

VOL. XIII.—No. 12.]

NEW YORK, DECEMBER 16, 1887.

[WHOLE NUMBER, 324.

## OUR LITTLE FLYER, STILLMAN G. WHITTAKER,

Has closed the season for us with the most wonderful road performance ever recorded by the wheel press, making in the 24 hours, on an ordinary 51-inch Light Champion taken out of stock and weighing 40 pounds, the phenomenal distance of

### 323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write any cycling editor to become himself convinced.

The American Cycles are road machines, and strong enough for the toughest American roads. They hold every American road record from 10 miles up to 24 hours, hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

Oh, but the bearings do tell, sure enough.

And that little track trial of Dingley's at Lynn on a 36-lb. Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth, "It was a wonderful record."

If you wish to purchase the best and easiest running road machines in the world, correspond with.

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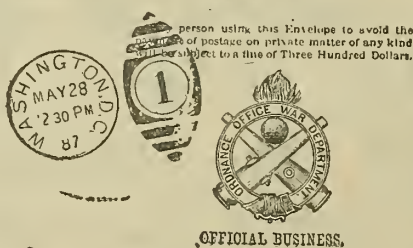
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STRICTLY  
Original Designs  
AND AT  
POPULAR PRICES.

Correspondence Solicited.

Send 3 two-cent stamps for illustrated catalogue and price list.

# THE STAR.

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

NO.	NAME	25 MILES.	TIME.	NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53	6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57	7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34	8.	S. B. Bowman, E. W.,	STAR,	1.40.20
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49	9.	H. Greenman, I. B. C.,	STAR,	1.43.36
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02				

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.

" " second and third in 1-mile STATE CHAMPIONSHIP

" " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.

" " 1-mile Open.

" " 2-mile Open.

" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

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

WILKESBARRE, PA., JULY 4, 1887.

STAR

WON

FIVE FIRSTS:

1-mile Novice.

2-mile 6.45 Class.

1/2-mile Boys' Race.

1-mile STATE CHAMPIONSHIP.

3-mile " "

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

STAR FIRST in 1-mile Open.

" " in 1-mile Class.

" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

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

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

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Smithville, N. J.



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Oraton Hall,

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Scale, 1-4 Miles to 1 inch.

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Size 3 2-3 ft. x 4 1-2 ft.

Mounted on Rollers, or Dissected to fold up in smaller compass.

\$4.00.

This Map shows the Railways, Wagon Roads, Cities, Towns, R. R. Stations, Villages, Lakes, Ponds, Rivers, Streams, Mountains, Valleys, etc., in a style unequalled for distinctness, legibility and correctness. The Index is complete and renders it an easy matter to find any desired locality.

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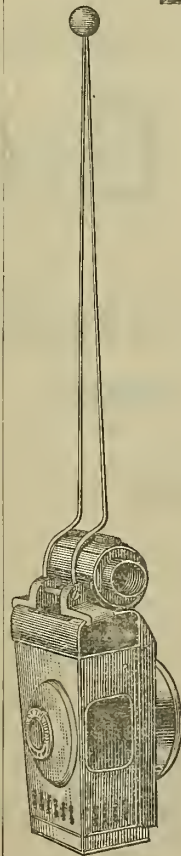
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the axle raises the centre  
of gravity of the lamp to  
the point of suspension and  
counterbalances its ten-  
dency to swing.

### ADVANTAGES

OF

### ITS USE.

It secures a steady light  
upon the track.

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

It prevents spilling of oil  
from the cup.

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

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it, or send name of your  
lamp to

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justable, well made; improved; will keep muscles  
and cycle in good condition through the winter; price  
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quarters.

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Bicycles, Tricycles,

AND

TANDEMS.

Examine Our Prices.

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

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

**CONDITION.**—"1" Slightly used, good as brand  
new. "2" Tires show but slight wear, finish excellent.  
"3" Tires brand new, finish excellent. "4" Tires show  
a little wear, finish first class. "5" Tires some worn,  
finish somewhat marred. "6" Tires badly worn or cut,  
and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
146	56	Columbia Expert,	\$132.50	\$85.00	4	1	4
149	51	"Special Star,"	135.00	95.00	3	ball	3
179		Sp'k'b'k Cripple Tri.	180.00	110.00	4	2	1
180		"Hbr. Tandem,	260.00	220.00	4	2	1
213	52	British Challenge	135.00	65.00	3	1	4
217	48	Special Star,	120.00	110.00	4	ball	1
220	53	Royal Mail,	140.00	95.00	4	1	3
234	52	Rudge Lt. Rdstr.,	135.00	90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	70.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	80.00	4	1	1
244	45	Special Pony Star,	107.00	100.00	4	1	1
245	54	Royal Mail,	140.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	150.00	110.00	3	1	1
248	50	Ideal,	80.00	55.00	4	4	1
252	56	British Challenge,	150.00	70.00	1	1	5
256	50	Columbia Standard,	100.00	40.00	4	4	4
257	56	Spl. Columbia,	130.00	40.00	4	3	5
258	48	Spl. Star,	129.00	100.00	4	1	1
260	48	Columbia Standard,	100.00	40.00	5	4	5
261	52	Royal Mail,	125.00	45.00	4	3	4
263	55	Rudge Lt. Rdstr.,	138.75	83.00	4	1	4
264	54	Columbia Expert,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	95.00	3	1	2
266	55	Spldg. Semi-Racer,	140.00	40.00	4	1	4
269	51	Spl. Star,	160.00	100.00	4	1	1
270	56	Racer,	140.00	40.00	4	1	4
271	52	Sanspareil,	127.50	75.00	4	2	1
274	52	Sans. Lt. Rdstr.,	137.50	75.00	4	2	1
275	48	Victor,	127.50	90.00	4	1	2
276	52	Columbia Expert,	137.50	105.00	1	1	1
277	52	Spec. Club,	160.00	105.00	1	1	1
278	50	Premier,	100.00	75.00	1	4	1
279		Col. 2-track Tricycle,	165.00	90.00	4	2	2
281	48	Columbia Standard,	100.00	55.00	4	4	1
282	38	Rudge Safety,	135.00	70.00	4	1	2
283	51	Spl. Star,	130.00	90.00	4	3	1
285	51	Spl. Star,	120.00	80.00	4	3	4
286	44	Spl. Facile,	130.00	70.00	4	1	4
287	52	Columbia Expert,	127.50	80.00	4	1	2
288	56	Columbia Standard,	107.50	40.00	4	4	4
289		Sp'k'b'k Cr'p'r Tricycle,	180.00	130.00	4	1	2

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# 10-Mile Road Race,

AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 5 men each from the Maryland Bi Club, the Balto.  
Cycle Club and the Rambler Cycle Club, all of Baltimore,

## Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

# NEW RAPID BICYCLES.

### POSITION AT FINISH.

	TIME:
2.---RICHARD WHITTINGHAM, Rapid Light Roadster, . . .	31.03 1-5.
3.---WALTER GRESCOM, Rapid Roadster, . . .	31.03 2-5.
5.---J. KEMP BARTLETT, JR., Rapid Roadster. . . . .	. . . . .
8.---E. F. LeCATO, Rapid Light Roadster. . . . .	. . . . .
13.---S. H. SHRIVER (fell), Victor Roadster. . . . .	. . . . .

THE FIRST MAN IN WAS H. L. KINGSLAND, RAMBLER CYCLE CLUB, RIDING A

# New Rapid Light Roadster,

IN THE MARVELLOUS TIME OF

## 30 Minutes 44 Seconds.

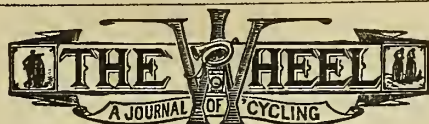
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SEND FOR CATALOGUE OF NEW RAPIDS.

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—AND—

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## ROADS IMPROVEMENT.

We are glad to announce that at an early date we shall be at liberty to publish some definite information of practical road reform. As was the case with the Liberty Bill, foreknowledge and publicity could only weaken the chances of success. The details will keep, however; the real work goes on steadily, and rapidly approaches a climax.

We are at liberty to state, however, that roads improvement legislation of a sweeping character will probably be undertaken shortly after the birth of the new year. We have reason to believe that at the next meeting of the Wheel Board of Trade, the subject of roads improvement, the practicability of road legislation and the organization of a roads improvement association will receive intelligent discussion.

What is wanted is an association in which horsemen will be interested; indeed, it is best that the wheelmen should leave the management of the association almost entirely to horsemen, for that class will receive more consideration at the hands of the public and they could more easily effect beneficial legislation than could wheelmen. The problem for the wheelmen is to induce the horsemen to organize the association and to give it their support, but not to become too prominent in its management.

New York State should have a roads improvement association. We have reprinted a summary of the work accomplished by the English R. I. Association, that our wheelmen might be encouraged to do something in the same line.

DINGLEY BREAKS THE TWENTY-FOUR HOURS' BICYCLE RECORD.  
350 1-2 MILES.

MINNEAPOLIS, Dec. 10, 1887.

The bicycle tournament for the benefit of the Newsboys' Home commenced at the Washington rink on Friday night, December 9th. The attendance was not as large as had been expected, but there was a fair audience present. The first thing on the program was a half-mile foot-race for newsboys. There were 19 entries. The next was a two mile novice race between Messrs. Frank Stockdale and Harry Blaine. Blaine won easily in 6:58. Number three was a one mile skating race; George Shaw and Charles Cole. The race was close and interesting, Shaw winning in 3:28.

W. F. Knapp and S. G. Whittaker rode three miles for business. Whittaker led at the start but was passed at the mile in 2:54; at the 13th lap Whittaker again led; Knapp finished two miles with a good lead in 5:54, but Whittaker again led at the 17th lap. Knapp won in 8:54 4-5, by not over a foot.

## A RECORD BREAKER.

At 9:25 Frank E. Dingley, of this city, started to break the world's 24-hour record, which was made here by Morgan in December 1886, when he rode 317½ miles in the first 24 hours of his six-day race with Schock. Dingley was dressed in white body tights and blue trunks. He rode a new 53-inch

Champion light roadster. A. A. McCurdy, of Boston, champion Star rider of the world, made the pace for the first 11 miles, when S. G. Whittaker took him the next five, and was succeeded in turn by W. F. Knapp. McCurdy, Whittaker and Knapp will act alternately as pacemakers to Mr. Dingley during his ride.

John Nicholson is referee, and O. W. Smith and S. F. Heath judges.

Dingley, with McCurdy setting the pace, made the first mile in 3:06, the second in 3:16½, and the first five miles in 15:42. Ten miles was made in 31:53, and in the first two hours 36 miles and 5 laps were covered. It is Dingley's intention to make 200 miles before getting off his wheel.

During the evening McCurdy and Whittaker arranged for a five-mile race, to come off in this city inside of six weeks; \$1,000 forfeit was posted with Steve Carlisle. The race is for from \$2,000 to \$5,000 a side, and it is probable that the latter amount will be posted before the end of the coming week.

George Bartlett and E. J. Hale rode a two-mile amateur, Hale winning easily in 6:07.

YOU BET HE DID IT!

Twenty-three hours, fifty-nine minutes and fifty-eight seconds said the scorer, as Frank Dingley passed the chalk line at 9:22 o'clock last evening. The dials showed 350 miles and four laps, or one-half mile. Dingley started at 9:22 P. M. on Friday to ride 350 miles in 24 hours, to beat the world's 24-hour record of 317½ miles made in this city by Morgan in December, 1886. When he had finished last night he had made 33¾ miles better than has ever been done in the history of cycling.

In his first two hours Dingley made 36 miles and five laps, 100 miles was made in five hours, 22 minutes and 25 seconds. At that time he left the track for the first time and was off some eight minutes. On returning, he rode another 100 miles before leaving the track again. At the 200 he went off and took a rest of 25 minutes, it having been 12 hours, 56 minutes and 50 seconds since the start. It was just 15 hours from the start when he passed the line at the close of the 225th mile. At 250 miles he had been 16 hours, 39 minutes and 42 seconds on the wheel, with the exception of the few minutes' rest which he had taken. He then left the track and returned in five minutes. The 275th mile was finished in 18 hours, 23 minutes, and 16 seconds. On finishing the 300th mile in 20 hours, 16 minutes, 12 seconds, he left the track for his last rest, and remained off the wheel eight minutes. The last two hours of the ride was evidently a fight to keep at it. The crowd was very sympathetic and cheered every time that he crossed the chalk line. At the 325th mile the tickers showed 22h., 6m., 55s., and Dingley still held on bravely, keeping closely to his pacemaker. When the watches showed two seconds less than an exact 24 hours, Dingley had just passed the line for the last lap of 350½ miles. The extra half mile was to silence any hints at a short, to put it mildly, a fast track. The shout that went up from the few hundred people present would have done credit to the rink full of people. The champion's wheel was seized by several attendants and Dingley was taken to a room prepared for him, where a physician and his trainer were ready to care for him. He was very tired, but his pulse and temperature were much nearer normal than would be expected, and after rubbing down and a short rest he said he felt very well.

A. A. McCurdy, of Boston, Star rider, W. F. Knapp, S. G. Whittaker and T. W. Eck acted alternately as pacemakers. Eck mounted the new Champion safety at 10:55 A. M. to establish for it a 50-mile American record and while making the record was pacemaker to Dingley. Eck's record was 3:18-50 for the fifty miles. McCurdy, Knapp, Whittaker and Eck all deserve great credit for their work in setting an even pace sufficiently fast to bring the Minneapolis boy through on time without hurrying him unnecessarily. Whittaker did some great work toward the close in coaching the tired rider. Dingley's pace was nothing remarkable until after passing the 100 miles. After that he broke all previous world's records. Toward the close he looked pale and haggard, and many of his friends expressed the fear that he would fall in making the turns at the ends of the rink. He looked eagerly at the tally board as he passed the mark for the last five miles.

Dingley having broken all records from 50 to 100 miles at Providence a few months since, it was generally expected that he would beat the 24 hour record, but very few sporting men had any money to say that he would make the 350. It is understood that local cyclists will banquet him soon.

L. B. G.

## NEW ORLEANS.

NEW ORLEANS, Dec. 9th, 1887.

Carnival week is now but little over two weeks off, and we New Orleans wheelmen have been frequently reminded of the fact during the past two weeks by the repeated inquiries as to whether or not a lantern parade will be one of the features of that festive occasion. That the desire for it is very general on the part of the public there is little doubt, but as it means to each and every participant an outlay of more or less of his hard earned cash, the question is not so easily decided. Chief Consul Hodgson has, however, undertaken the preliminaries and issued a call for a meeting of the local pedal kickers for the 19th inst., when the matter will be discussed and the fate of the parade definitely settled.

We learned a great deal from our previous effort, and it is safe to say that, should it be decided to have the parade, a display such as has never been seen before will be the result. Mr. Hodgson piloted last February's affair almost unaided, and as a memento of the occasion he still cherishes in his memory the snug little \$40 which he paid out for music, police, red fire, &c., and for which he was never reimbursed. This is one lesson Hustler Harry learned, and he now says that if it is decided to have a parade in '88, half a dozen working committees will have to take it in charge and the \$150 for the fireworks, music and caps must be provided beforehand.

From this it can be seen that we are going in for it heavily, but it is the intention to carry it out on the same gorgeous scale that characterizes our other carnival pageants. There is also a great likelihood that in case of another "turn out," the parade will partake of the representation of a definite subject, as, for instance, "Mother Goose's Melodies," or some such—but here! I am anticipating; however, it will do no harm, for, even if the boys decide "nay" at the meeting of the 19th, my anticipating thusly has helped along this week's notings very considerably. A blanked ill wind it indeed is that blows nobody good.

Speaking of the lantern parade reminds me that few of us New Orleanians fully realized the greatness of our display last carnival as compared with the average parade. I for one did not, and when you, Mr. Editor, requested a full account, I did not fully grasp the situation, and my attempted description, as I now see it, poor, deucedly poor. Since then it has been learned that the average lantern parade consists in the bicycles being decorated with but two lanterns, pendent from a strip extending over the handle bar, while in ours not two men in line had less than half a dozen lanterns, and rigged up in large festooned arches and other more fantastic frames, too; not to mention that every rider was in fancy costume—some really gorgeous, nor of the music, fireworks, etc. We didn't know as much about parades then as we do now, you see.

The Louisiana Cycling Club's monthly meeting, which occurred last night, was attended by a full house, and was anything but discouraging to its officers. The club house committee reported, but it was deemed best to wait until spring before going into quarters, and the committee was discharged. The captain's report showed that with but four members reporting, the mileage for November footed up 1,011 miles, made up by C. M. Fairchild's 422 miles, R. G. Betts' 327, W. H. Renand's 251, and the Chief Consul's (Hodgson) immense score of 11 miles. This makes 4,696 miles reported by these four men for the past four months, Fairchild with 2,098, and Betts with 1,830, making up the best portion of it.

It is barely probable that Prince Wells, who is still performing in the museum here, will have a "go" at the unicycle record some time next week. The New Orleans Bicycle Club attended one of his performances last week in a body and occupied front seats. Prince wore the blue and white of the New Orleans Club on the occasion, thereby making the boys feel good. After the performance he was taken in charge of by a delegation and pirouetted around for a while.

The *Bicycle South* has doused its glim. After nearly four years of flickering, sometimes brightly, sometimes decidedly dim, it has finally burnt out as good as completely, and its fantastic heading will be seen no more, and now alas! is the South left without any sort of a cycling publication whatever. The projected sporting weekly, to which the *Bicycle South's* affairs were turned over, has not yet made its appearance, though expected to do so some time this month. The new paper will probably sail under the name of *The Sporting South*, and a cycling department under



the control of a local scribe will be among its features, thereby replacing to a great extent the lamented *Bicycle South*. Bt.

### CHICAGO.

Chicago has now over 2500 riders of the festive wheel. Six clubs with an average membership of 75, and some 60 lady tricyclists.

December—and such roads! We have never had better riding weather, and by the number of wheels one can see dashing up and down the boulevards we can readily see that it is appreciated. Now THE WHEEL should give its readers a few things about Chicago, so here goes—

"Shall we change our name?"

"Will we build a club-house?"

"Who shall be nominated on the regular tickets for the various offices of the club?"

The above interesting questions will be discussed Monday evening, December 12, at the Owl Cycling Club's regular monthly meeting. The Owls have a handsome club-house at 3701 Ellis Avenue, but, alas! they pay rent for it. The boys have decided that they must have a club-house of their own. Their idea of an ideal club-house is a somewhat extravagant one, but they will have it. I shall tell you next week what they will do and how they will do it.

Tom Roe, a member of the Illinois Cycling Club and a rider of the "deadly" Star, has recently come into \$100,000. Tom lost a few hundreds of it betting on A. A. McCurdy, in the Ehlert McCurdy series. Whittaker and Dingley accompanied by the celebrated Eck, went to Minneapolis recently to break "records" and fill their pockets with gold, McCurdy shortly followed them. Then we suddenly missed Tom Roe. To-day the alarming news arrives from the "Twin Cities" that Whittaker and McCurdy are matched to run one 5 and a 10 mile race in Washington Rink the first part of January for \$5,000 a side. The generous Roe backs Mac, whilst a noted Minneapolis sport does likewise for Whit—not forgetting \$500 that Whit has up of his own money on the result. Chicago wheelmen who remember how Bob Ehlert fooled Mac wonder at Tom Roe's nerve in putting up so much on him against the "little flyer." For myself, "I really feel sorry for Roe."

The Lincoln Cycling Club, organized in October, 1887, has a delightfully arranged club house at 567 North Clark street. Forty-six members were admitted to active membership at their last meeting. This gives them a total membership of 102—pretty good showing for a "three monther."

R. D. Garden, the popular manager of the Pope Company's Chicago Branch, is at present in New York. Bob, we expect, will return to us full to overflowing with the merits of the new Columbia "Rover" safety.

The regular monthly meeting of the Owl Cycling Club was held at their club house, Monday evening, December 12. It is safe to say that before the season of "'88" opens, this club will hold its meetings, etc. in their "own" club house.

Messrs. Van Sicklen, Sieg, Stevens, Carlson and Hosford were appointed by President Morton Sieg a committee on buildings—Mr. Van Sicklen to be chairman. The committee will hustle, and definite arrangements will be perfected for the club's acceptance at its annual meeting January 7.

Messrs. Thos. Muncaster and Frank Lally were admitted to active membership.

The energetic Van Sicklen well put his stalwart "League" shoulders to work pushing the Owl's club house scheme.

There is one thing I admire about both the Owl and Illinois Cycling Club, viz: They have never asked the manufacturers for a cent towards aiding them to accomplish their projects.

The motion to change the name of the Owl Cycling Club to a name suggestive of Chicago or locality, was laid over until the next business meeting. Garden City Wheelmen and Cook County Cycling Club were two of the many names proposed.

A few years ago a club was organized with headquarters in the business part of the city, and was named the "Owls." It was composed of the night reporters of the daily papers and various other kind of "night workers." The club soon acquired notoriety and was finally wiped out by the authorities. Although the club went out of existence, the name lingered. The Owl Cycling Club was organized before the above mentioned club, and have decided that they do not care to be called the "Owls" any longer.

I notice "Geis" asks in his last letter to the *Record*, "Where shall we have our next League meet?" Detroit, Buffalo, Cincinnati, are all good points. Why not Indianapolis? Chicago would be only too happy to have it held here; but I think we would have a much larger gathering if we should select a city nearer the center of cycling than we have for the past two or three years. What does "Hewomenhicks," of St. Louis, think?

I had an interesting conversation a short time ago with a prominent photographer. I was seated before my rosewood desk—dreaming of the many bicycle raffles I had to buy tickets for—when I was acquainted that a gentleman had called to see me. "Show him in." In a few moments—a neatly dressed individual possessing a small, lingering moustache of a sandy shade and a worried look on his handsome face. (He may see this.) I asked him to be seated and inquired his business.

Then in a voice choked with emotion he said: "Mr. McCurdy came to me and showed an order from the H. B. Smith Machine Co., in which I read that I should take a certain number of photographs of Mr. McCurdy, as he wished."

"Well, I took enough at his request to amount to \$40. McCurdy got them and I have not seen him since—I wrote to the H. B. Smith Machine Co. and received a reply to the effect that McCurdy was not working for them. Now tell me, please, do you think I shall get my money?" The poor fellow seemed completely overcome by (as he evidently thought) his misfortune.

I wonder how he will feel when he reads Verax's expose in the *American Wheelman*—the boarding-house bill affair.

So long.

CLAW HAMMER.

### PITTSBURGH.

The interest of cycling hereabouts is constantly on the increase both in the city and surrounding towns, bidding fair to equal some more favored localities in the number of devotees, and giving promise of a lively season to come for local dealers.

W. D. Banker, proprietor the riding school in this city, will, at the urgent request of several wheelmen of McKeesport, establish one in their town, a very active place of some eighteen thousand inhabitants. There is a club of some ten or fifteen riders all League members. The son of the owner of their leading hotel is a cyclist, consequently wheelmen receive the best of attention, and unless known are required to show a membership ticket to secure League rates. McKeesport is about fifteen miles from Pittsburgh on the Baltimore & Ohio Railroad, at the junction of the Monongahela and Youghiogheny Rivers, and has fine clay roads leading off in various directions that afford an abundance of good riding and delightful views.

The river road from Pittsburgh to Monongahela City, nearly thirty-five miles, passes through the town, following the twists and turns of the river and but slightly elevated above its surface, adding a charm to the ride difficult to find elsewhere. Should the rider be inclined to return by boat, he can do so either in the day time or at night; if the latter, and a moonlit one is happened on, the ride on one of the magnificent side-wheel steamers plying the river, will be enjoyed, and the city reached about 10 30 P. M.

The "Sewickley Valley Wheelman," of Sewickley, Penna., a delightful suburban residence place some twelve miles out the Fort Wayne R. R., on the Ohio River, will hold the first of a series of "smokers," the evening of December 17th, at their club-house. This club has the well deserved reputation of doing nothing by halves, and those fortunate enough to be "on the list" are assured a good time.

Mr. Prestley Coleman, a prominent and genial member of this club, having handed in his resignation, owing to business changes, was last week unanimously re-elected to honorary membership.

It is now to be hoped that Mr. Coleman will join the "Keystones," where he would be warmly welcomed.

It is rumored that Mr. W. D. Banker will apply for membership in the "Keystones" at an early date.

"KEYSTONE."

A correspondent writes us about a "festive" wheel. We have blue penciled the adjective "festive" as an ambiguous superfluity. There is no reason on earth why wheels should not be termed "wheels" simply, without the prefixing of a gay adjective.

### CONNECTICUTINGS.

Ever think what a great sacrifice the landlord of a hotel makes by offering some prize to the first cyclist who reaches his house on the first day of the new year?

How grandly liberal he is, knowing that from five to fifteen or more will get there, and, hungry as tramps from their night ride—no, scorch—will of course pay for the good fare the kind boniface sets out. It's business, though, and shows enterprise, for the papers "carry the news to Mary," and the host is happy.

Any length handle-bar will cause elbows to stick out *a la* grasshopper, if the rider has the racing fever on, and thinks he gets more speed by shutting himself up like a jackknife; but we cannot agree with C. T. C. in last *Bulletin*, that long bars are the cause of it. It is the "Nose-on-tire-position" of the body that brings to mind the grasshopper on the gate, that is so disagreeable and grinding to the soul of your comfort-loving road-rider.

The old-time short bars, on a high head, made the akimbo act really a necessity, and made the steering so much harder that long bars are a great step in advance, as spade handles are over the old evasive knobs, that in hard pulls cramp the hands.

Bar-ing slightly more resistance to the wind, an erect position, with long bars and spade grips, the rider can make just as good speed as his G. H. brother, and as to appearance, well!

Mr. Stockwell is sound on "regular riding"; for our daily riding to business, the year round,—we have the luck to do just that!—averaging seven miles, keeps us in such a condition that a run of forty-five miles in half a day can be taken any day, like a recent one, over horrible roads, without the least stiffness or lameness resulting.

Pangs o' pain, or at least of sympathy, at their forlorn condition, shoot through the writer when any of the scribes tell of the too usual "hibernation of wheels," for this season of discontent is just the one in which the exercise of cycling is most needed, and but few know of the pleasure of winter wheeling.

We in this land of heathen darkness, in regard to road-making, only have macadam in frozen times, albeit it is often rough; but it soon wears down to the easiest going of the whole year, and then joy is ours.

ART.

### THE JACKSONVILLE WHEELMEN.

Quite a large and enthusiastic number of wheelmen met at Mr. George E. Wilson's office last night for the purpose of formally organizing this club. The following officers were elected:

J. H. Crosby, president; W. N. Benedict, secretary and treasurer; L. A. Wilson, captain; L. D. Hosmer, first lieutenant. The executive committee, as elected, is composed of the president and secretary, Mr. R. G. Rood, M. L. Parker and G. W. Emery. Fifteen active members comprise the club already; also seven associate members, one of whom is a non-resident.—*Jacksonville (Fla.) Times-Union*, November 24.

### BICYCLE RACES AT OAKLAND, CAL.

In connection with the championship meeting of the Pacific Coast Amateur Athletic Association and the Ariel Bicycle Club, held at Oakland, Cal., on Thanksgiving Day, the following bicycle events were decided:

One-Mile Novice Bicycle Race—First heat: Carl Allen, A. B. C., 3m. 19s.; Thos. Stevenson, B. C. W., second; T. C. Foulkes, C. C. W., third. Second heat: Sanford Plummer, B. C. W., 3m. 12s.; Wm. A. Ruthrauff, S. F. B. C., second; John M. Brewer, Outings o. Final heat: Plummer 3m. 7 3/4s.; Stevenson second, Allen, third; Ruthrauff o.

Half-Mile L. A. W. State Championship Bicycle Race—First heat: W. G. Davis, S. F. B. C., 1m. 32 3/4s.; L. Sears, A. B. C., second; H. J. Toll, C. C. W., third. Second heat: R. W. Turner, B. C. W., 1m. 30 4/5s.; R. A. Smythe, B. C. W., second; W. H. Melendy, W. A., third. Final heat—W. G. Davis, S. F. B. C., 1m. 27 3/4s.; R. W. Turner, B. C. W., second, by fifteen yards; L. Sears, A. B. C., third.

One-Mile Open Bicycle Race—W. G. Davis, S. F. B. C., 3m. 1s.; S. F. Booth, U. B. C., second; R. A. Smythe, B. C. W., quit on third lap.

Half-Mile Bicycle Race—W. Miller, A. B. C., 1m. 38 3/4s.; H. A. Maxwell, A. B. C., second.

Three-Mile Bicycle Race—Stanford Plummer, B. C. W., 200 yards, 9m. 24 1/2s.; W. G. Davis, S. F. B. C., scratch, second; L. Sears, A. B. C., 200 yards, faint and could not finish.



## WHEEL GOSSIP.

Munich, Germany, has a "comic" cycling journal.

An English cyclist recommends shoes of horse-skin.

The Somerville, Mass., Club, gave a ball on Monday evening.

Mr. Howard A. Smith informs us that he will open a new store in Orange early in the season.

Messrs. Singer & Co. are first in the field with a rear-driving safety for youngsters. The wheels are 24 in.

A subscription fund has been started in England, to present a testimonial to Mr. Robert Todd, late Secretary of the N. C. U.

Chicago has 2,500 wheelmen, six clubs, with an average membership of seventy-five, and sixty lady tricyclers. Bravo, Chicago!

Stenken and Kluge will keep themselves in form throughout the winter by careful work at the gymnasium. Both will appear on the path and road next season.

Harper's Bazar.—Brother Tom says bicycle riding is splendid exercise for the calves. Grandma says it may be, but she can't, for the life of her, see how you would get them to stay on.

The first journey a-wheel over the Alps was made June 19th, 1884, the riders being Messrs. J. T. Soanes and A. E. Thorburn, two English wheelmen. The route was through the Simplon Pass.

Charles Schwalbach, Prospect Park Plaza, announces ample facilities for storing wheels through the winter. Mr. Schwalbach has a corps of skillful repairers, and it will profit to have your wheel overhauled at once.

A strong effort will doubtless be made at the Stanley Show to revive the Ordinary bicycle. It is on the cards that a number of "improved" forms of the Ordinary will be exhibited, in which the risk of falling will be minimized.

A number of wheel clubs will organize toboggan clubs during the winter. The New York Bicycle Co., 38 Park Place, are New York agents for the celebrated Patent Proctor toboggan. Send for illustrative and descriptive circular and price list.

Mr. N. B. Schmitt, agent for the Columbia wheel at Woodstock, Va., writes: "As to THE WHEEL, I am pleased to say it furnishes the news promptly ahead of most others, and its editorial comments usually meet with my hearty approval."

A certain Lady Habberton proposes visiting the United States to introduce a bifurcated skirt among American ladies. For proper comment we pass this information over to "Daisie," as Chief High Priestess of the "What Shall We Wear" School.

All the cycling papers and many lay papers with cycling columns republished our note of the use of tricycles in a children's home to strengthen deformed, weak and partially paralyzed limbs. It is our intention to ferret out and publish everything that will promote a utilitarian and practical view of the wheel.

HOLIDAY PRESENTS.—The Smith Manufacturing Company have \$30,000 worth of holiday goods in stock, which it will pay our readers to examine. A special drive is being made on 5,000 silk umbrellas; a silk umbrella with paragon frame and 14 kt. gold head is selling at \$1.90. Smith Manufacturing Company, 123 Fulton Street.

CONTINENTAL ROAD BOOKS.—Continental Road Books have been prepared by the C. T. C. and are sold by E. R. Shipton, 130 Fleet St., London, E. C.; price, 3d. per volume. Vol. I., France. Vol. II., Germany, Austria, and Hungary. Vol. III., Belgium, Denmark, Holland, Italy, Norway, Russia, Servia, Spain, Sweden, Switzerland and Turkey.

ANOTHER NEW ROVER.—The H. B. Smith Machine Co. are experimenting with a Rover-type Safety, driven by Star mechanism, which will be ready for the market late in the season. The company has a larger stock on hand at this date than it had by March 1 of last year. The new and lighter form of Star, of which we recently spoke in these columns, is as yet a matter of experiment.

Minneapolis has a club, which, according to our correspondent, leads an existence fully as thrilling as that of the Century plant. It never holds meetings, don't know the meaning of the word "Smoker," and is entirely ignorant of "club life." We hope the wheelmen of Minneapolis will "brace up" and "do something." Such inactivity is worthy only of the Patagonian, not of the sons of a hustling, bustling Northwestern metropolis.

The "Astute Hebrew," whose masterly manipulation of the Whittaker-Ashinger races at Omaha we detailed in these columns, has risen to the surface at Kansas City. His name is Bob Ehman, known to the night-hawk fraternity, however, as "Big Nose Bob," doubtless in pleasant reference to the heroic size of his organ of smell. Probosis Bob is just now "in demand" by the Kansas City police authorities, having forged checks on a respectable firm to pay poker debts.

The time between the closing of one season and the opening of another is becoming shorter each year. A few years ago the "off" season lasted from November till May; this year, the final gasp has not yet been given, and the season promises to open very early, about the first or the fifteenth of February. The trade is preparing for an early season; the Pope Mfg. Co. have their catalogue almost ready for the press. The new features of this catalogue will be the new Safety and tricycle.

HUDSON COUNTY WHEELMEN.—At the December meeting of the Hudson County Wheelmen it was decided to award a medal to every member who succeeds in covering 1,000 miles on the road next season. A vote of thanks was also extended to Dr. E. W. Johnson for his success in having the Kluge protest thrown out by the executive committee of the Alphabetical Association. Dr. Benedict, Theo. Merseles and Ed. Eldridge head the club for mileage during the past season, each having ridden 1,500 miles.

Mr. Robert Garden, Manager of the Chicago Columbia agency, was in Gotham last week. "Bob," as he is affectionately called by those who know him well, was a member of the New York Athletic Club years ago, and has oftentimes pulled an oar against "Bill" Curtis, the Father and High Priest of athletics in this county, George Philips, "Tad" Curtis and others. Mr. Garden impressed us as a man well calculated to fill just such a position as he occupies, having strong common sense, sensibility, good-nature, and, of course, popularity. We wish Mr. Garden continued success as the head of the Pope Mfg. Co.'s Chicago house.

The Oregon Bicycle Club, of Portland, Oregon, has just issued a neat little pamphlet, containing its constitution and by-laws, road rules, etc. The club was organized four years ago, and has had a steady growth. At present it has an active membership of thirty-four, and a non-resident membership of four. Thomas Stevens is an honorary member of the club. In the pamphlet is printed a list of the members "discharged" for non-payment of dues; a very good idea. The officers of the club for the ensuing year are as follows: President, Dr. B. E. Miller; Vice-President, D. B. Loucks, Secretary, C. S. Wells; Financial Secretary, W. C. Goodrich; Treasurer, Geo. Breck; Captain, Dr. C. C. Newcastle; Sub-Captain, Richard Martin, Jr.; Bugler, C. W. Scott; Color Bearer, Geo. K. Clark.

## LONG ISLAND WHEELMEN.

At the December meeting of this club, held on the sixth, a pleasant incident was the presentation to the Board of Trustees, by the club members, of two elegant bronze "warriors," each two and a half feet tall. The bronzes were presented to the Board in appreciation of their work in conceiving, planning, and building the new club house. The presentation was followed by a "love-feast," at which speeches were made by members of the Board and of the club.

The annual election of the club will be held January 6, and a nominating committee has been appointed to get up a ticket. President Shaw will retire, and the chief executive office will be occupied by either Messrs. Mabie or Bradford, both of whom are strong candidates, and with equal chances.

## CITIZENS CLUB.

The Cits will hold their regular monthly meeting December 19. At this meeting two candidates will be presented for election, Mr. J. W. Love, proposed by Mr. Elliott Mason, and Mr. W. H. P. Veysey, proposed by Mr. W. B. Krug.

The following gentlemen have been elected members: Messrs. George Ashforth, Barak G. Coles and Charles H. Nichols.

After the December meeting, the Cits will have a spread, consisting of beans, beans-beans and other beans.

On Saturday evening, December 31, the members will assemble at the club house to give 1887 a proper send off. These fare-well-old-year rackets are of the stag variety, of the let-yourself-out-all-

you-can order, and jollity is the keynote of the evening's doings.

## A SOUTHERN TOURIST'S OPINION.

The treasurer of the Georgia Pacific Railroad Co., who is also President of the New South Wheel Club, of Birmingham, Ala., and who took one of the most extensive American cycling tours of the year 1887, as already detailed in THE WHEEL, sends in to Karl Kron the following opinion of "Ten Thousand Miles on a Bicycle":

"The volume is in many respects a remarkable one, and certainly a very valuable one to every American bicyclist. Simply as a book of reference, it is worth more than the price asked. The minute account of your travels, and the number of personal experiences of other cyclers, omitting no details, serve to render it, I think, more useful and more readable. It is not, in my opinion, too long. In fact, I would like to see it longer, and even more exhaustive in describing the roads of the United States. The chapter on 'Curl' and the one on 'Castle Solitude,' might very well have been omitted, as I do not see that they have any relation whatever to the subject. The book has too much of the ego. A book of that kind must necessarily, I admit, have a great deal to say about the narrator; but it is carried too far, and this is notably the case in the chapter, 'This book of mine, and the next.' Taking it altogether, however, it is a very interesting book, and one that no cyclist should be without, showing, as it does, what may be done by a man of ordinary physical ability, but of extraordinary and indomitable pluck and energy.—pluck and energy shown not only in pushing the wheel all over the country, but also in pushing the publication and sale of his book, in the face of the most adverse circumstances.

"L. D. AYLETT.

"BIRMINGHAM, Ala., December 5."

## A VOICE FROM THE GOLDEN GATE.

The writer of the following is a San Francisco business man, 35 years of age, who never mounted a bicycle until April last, but who is such an enthusiast that, in 20 rides (Sundays and holidays), between then and November, he covered upwards of 1200 miles, including 500 miles of unrepeatable roads; and his occasional short ride, at night and morning, probably raised his six months' total to 1500 miles. Having perused "X. M. Miles" at a public library, he sends in a cash order for it, accompanied by the following testimonial:

"Your book has given me so much pleasure that I have concluded to write and tell you so. I appreciate it for many things: for its bulk and amount of information; for the painstaking effort and industry it displays in the collection of material, the putting in shape and indexing, and for the continual references from one page to the other, which I found very handy. I admire the shrewdness, perseverance, courage and independence of the author, and the unique style of his plan.

"The portions of the book that I most particularly liked were, first of all, the opening chapter, 'On the Wheel,' which I consider the masterpiece; then the chapters on 'Curl,' 'White Flannel and Nickel Plate,' 'Castle Solitude,' 'Bermuda' and 'Bone-shaker Days,'—preference given according to the order named. I should have preferred the author's picture instead of Curl's as a frontispiece, but of course acknowledge the author's right to exercise his own preference as to allowing his face to become familiar to the general public.

"I would rather have the type as it is than to have the quantity of matter diminished, but would prefer larger type, even at additional cost. I would willingly pay more, too, for maps and illustrations, though I fully appreciate the fact that more value than the price of the book is already given. I consider the great mass of material atones for delay in publication; and the extraneous chapters are certainly amusing. All lovers of the dog must like to read the chapter on 'Curl,'—and who is there that does not love a dog? I think one could find a greater number who do not love their own race.

"I hope that a good many of the original 3000 subscribers or 'co-partners' will work for the sale of additional copies towards the 30,000; but a good many others, for various causes, will not; some on account of bashfulness or reserve, some on account of indifference, some on account of lack of acquaintances, and some for lack of time. Every wheelman will recommend the book when occasion offers, I think, but many will not work actively enough to make the occasion. I predict success for your next book, and gladly pledge myself for a copy.

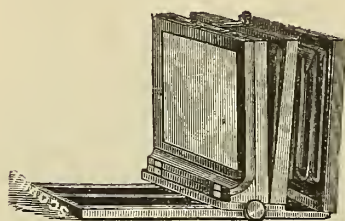
"L. A. W., H. 15,219.

"SAN FRANCISCO, December 1."



## AMATEUR PHOTOGRAPHY.

No. 4.



An exceedingly neat and compact contrivance will be found in the Tourist's Pocket Camera. When folded it measures but  $5\frac{3}{4} \times 6\frac{1}{4} \times 2$  inches, and has no projecting screws or pins. The bellows when closed are on the inside of the camera. The rods that are used for focusing are easily detached, and when the camera is folded are withdrawn and are easily readjusted; adjusted, they are handsomely plated and add much to the appearance of the instrument. In focusing, the front of this camera is pushed forward, and when properly adjusted for the picture, further movement is checked by means of a screw acting on a spring, which presses against the ends of the focusing rods. The weight of

this outfit for a 4 x 5 picture is but one

and a half pounds. The lens itself is but the glass disc. This is fitted into a brass tube, which has a spiral cutting at one end that serves to attach the lens mount or tube to the flange; this is fixed permanently to the front part of the camera. In the Rapid Rectilinear lens stops are inserted through a slit in the lens mount between the combinations, for the purpose of making the photo. In the single sharp and plain achromatic lens the stops are fitted in front of the lens or glass. The stops are only next in importance to the lens. The proper technical term for them is diaphragm. These diaphragms are circular apertures of different diameters cut in pieces of metal, and so arranged that when they are in use, the aperture is directly opposite the centre of the lens. These diaphragms regulate the passage of light through the lens, consequently the larger the diaphragm the more light is transmitted, and the greater the light there is the less time will be required for exposure. When a picture is made with a large stop, it will be found that objects at a distance are indistinct, while those nearer are sharp and plain. This may be but slight, yet the fault is there. The diaphragms correct this. The photographer, in using the stops, focusses with the largest opening on some object close by, and when this is sharply defined, he inserts the stops one by one, beginning with the largest and so on to the smallest, or until he finds the one that brings those objects further away into proper focus. This diaphragm is then left in position and the picture made. Among the best lenses to purchase are the Beck, Darlot, Ross and Morrison. Their cost varies from \$25 to \$200. They are all double combinations. The single achromatic lens can be bought from \$3.50 to \$8.00. To the amateur contemplating the purchase of a lens we would strongly recommend buying one of the best; he will save expense, and the satisfaction a good lens gives more than compensates for the outlay. We would strongly recommend any of those first named.

The Beck lenses have an established reputation both here and in England. They are perfectly aplanatic covering with full aperture the entire plate, in the sizes for which they are intended; they will also work well on larger plates when stopped down. They are exceedingly rapid, and are particularly valuable for instantaneous and short time exposures; they are rigidly rectilinear and perfectly symmetrical. The Beck lens is one of the best on the market. The Ross lenses are too well known to require a description. They are made by Ross & Co., of London England. They are divided into two classes. The Rapid Portable Symmetrical, for landscapes and architectural subjects, also copying, and the Rapid Symmetrical, for groups, views, interiors and every kind of out door photography. They are fitted with the Waterhouse diaphragms.

The Darlot is made in Paris. It has gained considerable credit among amateurs, both here and abroad, for its splendid qualities. They are divided into the Portrait, the Quick Working Portrait, the Hemispherical Wide Angle View Lens, the Rapid Hemispherical View Lens and the Gem Lenses; the latter are plain, or single combination lenses. Though not as fine as either the Ross or Beck, the Darlot does splendid work.

We shall close our chapter on lenses next week, and deal with the second or chemical part of photography, by introducing the reader to the mysteries of the dark room.

## BICYCLING IN ENGLAND.

## THE MACHINES IN PRACTICAL USE FOR POOR MEN.

The bicycle and tricycle, in use hitherto more as toys than as of any practical service, have become important vehicles on this side, says a London correspondent of the Philadelphia Record. One sort, called "The Scout," has been experimented with by Austin, I think, as a vedette, and found successful beyond anticipation, and it is proposed to establish a corps, a bicycle company at least, for observation and communication with the front. I remember that in Paris, in 1869, the Champs Elysees and Bois had promenaders on bicycles in such numbers as to cause much confusion and even obstruction on those great thoroughfares. And then when the medical faculty protested against their use as causing hernia, and God knows what other diseases, they seemed to disappear as rapidly and completely as if the law had come upon the riders with an inhibition and the penalties of amercement and imprisonment. But they revived again because of their convenience and economy. First cost became easy under the hire or installment system. And then there was no cost for subsistence—a penny a month for lubricating oil was the considerable expense of his "keep." London contains 700,000 dwelling houses, which are built over an area of 700 square miles. There are 580 omnibuses, which yearly convey about 54,000,000 persons. The tramways and cabs carry yearly quite as many, and the two underground railways about 140,000,000. But all these means of transit are too expensive to be used twice daily. From Brewster to the Bank of England the cost of a single ride in a buss is ten cents of American money. And, besides, neither bus nor car will take one just where he would go. A mechanic who is paid but sixteen cents for each working hour, and whose children, to use Erskine's phrase, are pulling his skirts for bread, cannot afford either bus or car fare, and to tramp the long distance intervening between place of employment and place of domicile twice per diem is impossible. A chief specific for this disease of distance is the bicycle or tricycle. More especially as it can be bought cheap

and by weekly payments, as stated. Factories for the construction of these "lifts" for poor peripatetics have increased, and prices are moderate. They are used by bakers, butchers and others for the distribution of the articles sold. Even tailors make use of them. A box is made to fit on the machine, which serves the double purpose of carriage and advertisement, for each side proclaims, with white or golden letters on a red ground, the place and business of the employer. When husband and wife have their business at some distant point they mount their two-seated tricycle, with two pedals, and two pairs of legs move up and down with graceful simultaneity. The streets being generally smoothly paved in blocks with an asphalt surface, the friction is inconsiderable, and the swiftness of motion of the bicycle is surprising, the speed attained being much greater than that of cabs or carriages. This mode of transportation, so economic, is more general here than in Paris, simply because it is more necessary. Besides, Paris is, so far as business is concerned, a mere village in comparison with London. London is a wonder no man can properly appreciate and comprehend, something prodigious and perplexing and startling. John Bright truly said in a speech he made in 1881: "A great many of you have been to London, and yet you know nothing about it. I have spent six months there every year for forty years, and yet I know nothing about it. I do not believe that there is a man in it who is fairly acquainted with all the parts and districts of that vast city." The little bits of London life I give are as but one blade of grass to the pasturage of the prairies.

## ROADS.

FROM "THE ROAD AND ROADSIDE."

Lord Macaulay declares that of all inventions, the alphabet and printing press alone excepted, those inventions which abridge distance have done

the most for the civilization of our species. Every improvement of the means of locomotion benefits mankind morally and intellectually as well as materially.

"The road," says Bushnell, "is that physical sign or symbol by which you will best understand any age or people. If they have no roads they are savages; for the road is the creation of man and the type of civilized society."

The two most ancient civilizations situated in the valleys of the Nile and Euphrates were connected by a commercial and military highway leading from Babylon to Memphis, along which passed the war chariots, armies and mercantile traffic.

When the Romans conquered a province, they not only annexed it politically, but they annexed it socially and commercially, by the construction of good roads from its chief places to one or more of the great road-ways which brought them into easy and direct communication with the metropolis of the Roman world, so that the capital city was the centre of such a network of roads, that it was a common saying: "All roads lead to Rome."

From the forum of Rome, a broad and magnificent highway ran out towards every province of the empire. It was terraced up with sand, gravel, and cement, and covered with stones and granite, and followed in a direct line, passing over or under mountains, across streams and lakes, or arches of masonry. The military roads were under the care of pretors, and were called pretorian roads; the roads for public traffic were under consuls, and were called consular roads. The military roads were generally sixty feet wide, with an elevated centre, twenty feet wide. The consular roads were twelve feet wide. Some of these roads could be traveled two thousand miles. The Romans also built a complete network of cross-roads. The ancient empire of Peru built two roads from 1,500 to 2,000 miles long, connecting Quito and Chili, one by the borders of the ocean, the other over the grand plateau of mountains. Another great road of the Incas lay through the level country between the Andes and the ocean. Their Spanish conquerors took no care of the roads, and they have fallen into decay, except here and there, where fragments of them give evidence of their primitive grandeur.

With the revival of human thought and civilization after the middle ages, the improvement of roads engaged the attention of public and scientific men. The first act of the English Parliament relative to the improvement of roads was in 1523, though in 1685 the roads of England were in a most deplorable condition.

Beyond question, inter-communications are of vital importance to every nation, and good roads are a prime necessity to every town and city. A good road is always a source of comfort and pleasure to the traveller. It is also a great saving each year in the wear and tear of horse flesh, vehicles and harnesses. Good roads to market and neighbors increase the price of farm produce, and bring people into business relations and good fellowship, and thereby enhance in value every homestead situated in the neighborhood.

They cause a proper distribution of population between town and country. For many years in this country, there has been a movement of population from the rural districts into the cities and manufacturing villages. This centralization of population is evidently a violation of economic laws, and when carried too far, results in business depression, in the multiplication and development of industrial and social troubles. The remedy of this state of affairs is found in the readjustment and proper distribution of population between town and country.

Bad roads have a tendency to make the country disagreeable as a dwelling place, and a town which is noted for its bad roads is shunned by people in search of rural homes. On the other hand, good roads have a tendency to make the country a desirable dwelling-place, and a town which is noted for its good roads becomes the abode of people of taste, wealth, and intelligence. Hence, it behooves every town to make itself a desirable place of residence. We now live in the city, and go to the country; but we should live in the country, and go to the city. But this can never be brought about until good roads connect the cities and villages with the green fields and beautiful scenery of the country. All labor and money expended on them result immediately in a convenience and benefit to the whole community.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.



## HINTS TO COUNTRY ROADMEN.

BY AB INITIO.

GOOD ROADS ARE CHEAPER THAN BAD ONES.

The Roadman's motto: "A stone in time will oft save nine."

1.—Never allow a hollow, a rut, or a puddle to remain on the road, but fill it up at once with *chips* from the stone heap.

2.—Always use *chips* for patching, and for all repairs during the summer months.

3.—Never put fresh stones on the road if by cross-picking and a thorough use of the rake the surface can be made smooth and kept at the proper strength and section.

4.—Remember that the rake is the most useful tool in your collection, and that it should be kept close at hand the whole year round.

5.—Never spread large patches of stone over the whole width of the road, but coat the middle or horse-track first, and, when this is worn in, coat each of the sides in turn.

6.—Always arrange so that the bulk of the stones may be laid down before Christmas.

7.—In moderately dry weather, and on hard roads, always pick up the old surface into ridges six inches apart, and remove all large and projecting stones before applying a new coating.

8.—Never spread stones more than one stone deep, but add a second layer when the first has worn in, if one coating be not enough.

9.—Use a steel-pronged fork to load the barrows at the stone heap so that the siftings may be available for "binding" and for summer repairs.

10.—Never shoot stones on to the road and crack them where they lie, or a smooth surface will be out of the question.

11.—Go over the whole of the new coating every day or two with the rake and never leave the stones in ridges.

12.—Remove all large stones, blocks of wood, and other obstructions (used for diverting the traffic) at nightfall, or the consequences may be serious.

13.—*Never put a stone upon a road for repairing purposes that will not pass freely in every direction through a two-inch ring*, and remember that still smaller stones should be used for patching and for all slight repairs.

14.—Recollect that hard stone should be broken to a finer gauge than soft, but that the two-inch gauge is the largest that should be employed *under any circumstances*.

15.—Never be without your ring gauge. It should be to the roadman what the compass is to the mariner.

16.—If you have no ring gauge remember Macadam's advice that any stone you cannot easily put into your mouth should be broken smaller.

17.—Use nothing but *chips* for binding newly-laid stones together, and remember that road sweepings, horse droppings, sods of grass, and other rubbish when used for this purpose will ruin the best road in creation.

18.—Remember that water-worn or rounded stones should never be used upon steep gradients, or they will fail to bind together.

19.—Never allow dust or mud to lie on the surface of the road, for either of these will double the cost of maintenance.

20.—Recollect that dust becomes mud at the first shower, and that mud forms a wet blanket which will keep a road in a filthy condition for weeks at a stretch, instead of allowing it to dry in a few hours.

21.—See that all sweepings and scrapings are put into heaps and carted away immediately.

22.—Remember that the middle of the road should always be a little higher than the sides, so that the rain may run into the side gutters at once.

23.—Never allow the water tables, gutters, and ditches to clog up; but keep them clear the whole year through.

24.—Always be upon your road in wet weather, and at once fill up with "chips" any hollows or ruts where the rain may lie.

25.—When the main coatings of stone have worn in, go over the whole road, and gathering together all the loose stones, return them to the stone heap for use in the winter to follow; for loose stones are a source of danger and annoyance, and should never be allowed to lie on any road.

26.—Never allow the grating bars of any gutter or drain to remain parallel with the road, but

always set them crosswise, and so avoid serious accidents.

27.—Recollect that no grating, man-trap, water-plug, gas-pipe, or drain should ever be allowed to project above the surface of the road under any circumstances.

28.—See that all overhanging trees and hedges are cut back at the fall of the year, and at once report to your surveyor or overseer any damage that may be done to, or any defects that may exist in, the fences, finger-posts, milestones, bridges, and footways.

29.—Remember that your surveyor or overseer is always willing to help you with advice, and that it is your duty to consult him when your are in any difficulty.

30.—Rest assured that the eyes of the ratepayers are upon you, and that the public require smooth, clean, and good roads at a small cost.

31.—Remember that any negligence on your part may cause the ratepayers to lose the benefit of the Government grant—given toward all main roads kept in an efficient state of repair—as well as render your surveyor or overseer liable to an action at law.

32.—*Study to thoroughly master your duties, and if in doubt as to any point, send for one of the road pamphlets referred to below, and a specimen ring-gauge, both of which are issued freely and gratuitously to all roadmen by*

THE ROADS IMPROVEMENT ASSOCIATION,  
57 Basinghall Street, London, E. C.

## ENGLISH ROADS IMPROVEMENT ASSOCIATION.

The good work of the Roads Improvement Association still continues, and signs are not wanting that its first year of existence will be marked, at any rate in some districts, by the adoption of more rational methods of road repair than those of late in vogue, while it will be rendered memorable in a still larger number of cases by the widespread agitation in favor of better highways—an agitation pregnant with significance for the immediate future.

The recent achievements of the R. I. A. have been freely reported in our columns, but in addition to those already recorded, it has decided to distribute, through surveyors, waywardens, overseers and others, brief, yet plain, instructions to the roadmen themselves. These take the form shown at the foot hereof. It has been considered desirable to conciliate the actual employers of the laborers engaged, at any rate as a preliminary step; but should it appear that the hints just published do not reach the hands of the roadmen themselves, another method of distribution—in which members of the C. T. C. may with advantage assist—will, in all probability, be tried.

The encouragement that day by day is accorded to the Association by the public press is a most encouraging sign, while private advices conclusively show that the responsible authorities, in even the most remote localities, are feeling the influence of its labors. In addition to the resolves already made public, the R. I. A. has arranged to have an exhibit at the forthcoming Stanley Show. This will include samples of the best stones from the leading quarries, broken to the proper gauge, together with specimens of the boulders as now used upon many of our highways, photographs of defective finger-posts and mile-stones, etc.

The Association is materially hampered in its movements for lack of money, and, as the labor that is involved in carrying on the work is purely honorary, it is to be hoped that a handsome response will be made to this appeal.—*Exchange*.

## THE LAMP QUESTION, AND HINTS TO CYCLISTS.

The difficulty of finding a good lamp is one which has spread far and wide. I am being continually asked by friends to recommend them a lamp which would keep alight on a safety bicycle, and have, as yet, although I have had some considerable experience, only found one which would not jog out on the smoothest road, and I much regret to say that, for some unexplained reason, the makers have abandoned the pattern. I refer to the "King of the Road" safety. I have had one for some time now, which I would not part with on any account—it will stand any amount of jolting. A short while ago, while riding with a friend who rejoiced in the possession of one of their new patterns, with the two large rubber slabs, I changed lamps with him, for the ride home in the dark, as his absolutely refused to keep alight on his safety, and it was with much diffi-

culty that I managed to keep it alight on my "Marlboro' Club" tricycle. The makers have certainly made a change for the worse in the present pattern, and it is to be hoped that they will see their way to making the old pattern next year.

One thing further I may mention as useful to cyclists. In the shoe line I always found the greatest difficulty in getting my boots to last. My cycle shoes, especially, always cracked at the side, probably from my ankle action. About eight months ago, while going down St. Swithin's Lane, E. C., I saw some horse-skin shoes advertised, for which the manufacturer claimed wonderful qualities. I thought I would try them, and the result is, after a stiff trial, I have come to the conclusion that, for the future, I will wear no others. They are very tough in wear, soft as kid almost, and do not draw the feet. \* \* \*

## LAMPS ON SAFETIES.

Now, there are three ways of carrying a lamp on a safety. Some riders advocate suspending it from the handle-bar; but I maintain that, if the handle-bar of a safety is fixed where it ought to be, viz: pretty close to the rider, that mode of carrying the lamp is impossible, and if it were not so it is not a nice plan, for several obvious reasons.

Then, some carry their lamps on a bracket attached to the steering-post. I have two objections to urge against that, viz: 1. That the light is too high to be of much service in detecting stones, etc., and is interfered with by the shadow of the rim. 2. That it practically does away with the luggage-carrying capabilities of the safety bicycle.

The third and perhaps most general way is to suspend the lamp from an extension of the front wheel axle. This may have its disadvantages, but the only one that I can find is in the liability of the lamp to become splashed with mud in dirty weather; against which are the advantages of having the light near the ground, no shadow of the rim in front, and the lamp well out of the rider's way.

Now we all know by this time that an ordinary hub lamp will not burn satisfactorily in such a position, and it was this last fact that caused me to write to this paper.

I may as well mention that my lamp was a large size "King of the Road," and so unsatisfactory was it that I wrote to Messrs. Lucas & Son about it. They informed me that they had just introduced an improved lamp for "Rover"-pattern safeties, so I obtained one, and have given it a thorough trial, with the result that I am able to speak very highly of it.

I will briefly describe this lamp, which is hardly a novelty, except in the mode of fixing to the machine. It is like the ordinary pattern "King of the Road" head lamp, with side prisms and an improved oil reservoir, which makes leakage almost impossible; but the back is fitted with two wide rubber hinges, kept in place by a spiral spring, which, however, allows the whole to move freely up and down in such a manner that the light is scarcely affected by the roughest road. It is attached to the axle extension by a horizontal grip secured by a thumb screw.

I give my experience of this lamp for the benefit of my fellow-members. I don't consider it *perfect*, as I think a good deal may be done yet in the way of improvements; but, at any rate, it is a vast advance on the swinging lamp, and *will not jog out*, while its increased height from the ground causes the light to be thrown farther ahead.—*Correspondence in C. T. C. Gazette*.

RE-ENAMELING A MACHINE.—"Worker" remarks: "'Anxious One' will find those enamels which dissolve in spirit resist the action of oil better than those enamels which dissolve in turpentine. My own experience is, that a thin coating of paint, left to *thoroughly* dry, and then a coat of enamel, succeeds better than when enamel, such as is generally sold, is applied direct to the metal. I have used Myddleton's 'spirit' enamel (as I will call it, to distinguish it from the other sort they sell, which dissolves in turpentine), with advantage over a coat of paint, and over a coat of other enamels. Much depends upon the condition of the enamel, and the care and skill of the operator. I have done a good deal in this line, but did not succeed so well by a long way at first as I have since done. All this kind of work results better in a warm, dry atmosphere. Unless done in the house, neither painting nor enameling a machine will turn out very satisfactorily at this time of the year."—*Bicycling News*.



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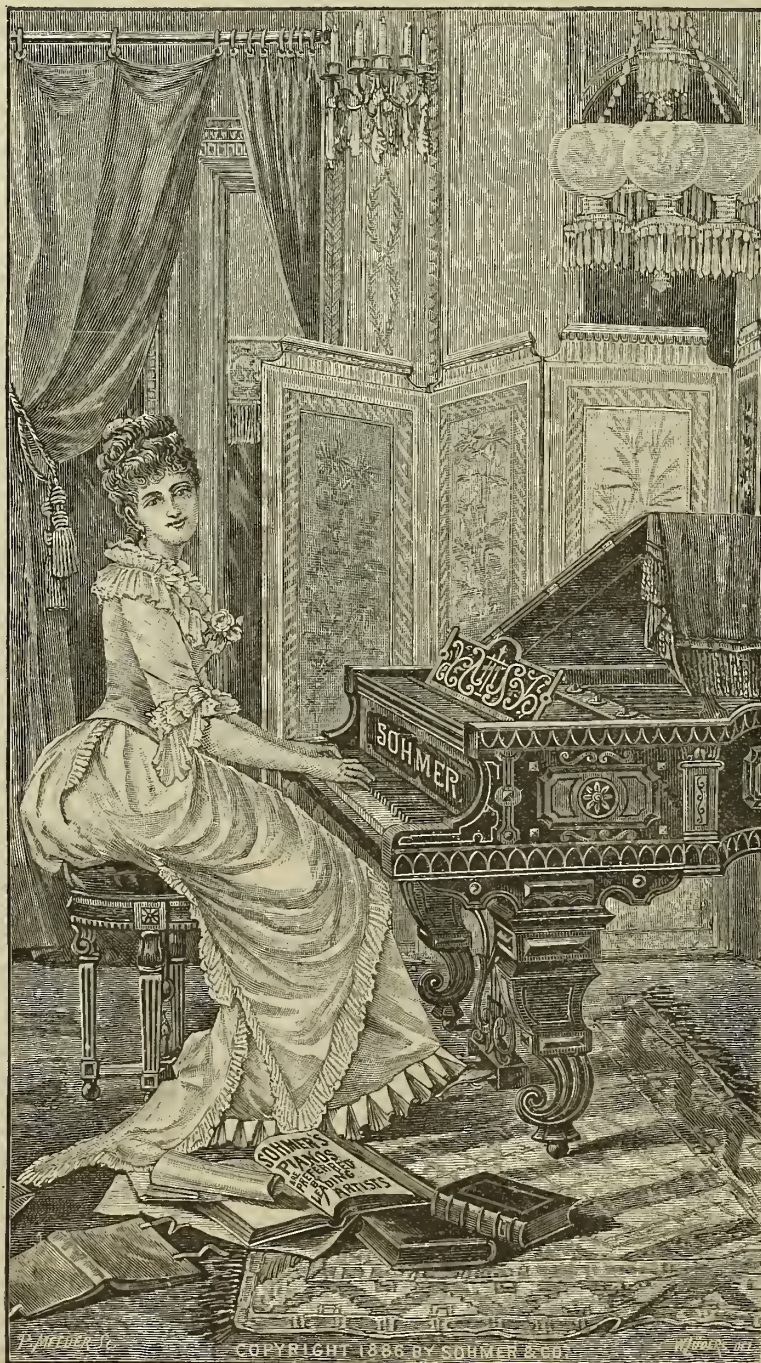
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**WANTED.**—Bicycle, 42 or 44 inch, in good order for cash. Address at once "Standard," care WHEEL Office.

**TO PURCHASE.**—A 50-inch Expert, Victor, or New Rapid for cash. Must be late pattern, in fine order, and reasonable. Write, with full particulars, Samuel T. Morton, P. O. Box 444.

**FOR SALE.**—BRAN NEW SPRINGFIELD ROADSTER Bicycles for \$68.00. A. W. Gump, Dayton, Ohio.

**FOR SALE.**—50-inch New Rapid, model '86; condition excellent. Correspondence solicited. Address Robt. Moore, Box 240, Philadelphia, Pa.

**\$50 CASH** buys Yale Light Roadster in good order, ball bearings, tangent spokes, cowhorn bars, rubber handles, 54-inch; cost \$127.50. P. M. Harris, 351 West 59th street.

**HUMBER TANDEM;** excellent condition; balls all round, 4 bearings on axle, hollow cowhorn bars; positive bargain. "Sparkbrook," Post Office Box 444.

**51-INCH RUDGE LIGHT ROADSTER,** all nickeled except wheels, balls to both wheels and pedals, latest pattern, spade handles, lantern and drop, perfect order; cost \$157, sacrifice for \$75 cash. C. H. D., 240 West 127th street, New York.

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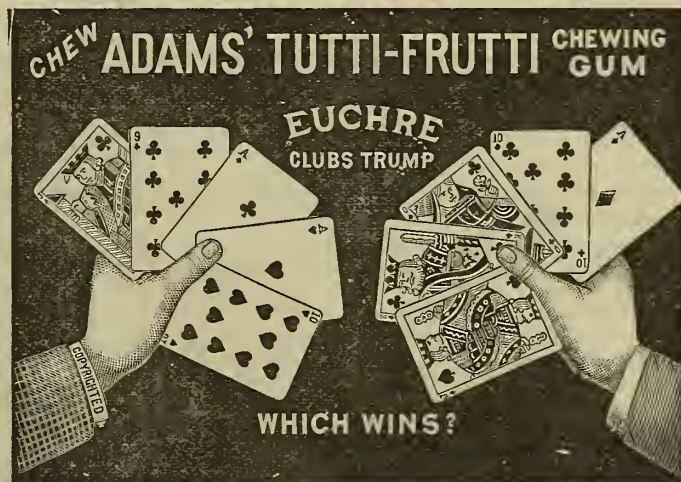
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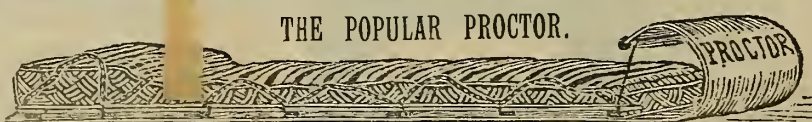
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