - -	3-4	1 . 50 1-5	WORLD'S RECORD, - - -	14	38 . 01 2-5
WORLD'S RECORD, - - -	1	2 . 29 4-5	WORLD'S RECORD, - - -	15	40 . 41 2-5
WORLD'S RECORD, - - -	2	5 . 11	WORLD'S RECORD, - - -	16	43 . 25 4-5
WORLD'S RECORD, - - -	3	7 . 48 4-5	WORLD'S RECORD, - - -	17	46 . 14 4-5
WORLD'S RECORD, - - -	4	10 . 41 2-5	WORLD'S RECORD, - - -	18	48 . 58
WORLD'S RECORD, - - -	5	13 . 23 4-5	WORLD'S RECORD, - - -	19	51 . 40 1-5
WORLD'S RECORD, - - -	6	16 . 12 3-5	WORLD'S RECORD, - - -	20	54 . 25 2-5
WORLD'S RECORD, - - -	7	18 . 59	WORLD'S RECORD, - - -	21	57 . 07 3-5
WORLD'S RECORD, - - -	8	21 . 41 2 5	WORLD'S RECORD, - - -	22	59 . 46
WORLD'S RECORD, - - -	9	24 . 26 4-5	WORLD'S RECORD, - - -	23	1 . 08 . 22 3-5
WORLD'S RECORD, - - -	10	27 . 07 1-5	WORLD'S RECORD, - - -	24	1 . 11 . 28 4-5
WORLD'S RECORD, - - -	11	29 . 51 3-5			

1-4 TO 22 MILES, INCLUSIVE, BY ROWE; 23 AND 24 BY WOODSIDE, AT SPRINGFIELD, OCTOBER, 1886.

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A Fac-simile Blackboard, containing the matter upon this page, sent by mail to any one who will hang it up in a conspicuous place.

LLEWELLYN H. JOHNSON,

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