

AND RECREATION.

This Paper has the Largest Circulation of any Cycling Weekly Newspaper in the United States.

VOL. XI.—No. 10.]

NEW YORK, DECEMBER 3, 1886.

[WHOLE NUMBER, 270.]

WHEEL GOSSIP.

The members of the Boston Club will spend their winter Tuesday evenings at "whist."

Joseph Pennell is at present at York, England, illustrating that quaint old city for *The Century*.

We regret that the proprietor of the Boscobel at Lynn has been compelled to close his hotel. We have dined there.

Mr. C. R. Zacharias, formerly of the firm of Zacharias and Smith, has settled in Alabama, where he will engage in the telegraph business.

We hear that J. S. Dean will revisit England next year. Jo—as his friends are permitted to call him—will have no difficulty in passing for a native.

The record for the "biggest" wheel now stands at 66 inches. We should be pleased to hear from any one who has ever heard of or seen a larger machine.

Messrs. George Short, F. Goubleman and E. McBurney, all members of the Hudson County Wheelmen, recently rode 104 miles in 13 hours; the course being through the Oranges.

C. M. Fairchild, one of the New Orleans tourists, writes: "By next May I hope to complete 10,000 miles on my 53-inch Rudge Light Roadster. I have ridden over 7,250 miles without a break."

THE LIGHTEST BICYCLE IN THE WORLD—An English racing man, Travers, has had a racing machine built, which is a marvel of mechanical construction. It weighs but 15¾ pounds; the saddle is of tin.

Our esteemed contemporary, the *Cycling Times*, announces that an important article, entitled: "The Pure Amateurs of England," will shortly appear in its columns. We are wondering what the writer will talk about.

WHAT WHEELMEN SHOULD DRINK.—The number of "best" drinks for thirsty wheelmen are as numerous as the cures for rheumatism or seasickness. We give some of them: wheelmen who care to experiment will soon find out which is the best. Lime juice and water, soda and milk, cocoa, milk, milk and water, port wine and water, lemonade and claret, soda, and ginger ale.

One of Stoddard, Lovering & Co.'s energetic agents wrote a few days ago that his wife had presented him with a little daughter, and had named her Marion Rudge, in honor of his favorite wheel.

The editor of a Boston contemporary bewails the fact that he could not get a glass of soda water in godly Boston last Sunday. The poor fellow! Had he asked for something stronger he would have had no trouble.

The crop of papers that will bloom in the spring is beginning to sprout. Indianapolis will publish a weekly, to be edited by Mr. P. C. Damm. The name is suggestive. He had better consider, before attempting to start a bicycle paper.

Yankee Rowe has ridden twenty-two miles 150 yards in sixty minutes, although Sturmev and his Waterbury watch were not present. This makes the amateur champion (bicycle and tricycle) at all distances, 1881, look very small beans, indeed.—*Cycling Times*.

The Emerald Isle is inhabited by a band of wheelmen who call themselves collectively the "Tare-an-'Ouns C. C." Their favorite irrigator is "Ballyhooly lemonade," which we presume is as strong as the Atlantic cable, and as effective as a blow with a sand-bag.

The last number of the *Bicycling World* contains three admirable pen pictures of Chestnut Hill Reservoir, the favorite rendezvous of Boston wheelmen. The sketches are the work of Mr. Fourdrinier, a co-editor of the *World*. It is his first bid as a sketchist.

There is in England a "Society for the Prevention of Hydrophobia and Reform of the Dog Laws." A trite subject for debate at the meetings of the society would be: "Should well nourished and perfectly healthy dogs of the bull-dog variety be permitted to lunch on wheelmen?"

Of course, the popular fallacy that the bicycle was a toy, fit to amuse callow youth, has long since gathered its garments about it and crept withering into the grave; yet it pleases us to cast a stone on top of its sepulchre by pointing out that the Ion Keith Falconer, who was the most famous university racing man and a record holder in his day, has been appointed Professor of Arabic at Cambridge University.

The Pope Manufacturing Co. will bring out a new single tricycle and a new tandem next year. The style of the machine will not be made public, but the tandem will be of the three wheel or Humber type.

We wish to draw attention to the duplicity of a quill-driver who hails from Memphis. He writes us as if *THE WHEEL* was the acme and gem of cycling journalism, yet but a few weeks after and we find him publicly supplying confectionery in large quantities to a brother scribe. Avaunt! Memphis!

There is a fashion in cycling journalism as well as in everything else. Just now there is a run on "the biggest wheel." We Americans had awarded the palm to R. B. Bolton, a six-foot-sevener of Whitesborough, Texas, but here comes an Englishman named Hebblethwaite, who not only rode a sixty-six, but managed to run down a Yorkshire hill and half kill himself.

The promateurs, if there are any at all next year, will not be such important people as they were during the season just past. Several importers and manufacturers have agreed that it is an expensive system, and instead of paying fat salaries next year, they will simply furnish a machine and trainer and pay traveling expenses. We are told that the Columbia team cost their employers \$12,000 for the season's work.

SOMETHING NOVEL IN RACING.—At the meet of the South Australian Union, recently held at Adelaide, some novel features were introduced in the programme. The conditions of the obstacle race were—First lap: To ride round, lift machines over five hurdles, mounting machines after getting over hurdles, except the last one, when you run to the centre of the oval, lie on your back and eat a roll. Second lap: Crawl through bags under tarpaulin and through casks, run 100 yards with bicycle, mount and finish lap in the saddle, dismounting opposite pavilion. Third lap: Run to centre of oval, put on coat and bell-topper and ride to scoring-board at the south end, then across the oval and over the water jump, round the flag, on to the track and finish. Enormous crowds witnessed this extraordinary event, and the obstacle amateur champion for 1886 is the hero of the hour in Adelaide cycling circles.

THE AMERICAN CHAMPION

STILL IN THE LEAD.

20 MILES

On a straightaway country road in the
Marvelous time of

59 Minutes, 35 4-5 Seconds.

A WORLD'S RECORD.

50 MILES.

in 2 Hrs. 55 Min. and 46 1-2 Sec.

—THE—

AMERICAN RECORD

FOR THE DISTANCE.

100 MILES

—IN—

6 HOURS 11-2 MINUTES.

& WORLD'S RECORD.

AND BETTER THAN THE

American Track Record.

All the above by S. G. Whittaker, on an ordinary roadster, excepting a somewhat lighter rim, and the course an ordinary surveyed country road. If road records talk, then the American Cycles are the easiest running machines in the world.

MANUFACTURED BY

GORMULLY & JEFFERY,

Catalogue Free.

CHICAGO, ILLS.

✠ ✠ WORLD'S RECORDS. ✠ ✠

NOW, GENTLEMEN:—We fail to see why records made on a 22-pound racing wheel, and on a track with an exceedingly smooth racing surface—we fail to see, we say, why these results demonstrate any superior excellence in a Roadster, (a differently constructed machine) even though the latter be made by the same Company; but when remarkable results are attained on the machine for which the superiority is claimed, that fact we believe to be *significant*.

✧ THE AMERICAN CHAMPION ✧

to-day holds every world's record on the road above 25 miles to 300 miles; the latter enormous mileage being done within the hour by **STILLMAN G. WITTAKER**, at Crawfordsville, Ind., October 18th and 19th. The run was made on a straight-away and surveyed road, under A. C. U. Rules, and not on a carefully selected ten mile stretch. The following are the times:

		HOURS.	MINS.	SECONDS.
50 Miles	(about 4 minutes behind his previous world's record),	2	59	50 2-5
100 "	(25 minutes ahead of the world's record, and over a minute better than Ives' Springfield track record),	6	1	15
150 "		10	28	52
200 "		15	13	30
300 "	(about 24 minutes better than the best world's track record),	23	46	16 3-5

The latter magnificent record is about *FORTY-ONE MILES* better than the hitherto accepted A. C. U. record by **MUNGER**, about 19 miles better than **HOLLINGSWORTH**'s performance, and 13 miles better than **McCURDY**'s, neither of which two are accepted records, however.

If you want the **EASIEST RUNNING ROADSTER IN THE WORLD**, you must come to us.

GORMULLY & JEFFERY,

Manufacturers of American Cycles.

CHICAGO.



--AND--

RECREATION

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F. P. PRIAL, Editor and Publisher,

12 Vesey Street,

P. O. Box 444. New York.

CHANGE OF PUBLISHERS.

NEW YORK, December 1, 1886.

The contract for publishing THE WHEEL heretofore existing between the Central Press and Publishing Company, and the Cycling Publishing Company having this day been dissolved by mutual consent, and having acquired by purchase, the rights, title and interest in *Recreation*, formerly published in Newark, N. J., the Cycling Publishing Company do hereby give notice that they have this day leased the combined papers known as THE WHEEL and *Recreation* to Francis P. Prial, of New York, who assumes all obligations from this day forth.

CYCLING PUBLISHING COMPANY.

THE "COMBINE."—As will be seen by the above card, I have become the lessee, practically forever, of THE WHEEL and *Recreation*. The combination of these two properties will give my paper a larger circulation than that of any other weekly cycling newspaper in the United States. It also leaves me practically in possession of the most desirable cycling field, viz: the two largest cities in the United States and their immediate vicinity, which latter includes the great Orange Riding District, which is second only to Boston and its neighborhood as a cycling centre. Of course the paper also goes to every State in the Union.

OF THE PAST AND FUTURE.—For the past two years THE WHEEL has virtually

been allowed to "run" itself, as far as business management was concerned, because its publishers had other and more important interests to absorb their attention. But I propose, in the future, to devote my best efforts to making the paper ideal, from both journalistic and financial standpoints. If I fail, as more experienced men have before me, it will not be for lack of earnest and persistent endeavor.

TO OUR READERS.—In the early days of bicycling journalism a large number of wheelmen voluntarily contributed articles to their favorite papers. Many of them were brilliant, most were at least readable. But it seems to me that this galaxy of cycling talent has either retired from the sport, or lost the enthusiasm of youth, when they vented their feelings in black and white. I should like to say, right at the start, that I shall be deeply grateful to any of the readers of THE WHEEL, who will favor me with any news item, sketch, opinion, romance, wheeling experience or what not. There is nothing which gives the mind better training, or adds more elegance to our conversational powers, than attempts to put our thoughts into good English, and there is no more delightful experience than that of seeing one's-self in print. Take the matter to heart and let me hear from you.

TO NON-READERS.—I desire to say a word or two to the grand army, whom I have in another column characterized as the niggardly club-copy reading public. Many wheelmen, prominent men at that, seem to think that cycling editors have some mysterious source of private income, and that they engage in literary drudgery simply to kill time. I have talked with men high up in cycling circles, and while they were ever ready to do any and everything for me, they never said money. Now, I wish it distinctly understood by my cycling friends and acquaintances, whom I hope are legion, that I shall feel in no way insulted by an offer to subscribe, whatever the time, or wherever the place. It should be remembered that the stronger the support the better the paper.

TO ADVERTISERS AND NON-ADVERTISERS.—I am of the opinion that the wheel manufacturers, agents, importers and dealers in cycling goods, sundries and appurtenances, have never been encouraged by any of our wheel papers, to advertise as extensively as they should; nor has the return from such advertising as they have done, been what it should be. The trouble is that the wheel papers are interesting only to wheelmen, who, while they may be ever ready to buy and barter, are not so desirable to advertisers as are "new" people. There is not a current copy of a wheel paper of the

present day, which would even be read by a non-wheelman, and did such a person wade through it, he would scarcely be tempted to take up the sport, either for health or recreation. I shall endeavor to improve THE WHEEL in this respect.

THE POLICY OF THE PAPER.—It is a pretty difficult matter to gauge the public taste. One entreats me not to be personal; another advocates an aggressive pepper-and-salt policy; and yet another advises me to get into as many rows as possible, because the public like that sort of thing; but still yet another abjures me to conduct a mild mannered, highly respectable, kid-gloved, gilt-edged journal, flattering here, patting the back there, and lauding in the other place; in short, to be a benificent fountain of compliments and toothsome bon-bons. Amid all these conflicting opinions, it is, perhaps, slightly difficult to satisfy all parties. From the very nature of things the cycling press cannot be conducted in the cold-blooded style of the *North American Review* or the *Handover Theological Observer*. Cyclers are mainly young men, and they seek amusement, with perhaps a light form of instruction. Now, we have determined to satisfy everyone, probably to fail.

TO THE READERS OF *Recreation*.—You have been transferred to my editorial care, without a word of warning. We have scarcely time to properly greet you. The present issue of THE WHEEL is not a fair sample of what I am going to give. The negotiations with *Recreation* were not concluded till Tuesday, and not a line of the paper was in type till Wednesday. Under these circumstances we ask for your most lenient criticisms.

EXPIRED SUBSCRIPTIONS.—A number of readers, whose subscriptions to *Recreation* have expired, will receive notice with this number to that effect. I hope they will either remit at once, or be kind enough to notify me of their future intentions.

To the *Cycle* and others.—We extremely regret that a complex combination of peculiarly fortunate and at the same time unfortunate circumstances, resulted in our publishing Mr. Herring's article on the amateur question a week before its appearance in our contemporaries. Mr. Herring's article was printed by the Central Press and Publishing Company, and a copy of the article was put in type for publication whenever Mr. Herring saw fit to consent. We were under the impression that Mr. Herring had already taken away and distributed his article for contemporaneous publication, but after THE WHEEL was published, we learned with regret that Mr. Herring had not taken away his matter. Our Boston neighbor need have no fear that a slight was offered it, or that THE WHEEL was favored. It was an accident which we regretted as much as any one else.

A BANQUET TO THOMAS STEVENS.

We are pleased to announce that Thomas Stevens' admirable feat is to be properly acknowledged. Upon his arrival in New York, he will be banquetted by the Citizens Club. The affair will be done on a grand scale, worthy of the deed that prompts it. To Mr. Poultney Bigelow, the editor of *Outing*, Mr. Knight L. Clapp, secretary of the club, writes as follows:

"Recognizing the enterprise, ability and courage of Mr. Thomas Stevens, whose trip 'Round the World on a Bicycle' is worthy to rank among the most remarkable feats of modern or even more ancient times, the Citizens Bicycle Club desires to express its appreciation of those manly qualities and to congratulate this daring traveler, who has in so unique a manner shown the possibilities of the wheel, on the safe and successful completion of his arduous labors. We therefore tender to Mr. Stevens, through you, his Metropolitan representative, a complimentary banquet to be given upon his shortly anticipated arrival in this city."

Mr. Stevens is now wheeling across China, in which country he has yet about 500 miles to cover. He will probably arrive at Yokohama in a few weeks, and after a journey to San Francisco, and a railroad rush across the continent, will arrive in New York about the middle of January. It is probable that Stevens will write a book, as several publishers have already made a bid for his work.

THE BEST OUTFIT FOR TOURING WHEELMEN?

From the *Bicycling News* we take what it considers the best answer to the above question.

Bicyclists.—Ordinary M. I. P., ten inches by seven inches, by three inches; one pair trousers, sponge, brush, comb, night shirt, one pair socks, two collars, one extra coat. Large "serviceable" M. I. P.: One pair trousers, toothbrush, sponge, brush and comb, night shirt, two pairs socks, two collars, one extra coat.

Tricyclists.—Ordinary M. I. P., eighteen by ten inches, one pair trousers, toothbrush, sponge, brush and comb, night shirt, two pairs socks, two collars, one extra coat. "Serviceable" M. I. P., twelve inches by fourteen inches, by sixteen inches, one pair trousers, toothbrush, sponge, brush, comb, night shirt, three pairs socks, one pair slippers, one clean shirt, jacket and waistcoat.

A CINDER PATH FROM NEW YORK TO PHILADELPHIA.

The Hudson County and the Belerophon Wheelmen are agitating the question of building a cinder path from Jersey City to Philadelphia. The idea is yet in a crude state, but it is probable that a committee will shortly be organized. It is proposed to build a cinder path six feet in width, on or near the line of the Pennsylvania Railroad, from which corporation it is supposed the ashes may be obtained. The railroads, bicycle dealers, bicycle clubs, and private individuals will be called upon for subscriptions, if the project is pushed. If the road is built, it will be the biggest advertisement cycling has ever had.

HARE AND HOUNDS ON THANKSGIVING.

The weather on Thanksgiving seriously interfered with the plans made by the Boston clubs to enjoy the holiday. The Massachusetts club, despite a drizzling rain, ran off its hare and hound chase with as much success as could be expected under the circumstances. The hares, W. S. Doane, Dorchester B. C., and J. C. Robinson, Massachusetts Club, were started from in front of club house at 10:44.30. They carried with them bags filled with small pieces of white paper, which they constantly dropped as a guide to the hounds. The pack, which was sent off ten minutes after the hares had departed, was as follows: Capt. A. D. Peck, Jr., master; W. A. Schockley, W. Ethier, L. D. Whittemore and Julius Chellis, of the Massachusetts B. C.; B. W. Gould, Dorchester B. C.; W. W. Shine, Quincy B. C., and W. K. Lewis and John T. Williams of the Massachusetts B. C., on trikes. The master rode a tandem, accompanied by W. L. Hadsel.

The course was 30 miles in length. Doane arrived home at 12:38.30, having been out two hours fourteen minutes; Robinson finished at 12:59.15. The first hound home was H. H. Foster, who finished at 1:06.20. The other hounds finished as follows: B. W. Gould, 1:06.45; W. W. Shine, 1:10; A. Shockley, 1:16.50; the others close up.

BROOKLYN BICYCLE CLUB.

TWENTY-FOUR HOUR RECORD.

F. B. Hawkins, of the above club, has again been successful in beating the former one-day record held by A. B. Barkman. Leaving the club room at 6:17 P. M., Nov. 15, the course taken was over Cumberland street, Flatbush avenue, Sixth avenue, Seventh avenue, Berkeley place, Sackett street Boulevard, Bedford avenue, and over the walks and drives in Prospect Park, until 5:45 A. M.

W. S. Mead accompanied him until 8:30 as pace maker, with fifteen minutes delay; E. D. Williams, from 8:30 to 10:30 with five minutes delay; G. E. Todd, from 10:30 until 12, when a stop was made at the club room, at which time Hawkins had ridden sixty miles. Leaving again at 12:25, F. B. Jones accompanied him until 3:10, distance 88 miles, when another stop was made at club room; five minutes delay having occurred in the meantime. Leaving at 3:10, W. S. Vail accompanied him, arriving again at club rooms at 5:45, having ridden 111 miles. A stop was made for refreshments, etc., and another departure was taken at 6:42. Mr. Hawkins proceeded down the Island alone, the arrangements made with pace maker during the day failing to succeed. Jamaica was reached at 8:10 with 124 miles. Three minutes stop was made at Queens, five minutes at X roads, and 10 minutes at Jericho. Hicksville was reached at 10:30 with 124 miles, and Amityville at 11:30 with 162 miles. A departure was taken at 11:35. Babylon, 158 miles, was reached at 12:15, where the cyclometer was checked by the hotel keeper. A five minutes stop was made at Bay Shore, and a three minute rest at Oakdale. The return trip was commenced at a point ten miles beyond Babylon; fifteen minutes stop at Bay Shore, arriving at Babylon at 2:30, with 178 miles. After a stop of two minutes, made at Farmingdale,

Hicksville was reached at 4:30, with 193½ miles. Mr. Elmer Skinner now accompanied him as pace maker, and the route was taken over the Jericho Pike, Mineola and Garden City roads, until 6:09 P. M., November 16, when the final stop was made, with a total of 207½ miles. The total elapsed time was 23 hours and 52 minutes, and riding time 21 hours and 15 minutes, with an average of riding 9.82 miles per hour. A disagreeable head wind, through part of the day, rendered better time impossible. The first record made by Mr. Hawkins was 202 miles, on September 11, but Mr. Barkman beat this record on October 11, with 205½ miles. Mr. W. I. Ticknor, assisted by Mr. H. E. Raymond, acted as judge and checker throughout the entire trip. A. B.

THE K. C. W.'S MINSTREL SHOW.

The Kings County Wheelmen will give an amateur minstrel show at Knickerbocker Hall on Thursday evening, December 9. A fine program has been gotten up, which will include whimsicalities, comicalities, and musicalities; it will be festive, merry, and droll. The funny fellows of the Kings County Wheelmen will perform frolicsome freaks. There will also be a stupendous dispensation of Ethiopian grandiloquence, magnificently intermingled with monumental masterpieces of paradisaical perfection, also a colossal conglomeration of brilliant oddities. In short everything will be bright, happy, sunny and melodious. Admission, fifty cents; no reserved seats.

To those who looked for a crisp, hazy, late-autumnal day, fitted for a ride or a jaunt in the country, Thanksgiving Day was a moist and monumental failure. It rained, poured, and then rained again. Enough water came down to make a prohibitionist smile. Ducks and reservoirs were in their glory, but poor humanity was housed up, with never an opportunity to get a mouthful of fresh air to dissipate the post-prandial heaviness.

We believe the Australian authorities give awards to the natives for every certain number of rabbits they kill, so pestiferous and ruinous have these animals become. It seems probable, just at this time, that the natives will have to give up rabbit shooting and turn their attention to professional athletes. Within the past few weeks dozens of professional pedestrians, bicyclists, fancy riders, long distance walkists, boxers of high and low degree, running dogs, if we may class these among the pros, etc., etc., have left for the Antipodean shores. May they all prosper and return with much shekels.

The *Bicycling World* offers the New York Weekly *World*, the *Bicycling World*, and a History of the United States, all for the sum of \$1.95. While admitting that the publishers of the *World* know their own business best, it seems to us that there is either something radically wrong with the paper or with the cycling public, which, by reason of its poor support of the efforts to supply it with a press, compels a paper to give away two others to get itself accepted. To be charitable and at the same time truthful, we think it is due to the niggardly club-copy reading and borrowing public, for the *World* was an interesting paper in season.

AN AMERICAN ABROAD.

Mr. H. D. Corey, with Messrs Stoddard, Lovering & Co., has just returned from a visit to England. As his trip was solely taken in the interests of bicycling, he naturally obtained a good idea of the state of the sport and of the trade in England, and his views, which appeared in the Boston *Herald* of last Sunday, will be read with interest.

"I left New York on Nov. 6, and in seven days we were at Southampton. We landed in the midst of a driving storm, whence a run of two hours and a half found me in London, at 60 Chancery Lane. I found Sidney Lee of the Kildare Club up to his eyes in work, managing, probably, the largest second-hand bicycle salesroom in the world. I thought that if there was anything good coming out, and any new improvements to be made, that he would certainly know of them. In the general run of ordinary bicycles I found nothing that had proved to be especially valuable. Every year there are more or less inventions made, but a practical test of them soon convinces the makers that about ninety per cent. go on to the scrap heap. The subject of ball heads was being agitated, but from what I could discover none had appeared as yet that had proved to be especially valuable. They were introduced last year and were found to be rather a taking attraction, but beyond an advertisement no good results were obtained. I went into the matter as fully as possible, and almost without exception, every manufacturer that I saw remarked that in the first place the ball head was entirely unnecessary, as it only made the machine more complicated, thereby adding a greater risk of broken parts, and, even if it did work well, there was not the slightest advantage over the thoroughly well made cone head of the present time. The English manufacturers have found that it is well to adhere to the old rule, viz. 'If you have a good thing, hold on to it.' 'To be sure,' they say, 'we must improve our machines every year and add some attractive selling feature. Yet if we have any doubt, we cannot afford to make our machines and run any risk, because one novelty would prove useless, and would ruin our reputation, so that it is better to go slowly.' I found the spade handles were rapidly taking the place of the ordinary, as the advantage was very marked, especially in hill work. When one uses the ordinary handle he has to twist his arm in order to place the flat of the hand upon the bar, but with spade handles the arms drop into their natural positions, and the full benefit of strength is derived.

"Tangent spokes are being more and more used every year. To a great extent the manufacturers were building a trifle heavier for next year. This question of weight is like the tide. It comes and goes, for when the cry of lightness comes, the makers carry it to such an excess that they build the ordinary machine at thirty-three pounds weight for a man weighing 160 pounds, whereas three years ago they would not guarantee a machine to stand unless it weighed at least ten pounds heavier. They have now discovered their mistake, and without materially increasing the weight, they are strengthening the parts and enlarging them to stand the required strain. We

do not think that any good reliable roadster should weigh less than thirty-five pounds for a fifty inch. If it is made lighter, it may probably stand for a while by careful use, but, sooner or later, something has got to go. The length of the crank has been gradually lengthened, until now the six-inch cranks are considered to be about right. The English roads are a great deal smoother than the American; consequently the question of saddles has not received such attention as it has in this country.

"It is an ordinary thing to find fellows riding with a racing saddle on the backbone, or with a very light spring, but that would never do for the United States. I think that our American saddles are far ahead of any thing that is yet on the market in England. When in England last year, I rode a Rover type bicycle, and liked it very much indeed. It is nothing more than the old bone shaker, having two equal wheels and driven by a chain extending from the rear wheels to the pedals which are attached to the backbone about half way between the wheels. It is steered by a curved handle bar attached to the top of the front fork. The great advantages derived from this style of bicycle are: Perfect immunity from headers, very great brake power, ease in mounting and dismounting, great power up hill, on account of its dwarf form it does not offer as great a resistance to head winds as the ordinary bicycle, less vibration and bumping, ability to ride where neither the ordinary or tricycle could venture, no skidding in driving up hill, maximum of speed with minimum of exertion, comfortable foot rests, less splashing from mud and wet, saddle and handles can be raised at will. The objections found with this style of machine are practically nil, and before the winter is over they all will be rectified. It is sufficient to say that this will be one of the leading patterns of machine for 1887, and as for its practical use on the road, the performance of Mills of 294½ miles in twenty-four hours shows that for speed it is well up to the front, and I venture to say that before 1887 is over, that every road record will be held on this style of bicycle.

"In the matter of tricycles, the prevailing form I found was the favorite Crippler type of last year, but instead of the small front wheel of 18 inches they now make them 24 and 26, and some even 28 inches in diameter. The advantages of the large front wheel can be seen at once, for it allows the machine to run very much steadier going down. The driving wheels have come down to 40 inches in size, and are fitted with direct spokes. A number of manufacturers have tried tangent spokes on the tricycle, but found that they were not at all necessary, as the small size of the wheel did not demand them, and that the direct spoke stood the shock very much better. Bicycle steering was, of course, fitted to tricycles of this description, as the ratchet and pinion style is a thing of the past.

"In conversation with a number of riders in London one night, I found the general opinion seemed to be that the weight of the tandems at the present time would be increased rather than otherwise. From what I could learn it seems that a great many axles have been breaking, which is due to the fact that the riders wanted light tandems, and insisted upon it. This the manufacturers would not do unless they took the respon-

sibility, and they took it, as well as the consequences.

"It is impossible for one to realize the tremendous strain to which the tandem is to be put, and I believe that in the making of this style of machine, that strength and durability are more to be thought of than weight. A number of makers are putting four bearings on the axles, but I do not think that this is nearly as good as two, provided you can get your axle to stand. With the four bearings it will certainly not run as easily as two bearings, and although it may strengthen the axle to a certain extent, it will take a much less strain to throw the four bearings out, than if there were only two. I think that two bearings, placed somewhat further apart, say about eleven inches instead of five, as before, would divide the strain without any increased friction.

"A chat with Mr. Lee on the subject of records, revealed the fact that the English makers were getting rather sick of the business, for it was simply the old story of 'dog eat dog,' and as fast as a record was made it was broken, and the manufacturers only cut each other's throats for fun. Road records, we thought, were more valuable, but it is only a question of time when some one will make a record on a place like Chestnut Hill reservoir and call it on the road, for I think this record business is about run into the ground. After leaving Mr. Lee I visited a number of other friends, including Mr. Bale of the Coventry Machinist Company, Messrs. Marriott & Cooper, Mr. Rucker of Humber & Co., and a number of others. They reported trade as being very good indeed during the last year, and it appeared to be assuming a more settled state, as the riders were beginning to see that every invention was not an improvement.

After staying in London a few days, and collecting all possible information in connection with the recent improvements in cycles, I left for Coventry, where nine-tenths of the machines are manufactured. There was nothing especially to change on the bicycle, except in detail, and but a few minor improvements in tricycles.

English wheel papers complain that the *C. T. C. Gazette* is like some brands of champagne—very dry.

Important to all Who Work

for a living. Write to Hallett & Co., Portland, Maine, and they will send you full information, free, showing you how you can make from \$5 to \$25 and upwards a day and live at home, wherever you are located. Some have made over \$50 in a day. Capital not required; you are started free. All ages; both sexes. All is new. Great income sure from the start. Fortunes await all workers who begin at once.



The only perfect substitute for Mother's milk. Invaluable in Cholera Infantum and Teething. A pre-digested food for Dyspepsia, Consumption, Convalescents. Perfect nutrient in all Wasting Diseases. Requires no cooking. Our Book, The Care and Feeding of Infants, mailed free. DOLIBER, GOODALE & CO., Boston, Mass.

305 MILES IN 24 HOURS!

WORLD'S RECORD.

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

✻ S ✻ T ✻ A ✻ R ✻

WEIGHING ABOUT FIFTY POUNDS.

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

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

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H. B. SMITH MACHINE COMPANY, - - Smithville, Bur. Co., N. J.

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Book and Job Printing of all Kinds.

All kinds of Office Printing a Specialty. Catalogues, Constitutions, By-Laws,
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GOOD WORK! * QUICKLY DONE!! * LOW PRICES!!!

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PROGRAMMES, &C.

Estimates Furnished on Application.

RECENT PATENTS.

The following is a list of the patents of inventions pertaining to cycling, to whom Letter Patents were granted Nov. 30, 1886.

JOS. BUTCHER, Boston, Mass.; *Cyclometer*.
J. B. HERBOLD SHIMER, Chicago, Ill.; *Oil Can*.
ROBT. RODES, Jr., Nashville, Tenn.; *Bicycle Handle*.
L. A. RUST, Londonville, O.; *Bicycle*.
J. K. STANLEY, Coventry, England.; *Roller Bearing for Velocipedes*.

THE TRADE.

AGENTS FORM A PROTECTIVE SOCIETY.—A number of English agents have formed a Protective Union, their principal object being to fight against the abuse of the "discount" system. The following will probably be the chief planks of their platform.

1. That no maker should appoint more than one agent in each town.
2. That agents should not be looked upon as speculative purchasers, but that machines should always be supplied to them on sale or return.
3. That makers should not supply private customers with machines at a greater discount than 10 per cent.
4. That makers should show greater discretion in appointing agents, and should satisfy themselves in every case that they are appointing responsible and respectable people.

If these points are carried out, and the makers and agents work together, hand in hand, during the 1887 season, we feel sure that trade will receive a great impetus, and that the "Protection Association" will be of great advantage to both branches of the trade.

Hoyt's "pedal" cyclometer is said to be one of the best on the market. The models have been tried with success, and the cyclometer will be pushed next spring.

The Pope Manufacturing Co.'s Calendar will be ready in about two weeks. The advertisements say it is "as good as any dollar calendar, but it will be sold for twenty-five cents."

Messrs. Singer & Co. will shortly bring out a new cycle to be called the "Victoria."

We hope to see American manufacturers well represented in the Stanley Show, to be held, as usual, next spring. At this show all the novelties of the year, and the "good things" of past years, are exhibited to admiring and purchasing thousands.

Among the '87 novelties will be a rear-driving safety, of an entirely new pattern, which is expected to monopolize the market as soon as it opens. American importers should keep their eyes open.

Messrs. D. Rudge & Co. recently subscribed £105 towards the maintenance of the Coventry and Warwick Hospital. This firm has always been noted for its generosity.

Messrs. D. Rogers & Co., formerly of 801 Broad street, Newark, have removed to 75 Clinton avenue, where they have taken a large store. Besides importing the "Cunard" bicycles and tricycles, they will do a hiring business, and will take second-hand wheels on sale or exchange. Although Messrs. Rogers and Smith have been in Newark but a few months, they have gained an enviable reputation. They are courtesy itself.

LOCALISMS.

The Seventh Regiment will decide two bicycle events—one and three miles—at their games, to be held to-morrow night.

The *New York World* of last Saturday had an article on the injustice of the Park Commissioners towards the wheeling fraternity.

C. L. Meyers has been appointed a committee to look into the recent action of the Team Road Racing Association, which voted to sustain the protest against the team, which the Hudson County Wheelmen entered in the late race.

The Seventh Regiment Athletic Association will hold its annual winter games at the armory on Saturday night. There are two wheel events on the programme. There is always a brilliant crowd, good music and close contests at the Seventh's games, and an enjoyable evening is sure to be spent by those who attend.

The recent petition submitted to the Prospect Park Board by the Long Island Wheelmen, wherein the latter ask for additional privileges, has been referred back to the Executive Committee by the Board. As the members of this committee are favorably disposed toward wheelmen, the Long Islanders expect to get just what they want.

Just now the dead walls of Gotham are covered with flaming posters, advising the public to use S. S. S. for the blood. We presumed that this was some brand of sarsaparilla, but have come to the conclusion that it means: Use Singer's Straight-Steerer for the blood," and it would probably be more effective than a daily deluge of the nostrum.

The *Mail and Express* of this city publishes every Saturday afternoon what purports to be a column of bicycling notes. Last Saturday it was headed by this cold-blooded, flat-footed paragraph: "Nine bicyclists have been killed this year." Now, this is an untruth. It doesn't help the sport with the public, and in the name of 40,000 American wheelmen, we shall thank the scrivener of the *Mail and Express* to retract this statement, when we call his attention to the grossness of his error.

There will be a great change in the Park Board after January 1. President Beekman will become President of the Board of Aldermen, and there will be a vacancy to be filled. General Viele, through whom the present privileges were granted, is spoken of for the place, although in an interview, he states that he has no intention of accepting a position on the Board. The terms of Commissioners Borden and Crimmins, the latter an intensely rabid anti-wheelmen, will expire in May.

ANOTHER "COMBINE."—The Long Island Wheelmen, and the Bedford Cycling Club of Brooklyn, have combined, or rather the latter club has disbanded, and its forty members have joined the Long Island Wheelmen. The club is now the largest in Brooklyn, numbering one hundred, and a prominent member informs us that the membership roll will touch 150 before June 1. The club now proposes to rent a house in the neighborhood of Bedford Ave. and Fulton Street, and rebuild it to suit the needs of a first-class club house. The present headquarters, while highly desirable from a bicyclic stand point, are too far from the resi-

dence of the members to be properly appreciated by them as a social resort. Committees are now at work negotiating with the owners of several brown-stone fronts. The new house will contain reception, card and billiard rooms; a gymnasium, a large wheel-room, with bath-rooms, etc. It will be opened with a grand house warming. It is supposed that the proposed location of the new house will deplete the ranks of the other Brooklyn clubs, because of its accessibility. At the regular elections of the club, which take place in January, the members of the Bedford Club will be given representation. The president of the disbanded club was Mr. E. A. Bradford, of the *New York Times*.

ODDS AND ENDS.

Mr. and Mrs. W. W. Stall will start on a Southern trip Dec. 10. They will visit Washington, Norfolk, Smithville, N. J. and other places.

Alfred A. McCurdy, the twenty-four hour road scorcher, has secured a position with the H. B. Smith Machine Co., whose make of machine McCurdy always rides.

The editor of the *Cycle* flatters himself that English editors bind his paper in turkey morocco, gild the edges, and keep the numbers in a glass case. This is all very well, but we prefer to put up the *Cycle* in glass jars—of alcohol, to preserve the puns.

Outing for December is an interesting number. For wheelmen there is Thomas Stevens' paper, and poems by J. B. Kenyon and S. Conant Foster, the former teeming with a love of nature, the latter, a pretty thing, entitled "Training for a Race."

The Michigan Division of the L. A. W. has just issued a hand-book which cannot fail to be of value to the members, and aid the growth of the Division membership. It contains a list of the board of officers, the various committees, constitution and by-laws, list of consuls and L. A. W. hotels.

A bicycle club was organized at Brookline, Mass., last week, with the following officers: President, G. M. Stearns; vice-president, H. G. Cushman; secretary, F. M. Seamans; treasurer, F. A. Singleton; captain, W. Kirke Corey; first lieutenant, C. S. Cobb; second lieutenant, E. E. Smith; color bearer, S. H. Keeler.

There is a large fight on about the championship of the world, and whether Rowe or Howell is entitled to that honor. In our opinion there can be no such thing as a "champion of the world." If Rowe and Howell had come together we should have been able to decide which of the two was the better man. If Furnivall had been thrown in we might then declare the winner the "world's champion;" but perhaps Con. Dwyer of Australia would object to this arrangement.

We believe it has not yet been satisfactorily settled whether H. D. Corey's amateur standing was scorched by his road record ride with W. H. Huntley. Boston Club men are now wrangling over these knotty problems: "Did or did not Mr. Corey ride for a record?" "Did Mr. Corey know that he was riding for a record?" "Did or did not the record know that Mr. Corey was after it?"

MISCELLANEOUS.

[Advertisements inserted in this department; not over four lines nonpareil, for \$10 a year.]

FOR EXCHANGE—Specialty in furnishing new wheels for exchange.

BUTMAN & CO., 89 Court St., Boston.

MURRAY'S, 100 Sudbury Street, Boston, Mass., is the Eastern Headquarters for the American Challenge, Safety and Ideal. These are high grade machines at low prices, and the best wheels in the market for the money. Send 2-cent stamp for large illustrated catalogue.

FOR SALE—32 inch Rudge Light Roadster, in fine condition, \$70. New Model Pony Star, \$80.

BUTMAN & CO., 89 Court St., Boston.

MURRAY'S, 100 Sudbury Street, Boston, Mass., is the place to get your repairing done. I make a specialty of parts for repairs, and keep a large stock on hand. Am successor to the late Cunningham Co. Send 2-cent stamp for price list, discount to the trade.

DO YOU WANT TO BUY A WHEEL? We have one that will suit you. Prices from \$15 up.

BUTMAN & CO., 89 Court St., Boston.

I HAVE a few more Harvards, Yales, and Cornells left, which I am selling at greatly reduced prices; also Meteor Sociables. Old machines taken in exchange for new ones. The only place where you can get the parts of the above machines. Send for second-hand list to Murray's, 100 Sudbury Street, Boston, Mass.

BICYCLES, TRICYCLES—To close out stock, 150 machines. No price list. Correspondence invited. Send stamp, stating, as definitely as possible, the description of wheel wanted, also size and about what price.

BUTMAN & CO., 89 Court St., Boston.

CHICAGO, ILL.—THE JOHN WILKINSON CO., 68 Wash. Avenue, makers of Bicycle Hose Supporters. The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.

FOR SALE—Columbia three track tricycle, in good condition; cost \$160, will sell for \$65. A bargain.

BUTMAN & CO., 89 Court St., Boston.

PORTLAND, ME.—LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON.



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.

ALL WELL ? ? ?

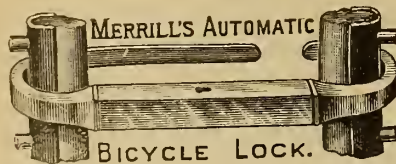
—Write soon !

And order ? ? ?

THE WHEELMEN'S GAZETTE
50 CENTS PER YEAR.

SAMPLE COPIES FREE.

THE WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2 1/2 ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of \$1.00.

MARLIN FIRE ARMS CO., New Haven, Conn.

GET THE GENUINE
BOSTON BICYCLE AND SPORTING SHOES.
PAT. AUG. 1, '82, and MAY 15, '86.

STRICKLAND & PIERCE,

156 SUMMER ST., BOSTON, MASS.

Sizes and Half Sizes, 5 to 12. 4 Widths, 2 to 5.

BICYCLE MEDALS. ATHLETIC MEDALS.

LAWN TENNIS. MEDALS. CLUB * BADGES.

Jens. F. Pedersen,
MANUF'G JEWELER.

1 1/2 MAIDEN LANE,

—N. Y.—

MAKER OF THE L. A. W.

Championship Medals.

\$20.00



Silver Fly-Back

TWENTY DOLLARS!

For the latest, lowest prices and one of the best

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IN THE MARKET.

Silver, Open Face Stem
Winder and Stem Setter.

START, STOP and FLY-BACK.

Accurate and Guaranteed by

JENS. * F. * PEDERSEN,

Importer of Watches.

1 1/2 MAIDEN LANE,
NEW YORK.



THE IMPROVED "Z. & S." Hose Supporter, MADE LIGHTER AND CLOSER FITTING AROUND THE SHOULDERS.

Every one who wears the "Z. & S." Supporter are pleased with it, hence its popularity.

PRICE, (per pair) 65 CENTS.

Howard A. Smith & Co.,

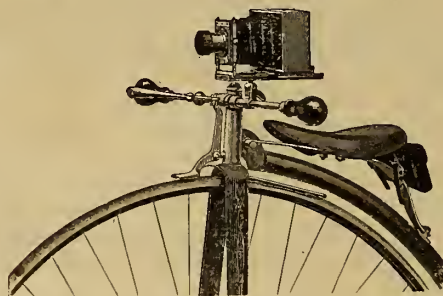
Oraton Hall, Newark, N. J.

Branch Store, Orange, N. J.

TRY OUR For Sale, Exchange and Wants

—COLUMN.—

ANTHONY'S BICYCLE CAMERA.



Consists of a handsome mahogany camera; fine single achromatic lens, patent dry plate holder, sole leather carrying case with shoulder strap and clamp for attaching camera to bicycle. Makes pictures 3 1/4 x 4 1/4 inches. Weight of complete outfit, exactly two pounds.

Price Complete, \$10.

E. & H. T. ANTHONY & CO.,

591 BROADWAY, N. Y.,
MANUFACTURERS AND IMPORTERS OF

Photographic * Instruments,

APPARATUS AND SUPPLIES OF EVERY DESCRIPTION.

Sole proprietor of the Patent Detective, Fairy, Novel, and Bicycle Cameras, and the Celebrated Stanley Dry Plates. Amateur Outfits in great variety from \$9.00 upwards. Send for Catalogue or call and examine. More than forty years established in this line of business.



THEOPHILUS WOBBLE'S

Trip around the World on a Bicycle.

ILLUSTRATED.

Commenced in Texas Siftings,

JULY 3d, 1886.

FOR SALE BY ALL NEWSDEALERS

BACK NUMBERS CAN BE OBTAINED FROM

THE TEXAS SIFTINGS PUB. CO.

240 BROADWAY,

— NEW YORK. —

FOR SALE, EXCHANGE, WANTS.

RUDGE RACERS. Attention Racing Men.

1 53	Rudge Racer, used twice,	\$90.00
1 54	" " three times,	90.00
1 55	" " never ridden,	90.00
1 57	" " " "	90.00

Saddle on backbone, and all latest improvements. Apply early.

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.

54-INCH—\$6 pattern Expert, almost new, will be sold at a special bargain. Also 52-inch new Rapid.

BUTMAN & CO., 89 Court St., Boston.

FOR SALE. 54-inch Humber Bicycle, no defects, C. O. D. \$75. CHAS. M. AMS, 372 & 374 Greenwich St., New York.

BICYCLES AND TRICYCLES—Sent to any address for examination (by freight or C. O. D.) upon receipt of charges for transportation.

BUTMAN & CO., 89 Court St., Boston.

FOR SALE.—50-in. full nickeled Expert; 54-in. full nickeled Expert, \$80; 54-in. full nickeled Standard, \$70; 56-in. American Club, full nickel, \$80; 58-in. full nickel Expert, \$100; Rudge Tricycle, \$80; Rudge Coventry Tandem, \$110. Great baagains. 124 PENN ST., BROOKLYN, N. Y.

BARGAINS—For cash. Wheels not sold on installment nor rented.

BUTMAN & CO., 89 Court St., Boston.

JOHN HARRIOTT,
MEDALS and BADGES,

Bicycle Club Pins of Every Description.

DESIGNS ON APPLICATION.

433 Washington St., (Room 34, Cor. Winter St.)

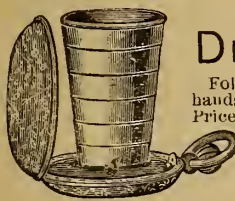
—Boston, Mass.—

WANTED IMMEDIATELY. Customers for Wright & Ditson Bicycle, 46-in., nearly new, \$15; also, Victor Tricycle, good condition, \$55. Correspondence solicited. Address,

COLUMBIA BICYCLE AGENCY,

Box 596, Fall River, Mass.

English Anti-Rust Nickel Paste.—Transparent. By applying a thin coating of Paste to nickeled or bright parts, they can be kept in a damp cellar without rusting. You can also use machine in rain. Agents please send address. One box by mail, postpaid, 25 cts. Sent money by postal note or 2-cent stamp. Address only. STANDARD MFG. CO., 42 South Main Street, Box 296, Fall River, Mass.



POCKET
Drinking Cup.

Folds together and goes in a handsome nickel case size of watch. Price 40c. each or 3 for \$1, postpaid. Agents can coin money selling them during the picnic and excursion season.

Greggill Mfg. Co.,
Meriden, Conn.



They're NOT English, you know,



'Club Hoss.'

but Goetze's Best
Bicycling Hose,
made from selected
yarns in every color.



THE attention of the
trade is respectfully
called to our "Club
Hose," a standard and
reliable article, which

we make to order to match any shade of cloth

Our "Columbia Hose" for 1886 is a new article of improved pattern. The specialties are that the rib is extended down the front of the foot, giving a neat appearance when a low shoe is worn. Also our patent flat seam at the back which will not rip, and seamless heel. This stocking will compare most favorably, and has been judged by riders of experience, to be superior to the best English makes.

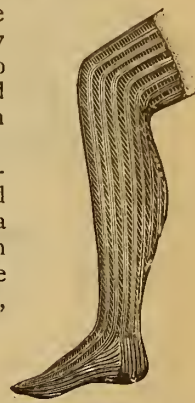
For sale by all Gents' Furnishing Goods Dealers, &c.

THEO. GOETZE & CO.,

MANUFACTURERS,

256 GRAND STREET,

NEW YORK.



"Columbia Hose."

CARTER'S FOOT-REST. STANDARD-GLOVE.

All the riders of Star Bicycles declare it one of the most important of "Star" accessories.



Coast at Ease.

PRICE, \$1.00

It can be attached to any Star machine at a height to suit. If you try the step you will never do without it.



Every rider should try a pair. Corded silk backs, ventilated and made in the best manner.

Per Pair, - \$1.50.

HOWARD A. SMITH & CO.,

Oraton Hall,

Newark, N. J.

BRANCH STORE, PARK STREET, ORANGE, N. J.

BICYCLE * GLOVES

— AT —

LESS THAN COST OF IMPORTATION.



WE ARE CLOSING OUT A LINE OF

ENGLISH LEATHER BICYCLE GLOVES,

Ventilated Palms and Backs, at

50 CTS. PER PAIR, Reduced from \$1.50.

WHEELMEN WHO DESIRE A STRONG, SERVICABLE GLOVE SHOULD NOT MISS THIS BARGAIN.

Ira Perego

128 & 130 Fulton St.,

AND
87 Nassau St., N. Y.

RIDERS OF COLUMBIAS

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WORLD'S RECORDS

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$\frac{1}{4}$ MILE TO 24 MILES, INCLUSIVE,

A N D

The Greatest Distance Ever Made Within an Hour,
22 MILES, 150 YARDS.

The League of American Wheelmen Bicycle Championships, for 1-2 Mile, 1 Mile, 5 Miles and 10 Miles, and the 1 Mile Tricycle.

The American Cyclists' Union Bicycle Championships, for 1 Mile Promateur, 10 Mile Promateur 1 Mile Amateur, and the 1 Mile Promateur Tricycle.

ALL A. C. U. CHAMPIONSHIPS SAVE THAT OF TANDEM.

CATALOGUE SENT FREE.

THE POPE MFG. CO.,

597 WASHINGTON STREET, BOSTON.

12 Warren Street, New York.

—Branch Houses,—

115 Wabash Avenue, Chicago.

GEO. R. BIDWELL, 313 W. 58TH STREET, NEW YORK.

I rent Rudge and Columbia bicycles and tricycles to responsible and competent riders at reasonable rates.

I sell Rudge and Columbia bicycles and tricycles on easy terms.

I have the most complete and varied stock of wheels and sundries in the city; showing six of the leading makes—**ALL WINNERS.**

Purchasers taught

I have a well equipped repair shop and guarantee my work and prices.

Send for my catalogues, terms, etc.