

THE WHEEL

Established 1880. 12 Vesey St, N. Y.

A JOURNAL OF CYCLING

AND RECREATION.

VOL. XI.—No. 24.]

NEW YORK, MARCH 11, 1887.

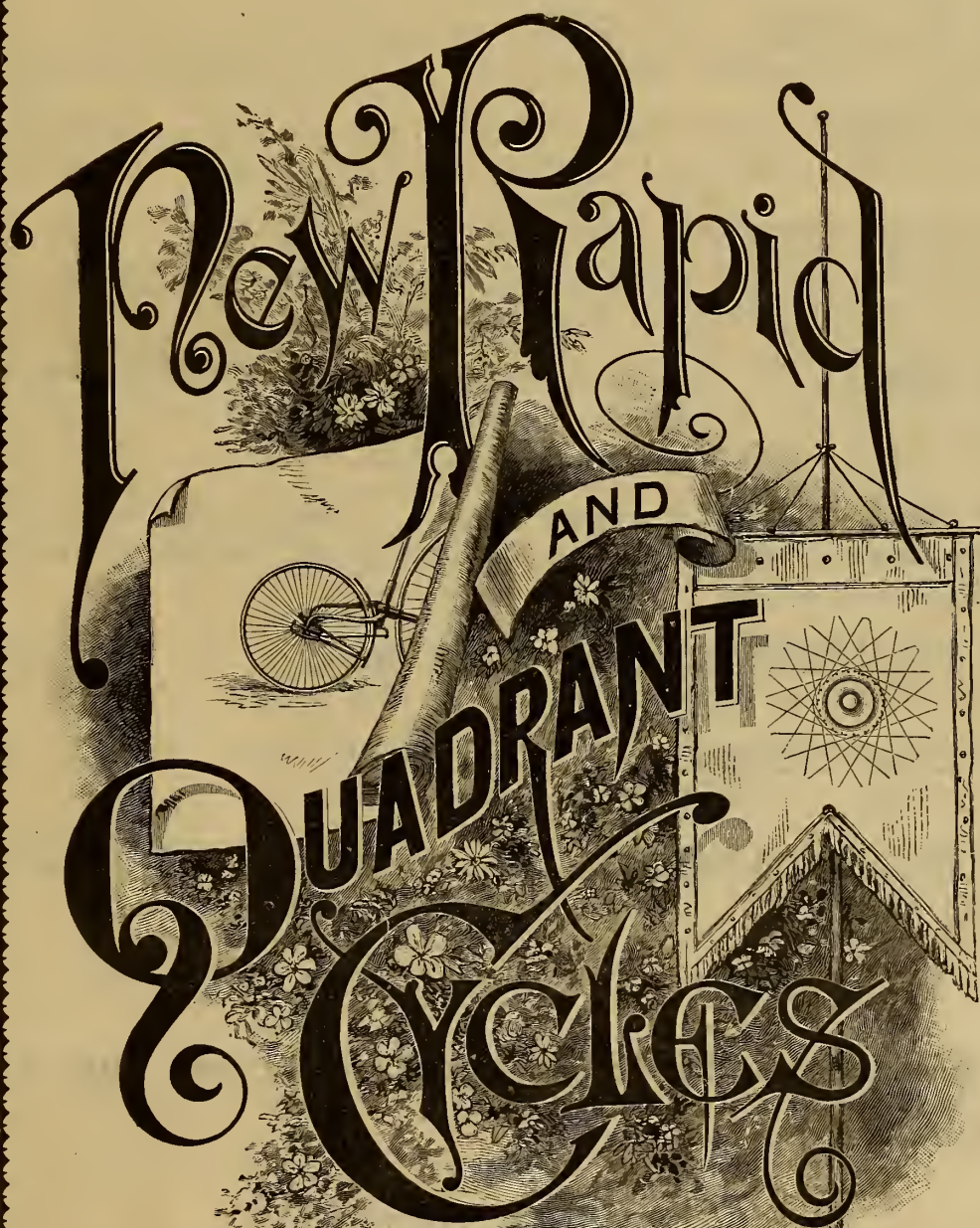
[WHOLE NUMBER, 284.

Catalogue
now
Ready.

Free to
all
Applicants.

IN
F
O
R
M
Y
O
U
R
S
E
L
F

O
N
M
O
D
E
R
N
M
O
U
N
T
S



60 Pages
of
Information.

Mention
this
Paper.

SAM'L T. CLARK & Co.
IMPORTERS AND SOLE AGENTS
BALTIMORE MD.

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

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

THE AMERICAN LIGHT CHAMPION. A light roadster, of highest possible grade, with a Ball Bearing Head, true tangent wheels, and embodying many novel and peculiarly useful inventions. Price for 48 inch, \$115.00.

THE AMERICAN CHALLENGE. Much improved and fitted with cow-horn bars. As formerly the best machine on the market for the money. Price for 48 inch, \$70.00.

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

THE AMERICAN LIGHT SAFETY. After the lines of the regular Safety, but made hollow wherever possible, and will be sold under a guarantee as to its superiority over all other bicycles in easy running. Price for 40 inch, \$115.00.

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

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

THE AMERICAN CHALLENGE TRICYCLE. [Two Track.] A high grade and honestly constructed three wheeler in two sizes, 42 and 44 inch. Price \$80.00 and \$95.00.

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

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

1887 CATALOGUE.

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

Respectfully Submitted,

GORMULLY & JEFFERY MFG. CO.,



—AND—

RECREATION

Published every Friday morning.

Entered at the Post Office at second class rates.

Subscription Price, - - - \$1.00 a year.
Foreign Subscription, - - - 10s. a year.
Single Copies, - - - - 5 Cents.

Newsdealers may order through AM. NEWS Co.

All copy should be received by Monday.

Telegraphic news received till Wednesday noon.

Wheel Combination Subscriptions.

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

Advertising Rates on application.

F. P. PRIAL, Editor and Publisher,
12 Vesey Street,

P. O. Box 444. New York.

SUBSCRIPTIONS FOR THIS PAPER RECEIVED AT:

BALTIMORE, Md.—Eisenbrandt & Shaffer, 101 W. Baltimore Street.

BROOKLYN, N. Y.—Schwalbach & Willdig, Prospect Park Plaza.

NEWARK, N. J.—H. A. Smith & Co., Oraton Hall.

NEW ORLEANS, LA.—Geo. T. Wharton & Bro., 5 Carondelet Street.

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

EDITORIAL NOTES.

After much postponement we were compelled to make a business trip to Boston, at a time we could ill afford to leave the rapidly growing interests of the paper. The march of improvement has been rapid and increasing, and this week's issue would have been fully up to the standard, had not an unforeseen delay of a day arisen, thus preventing us from giving this number of the paper the care that is taken with every issue. We ask for the leniency of our readers and hope we shall have no more such excuses to make in the future.

We are making arrangements to open a tennis department beginning with the opening of the new volume, which commences April 1st. We should be pleased to receive news, notes, technical articles, the names of tennis players and tennis clubs, as well as more practical support, from all sections of the country.

STEVENS REMAINS WITH "OUTING"

March 5th, 1887.

Editor of THE WHEEL.—To correct a misapprehension on the subject, I beg leave to announce that I have accepted the position of cycling editor on the staff of *Outing*, with a substantial interest in that magazine. It is very evident to one who gives the matter a little thought, that cycling interests are better served, and that cycling literature finds a larger audience, in an illustrated magazine devoted to sports and out-door life in general than in one devoted exclusively to the wheel. It will be my chief endeavor to give more space in *Outing* to the literature of this grand sport than has of late been the case.

Yours sincerely,

THOMAS STEVENS.

FROM THE PACIFIC COAST.

Messrs. Biederman and Booth have returned from Los Angeles. They report the Los Angeles boys as fine fellows, and worthy the bicycles they ride. If any one asks them why they were left in the races, they hand them the following card:

"Yes! Went to Los Angeles; nice crowd of boys; had a glorious time!

"Race? Oh! yes. Went in one—the Two Mile State, just to fill, don't cher know?

"How'd come out? Got 'waxed' just this way:—Fellow on a 22 pound racer, greased track, head wind 40 miles an hour. He preferred to 'go it alone.' We were unprepared to dispute his right. He had three months' training, representing \$300 cash.

"Had a fine time—lots of oranges. No!!! don't regret going: would like to go again. That's all."

C. A. BIEDERMAN.

S. F. BOOTH, Jr.

* The annual meeting of the Cal. Div. L. A. W. was held on Feb. 24, in San Francisco; seventy members being present. The Sec.-Treas. reported a balance in the treasury of \$29. Chief-Consul Welch read a lengthy report of the Division's doings for the year, showing a great deal of good work done, and urging upon the members to see that the Division numbered 500 before the close of 1887. A committee was appointed to arrange the annual meet, with Sacramento and Santa Cruz battling for the privilege.

After the close of the meeting, the members present resolved themselves into a nominating convention for officers for the ensuing term. R. M. Welch was renominated, by acclamation, for Chief-Consul. The fight for Sec.-Treas. was very interesting, being almost strictly a party vote of the two San Francisco clubs, finally on the third ballot resulting in a victory for N. A. Robinson, of the Bay City Wheelmen, against B. H. Patrick, of the San Francisco Bicycle Club, the vote standing 37 to 33. In the nomination for representative for Central district, the former club graciously gave way to Mr. J. W. Gibson, of the San Francisco Bicycle Club—nominating him by acclamation.

The Oakland Ramblers were to have held a race meeting on Feb. 22, but a rain the night previous rendered the track so muddy that racing was out of the question. A few scrub events of a quarter mile were given to amuse the crowd, resulting in victories for Messrs. Brown and Smyth. Prince Wells, the trick rider, kindly volunteered his services for a performance, which proved very acceptable.

Clubs are now organizing all over the State. Among our latest additions are the Capital City Wheelmen, of Sacramento;

the Garden City Wheelmen, of San Jose (reorganized); the Oak Leaf Wheelmen, of Stockton, and others to hear from.

Among the various tours in contemplation for the coming spring are those of Chief-Consul R. M. Welch to Los Angeles and San Diego, to the Southern boundary line, in fact into Mexico; and that of Messrs. Gibson and Letcher, who will go North into Oregon; while several of the Oakland boys are already talking up Yosemite.

The fever of Century runs has taken hold of our various club captains, who promise Century club runs in the near future. Thus far nothing has been done but talk, but it is reported that Capt. Meeker, of the Bay City Wheelmen, has a list of twenty-three who have signified their intention to start.

Racing matters are at a standstill at present, the nearest fixture being the race meeting of the San Francisco Bicycle Club, to take place on May 30. Here the five mile State championship is to take place, and I am given to understand that the club has applied to headquarters to be assigned the ten mile National Championship L. A. W. These two events, at one meeting, will undoubtedly bring together our best men in a grand effort, and our present champion, F. D. Elwell, will do well to look to his laurels.

HOGKIM.

THE NEW VICTOR.

The new Victor, which has been attracting so much attention at Spalding's establishment for the past week, is one of the finest wheels it has been our pleasure to see and examine. It is very different from anything the Overman Co. have before offered, and certainly has the handsomest lines and is in general appearance, finish and detail one of the most beautiful wheels produced by any firm of cycle manufacturers.

The improvements are numerous, the principal new features being briefly as follows: Thinner axle, without collar. Thin steel flanges slightly recessed. Spokes single headed in the flange, laced, tied and brazed. Forks slightly knife-edged, but not enough to diminish stability. Bearing box bolt square headed. Head low and without dust cap, improving appearance greatly. Handle bar of entirely new and original shape and fitted with the neatest and strongest spade handles we have ever seen, the same adjustable for angle. Handle bar fastened at rear of head, giving a more graceful finish to brake lever and spoon, which are of improved shape. Brake spring of new pattern, and the addition of a substantial and neat mud guard. Saddle same principle as formerly, but of new shape and with front spring. Pedal lighter and neater in appearance. Rear fork more strongly reinforced at the crown. New dust cap on rear wheel. The whole combining to produce a wheel about as near perfect as we can imagine, and, if the wheel is as good as it looks, and we think it is, it will be a hard wheel to beat.

Some visionary genius has been circulating the report that the new Victor was simply the '86 wheel slightly altered. There is no more similarity between the '86 and '87 Victor than there is between the Star and the Kangaroo, and every one knows they are vastly different. The two Victors are so radically different in every detail that even the most embryo wheelman could see at a casual glance the utter absurdity of such an assertion.

WHEEL GOSSIP.

Yazoo City, Miss., is becoming quite a respectable town. It has three wheelmen.

A Birmingham firm has constructed a solid silver bicycle, 5¼ inches in height, and weighing but 2½ ounces.

In Summer, Hendee is a hummer; in Winter, a drummer. Here is the basis for some of our cycling rhymesters.

London boasts of a parrot who rides a bike. We know several parrots who ride bikes; the only difference between our parrots and his Parisian nibs being that ours wear trousers.

The Bulletin compliments THE WHEEL by republishing Dr. Butler's letter on the L. A. W., but ye editor fails to understand what the following superscription means: "C. S. Butler, rep. in *Wheel* for N. Y. in L. A. IV."

We shall shortly offer prizes for the most horrible method of annihilating the man who writes an editorial on "The Bicycle: its Relation to Health," and the man who writes a sore poem, and tacks on a tandem to the last stanza.

We are wondering whether Hendee won't improve this year. He is certainly young enough to improve on the form he showed last season, and it is just possible that the Springfield "Rat" will show his heels to the Lynn "Strong Man" before the toboggan comes again.

Fred. Wood has challenged Rowe and Hendee to a race of from one to twenty miles, for \$1,000 a side. One of the sights of this season may be a race between Rowe, Hendee, Wood, Havell, and Woodside. Mr. Ducker should at once secure this fixture for his tournament.

Manager Atkins' unfortunate letter has been a toothsome morsel to the Yankee-phobists as the other side of the big pond. Messrs. Hillier and Co. have mouthed this cud of sweetness with the appreciative affection with which the school-girl handleth the innocent caramel.

We are informed by "a friend of his" that Peter Anderson, the Boston boy who claims some phenomenally fast home-trainer records, is a boy of sixteen, employed by the Overmau Wheel Co. This is a somewhat more definite location than "Boston" simply, and we take it all back, Peter.

At the annual meeting of the Keystone Bi. Club, held March 2d, 1887, the following officers were elected: President, C. T. Siedell; Secretary-Treasurer, J. W. McGown; Captain, H. E. Bidwell; First Lieutenant, F. S. Cormack; Second Lieutenant, T. B. Lee; Directors, C. M. Clarke and R. F. Suyten.

We learn from a contemporary that "Bassett is mad, and has begun the publication of the full stenographic reports of the late Board Meet." This is libelous! Bassett is quite rational, and has just finished, not commenced, the publication of said reports; and, furthermore, the publication or suppression of those reports was none of Bassett's affair. The cycle editor who perpetrated the squib, and the two other cycle editors who stole it bodily, should have known better.

There were 633 wheels exhibited at the Stanley Show, of which the following is an analysis:

TRICYCLES.—Tandems, 69; Direct (fee) steerer, 69; Crippers, 64; Other Patterns, 36; Children's 28; Carriers, 24; Humbers, 16; Manumotives, 4; Sociables, 3.—Total, 313.

BICYCLES.—Ordinary, 148; Rovers, 108; other Rear Drivers, 5; Kangaroos, 22; other Front Drivers, 29; Children's, 4; Bicycles, 4.—Total, 320.

ROWE WILL RACE THIS YEAR.—When we announced, some three weeks ago, that W. A. Rowe, had signed with the Pope Mfg. Co., our contemporaries rose in their editorial dignity and fell on us. They have just come to the conclusion, however, that we knew whereof we spoke. The wonderful little man left his shoe-bench last Saturday, and has commenced training in the Boston V. M. C. A. gymnasium.

As the time will shortly come when President Beckwith will hand over the reins of government to another, we venture to predict that a howl of commendation and regret will go up from the scribes who have so long looked askant at, if they have not openly berated, Dr. Beckwith's policy. While his successor may easily pursue a more aggressive, and—with the knowledge gained by five years of experience—a more tangible and discernible policy, he will have cause for congratulation if he can maintain that unity and harmony which have characterized Dr. Beckwith's various terms of office.

The *Bicycle South* is booming Mr. R. M. Welch for the League vice-presidency. While Mr. Welch is undoubtedly an estimable and intelligent gentleman, we opine that he will not get there. Mr. Herbert Hayes, the attenuated cultured Bostonian, has already been selected for the vice-presidency by the "powers that be." By the way, an esteemed contemporary labels Mr. Kirkpatrick as "our president." At this late day, such a procedure is as superfluous as attaching the same tug to Grover Cleveland. THE WHEEL found out the next L. A. W. President in the issue of January 28th. No offence, Miss Modesty!

We learn that Mr. H. E. Ducker is about to go on the war-path, to obtain for his organization—by which we presume is meant the A. C. U.—the control of bicycle racing matters. The date and manner of Mr. Ducker's departure are left to conjecture, the announcement being that he is simply going. In ye olden time, it was customary with the directors of victorious armies to veil their movements in mystic secrecy, and we would respectfully submit, that if the "Down Eastern" press division would not take such pains to inform the great public of Mr. Ducker's projected sorties, he might attain to a higher degree of success than has been the case during the last year. If the worshipful body of scribes would cease to direct Mr. Ducker's movements—after erroneously, or at least without his consent—too many of his countrymen, as well as a large number of Englishmen, would not get the impression that he is a stupendous and monumental mass of buncombe, blow and bluster. Mr. Ducker should sue for libel the writer of every paragraph commencing: "Mr. Ducker is going to," etc, and ending somewhat as follows: "and if Mr. D. don't get them with his large stock of custom made energy, and high grade ability, something has got to bust," etc., etc.

ATLANTA WHEELMEN'S OFFICERS
FOR 1887.

Editor of THE WHEEL.—Atlanta Wheelmen of Newark, N. J., have elected the following officers for 1887: President, W. S. Gregory; Vice-President, W. A. Drabble; Secretary-Treasurer, W. F. Coddington; Captain, A. W. Snow; Lieutenant, Samuel Drabble.

BROOKLYNETTES.

The Ilderan Bicycle Club held a well-attended and successful entertainment at the residence of their President, Mr. H. Greenman, on Wednesday evening March 2d. There were more than seventy-five persons present, nearly half of whom were ladies. Mr. W. F. Miller, the club's genial financier, agreeably occupied the attention of the gathering with some pianoforte selections; Mr. W. P. Oliver favored the audience with some of his excellent humorous recitations; Mr. Collins played on the violin; Mr. F. J. Oliver made the air musical with the strains of some songs; and finally Mr. Miller exhibited a hundred magic-lantern views, the result of his amateur-photographic zeal during the past year. Then dancing was indulged in until about—A. M. All were agreed that the affair was a success. Those who were not present are sick from remorse, at having missed the fun.

The information that Brooklyn riders had been barred from all the drives and paths of Prospect Park, except the West Side Drive and the Nethermead Circuit, which, by the way, is the road the wheelmen have been trying to get for a long time, is a trifle premature. This law was proposed by Luke Harrington, Col. Culyer's successor, and has not yet been voted upon. Should it go into effect, *only* (?) the West Drive and the Circuit are enough to console wheelmen upon the loss of the paths, where they have no right. Sensible wheelmen ought to see that the paths are not the right place for bicycles, and carriages must understand that the wheelmen have the same right as they on the drives.

The Brooklyn Bicycle Club is the only organization in Brooklyn that has to the present time had no tricyclists on its membership roll. But they have just admitted a tricyclist, a "Rover" straddler, and a Star pusher (the first Star in the club).

The Brooklyn Bicycle Club Harriers intend to give a hare-and-hound chase on Saturday, March 6th. Their plan was to wheel to the commencement of the Parkway, and then commence a five-mile paper chase, on foot. But the affair had to be postponed on account of the inclemency of the weather, which undoubtedly has disappointed many wheelmen.

It is about time winter should take French leave, and give the wheelmen a show to mount his wheel.

Charles Schwalbach is booking many orders for the New Mail.

Feb'y 7.

INDEPENDENT.

FIXTURES.

APRIL 2.—Annual Games of Twenty-Third Regiment, Brooklyn. King's County Wheelmen's Drill.

APRIL 9.—Seventh Regiment Games. Secretary W. A. Jennings, 65 B'way, N. Y. City.

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.

So there is a movement on foot to defeat Bartlett for re-election to the Chief-Consulship of Maryland. Most unwise, we think. Unless his management of Division affairs has been notably poor, a Chief-Consul is always eligible as his own successor. Bartlett has certainly proven himself to be the "right man in the right place," and to unseat him now, and elect a successor who may not do half as well, would be the height of folly. His management of the Hagerstown Meet, at which he was chosen Grand Marshal; his share in the Pa., N. J., Md. Road-Book, which has given such satisfaction; and his stand at the late Board Meeting in New York, where he valiantly maintained his position and defended the rights of his absent representative and constituents—are but a few of the bright acts with which his administration has been filled. There may be a better man, to be sure. There always is someone a little better for any place; but the question is, will that one be chosen as Bartlett's successor? Will the Maryland Division give up a good certainty on the mere chance of getting something better? We trust not.

But little has been heard of Old Dominion politics, and we wonder if the genial Dr. Harris is to be re-elected. There seems to be no other aspirant, unless he shall turn up as a "dark horse" from Norfolk or Richmond. In these Divisions when so little interest is manifested, the receipt of a blank ballot generally acts like a thunderbolt on the sleeping members, and if they vote at all they vote for the present incumbent's re-election. Not very complimentary to the Dr., but it's no fault of his. Charge it rather to Southern activity.

WASHINGTON NOTES.

[REGULAR CORRESPONDENCE.]

The spring has opened wet here—decidedly wet, and everything has assumed a triple-plate coat of moisture that Put's Pomade and Elbow Grease could not remove. Ambitious riders have, therefore, had their ardor dampened, and the wheel has not yet fairly drawn out its shell for the season. When it does, however, miles will become leagues

(not L. A. W. though) as rapidly as the tire can measure them off.

The District Wheelmen's euchre party at Mr. Collamer's house—which I told you last week had been postponed—came off on Tuesday evening. To the invitation to "a social game of progressive euchre, stag party, and bicycle uniforms preferred," a goodly number responded, some in their office habiliments, having come direct from work, and others in knickerbockers and bi. coats. Meanwhile "Nute" had assumed his riding habit and decended to the parlor to await his guests. What then was his amazement on entering the room to find himself in the presence of a bevy of young ladies—all tittering with suppressed merriment, and delighted at his surprise.

Well, he made the best of the matter with some misgivings for the boys, and when they came he rushed them in, and in turn laughed at their surprise. It came out that Mrs. Collamer had sprung a surprise on the crowd and invited the girls without her son's knowledge. The bashful (?) wheelmen, however, recovered themselves right quickly, and entered into the spirit of the thing with befitting grace.

Four tables were started and nine games played. Shohs came off victorious with eight games won, and Grimm stood at the other end with but two. "Billie" received a copy of "Contis on Training," and Grimm delights in a lead whistle. The floor was then cleared and dancing indulged in. Later Mrs. C. surprised the young people again, and the host himself in particular, by bringing in lots more refreshments than he had planned for.

At a late hour the merry party dispersed; and "Spoons" Mills, "next-door" Lamb, and "Overcoat" Morris have each a tale to tell. Several of the boys waited over an hour for the return of two of their number, who had taken home some ladies living but six blocks away, and the laugh was on them bad when they finally looked for their friends' wheels and found them gone. The fellows at first voted Collamer a chump, and advised him to get his life insured, but later in the evening their friends underwent a complete metaphor, and before they left he was a "brick" instead. It is said several friendships sprung up on that evening which will have no more end than a rubber tire.

Phil Dodge is one of the many who have ordered an '88 "New Rapid" on its reputation. The mount turned up a few days since, and is a beauty sure enough. Crist and Higham will have the Washington agency for this wheel and the Quadrant this season.

The Capital Club's Executive Committee have selected Dr. C. A. Crampton for Captain, and the club will probably ratify their choice next Saturday evening. Dr. Crampton is the gentleman who, with Knorr, rode from this city to Martinsburg on July 4 last to meet the club there, and come into Hagerstown with them.

John C. Higdon, of the "K. C. Wheelmen," Kansas City, Mo., was in town this week and graced THE WHEEL office with a call.

Just as I close this letter I learn of the tragic death of W. S. Clary, of the District Wheelmen, who committed suicide this (Tuesday) morning by shooting himself through the head. Mr. Clary had been ill some months with catarrhal fever, and a recent relapse brought on a fit of despondency,

in which the deed was done. The wheelmen thus lose their first member by death, and the tragic incidents connected with the affair will throw a gloom over the entire club. A special meeting will be held to-morrow evening for the passage of resolutions of condolence, and to take steps regarding the attendance of the funeral. Clary was a bright, active fellow, a warm friend, and a good club member, and the boys will sadly feel his loss.

WHITE HOUSE.

HAGERSTOWN JOTTINGS.

[REGULAR CORRESPONDENCE.]

Under the constraint of winter weather the Hagerstown Club grow very impatient for the days' congenial to the wheel. Plans are disjointed, and mutterings of discontent are frequent.

The spring races, in contemplation, have not been acted upon, although all the members are a unit in favor of them, and ready for the beginning. That they will come off there is no doubt, and the success of all the club undertakings is sufficient warrant that the races will be unsurpassed. It is probable that there will be included races between professional wheelmen. The general sentiment is to give an exhibition worthy of cycling interests.

The club will be very active this spring, and have its hands full. Much will be to do for the entertainment of the L. A. W. tourists, who will stop here on their way to St. Louis. No definite plan has been arranged, but the idea is to give them a great welcome, and provide everything that will make their visit full of enjoyment.

HAG.

CRESCENT CITY CRUMBS.

[REGULAR CORRESPONDENCE.]

It seems but fitting that in attempting to keep the readers of THE WHEEL posted as to the doings of this section of the cycling world, that a bit of local history should be indulged in by way of introduction.

The first grown rider of the silent steel made his appearance in this city some seven or eight years ago, since which time the cycle has grown slowly but steadily in popular favor until there are at present, at a rough estimate, nearly, if not quite, 120 riders above the age of eighteen years, and of these, according to the last report, sixty-six were members of the League. It has struck me as being strange, but it is nevertheless a fact, that almost all of our pioneer wheelmen are still to be found among the most active of our riders of to-day, and such old timers as A. M. Hill, Chas. M. Fairchild and R. P. Randall, are frequently to be seen astride their wheels. When cycling was in its infancy the fifteen or twenty riders, who then composed the wheeling population, leased a square of ground, fenced it about, and did nine tenths of the pedalling therein, secure from the curious and by no means favorable gaze of a critical public. Subsequently this same plot of ground was purchased by a cremation society. The latter fact is mentioned merely because it suggests an idea as to the future of the grumbling and never-satisfied wheelmen—League men in particular.

A State Division of the L. A. W. was organized in March, 1885, and at present its

interests are looked after by Edw. A. Shields, Chief-Consul; H. H. Hodgson, Representative; and Geo. Baquie, Secretary-Treasurer; all of whom, from present indications, are likely to prove their own successors at the approaching elections. Of the sixty-six Leagueites, thirty-six compose the New Orleans Bicycle Club, which was organized in May, 1884, with a membership of six. The club has just passed through a series of club-house building schemes and propositions, all of which ended in the rental of a convenient and commodious three-story structure, a description of which will be the topic of a future communication. The following are the present officers of the club: President, Geo. Baquie; Vice-President, Frank Fenner; Secretary-Treasurer, Wm. L. Hughes; Captain, Chas. B. Guillothe.—all "noble men and true, and right good officers too."

There is another club, the Crescent Wheelmen (organized August, 1886), which started off well, but unfortunately General Apathy got hold of the boys and the club—well has practically done nothing as a body for months, though individually some of its members are amongst the steadiest of riders. Its officers are, or were: S. Harby Plough, President; P. M. Hill, Vice-President; R. G. Betts, Secretary-Treasurer; Arthur P. Wolfe, Captain. And now with this rather large bit, of what may prove dry reading, let us turn to the passing and livelier wants of the day.

A number of local riders, with a laudable desire to help a worthy public cause, and at the same time do the cause of cycling a good turn, got together and arranged a number of races, the gate receipts of which were to be devoted to the embellishment of one of the public parks. Saturday, Feb. 19, was the date decided on, but alas! a heavy rain made a postponement necessary, and the next Saturday, the 26th, was fixed for the next attempt. Once more the clerk of the weather decided against the boys, but nothing daunted they set Thursday, March 3, as the day for the next trial. The programme consists of a half-mile dash; one mile handicap; half-mile for boys; and two mile scratch race. Several of the local cracks entered, and a lively time is anticipated.

This city has been called the City of Magnificent Parades—and one who has seen our various Carnival Pageants, will agree with us that the term is not at all inappropriate—and when anything new in that line is mooted, public favor demands something up to a certain standard, unwritten it is true, but well understood by all. Therefore, when the bicycle boys undertook to tickle the fancy of our good people with a lantern parade, it must not be supposed for an instant that it was mere child's play. Representative Hodgson took the task in hand, and two months of increasing labor on his part brought about a very gratifying result.

Jupiter Pluvius must have been in bad humor on Feb. 21, the night set for the parade, for the rain descended in torrents, and made a parade out of all question. Despite the rain, the "smother" of the N. O. B. C. with which it was intended to wind up the parade, came off, on account of several visiting wheelmen being forced to leave the next day, but was slimly attended. Those who went, however, passed a most enjoyable evening. The parade took place on the night

of the 23d, and was, for the most part, well received by the public. The streets along the route were literally jammed with spectators; many of the residences were tastefully decorated in honor of the event, and all are greatly pleased and encouraged by the reception accorded this, the first public display of any considerable number of wheelmen in the South-West. Already there is talk of another "Carnival on Wheels" (as it has been called) next year, which, with the experience gained, cannot but surpass the one just passed.

It would, of course, consume too much space to give a detailed account of the parade and the participants. There was the usual number of Princes, Knights, Clowns, Devils, etc., and the wheels were adorned in every shape and manner, the whole producing the pleasing effect, which only a lantern parade can give. Among the most noteworthy in line, however, was the tandem ridden by Nanki Poo (C. H. Fenner) and an attendant (Geo. Nobles), the wheel representing a Chinese pagoda; Grand Marshal Hodgson as Mikado; Pace Maker B. C. Rea as Romeo, and Aid S. M. Patton as Death, were a few of the others who attracted much notice, by reason of their becoming costumes and handsome decorations.

Our visitors were not many, but Arkansas, Mississippi, Georgia, Texas and even far off Minnesota and Massachusetts were represented, either at the smoker or in the parade.

R. A. Brantley, the Macon, Ga., professional was in the city recently, but returned home without adding any scalps or shekels to his collection, there being a dearth of riders for revenue in "these diggings" at present.

BI.

THE NASHVILLE-NIAGARA TOUR.

I called in several of the principal ones forming our Niagara tour, and they are of the opinion that we cannot attend the L. A. W. meet in May. We have some time since decided to leave here on July 4th, and wheel or walk the entire distance. It is a season when most of us can get away from business, and as every one is closely occupied, the time of our vacation must be considered.

Some ten or twelve have promised to go, but we only expect eight will positively make the start. The route is not yet fully determined. We will go from here via Louisville, and from there either through Indiana via Indianapolis, etc., or through Ohio via Cincinnati, etc. We made a request in the *Bulletin*, some time ago, asking for route information, but received no replies. Will write a number of personal letters in a short time to individuals along the two routes, so as to be fully posted if such a thing is possible. We have the Ohio road book, and as soon as the Indiana book is out will secure one. I have had some experience however in following "road books."

I regret very much that we cannot join your Southern District tour, knowing it would be a pleasure to you to make the party as large as possible, and to ourselves in meeting so many brothers of the wheel.

FED.

A Comfort Club, composed of 150 Albany Wheelmen, has been organized for the purpose of popularizing knee breeches for business wear. Their progress will be watched with interest.

CHICAGO NOTES.

Rather a sad case is that of Mr. W. O. Mumford, of this city. While out riding last Fall, he took an ugly "header," and injured himself in a vital part. He paid no attention to the matter until lately, when he consulted a physician and was treated to a totally different disease. Finding that he did not improve any he changed doctors, and then for the first time found out that he was severely ruptured. He will be compelled to stop riding altogether, and no one feels worse over it than Mum. His loss will be felt in the cycling craft, as Burley Ayers calls it.

A caucus meeting of the Illinois District Members, was held March 5th, at the Chicago Club Rooms. The Chief-Consul read a plan for the districting of the State, and election of representatives, which was approved of by the meeting and recommended to the Board of Officers for adoption. The vacancy of the office of chairman of the Racing Board caused by Mr. L. W. Conkling's resignation, was filled by the appointment of Mr. M. D. Wilber, of this city.

Mr. Ayers then tendered his resignation as Chief-Consul, which had been accepted by Pres. Beckwith by telegraph, and Mr. N. H. Van Sicklen was appointed to his place in the same dispatch. The meeting then nominated the following gentlemen for the office of representative in his district. Rockford District, Freeman Lillibridge; Hanhankee District, A. B. Holt; Paris District, M. O. Dole; Springfield District, Chas. Hansel; Quincy District, T. C. White; Galisburg District, E. H. Sleight; Peoria District, H. G. Rouse; Freeport District, M. Leium; Chicago District, W. A. Davis.

Mr. N. H. Van Sicklen was unanimously nominated for Chief-Consul, E. Ayres refusing to run.

The plan of operation, or rather the platform to be pursued by the Division, is as follows: Each representative will have control of the consuls in his district, and will be provided with large county maps and stationary and so forth, and will note the condition of all the roads in his district, which book shall be forwarded periodically to the Chief-Consul, who will note all changes in the general atlas of the Division.

The road book will contain 13 maps of the 13 districts of the state, and be furnished gratuitously to the members in good standing in Illinois. In the districts to which we are as yet not entitled to a representative, it is proposed to appoint a rep.-elect, whose duties shall be the same as those of the elected representative, but, who of course shall have no vote in the Board of Officers of the League.

A vote of congratulation was sent to the Wisconsin Division, lately organized.

On the motion of Kicker Ellis, a vote of thanks was tendered to Mr. B. B. Ayres, for the efficient manner in which he has filled the office of Chief-Consul for the short time he was in it.

Burley was the one who devised the plan above mentioned, and rightly should be the one who should carry it out. But, he forestalled the proposed action of a clique, who intended to oust him by resigning, and the Division has lost the best man it ever had or will have in its highest office.

CHICAGO, March 6th.

KID.

CYCLING IN ALBANY.

Albany and the surrounding country, with its wealth of hills and dales, is not the most inviting locality for wheel men who desire to ride long distances with little exertion; but its charming scenery, from the heights along the noble Hudson, and in the outlying farming districts, is a constant delight to the rider who seeks health and quiet enjoyment of the beauties of nature.

In consequence of the hilly nature of the country and poorly kept roads, we shall probably never have a large army of wheelmen in this section of the State; but we have a set of hardy riders who continue to push the wheel from year to year, with additions from the rising generation. We have two large clubs—the Albany Bicycle Club and the Albany Wheelmen. The first-named is the older, having been organized in 1880, numbering about 60 members, occupies a large house, with every comfort, and centrally located, within a block of the park in which wheelmen are permitted to ride until 10 a.m., and after that time on side paths, to get to the country roads. They will have to leave these elegant quarters on May 1st, as the lease then expires, and as their membership has fallen from 190 within the past two years to the present number, by the withdrawal of many of the associate members (or convivials, as they were called) during the late hostilities in consequence of their non-affiliation with the wheelmen (or toilers). The club will thus be unable to pay so large a rental, \$1,200.

The seceders have formed a new social club, under the name of the Komuk Club, and have leased a large brown-stone mansion. The wheelmen have rented new quarters adjacent to the famous Fort Orange Club, but almost too far from the Park, I think.

The Albany wheelmen were organized March 23d, 1886, and will hold its first annual meeting and election of officers on the 15th of this month. Its total membership is forty-five, composed of active wheelmen exclusively, two being non-residents. The club is in a very prosperous condition, and occupies the old headquarters of the first club, near the park, which are now too small for the increasing membership, and other accommodation is being looked for.

It is probably known to but few outside of Albany that we have one of the finest athletic grounds and bicycle tracks in the country. The Ridgefield Athletic Club was organized and incorporated in the spring of '85, and the grounds in the suburbs were finished and in use by the end of June. A very fine track was then laid under the supervision of Capt. A. H. Scattergood, the Albany Bi Club, who had been to Springfield and obtained the plans of that track, which were closely followed with this exception, that the track is narrower, and but three laps to the mile. Last summer the track was perfected, and at the first annual races of the Albany Wheelmen—which were held there in September—Harry L. Burdick, of that club, made a mile in 2.49 3-5 in competition, which speaks well for the track. Burdick has won a large number of prizes since, and secured a second and first at Springfield.

The riding district around us lies in every direction, and is as varied as one can desire. That portion to the North, along the Mohawk and Hudson Rivers to Round Lake, Saratoga and other summer resorts, is the

favorite, as the roads are more level, and kept in better condition. During the summer months, on Saturday and Sunday, a small exodus occurs from Albany and Troy, which pilgrimages to Round Lake, the Mecca of all devout Methodists, where the knights of the wheel indulge in Church going, moonlight sails on the lake, promenading, and flirtation with the fair maids of the surrounding country towns. Justice can hardly be done to the riding districts in so short an article, and I shall leave them for more extended notice at some future time.

A grand movement is being made towards the adoption of knickerbockers as a regular business suit for every-day wear, and over 150 names have already been enrolled towards the formation of the Comfort Club, as it has been very appropriately dubbed by the City Press. When the organization is perfected, I shall try and keep you posted as to its success, for it is sure to be interesting to all wheelmen.

“TOILER.”

“AROUND NEW YORK.”

The head-liner to the eighth chapter of Karl Kron's forthcoming road-book, extending from page 64 to page 100, are as follows:

Topography of Manhattan Island, 64. Social significance of localities, 65. System of numbering the streets and houses, 65. Blockstone pavements below Central Park, 67. Policemen and children as obstacles to sidewalk-riding, 67. Macadamized roadways around and above the Park, 68. East-macadam and Blackwell's Island paths, 69. Morningside Park and High Bridge, 70. Central Bridge and Jerome Park, 71. Washington Heights and Kingsbridge, 72. Fordham and the Southern Boulevard, 72-73. Pelham Bridge and Ft. Schuyler, 73-74. Port Chester, White Plains and Tarrytown, 74-75. Vincent House to Yonkers and Kingsbridge, 75-77. Riverdale route to Yonkers, 78. Sawmill river route, 75-79. Notable residences along the Hudson, 70. Spuyten Duyvil and Mt. St. Vincent, 80. Nyack and Englewood, 80. The Palisades, Ft. Lee and Weehawken, 81. Ferries to Hoboken and Jersey City, 82. Two routes to Newark, 82. Bergen Hill to Ft. Lee, 83. Bergen Line Boulevard and the Hackensack marshes, 83. Ferries by which to enter or get around the city, 84. Route of Belt line horse cars, connecting the ferry and steamboat docks, 85. Storage of wheels at the ferry baggage-rooms or on Warren street, 86. The big bridge, 86-87. Routes to and through Brooklyn, 87-88. Prospect Park and Coney Island, 89-92. Jamaica and Astoria, 90. Ferries on East River, 91. Park Commissioners as obstructionists, 92-95. Statistics of Central Park and the new parks, 95-96. Clubs and club-rooms, 96-97. Fares on ferries and car lines, 97. The elevated railroads, 98. “Seeing” the city, 99. Map, 99. Directories and guide-books, 100. (Electrotyped in April, 1885; 23,000 words, including 2,000 of fine type. First half, from *Springfield Wheelmen's Gazette*, *Bi. World* and *Wheel*. Many corrections of and additions to the foregoing were written in December, 1886, for the “summary” on pp. 582-6. See also pp. 546-7.)

Messrs. Schwalbach & Willdigg have been called to postpone their grand athletic opening and feed till April 13th.

MINNEAPOLIS NOTES.

Heath & Co. have moved from Armory Hall to No. 14 Fourth St., South, a location well adapted to showing machines, and more accessible to the general public, but without a riding-hall. I understand that Armory Hall will be retained for that particular purpose for some little time, and a few wheels kept there. The Militia wish to use it at all hours of day or night in preparing for a competition drill, to be held at Washington, and this has led to this change, and the “dull thud” of the beginner will gradually give place to the rattle of muskets and clash of bayonets. Over 500 wheels have been sent out to various parts of the West and North-west. I trust the coming four years will see a still larger growth of riders, and a commensurate growth of influence.

Grant Ball, our Star man, has returned from Smithville, N. J., where he has been spending the winter at the factory, and brings with him several new patterns of Stars, intending to push that make for all it is worth, during the coming season. He and Armandio have issued several challenges for races, for any distance between five and fifty miles, but the race does not seem to materialize. As Spalding & Bro. have taken the Victor for the entire West and North-west, their representatives in this city will, of course, push that make, and competition will be lively. It seems as though I builded better than I knew in my pointer to the trade at large. The Columbia, Gormully and Jeffrey's wheels have a hold here that it will be hard to shake off, and more Light Roadsters are ridden by old riders in this city than any other make. With warm weather for two or three days lately, the large amount of snow on our streets has visibly shrunk, and we hope for dry going by the first part of April, at least. Most L. A. W. renewals for this State are at last in, and our membership of 107 bids fair to increase the coming year.

In the *Division's* February number, the editor has a plaintive appeal to all delinquents to come forward and settle up, and not let this State go on record as the one taking the least interest in League matters. Advertisers are beginning to recognize the *Division's* being a medium for reaching wheelmen in this part of the country, as no other cycling paper can do, a circulation of 1,000 per month being guaranteed, and a little slowness in coming out being the paper's only failing. Readers complaining of lack of original material have the remedy in their own hands, and the course of any one with literary talent is only too obvious.

The Mercury Club has its next regular meeting on the 8th, and the momentous question whether we shall live or die during the season of '87 will come up. Whichever we decide to do, I am in favor of doing it with some energy, if it is correct to speak of dying with energy. This dead-and-alive sort of existence, which so many clubs easily fall into, is very distasteful to any one with life enough to be an active member. If this week's letter seems at all forced and stupid, you may lay it to five nights per week of German Opera, Patti in concert, and others, and lesser musical events. That amount of dissipation has benumbed even my fertile brain, and I feel better fitted to write up a graphic account of Patti's phenomenal voice than to grope around for cycling news of interest.

L. B. G.

We have a fine lot of Second-Hand Wheels

MANY FULLY EQUAL TO NEW AT LOW PRICES,

Call or Send for List.

Specialty in Exchanging Second-Hand Wheels for

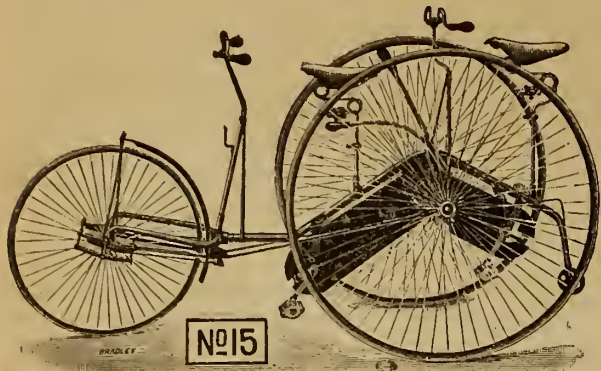
**New COLUMBIAS, NEW RAPIDS, NEW MAILS, QUADRANTS,
SPARKBROOKS, STARS, VICTORS, or any other make.**

WE ARE SOLE AGENTS FOR NEW YORK OF THE

NEW RAPIDS, QUADRANTS, SPARKBROOKS, AND NEW MAILS.

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

Harlem Branch opens soon—124th St. and 7th Ave. Renting, repairing, storing.



PITTSBURGH NOTES.

Last week I promised a short description of our riding district, and will now fulfill it. The big hills are the first thing to try a new riders metal, and go where one will, there they will be found; yet, much fine riding is to be had, with numberless long coasts repaying for hill work.

We have one stretch through the East End of about fifteen miles, that can be called excellent wheeling, with but a short distance to be gone over twice, fully half is of the best asphaltum, the balance wooden block and clay roads. At one end of line is a fine road house, (Forbes Street), and half way on the circuit a magnificent view is to be had of Hiland Reservoir, down the avenue of the same name, a coast is to be had, rivaling the wind in speed, yet perfectly safe, and more than a mile in length over the best asphalt.

Second avenue is another smoothly paved street, affording a four mile run over a level surface, and thence by a lovely road winding through country places. Forbes street is reached.

Leading out of our sister city, Alleghany, are two roads much frequented in the riding season. The Pennsylvania Plank, over which a run of fifty miles to New Castle can be made, but with some hard work. The Butler Plank next, and most used, affords a ride of thirty-four miles to Butler, with but one bad hill, and that only by reason of length, the road being good and the scenery most enchanting. A favorite run out this road is to De Haven, ten miles for breakfast at a good road house, returning later.

The Keystone Club follows the example of Brooklyn, and will award a gold medal to the member winning anyone of the following records:

Greatest distance ridden during season. Greatest number of days. To all riding one thousand miles, or making a century run, and a booby prize to the successful (?) contestant for the least number of miles. There being many famous road riders in the club, some one is going to be made weary.

Rumor says, Murray will push the Captain and kill two birds, etc., i. e. capture record of "S. F. Wheelmen," of which club he is leading spirit, meanwhile, Lee, of "Pony Star" fame, smiles and says nothing.

The elections surprised some of the boys, McGowin worst of all, who thinks he was sold out by friends and made Secretary-Treasurer, when he worked to put Smyth there.

Maybe there is no interest shown here in election of Chief Consul. The boys think two tickets will be in the field—who can say not?

KEYSTONE.

PHILADELPHIA POINTERS.

I have just been reading the Philadelphia Sunday *Item's* cycling column, edited by our old friend Chris Wheeler. He is a member of the Pennsylvania B. C.—a charter member in fact—and is a downright good fellow. But he makes a few statements to which I am bound to take exception. He says first that the *Bulletin* is fast retrograding to the level of our old representative gazettes, etc. I do not believe this is true, but if it were, is it not far better to have simply a paper giving us the bare official news than to run the League in debt every year to the time of Aaron's \$6,000? I think so.

He mentions also, among his "assured facts" the "falling off of the L. A. W. membership for 1887." Now, Chrissy ought to know better than that! Up to March 1 there were about 8,000 renewals!—more than the entire membership of the League at the beginning of 1886. The Massachusetts Division alone has over 1,000, and Pennsylvania is not behind her, while New York will probably overshadow both.

One more point, Chris., you mention in an earlier paper that "Bassett's latest scheme" was to depose Wells and elect Geo. Gideon Chief-Consul of Pennsylvania. That would not work, and Gideon, after twice refusing a nomination for the Chief-Consulship, is not likely to be fool enough to accept a third offer. Particularly as he must know, that owing to his opposition to Aaron and Wells, he is in very bad order with all good members of "Pennsylvania." And the Pennsylvania Club is itself almost strong enough to elect or defeat any candidate in this Division. While on the question of candidates, let me say, it would seem that Mr. C. B. Holly, of Phillipsburg, who was with the Aaron-Wells party during the first day's proceedings, and who went over to the enemy on the second, does not propose to be omitted by the Wells Nominating Committee, and his friends are urging his case on every cyclist in the Division. As he is a good man, I hope he will be re-elected. I think too, that he will get a goodly proportion of Philadelphia votes. The Philadelphia riders are an independent set, and while the best of them have been led to believe that a great wrong has been done to Pennsylvania, at the same time I believe that, caring little personally for Aaron or Wells, their main wish now is to see the whole matter thoroughly ventilated. There is an increasing desire, apparently, to shift some of the responsibility of *Bulletin* mismanagement to the shoulders of the Executive Committee. Dr. Butler's letter last week in *THE WHEEL* will help to open some eyes; but we would like to know why or how was Mr. Aaron's

bond worthless? Mr. Frank Read was on the bond, and he is certainly good for twice \$6,000.

Bassett has gone to Boston, and the *Bulletin* is now issued there. The Wells attachment for commission is still on and unsettled, although there are rumors of a compromise at \$425. Mr. Wells, now that he has lost the *Bulletin*, proposes to issue the *American Athlete*, and as a starter proposes to send to every League member. As was sometime since published in the *Bulletin*, League lists are not procurable for private enterprises, and if Mr. Wells is making use of his position as ex-League printer to secure a copy of the list he is laying himself open to further invidious criticism. However, "the King can do no wrong," Aaron is King here, Wells, Queen; the King and Queen, of course, are one. *Le Roi est mort:—vive le Roi!*

DIXEV.

NOTES FROM THE K. C. W.

The annual meeting of the K. C. W. will occur on the 17th inst. Never before has so much interest been manifested in the club elections. Two tickets are in the field, both with ardent supporters and hard workers, and the result will probably be the entire reconstruction of the Board of Officers. I am told that on this election hinges the future of this club, and nothing will be done regarding the building of the new club house until the new Board takes hold, when it is expected the things will boom as they never boomed before.

The Bowling match with the L. I. W. will occur the latter part of this month, probably at the Fifth Ave. Casino.

Their drill team has been reorganized, and will make their first appearance, this season, on April 2d, at the armory of the Twenty-third Regiment. This first drill was finally agreed upon, after much urging on the part of many warm friends of the club. Their second and last appearance will be given at the armory of the Seventh Regiment on the occasion of their Athletic tournament.

Mr. H. J. Hall, Jr., of the K. C. W. and also the Brooklyn agent of the Star bicycle, has presented to that club a Star wheel of any desired size and style, the same to be raffled, the proceeds to go to the furnishing fund of the new club house. Here is a chance for some lucky one to get a first-class Star for the sum of one dollar, two hundred chances, send your order early or you will be left.

B.

Look at the New York Bicycle Co.'s list of bargains, and be astonished.

KENTUCKY KNICK-KNACKS.

The Kentucky Road Map now in progress of compilation, is to be a very complete and valuable affair. It will contain every road in the state that is rideable, and no Kentucky cyclist should be without it.

If anybody wants to bring a tour through Kentucky, they will find the wheelmen of this state ready to receive them and put them through, with due regard to the time-honored "Kentucky hospitality," which is a part of the manners of our state.

Cycling in Cincinnati and vicinity will boom this season, on account of the new streets of asphalt and granite now down or being put down.

There was quite a stir among local wheelmen last week, the why of which was a numerously signed petition, addressed to the makers of a popular wheel, asking that the agency of that wheel be not transferred to a certain Cincinnati firm, who were trying by every means to "hoodoo" the Covington agent out of it, by offering to buy from the makers, a large number of wheels for spot cash, which the Covington man could not afford to do, and pledging themselves not to trade with the Cincinnati firm, if such transfer was made. The petition was sent on in sections, and received over 125 names.

The unjustness of the proposed transfer will be seen, when it is considered that the Covington man first had the agency, and worked it up in a very satisfactory manner to the company he represented. He had it practically on a paying basis, and just as he got it to that point, was to be deprived of it. The Eastern company took heed, and wrote the Covington man a very polite letter, saying, that his efforts in their behalf had been appreciated, and that the agency would be continued with him. And Cincinnati wheelmen still continue to come to Covington for their Victors.

NORB.

BALTIMORE ITEMS.

The Maryland Club will hold their annual banquet on March 17th, on which occasion there will be a "feast of reason and a flow of soul" in the shape of toasts intermingled with the viands.

Messrs. Eisenbrandt and Shaffer have removed from their old stand, 101 West Baltimore St., to new No. 28 Light St. They contemplate opening a "cyclers'" shortly.

The Ramblers will hold their next meeting March 12, in their new quarters, on which occasion several more members will be added to the roll. The club now polls forty-one votes, as against three only ten months ago. Something of an increase!

S. T. Clark & Co., whose "ad." I notice on the front page of your last issue, are making preparations for an immense business this season. Their New Rapid and Quadrant machines surpass anything I've seen so far, and their sixty-page catalogue is full of meat.

The East Baltimore Club, I understand, will not be the "Centaur's" after all, but the "Cnesapeakes," as was first intended. Chas. C. Gaskins will probably be President, and — — Shaeffer, Captain. Dark brown is favorably spoken of for their uniform.

I hear a funny story about F. M. Clotworthy and the Cycle club, something like this. It appears Clotworthy put in his

application for membership to this club, and it was favorably passed upon by the Executive Committee. F. M. C. about that time changed his mind and decided to buckle himself to a different organization—I won't say which. When he made known his intentions, or rather desires, the Ex-Com. said no: after they had honored him by considering his application favorably, it was too late to back out, even though the club had not voted him in. I've not heard how the matter has been settled. Far be it from me to sound the key-note of discord in our quiet midst, but as a news-gatherer and publisher I must say that there will be opposition in this city to Bartlett's re-election as C. C. Kemp is a gentleman, a good fellow socially, a valued friend to all, and, I understand, strong in support in his own club, and throughout the State; but there are scores right here in the city who will vote against him. Canfield, Ex-Captain of the Marylands, is spoken of, but he will probably not run if Bartlett does. If he should, it will occasion a split in this club and J. K. B. will certainly not be re-elected. R. M. Lockwood's name has also been mentioned, and unless a more popular man is found, I think he would poll a heavy vote. I don't hear just what Bartlett is charged with—nothing grave, I am sure; but his general plan of administration doesn't please every one, and how can he expect it? One whole club, perhaps two, will cast a solid ballot for his opponent, and the matter is certainly in doubt at least.

FISH.

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"

LEWANDO'S FRENCH DYE-HOUSE

Every Variety Fine Dyeing & Cleansing.

LEWANDO'S

French Dyeing & Cleansing Establishm't

5th Ave., cor. W. 14th Street,
731 6th Ave., near 42d Street, } NEW YORK.
276 8th Ave., near 23d Street, }

17 Temple Place, BOSTON, MASS.

THE CELEBRATED

PIANOS. **SOHMER** PIANOS.

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

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

CHOICE SECOND-HAND WHEELS CHEAP.

- No. 1. 50 in. **Standard Columbia**, enameled, brand new tire, good order. Cost, \$90.00.....\$30.00
- No. 2. 54 in. **Standard Columbia**, full enameled, ball bearings, dropped bars, excellent order. Cost, \$105.00.....62.50
- No. 3. 52 in. **Standard Columbia**, enameled and polished, ball bearings, in excellent order, little used. Cost, \$100.00.....\$55.00
- No. 4. 48 in. **Standard Columbia**, full enameled, good order. Cost, \$87.50.....\$32.50
- No. 5. 48 in. **Expert**, nicked and enameled, balls to both wheels, brand new tire, excellent order. Cost, \$125.00.....75.00
- No. 6. 50 in. **Expert**, full nicked, Kirk saddle, dropped bars, brand new tire, excellent order. Cost \$137.50.....\$85.00
- No. 7. 55 in. **Columbia Light Roadster**, all nicked except rims, 1886 pat., double grip ball pedals. A 1 order. Cost, \$150.00.....\$110.00
- No. 8. 52 in. **Expert Columbia**, full nicked, dropped bars, ball pedals, excellent order. Cost, \$140.00.....\$90.00
- No. 9. 35 x 50 to 53 in. **Invincible Safety**, enameled, with nickel trimmings, cow-horn bars, T handles, hollow rims, tangent spokes. A 1 order, will fit rider of 50 to 54 ordinary. Cost, \$130.00.....\$85.00
- No. 10. 36 x 54 in. **Kangaroo**, enameled, with nicked parts, dropped bars, excellent order. Cost, \$130.00.....\$80.00
- No. 11. 38 x 51 to 53 in. **Rudge Safety**, enameled and nickel trimmings, balls all round, A 1 order. Cost, \$140.00.....95.00
- No. 12. 52 in. **Victor**, standard finish, balls all round, A 1 order. Cost, \$127.50.....\$90.00
- No. 13. 50 in. **American Rudge**, enameled and nicked, cow-horn bars, excellent order. Cost, \$110.00.....\$75.00
- No. 14. 52 in. **Rudge Light Roadster**, enameled and nicked, 1886 pat., little used, A 1 order. Cost, \$152.50.....110.00
- No. 15. 50 in. **Columbia Expert**, enameled and nicked, latest pattern, double grip pedals, run 20 miles, good as new. Cost, \$125.00.....\$105.00
- No. 16. 52 in. **Columbia Expert**, enameled and nicked, latest pattern, spade handles, D. G. ball pedals, equal to new. Cost, \$132.50.....\$110.00
- No. 18. 50 in. **Standard Columbia**, half enameled, latest pattern, ball bearings, A 1 order. Cost, \$90.00.....\$62.50
- No. 21. 46 in. **Standard Columbia**, bright and painted, excellent order. Cost, \$80.00.....\$40.00
- No. 22. 44 in. **Standard Columbia**, half enameled, A 1 order. Cost, \$77.50.....\$35.00
- No. 23. 44 in. **Otto Special**, polished and bright, excellent order. Cost, \$117.50.....\$17.50
- No. 24. 32 in. **Petite Tricycle**, for child, rubber tires. Cost, \$15.00.....\$15.00
- No. 25. 52 in. **Standard Columbia**, half enameled, latest pattern, K. O. R. lamp, H. O. T. alarm, good as brand new. Cost, \$105.00.....\$70.00
- No. 27. 55 in. **Rudge Light Roadster**, standard finish, Butcher Cyclometer, excellent order. Cost, \$165.00.....\$95.00
- No. 28. 54 in. **Columbia Expert**, full nicked, latest pattern, D. G. ball pedals, run 25 miles, good as new. Cost, \$140.00.....\$115.00
- No. 29. 52 in. **Columbia Expert**, full nicked, ball pedals, dropped bars, A 1 order. Cost, \$137.50.....\$100.00
- No. 30. 55 in. **Columbia Light Roadster**, enameled, with nickel trimmings, latest patterns, n.w., but slightly shop worn. Cost, \$140.00.....\$125.00
- No. 31. 51 in. **Star**, enameled, with nickel trimmings, latest pattern with hollow rims and levers, balls to front wheel, dropped bar, A 1 order. Cost, \$127.50.....\$95.00
- No. 1001. 52 in. **Premier**, enameled and nicked parts, Lilliebridge saddle, excellent order. Cost, \$105.00.....\$55.00
- Humber Tandem Tricycle**, standard finish, used but little, in excellent condition, lamp included. Cost, \$265.00.....\$195.00
- Cunard Crippler Tricycle**, standard finish, balls all round, run 50 miles. Cost, \$190.00.....\$135.00
- 56 in. **Columbia Expert**, full nicked, D. G. ball pedals, A 1 order, K. O. R. lamp. Cost, \$140.00.....\$105.00
- 56 in. **New Rapid**, half nicked, 1886 pat., good as brand new. Cost, \$152.50. Owner wants money. Great bargain at.....\$100.00
- 56 in. **Columbia Expert**, half nicked, 1886 pat., A 1 order.....\$100.00
- 48 in. **Star**, latest model, hollow rims and levers, tangent spokes, balls to front wheel. A1 order. Cost \$145.00.....\$110.00
- 51 in. **Star Light Roadster**, hollow frame, rims and levers, tangent sp. kees, roller and ball bearings, spade handles, good as new, built to order. Cost, \$160.00.....\$125.00

Goods Called For and Delivered Free.

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

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

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

NEW YORK BICYCLE CO.,

General Agents for all the best Makes,

38 Park Place.

IMPORTANT ANNOUNCEMENT.

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

— LILLIBRIDGE SADDLE, —

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

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

FOR SALE, EXCHANGE, WANTS.

FOR SALE—A 52 inch full nickeled Expert; balls all round; A 1 condition. \$100.
D. HAMULTON, 1026 Woodruff Ave., New York.

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

FOR SALE—A 54 inch, full nickeled, double ball bearing British Challenge, with Lillibridge Saddle. Too large for owner. \$85; on easy terms, or will exchange.
N. L. COLLAMER, St. Cloud Bldg., Washington, D. C.

AN excellent job printing office to exchange for an American Safety or Kangaroo Bicycle.
F. H. CHAMBERLAIN, Marietta, Ohio.

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

W. I. WILHELM, Reading, Pa.

SPORTING BOOK LIST and Circular of Secrets 3 cents.
GLOBE PUBLISHING CO.,
Paulsboro, N. J.

52 INCH Standard Columbia a big bargain full enamel Ball Pedals, no spgins, of use in fact, new, only \$65.
W. I. WILHELM, Reading, Pa.

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

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

WANTED.—A 54 inch enameled, ball-bearing, light wheel of some standard make. Please send particulars, and lowest cash price, C. O. D., to W. E. House, Room 47, St. Cloud Building, Washington, D. C.

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

FOR SALE 45 inch, Enamel Finish, Special Star, in good order price, \$55.00.
JOHN J. YOUNG, Braceville, Ill.

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

SALE OR EXCHANGE, 52 inch Coventry Ball Bearings, Enameled, \$50.00, also 48 inch Cornell Nickeled, Ball Bearings, Cowhorn Handle-Bar, \$80.00. Both first class condition.
I. H. MELLOR, 387 Third Street, So. Brooklyn.

FOR SALE. 42 inch Special Pony Star; enameled and nickeled; patent foot rest and step; Lillibridge saddle. Good as new. Cost \$114. All complete. \$75.
H. L. HOYT, Weedsport, N. Y.

REPAIRS!

REPAIRS!

— TO SAVE DELAY —

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

Oraton Hall, Newark, N. J.

HOWARD A. SMITH & CO.

L. A. W. CUFF BUTTONS.

Large size, 85 cents, and small size 75 cents per pair. Our pair warranted for a year and sent registered for \$1.00. The regulation League design provided with best Triple-Plate Patent Lever shanks. In ordering, be sure and give League number, and state which size is desired. Address all orders.

N. L. COLLAMER,
St. Cloud Bldg., Washington, D. C.



The Wheelmen's Record,

PUBLISHED EVERY THURSDAY,

ONE DOLLAR A YEAR.

Bright Newsy and Independent

EACH NUMBER FULLY ILLUSTRATED

Full Page Lithographed Cartoon once a Month.

ADDRESS

"Wheelmen's Record,"

31 W. Market Street,

INDIANAPOLIS, IND.

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.

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

Bicycles, Tricycles and Sundries.

EISENBRANDT & SHAFFER,

Baltimore, Md.

Agents for Columbia and other Wheels.

PATENTS secured on reasonable terms; work reliable; papers carefully and legally drawn. Special attention given to inventions pertaining to cycling, by an experienced wheelman. Write for particulars.

N. L. COLLAMER,

Patent Attorney and Mechanical Engineer,
Room 47, St. Cloud Bldg. WASHINGTON, D. C.

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.



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.

We have the Workmen

—TO DO ALL—

DIFFICULT REPAIRS.

NEW AND SECOND-HAND WHEELS IN STOCK.

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

SCHWALBACH & WILLDIGG,

Prospect Park Plaza, Brooklyn.

J. O'CONNOR,
Practical * Boot * and * Shoe * Maker,
845 SIXTH AVE.,

First door from S.W. Cor. 48th St., NEW YORK.

All kinds of Foreign and Domestic Patent Dressings. A full assortment of Custom-made Boots and Shoes always on hand at Reasonable Prices. Orders of every description promptly attended to and a perfect fit guaranteed.

LAWN TENNIS SHOES A SPECIALTY.

F. J. W. JAEGER,
Confectioner and Caterer,

Bonbons, Chocolates, Caramels,

ICE CREAMS AND WATER ICES

OF ALL VARIETIES AND FLAVORS.

MADISON AVENUE, COR. 59TH ST.,

—NEW YORK.—

MYDDLETON'S ENAMELS.

JET BLACK.—The best on the market, will not chip nor crack, presents a fine, jet black, glossy surface at one application.

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

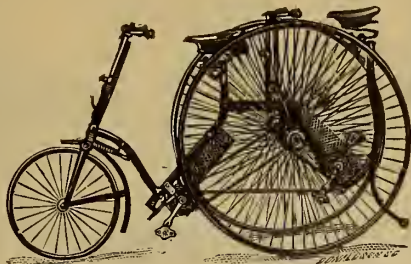
TRANSPARENT.—Invaluable for enameling the nickel on wheels. Colorless and does not show. Price, 75 cents per bottle.

English Anti-Rust Nickel Paste.—Transparent. For coating nickel or bright parts to keep from rusting. Price, 25 cents. Discounts to agents.

W. C. BOAK,

Importer of Bicycle Sundries,

Le Roy, N. Y.



D. ROGERS & CO., Limited,

Sole U. S. Agents for the

"Cunard" Cycles,

75 CLINTON AVE., NEWARK, N. J.

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

SPRINGFIELD, O., January 11, 1887.

D. ROGERS & Co.

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

(Signed) T. J. KIRKPATRICK,

Vice-President L. A. W.

Send in your Orders and don't get left.

RELIABLE AGENTS WANTED EVERYWHERE.

CABINET PHOTOGRAPH OF ANY MACHINE 25 CENTS.

305 MILES IN 24 HOURS!
WORLD'S RECORD.

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



S



T



A



R



WEIGHING ABOUT FIFTY POUNDS.

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

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

SEND FOR CATALOGUE,

H. B. SMITH MACHINE COMPANY,

-

-

Smithville, Bur. Co., N. J.

NEW YORK SALESROOMS, 115 LIBERTY ST.

From Manitoba to the Gulf of Mexico!

From Eastport to the Golden Gate!

THE MAJORITY OF WHEELMEN RIDE COLUMBIAS.



THESE ARE OUR WITNESSES:

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



THE WORLD'S STORY

of the road and path is a recapitulation of the
victories on COLUMBIAS.



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

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



POPE MFG. CO.,

79 FRANKLIN STREET, BOSTON.

12 Warren Street, New York.

—Branch Houses,—

291 Wabash Avenue, Chicago.