

AND RECREATION.

Vol. XIII.—No. 21.

NEW YORK, FEBRUARY 17, 1888.

[WHOLE NUMBER, 333.

WHEN we are compelled to use racing machines to make records, we

SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the

Minneapolis Rink, when he ran

350 1-2 MILES IN 24 HOURS

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's indoor world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at

Crawfordsville (his mount a 40-pound Light Champion) of

323 MILES IN 24 HOURS.

Not to be forgotten is the 20 miles within the hour on the Ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

100 Miles in 5 Hours 38m. 441-5s.,

still with the Ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

Catalog cheerfully mailed on application.

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILLINOIS.

---LARGEST MANUFACTURERS OF CYCLES AND SUNDRIES IN AMERICA.

THE SPRINGFIELD ROADSTER FOR 1888.

(Yost & McCune Patent.)



The Only Absolutely Safe Wheel Against "Headers" Made.
It is the Best, and it is also the Cheapest.
Do not buy a wheel before you see the SPRINGFIELD
ROADSTER.

This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public for the money. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

The 1888 Pattern Springfield Roadster for \$100,

has ball bearings all round and cow horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have the ball bearings added if they so desire at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM: 26 WEST 23d STREET, NEW YORK.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

THE STAR.

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

NAME TIME. 1. H. J. Hall, Jr., K. C. W., 2. C. A. Stenken, H. C. W., 3. E. Valentine, K. C. W., 4. H. L. Bradley, Ild. B. C., 5. W. F. Caldwell, E. W., STAR, 1.33.53 STAR 1.33.57 Columbia, I.34.34 Columbia, 1.34.49 Columbia, 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.

 NO.
 NAME
 25 MILES.
 TIME.

 6. J. H. Knox, K. C. W.,
 STAR,
 1.38.17

 7. E. P. Baggot, H. C. W.,
 Columbia,
 1.40.02

 8. S. B. Bowman, E. W.,
 STAR,
 1.40.20

 9. H. Greenman, I. B. C.,
 STAR,
 1.43.36

WILKESBARRE, PA., JULY 4, 1887.

STAR

I-mile Novice.

2-mile 6.45 Class.

½-mile Boys' Race.

I-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

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO.,

Smithville, N. J.

SPRING LIST

OF SECOND-HAND

Bicycles, Tricycles,

TANDEMS.

No. Size. Name.	Finish. Pr	rice.
156 48 Challenge	Enameled Painted	\$ 75 25
125 49 Yale	Enameled	$\frac{40}{75}$
157 50 Challenge	Painted	60
38 50 Rudge Light Roadster 95 50 Harvard	Enameled Painted	95 50
99 50 Harvard	**	40
102 50 British Challenge 155 50 Apollo Light Roadster	Nickeled Enameled	75 85
107 51 Apollo Light Roadster		85
158 52 Challenge	44	75 85
26 52 Harvard Special	Nickeled	65 65
81 52 American Rudge 13 52 Harvard	Enameled	60
88 52 Expert	Nickeled	75 60
30 52 Harvard	**	60
12 52 British Mail	Enameled	75 75
40 52 Iroquois	" …	80
47 52 British Challenge 61 52 Rudge Light Roadster	" …	70 75
73 52 Premier		60 40
79 52 Standard	Painted Enameled	60
114 52 Standard	Painted Enameled	50 50
116 55 Rudge Light Roadster		85
179 53 Apollo Light Roadster 182 54 Challenge	"	100 \$5
160 54 Apollo Light Roadster	**	85
179 53 Apollo Light Roadster 180 54 Apollo Light Roadster 180 54 Royal Mail 183 54 Yale 170 54 Apollo Light Roadster 170 54 Rudge Light Roadster 176 54 Expert.	Painted	75 65
163 54 Apollo Light Roadster	Enameled	85
170 54 British Challenge 77 54 Rudge Light Roadster	"	60 80
77 54 Rudge Light Roadster 76 54 Expert	"	60
118 54 Rudge Light Roadster 110 55 Apollo Light Roadster		75 85
78 55 Yale	Painted Enameled	$\frac{70}{75}$
46 56 Expert	Nickeled	70
48 56 Yale	Painted	65 60
148 56 Yale		60
149 56 Royal Mail 150 56 Rudge Light Roadster	Enameled	75 75
94 56 Rudge Racer		50
77 54 Rudge Light Roadster 76 54 Expert 118 54 Rudge Light Roadster 110 55 Apollo Light Roadster 78 55 Yale 36 55 Royal Mail 46 56 Expert 48 56 Yale 74 56 Cluh 149 56 Royal Mail 149 56 Royal Mail 150 56 Rudge Light Roadster 94 56 Rudge Light Roadster 94 56 Rudge Light Roadster 94 56 Rudge Light Roadster 95 56 Rudge Light Roadster		75 70
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 $\mathbf{W.B.EVERETT} \ \& \ \mathbf{CO.}.$

6 & 8 BERKELEY STREET.

BOSTON.

EXCEPTIONAL BARGAINS

SECOND-HAND

To make room for our Stock of

THESE WHEELS ARE ALL BALL PEDALS.

No.	Size.	Name.	Price.	Pear-	Fin.	Condi- tions.
1	48	Expert Columbia,		$_{ m B}^{ m A}$	C	Fine.
2	48	Standard, "	39.00	В	F	46
2 3 4 5 6 7 8 9	50	Royal Mail,	65.00	A	D	Same as new.
4	50		85.00	A	D	" .В.Н.
5	50	Stand'd Columbia		В	C	Fine.
6	50	American Rudge,	58.00	A B A A	D	**
7	51	Royal Mail,	85.00	\mathbf{A}	D	Ball Head.
8	51	Rudge, M. '87,	85 00	A	D	New last Oct
9	52	Champion,	60.00	Α	\mathbf{D}	Fine.
10	52	"	65.00	A	C	**
11	52	46	70.00	Α	\mathbf{C}	66
12	52	4.6	65.00	A	\mathbf{C}	44
13	52	Expert Columbia,	75.00	A	CCCACCCAAA	LL.
14	54		75.00	A	C	44
15	54	** . **	75.00	A	D	44
16	54	RudgeL t.R'd'str,	75.00	Ā	\mathbf{c}	44
17	54	Royal Mail,	75.00	A A A A	C	Ball Head.
18	56	Expert Columbia,		A	C	**
19	56	Royal Mail,	75.00	A	D	4.6
20	56	New Rapid,	85.00	A	D	4.6
21	56	Victor,	60.00	A	D	44
22	56	**	65.00	A	D	44
23	56	Club,	50.00	A	D	66
24	58	Rudge,	75.00	A	D	44
25	58	Cornell,	35.00	AB	\mathbf{D}	46
26	58	Royal Mail,	85.00	A	D	Same as new
						Ball Head.

THESE WHEELS ARE CONE PEDALS.

MISCELLANEOUS.

6	50	Premier,	35 00	A	D	Good.
7	50	Atlanta,	30.00	В	F	66
8	52	Sanspariel,	45.00	B	Ċ	46
8	50 52 53	Challenge,	35.00	$\bar{\mathbf{B}}$	Ť	LL.
0	54	Cornell,	40.00	$\bar{\mathbf{B}}$	F	6.6
1	54	Premier,	25.00	$\bar{\mathbf{B}}$	F	44
1 2	54	Yale.	35.00	Ā	F F D	44
3	54	Challenge,	25.00	Ĝ	Î	64
4	54	Stand'd Col.	30.00	$\tilde{\mathbf{B}}$	ñ	66
4 5	56	Harvard,	25.00	Ā	$\tilde{\mathbf{D}}$	44
	30	AAUL TULU,	~5.00			

INDEX OF LETTERS.

A—All Ball Bearings.
B—Ball to Front Wheel, cone to Rear.
C—Full Nickled.
D—Enamel and nickel trimmings.
F—All Enamel.
G—Parallel Bearings.

WM. READ & SONS,

MANUFACTURERS OF THE

107 Washington Street,

BOSTON, MASS., U.S.A.

Catalogue of "NEW MAIL" on application.

BARGAINS

SECOND-HAND

KEY TO DESCRIPTION.

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.

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.

						د	Bearings.	tion
						Finish	arir	in Condition
	No.	Siz	e. Name.	Cost.	Price.	Fir	Beg	Ş
	234	52	Rudge Lt. Rdstr	\$135.00	\$90.00	4	1 1 1	1
	235 236	55 56	Col. Lt. Roadster, Columbia Expert,	150.00 132.50	90.00 65.00	3	1	1
	237	48	Columbia Expert,	132.50 122.50	70.00	4	\hat{z}	2
	238 244	46 45	Special Facile, Special Pony Star,	123.00	83.00 90.00	4	1	1
	246	52	Columbia Expert,	107.00 137.50	90.00	1	1 1	i
	247 248	54 50	New Rapid, Ideal,	150.00 80.00	$105.00 \\ 50.00$	3	1	1
	252	56	British Challenge,	150.00	50.00	1	1	3
	258 260	48 48	Spl. Star,	129.00	90.00	4 5 4	4	· 1
	263	55	Columbia Standard Rudge Lt. Rdstr.,	138.75	40.00 73.00	4	4 1 2 1 1	9 4
	264	54	Rudge Lt. Rdstr., Columbia Expert,	130.00	75.00	4 3 4 4 4 4	2	4
	265 266	52 55	Royal Mail, Spldg, Semi-Racer,	137.50 140.00	91.00 38.00	4	1	4
	269	51	Spldg, Semi-Racer, Spl. Star,	160.00	95.00	4		Ţ
	$\begin{vmatrix} 270 \\ 271 \end{vmatrix}$	56 52	Racer, Sanspareil,	140.00	40 00 75.00	4	1 2	4
	274	52	Sans, Lt. Rdstr.	127.50 137.50	75.00	4	2	i
	275 276	48 52	Victor, Columbia Expert,	127.50	90.00	4	1	2
	277	52	Specl. Club.	137.50 160.00	$105.00 \\ 100.00$	4 1 1	1	1
	283	51	Specl. Club, Spel. Star, Spel. Star,	130.00	80.00	4	3	Ĩ
	285 286	51 44	Spcl. Star, Spcl. Facile,	120.00 130.00 127.50	70.00 63.00	44	3 1	4
	287	44 52	Columbia Expert,	127.50	70.00	4	î	2
	288 289	56 Sp	Columbia Standard	, 107.50 , 180.00	40.00 130.00	4	4	4
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ı	308 309	56	Otto Special, Columbia Expert, Sp'kb'k Hbr. T'dm, British Challenge,	40.00 132.50 260.00 135.00	$85.00 \\ 225.00$	4 4 3	1	2
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ı	311	48	opecial otar,	140.00	100.00	4	ball	1 =
ı	312 313	55 53	Col. Lt. Roadster,	, 75.00 135.00	55.00 47.00	4	1	5
ı	314	53	Royal Mail,	140.00	90.00	4	1	1
ı	315 316	50	Springfi'd Roadster Col. Lt. Roadster, Royal Mail, Springfield Roadster American Club, Columbia Standard	125 00	68.00 61.00	$\frac{4}{3}$	1	1
l	317	44	Columbia Standard Columbia Expert,	, 77.50	30.00	4	4	2
j	318 319	56 50	Columbia Standard	142.50 100.00	85.00 39.00	14	1 4	$\frac{1}{2}$
	320	54	Victor Roadster, Beeston Hbr. T'dm,	130.00	75.00	4	1	2
	321 322		Col 2 trk Trike	260.00 165.00	170.00 80.00	44	1	1 2
ı	322 323	44	Acme,	60,00	31.00	4	4	2
	324 325	52 50	Victor Roadster, American Ideal,	127.50 65.00	90.00	3 4	1 4	1
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	327	54	English,	130.00	65.00	4	2	1
1								=

Wheels Bought, Sold and Exchanged.

CYCLING ACCESSORIES. CORRESPONDENCE SOLICITED.

YORK BICYCLE COMPANY,

NEW MANAGEMENT,

38 Park Place, New York.

The Clark Cycle Co.,

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F. P. PRIAL, Editor and Publisher, 23 Park Row,

P. O. Box 444.

New York.

Persons receiving sample copies of this paper are respectfully requested to examine its contents, and give us their patronage, and as far as is convenient, aid in circulating the journal, and extend its influence in the cause which it so faithfully serves. Subscription price, \$1 per year.

Roads Improvement Agitation BEARS FRUIT.

We are pleased to announce that our campaign in favor of roads improvement has borne fruit.

The first victory has been achieved in Alabama and the details are contained in the appended

The cyclists who have interested themselves in the matter are Mr. C. R. Zacharias, formerly of Newark, N. J., and now with the Western Union Telegraph Company, at Birmingham, Ala., and Mr. L. D. Aylett, Treasurer of the Georgia Pacific Railway Co., also at Birmingham. To both of these gentlemen is due the credit of inaugurating a reform in the matter of improving roads, which should, and will spread all over the country.

It will be seen that \$200,000 have been appropriated to improve the road system of Jefferson county, Ala., and not only the wheelmen, but the horsemen also, are in favor of having the money properly spent.

properly spent.

A LOYAL CYCLIST WRITES FOR INFORMATION.

BIRMINGHAM, ALA., February 8, 1888.

F. P. PRIAL, Esq.,

EDITOR THE WHEEL.

DEAR SIR: Sometime about the last of the year, or first of this year, you published several articles on road-making, and the care of the roads.

Will you kindly send me several copies of THE WHEEL containing the articles? There has been WHEEL containing the articles? There has been \$200,000 authorized to be expended on the roads of this county (Jefferson) and it is surprising how little information the people have, as to the correct manner of building, and caring for roads. Our friend, Mr. I. D. Aulett and meals are shown. friend, Mr. L. D. Aylett, and myself, are about the only wheelmen who seem to take enough interest in the matter to distribute any information that is to be had. His recent letters in THE WHEEL have borne some fruit, as in evidence I enclose a letter from Mr. F. Y. Anderson, who owns about \$20,000 in fine horses and carriages. Other horsemen have expressed themselves as willing to join in any movement that will improve our roads (and they need it). A meeting is to be called with that end in view, and all brought about by what agitation Mr. Aylett and myself have done in the local press (some copies of which I sent you). This is likely to work much good for the city, and suburban towns,

Now, any information that you have, that you care to send us, I will consider it a kindness if you will mail it soon as possible. I consider that the League is the proper body to call on for such aid (we pry for it there); but I know that you have displayed more interest in the road problem than any other paper, and where one's heart is in the any other paper, and where one's heart is in the work, there I feel more at liberty to call for aid.

Yours fraternally, C. R. ZACHARIAS.

A LONG-HEADED HORSEMAN.

BIRMINGHAM, ALA., February 2, 1888.

L. D. AYLETT, Esq.,

Treasurer Geo. Pac. R. R., Birmingham, Ala.

DEAR SIR: I notice in THE WHEEL, a paper devoted to cycling, a very interesting article signed "L. D. A.," Birmingham, Ala., which I take for granted emanated from yourself. If this be so, I wish to say that you have struck the vital chord in wish to say that you have struck the vital chord in my sympathies, for, if there is anything that is badly needed in Jefferson county, it is good roads, not only for the pleasure of utilizing them by wheelmen and road horses, but for the essential benefits that would accrue by enabling the country people to reach this point with their goods, and thus enhance the traffic of our merchants. Our very popular and able member of the Legislature, the Hon. Goldsmith Hewitt, had a bill passed at the last session of the Legislature, in which, hereafter, as I understand it, the convicts of this county are to be utilized in improving and building our roads. This is a step in the right direction. I believe, however, by agitating this subject we might prevail on the county commissioners of befferson county to improve and add to some of the roads they have already built. If a boulevard should be built near this town, say one hundred feet wide and two miles long, it would do much to improve the stock of this country, for we would naturally, on a good road, want to sit behind a fine horse. It would also add want to sit behind a fine horse. It would also add renewed health and fun to the wheelmen, and pleasure to no end of citizens. Believe me to be, Yours truly,
F. Y. ANDERSON.

WHEELMEN AND HORSEMEN TO UNITE. BIRMINGHAM, ALA., February 6, 1888.

L. D. AYLETT, Esq.,
Treasurer Geo. Pac. R. R., Birmingham, Ala.
DEAR SIR: I have your kind favor of the 3d inst. for which please accept thanks. It seems to me that if we could get a meeting of the wheelmen, and those owning fine horses and correspondingly interested in good roads, and pass resolutions asking the county to do its duty and appoint com-mittees to deliver said resolutions, it might be that we would excite new efforts in the officials of Jef ferson county, and thereby give us roads that can I am, yours truly. F. Y. Anderson. be utilized in proper shape.

COMMIS-PARK SIONER LUSCOMB.

A grand triumph has been achieved by wheelmen in the appointment of Mr. Charles S. Luscomb, of the Long Island Wheelmen, as Park Commissioner,

Mr. Luscomb received his appointment on the 13th, and attended a meeting of the commissioners on the 14th. His colleagues facetiously asked him if he intended to have all wagons barred out of Prospect Park. Mr. Luscomb can do much towards advancing the interests of wheelmen in the city of Brooklyn.

THE CITS AT DINNER.

THE CITS OUT-CIT THEMSELVES ON TUESDAY

The good things were provided by Mazetti, and sixty good men and true sat down to discuss them. The feast of reason was richer than at any previous Citizen fixture, and the flow of soul was a veritable tidal wave, which swept over the mem-bers, loosed their tongues, and crystallized their utterances into gems of humor and wisdom.

George Wilson came out as a new toastmaster, and he was a success. This means much when one considers that he succeeded "Sim" Ford This "Sim," by the way, was labeled "Extra Dry," for he is the dryest man in Gotham. The drought of the great African desert is not a circum-tance to the dryness of Mr. Simeon Ford.

The Menn was typographically superb. The first cover was designed by Mr. E. N. Blue as

The Menn was typographically superb. The first cover was designed by Mr. E. N. Blue, a

Citizen. It represented a shelf in a dark closet, fastened to a wall from which the plaster had fallen off in patches and exposed the bricks. On the shelf stood a champagne bottle and an old candle-stick, both cobwebby. The bottle was labeled "Extra Dry; Vintage of 1886 and 1887," and the cork was fashioned into a striking likeness of head of Simeon Ford, ex-Toastmaster of the Citia marked resemblance to Abe Lincoln in the picture, and will become more like him as he ages.

The half-burnt candle was labeled "Light of Other Days," and the candle thickened out at the top into a bust of Dr. Beckwith. In the lower

half of the picture comes rushing forth from his shell a youthful rooster, with a flap of his wings and a merry eye. A fine likeness of Mr. George Wilson o'er-caps the rooster.

Sixty sat down to the table, among whom were four non-resident members trom Boston, Messrs. Lewis, Myers, Williams and Colonel Pope. Messrs. De Graaf and Halsey of the HarlemWheelmen, and Mr. W. S. Bull, Buffalo Club, were also present. President Gulick occupied the head of the table, with Colonel Pope and Rev. T. McKee Brown to the right, and President Williams, Massachusetts Club, and Mr. Thomas Stevens to the left.

The dinner, which was served by Mazetti, was perfect as dinners go, the *Menu* being of the high-

est class.

est class.

The dinner lasted from eight till after one o'clock. Mr. Ford easily carried off the honors of the evening, and the Cits are jubliant over his brilliant speech, which bristled with sense and nonsense, and was witty enough to make Father Brown want to laugh very badly, but just broad enough to prevent him from endorsing it by the peals of merriment which he smothered within him. The toastmaster "came out" and greatly surprised his fellow members by his readiness, versatility and humor. Mr. Bidwell made a delightful speech, far better than any lengthened speech he has made in public. Colonel Pope related a "Winchester" story with effect. The following is the list of toasts: following is the list of toasts:

TOASTS.

"Men of few words are the best men."-Shakespeare.

Our "Old Timers".......Rev. T. McK. Brown.
"Genteel in personage,
Conduct and equipage;
Noble by heritage,
Generous and free."—Carey.

"Chin"-pure, simple, unadulterated chin..

Dr. N. M. Beckwith.

These are the times that try men's souls,"—Paine.
Why, man, he doth bestride the narrow world,
Like a Colossus, and we petty men
Walk under his huge legs and peep about.

—Julius Cæsar.

"Blushing like a Worcestershire orchard before harvest."—Disraeli.
"Go, wondrous creature! mount where thy nose Go, chew earth, cleave air and ford the tides."

—(after) Pope.

The State of New York—
with liberty (bill) to wander anywhere......
G. R. Bidwell.

"Though this may be play to you
"Tis death to us."—L'Estrange.

"All Round Athletes".......J. S. Wood.
"Another lean, unwashed artificer."—King John.
"And who shall place
A limit to the giant's unchained strength,
Or curb his swiftness in the forward race?"—Bryant.

The Usual "Poem"-" Die Gotterdammerung,

"We bear it calmly, though a ponderous wee.—Ponfret.
"I would the Gods had made thee poetical."
—Shakespeare.

Toastmaster.................Geo. T. Wilson.
God made him, and therefore let him pass for a man."
—Merchant of Venice.

JOHN A. WELLS' CONFIRMATION.

At the meeting of the officers of the Pennsylvania Division, held on Saturday evening, it was decided to offer the name of John A. Wells for con firmation as Representative at the coming Board meet, and to support his appointment.

A writer in the Philadelphia Press writes that

in case the Board refuses to confirm Mr. Wells' appointment, the Pennsylvania Board will ask that the National Board be asked to make specific

charges against Wells.

The same writer goes on to state that certain Pennsylvania officers have been looking up the private records of some of the members of the Board of Officers and that their conduct at the

Board of Officers and that their conduct at the meeting will be an aggressive one. It is also stated that some of the officers of the League have lately been in Philadelphia, looking about to find a vulnerabe point in Mr. Wells' character.

We regret to see the position adopted by the Pennsylvania men. What they should do is to come over to the New York meeting and have a good, long talk with the League officers. If it is true as the *Press* states, that they intend to and have a good, long talk with the League cand If it is true as the *Press* states, that they intend to attack the private life of certain members of the attack the will make a grand mistake. In the first place, a man's private morality cannot be con-sidered in a question of the kind, and besides this, not a word of slander will be permitted to be uttered in the Board meet.

It is entirely untrue that the League has had representatives in Philadelphia looking up Mr. Wells' private character. They care nothing about Mr. Wells' character, sayings or doings, only so far as they bear on the League. The Board has facts enough to prove Mr. Wells unworthy of League membership. For instance, his policy of obstruction at Philadelphia in January, 1887, is, in their opinion, quite sufficient to bar him from the privileges of League membership.

We hope wiser counsel will prevail and that the

Board meet will not be turned into a bear garden or a Chinese laundry. This flaunting of unclean

linen don't pay.

PHILADELPHIA.

The season in cycling is starting in lively.

We are to have a six days professional contest and a grand amateur tournament. The six day eight-hour-a-day race will be held at the Elite Rink, Twenty-third and Chestnut streets, from February

During the week preceding the great six day race, the Pennsylvania Bicycle Club and the Century Wheelmen have jointly arranged to give a meeting in the same building.

On February 22 the Pennsylvania Club holds

open house, when a jolly good time may be looked

The new association formed here by the joining together of the city cycling clubs for mutual benefit has about gotten under way, and it will find it has plenty of work to do in furthering the interests generally of cyclers in Philadelphia.

A special meeting of the Pennsylvania Division,

League of American Wheelmen, was held on the 9th instant in the office of Frank Read in the Record building, to take some action in reference to dividing the State into districts, and allowing each district to elect its own representatives. Of the district to elect its own representatives. Of the thirty-four delegates only twelve were present, as follows: George A. Jessup, Chief Consul, Scranton; J. D. Carpenter, Secretary, Wilkesbarre; John A. Wells, Pennsylvania Club; Frank Read, Germantown Club; Kirk Brown, Century Club; G. M. Osborn, Philadelphia Club; S. Jackson, Jr., South End Club; H. F. Crecelus, Reading; D. K. Trimmer, York; W. R. Tucker, Philadelphia; A. L. Berry, Allentown; H. Crouthers, Ariel Club, Reading. After quite a discussion the object of the meeting was referred to a committee consisting the meeting was referred to a committee consisting of Messrs. W. R. Tucker, Kirk Brown, Frank Read, D. K. Trimmer, and H. F. Crecelus. Three hundred dollars was appropriated by the division towards the expenses of the new road-book for the State. It was also agreed that the division would assume the cost of prosecution in the Brown and Swazz case, and the division pledged itself to prosecute in the future to the full limit of the law all similar cases of assualt occuring in the State of Pennsylvania if it took every dollar in the treasury. The treasurer reported cash on hand \$313.72, and a balance of \$286 due from the League treasurer. from the League treasurer.

of fencing, sparring, a tug-of-war, foot racing and general sports.

But little of the details of the work done by the Reorganization Committee of the L. A. W. has been given out yet, but sufficient is known to make the work well appreciated here.

The Camden, N. J., Wheelmen had a benefit at the Arch street Theatre on the 4th instant.

February 14, 1888.

AVIS.

THE BALTIMORE MEET.

MR. BASSETT TO "RALPH."

A correspondent of THE WHEEL does us an injustice, when he charges us with being opposed to bringing important business before the Board meeting at Baltimore, for he fails to present the objections we have raised, and credits us with others that we have never entertained. Why cannot men treat questions of this kind on their merits, without trying to unearth a base motive, and without introducing personalities? If "Ralph" has anything to urge against the objections we have raised, we shall be glad to hear from him, but it is very unfair to argue from a standpoint we have not set up. History tells us that business meetings at the annual meets have been barren of good work, and so forcible has been this lesson that the "Buffalo plan" does away with all business meetings at the annual festival. The coming meeting at Baltimore will be one of the most important ever held by the League. Present indications point to the necessity for two solid days of hard work on the new plan. It is important that the members be kept at this work without distract-ing influences. Can this be done under the circumstances? Again, it is proposed, in order to change with the least possible friction from our present scheme of government to the new scheme, to post-pone the coming spring election and hold the next one under the new rules in July. Proper amendments to the by-laws will be presented at the March 5, meeting, and the postponment will be recommended by the Reorganization Committee. When steps have been taken looking to the new election on the new date, it will be important that the States have time to arrange the details of the election, and if the annual meeting is not held till June 18, there will be little time given to them to do it. We have suggested to the Chief Consul of Maryland that the constitutional convention and business meeting be held as early in May as possible; that on this occasion the members of the board and convention devote themselves to the work in hand, and that, on the date set, June 18 and 19, we go to Baltimore, bent on a good time and nothing else. We hope it will be unnecessary in further discussion of this case to assure correspondents that we mean just what we say in the above, and no more. If there are objections to what we propose, let them be heard. If there are those who claim that good work can be done at business meetings held during a League meet, let them prove their claim by evidence. Baltimore has asked the League to go to that city June 18 and 19, two days. Let any man look at the work before us, and see if it can be done in the two days and give any time for pleasure.—Bulle-

"AROUND THE WORLD ON A BICY-CLE."-VOL. II.

Scribners are now preparing for publication, Vol. II. of Stevens' "Around the World on a Bicycle." The concluding number of the Outing series will appear in the April number, and the book will be placed before the public some time within the same month. The book will be a duplicate of Vol. I. as to size and general appearance. ance; but will contain about one-third new matter, including many of the most thrillingly interesting incidents of Stevens' Afghanistan, Indian, Chinese and Japanese experience, that will not have been and Japanese experience, that will not have been published in *Outing*. Owing to the length of the series, which have been running in the magazine now for three years, the narrative has been largely curtailed of late; but all the unpublished matter will, of course, be included in the book.

Vol. I, although it has not met with the enthusistic expect for the whooling fortenning at the

siastic support from the wheeling fraternity at the start, as the author and publishers confidently expected it would, has, nevertheless, turned out a success. Instead of a rush at the beginning, on the strength of the fame and newspaper talk of Stevens' return last spring, there has been a slow The Century Wheelmen have made arrangements for an in door athletic meeting at their club house 1807 North Broad street, on Tuesday evening, March 6, The programme will consist favorable state of affairs by the two large publish-

ing houses (Chas. Scribner's Sons, New York, and Ing houses (Chas. Scribner's Sons, New York, and Sampson, Low & Co, London), engaged in publishing the work. It indicates that the reading public is gradually waking up to the fact that the journey "Around the World on a Bicycle," is really what the *Pall Mall Gazette* called it: "the most splendid and remarkable piece of personal adventure of the century," and that the narrative of it is equally remarkable and unique. Both publishing houses voluntarily offered Stevens the same lishing houses voluntarily offered Stevens the same liberal terms for Vol. II. as for Vol. I.

WHEEL GOSSIP.

Rowe and Howell are already matched for a race at \$1,000 a side.

The League increased 92 per cent. in '85, 101 in '86, and only 18 in '87.

The Sohmer piano ranks among the best for excellence of tone, durability and finish.

W. S. Maltby received a great ovation on his return to his home in Shelton, Conn. The American Wheelman for January-February

comes out bright and readable, as usual. The New York's bowling team have challenged

the Harlem Wheelmen's team to a contest.

Cycling moves in Philadelphia; a number of fixtures" are forwarded by our correspondent.

Wheelmen were having a high old time on the Erie Canal last week, with the thermometer 17 below.

In Jefferson County, Ala,, \$200,000 will be spent on new roads. There should be a few live wheelmen in every county.

Hendee thinks the chances ten to one that Rowe can win every race from Howell, and Hendee ought to have a fair idea of Rowe's speed.

The Clark Cycle Co. will introduce a new hammock saddle for their safeties and trikes this season. Mr. Clark sails for home on the Umbria tomorrow.

It is reported that Carnell, the Philadelphia road hog who horsewhipped a cyclist, has skipped the town, deserting his wife and children, to avoid prosecution.

There is scarcely any doubt but that Crist will represent America on the English path this season. The Manhattan Club has about decided that he is the most available man.

The League will have two, not ten, pages for official news in the Bicycling World and L. A. W. Bulletin, as was stated through a typographical error in THE WHEEL of February 10.

"Bob" Ehlert, professional introducer, has removed to Buenos Ayres, where professional cyclists may treat with him for letters of introduction. It is presumed Ehlert will be on the Ehlert for another Roe.

Mr. McCune, of the Springfield Bicycle Company, is a roads improvement enthusiast of the first water. He thinks that if broad-tired wheels were used on country dirt roads, they would be rolled to the smoothness of a race path.

A wheelman in Cape Vincent, N. Y., writes that he intends to sell his wheel, because the condition of the roads in his vicinity will not permit him to ride with any degree of pleasure. Here is a pointer in this for the L. A. W. and the trade.

Bert Edwards, Cleveland, O., claims to have made forty miles in th. 35 min., on a ten-mile straightaway path, laid out on the surface of a frozen river. Was it ten or forty miles, Bert? Forward your proofs, with affidavit that the watch was not frozen.

"Wouldn't it be grand," sighs a paragraphist in the Bulletin, "if some one would only remember the League in his will." Yes, it would be "grand," splendid, lovely, just too nice for any-thing, but it would be sublime, if Leaguemen would only will to get about the League's proper work.

What will the national organization do this year? We will tell you. It will take fifty cents from each member and give them a paper that has been considered worth one dollar a year by a very large number of people who have paid that sum for it



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



OVERMAN WHEEL CO., Boston.

Gentlemen:

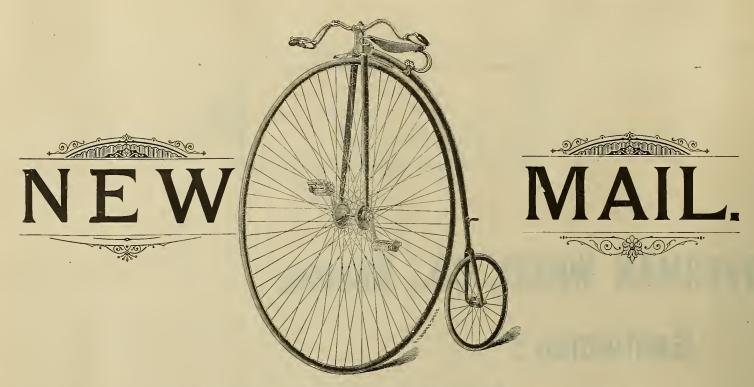
We, the undersigned, can vouch from experience as to the strength and superior running qualities of the Victor bicycles. Out of 23 members, we have 22 Victor riders.

We find it the only wheel that will stand the rough roads and enable us to climb the hills in our rough and hilly country.

Yours, etc.,

KENTON WHEEL CLUB.

Covington, Kentucky.



1888 NEW MAIL.

LOOK OUT FOR IT. READ THIS CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the

NEW MAIL LIGHT ROADSTER,

brought out by us last year, of American Manufacture. All parts Steel Forgings and strictly interchangeable.

THE ONLY WHEEL

having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one-half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's **NEW MAIL**, and as they are the opinions of well known, and many of them hard riders, Stronger Evidence of the Merit of a Wheel cannot be offered. Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true *Merit* of the Trigwell Patent may be clearly understood. We wish to impress these facts:

That we control the Trigwell and others cannot use it. That the Trigwell is the only Ball Head confining the balls. That we were the First to adopt the Ball Head, and hence have had the most experience with it, and we declare the Trigwell, which we have used two and one-half years, a Magnificent Success. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration for the coming year—we do not alter the Head in a single detail. Every part has been dead right, and no change required. Don't book your order for a new mount till sending for Descriptive Catalogue of **NEW** MAIL, out February 1st. Send your name now. Good Agents wanted in every town. Our former Agents requested to write us at once if wishing to continue, and book their orders for early deliveries.

Price \$5.00 Less than Last Year. Can now be seen at our Warerooms.

WM. READ & SONS, 107 Washington St., Boston.

FIRST DAY AT THE STANLEY SHOW.

BY ONE OF THE CROWD.

We are told that "In the spring the young man's fancy lightly turns to thoughts of love." This may have been true of those shadowy, arcadian times, when, according to fashionable poets and painters, mankind was wont to go about the world, crook in hand, and dressed in pink satin breeches, with blue bows, making love to young ladies attired in short dresses, small bonnets with copious strings, and a milk pail. But to-day (as as our feeble observation goes) the young man's fancy turns, not to thoughts of love, but to bicycles and tricycles, and as we write, he is to be seen walking about the world, not with a crook, but with a Stanley Show catalogue.

It would appear as if the Stanley Club had at last obtained a permanent home for their annual show, after much Arab-like wandering. We remember when they held it in the Albert Hall, a very large building, intended for musical performances. Being designed something in the manner of a Roman theatre, it was quite unadanted for a cycle show. Still that was a good unadapted for a cycle show. Still, that was a good show, whilst persons of a musical taste were struck with the rendering of the "Lost Chord" on the grand organ, with the novel and startling accompaniment of alarums, tinklers, and amateur bugle players. After this, with the Arab instinct strong in them, they camped out in a large tent, on the embankment by the river, pitching in a plot of ground hitherto sacred to local cats, and used as a general receptacle for lobster shells and discarded tin kettles. Then came a big jump, and last year the Aquarium at Westminster was used, with such success that it is repeated this year.

The Aquarium is situated in a good, central position, is fairly commodious, has extensive arrangements in the refreshment line, and is well and prettily illuminated, both by electric light and and prettily illuminated, both by electric light and (round the sides of the building) gas jets, in small, variously colored globes. There is, however, one serious objection to the place, which the honest chronicler cannot pass over in silence, however much he might like to do so, and that is, it is notoriously the resort of dissolute characters. This fact undoubtedly keeps many away who would otherwise go, and whose presence is desirable, or who would lend a charm to the whole affair, that it now seems at times to lack. it now seems at times to lack.

Nearly the first thing that met our eyes on entering the show a few hours after it had opened, was Mr. Lacy Hillier, his moustache limp from the heat and excitement, in animated conversation with Mr. Dring, the hardworking secretary of the show, his eyes sparkling with a consciousness of victory. At the same time Mr. Nixon might have been seen, in the gallery at the other end of the building, eating his dinner in that deliberate manner people do who can call the time their own, and have no part in the rush all round them, whilst Mr. Smith, of invincible tandem fame, looked, on the contrary, as if he was covered with care and dust, as he hurried on his men at the Surrey stand. Later we found Mr. Ralph Temple, looking up with an expression of awe at a great bicycle made by Rudge for Howell, or later still, gazing with critical interest at Kaufman's exhibition gazing with critical interest at Kaufman's exhibition on the great stage. When Kaufman had finished, we took the liberty of introducing ourselves to Mr. Temple; he seemed glad to see the signature of our good Editor, and enquired with no little eagerness, if he was in London; he also agreed with us that though Kaufman was good, he could not touch Maltby. "There is not a rider in the world equal to Maltby," said Mr. Temple, in a tone that left no doubt of his thorough belief in his words, and unaffected modesty, as regards his words, and unaffected modesty, as regards his own good work in the same line. We closed our little chat with regret, on our part at least, and left the little gentleman with the strong American accent, with feelings of increased respect. The place, in fact, was crowded with cycling celebrities, amongst the better known by London men, being Edge, followed in his perambulations by a sort of court of admirers.

It is of course not our intention here to in any and we thank our stars very, very heartily that we are not called upon to do so. We saw one poor fellow who had to do it, and the sight was such as to melt the hardest heart. It was nearly ten in the evening. He was up in the hot gallery, reporter's book in hand, a large bag full of papers at his

side, kneeling by the side of a tricycle, whilst a voluble exhibitor strove to drum into his poor distracted brain the fact that that was the best machine in the show. The piteous look of utter weariness and fatigue which that reporter cast up to the man of words, smote our every heart strings. How-ever we will follow round with the crowd (now grown inconveniently large) and take a glance here and there, haphazard as they come. Suppose we begin with the American exhibits.

Cuting has a good stand, in a most com-manding position, and they have a commanding looking gentleman, in a commanding looking coat with fur round the collar to look after things, and distribute little hand bills in a courtly manner. Here Mr. Stevens' machine, on which he rode round the world, should have been on view; the courtly one, in the commanding coat, informed us it had reached Liverpool and they hoped to receive it very shortly. The other American stand belongs to the Pope Manufacturing Co. A visit to this was very unsatisfactory; no machines, and nobody about to give information, but we were glad to note a Wheel nailed up to their door, that those who ran might read.

Just opposite the Pope Co.'s place is the prettiest stand of the show, that of the St. George's Co., with their "New Rapids." They had decorated it up with flowers, and a fountain gently refreshed some elegant ferns. We are given to understand this firm does a big trade with America; they exhibit special built machines for that country. Dan Albone's stand always Dan Albone's stand always for that country. attracts considerable attention, his and Mills' names being so often, and so honorably before the public. He makes a rare good show this year, and exhibits the identical Ivel Safety on which Mills rode 295 miles in 24 hours, and fifty miles in 2 hours, 47 minutes and 36 seconds. Also the tandem that Mills and Tingey put over 298½ miles of road in 24 hours. Both these machines are covered with mud and glory, the mud being as religiously preserved as cobwebs on a port wine bottle. Another interesting machine on view, is Brooke's Safety, on which Engleheart rode.

We hope all visitors will look at stall "66," for there is a tandem bicycle, absolutely perfect, at least so the exhibitors state, but if we remember at least so the exhibitors state, but it we remember rightly, somebody else claimed exactly the same for his machine, and we know they did not correspond in any one particular; possibly one of them has made a mistake. We joined a small crowd round a tricycle, placed in a rather out of the way corner. It was called the "Fleetwing." The gentleman who had it in charge took great pains to enlighten us as to its merits, and as far a week could make out claimed for the machine extraor. could make out claimed for the machine extraordinary ability to run over old women, dogs and half bricks, and other road rubbish, without the rider so much as being aware of it. We confess rider so much as being aware of it. We confess we could not understand the patent, but felt there was something in it, particularly when he went on to state that some people who had tried them, had never returned the machine. There was something so genuine to our mind, in this unsolicited testimonial.

The "Achilles" bicycle is one that as yet is nearly unknown in the cycling world, but we think that like the last mentioned machine it has something in it. The idea of the thing is to alter the rake, at the will of the rider, by means of a chain attached to the handle bar, which revolves, and the little wheel which has a sort of hinge on the fork; the chain is concealed down the backbone. If the thing works properly, and the exhibitor told us he had tried it for a year and was satisfied, we should say it would attract the attention of those who are given to rushing hills. Most of the makers have an inclination to dabble in military machines, and the Will o' the Wisp of government contracts has drawn them on to design and put together all sorts of monstrosities. A few look as if they could stand the test of practical use, and here and there we would note a machine that had rifle, signal flag, bayonet, cartridge case, etc., packed away in a most ingenious manner.

The machines, as they stood on their stands

vibration, and the increase of size in the little wheel of the ordinary. The entertainments on the stage must be very trying to some of the exhibitors, for the public crowd round their stands to see the performance, greatly interfering with business, but chance customers may be gained by them. chance customers may be gained by them. Curious to look down from the gallery on the crowd below, in a fog from dust and heat, and watch a critic pull a machine to pieces before admiring friends, or a racing man, trying to decide on the season's mount, or the sham cyclist with his swagger, and the man who goes, lithe in figure and sharp active eyes. All are busy, planning for future sunny days. That they may come quickly, is the hope of

FREE LANCE.

STANLEY SHOW.

The Stanley Show was opened at the Aquarium, London, England, January 28. The English cycling press declare it to be greater than any pre-ceding show, The general press gave much space to show notices, and sketches of the show were cabled to this country.

FEATURES OF THE SHOW.

There are one hundred and forty-six exhibitors, showing eight hundred cycles of all shapes. The mechanical features of the show are war "Safeties" tandem Safeties and non-vibratory develop-ments. From the large exhibit of safeties, it seems more than probable that a larger number of safeties will be used this year than last season, popular as these wheels were in 1887. The safety "craze" seems to have developed into a steady and increasing demand.

From a number of our exchanges and a package of circulars and handbills sent us directly from the show, we republish notes of the more interesting

exhibits.

"HANSOM CAB COOLIE CYCLE."

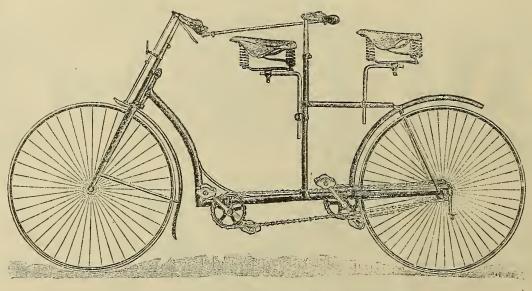
To compare the "Coventry Gentleman" of 1877 to any one of the finished machines now to be seen on the stands of the Coventry Machinists' Co., would be a trifle hard on the old socketsteerer, albeit that ancient was no bad mount. But this year the C. M. C. show was something absolutely startling in the "Hansom Cab Coolie Cycle," built for H. I. M. the Emperor of Morocco, at a cost of £200. This machine runs on four wheels, and is driven by four turbaned infidel dogs, who sit behind the cab, in which will recline his African Majesty when he takes his airing in his palace garden, which Mr. Bale tells us is forty miles across, and is intersected by numerous beautifully-kept roads. When the hood itself is up, the coolie in charge has to look round it to steer, so we trust H. I. M. will not be one day precipitated into a duck-pond, if he has one, and thus treated by a coolie to a

"SWIFT" SAFETY, 1888.
The new "Swift" safety for 1888 should have attention, it being one of the best yet placed upon the market, and will, we believe, have a large sale for the coming season. The new "Marlboro" tricycle is fitted with a new spring fork to the steering wheel, which, while absolutely rigid as regards steering, plays vertically to all the inequalities of the road. The C. M. Co. also show a new spring-frame safety, in which the handles are made to move vertically as the frame gives, so that the rider is always the same distance from his handle-bar, which, in machines of this kind, is a distinct gain.

WAR CYCLES-SINGER & CO.

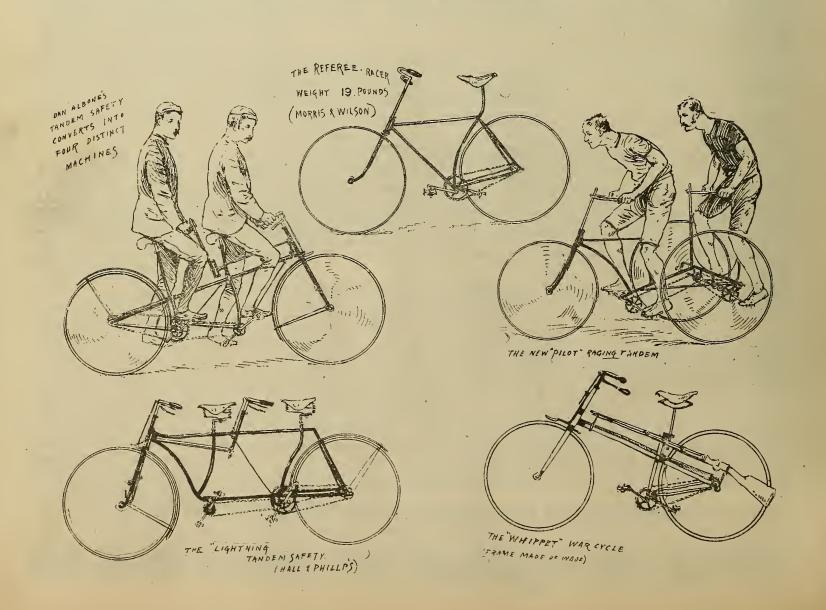
Another feature of the show is the third part of a "Victoria" cycle (which in its entirety will carry twelve men with kit, rifles, and a large quantity of ammunition), built by Messrs. Singer & Co., to the order of the government. It is painted a dull grey, and looks very military. In fact, Messrs. Singer & Co. have laid for war cycles rather strongly, having two "Singer" safeties, carrying carbines in a patent clamp forward of the seat pillar bines in a patent clamp forward of the seat pillar, and special accommodation for kit in front of the handle bar and over the mud guard of the driving wheel. A war tricycle (the ordinary S. S. type) carries a carbine and a capacious ammunition box behind the axle so that the weight is carried by the driving wheels. A novelty in the shape of a shifting the "Special S. S." to which it is fitted available for a lady. The stay strengthens the machine equally in either case. This machine is also singular in the fitting of the brake, which is applied by a lever in the ordinary way. Slight pressure actuates a spoon brake upon the steering wheel, but when extra friction is required, extra pressure upon the same lever puts into action a band brake upon the axle, so that all three wheels of the machine are braked at once-no small advantage upon a steep

STANLEY SROW WREELS, 1888.



SINGER'S TANDEM SAFETY BICYCLE.

W. B. EVERETT & Co., IMPORTERS, BOSTON, MASS.



SAFETIES-BAND BRAKES.

1887 was the "safety" year, as everyone will agree, but according to the Stanley Show of 1888 the present season will not be far behind it in the number of dwarf machine riders we shall see about. Safeties must outnumber the rest of the exhibits at the Aquarium far and away, makers almost without exception having patterns of more or less originality. The feature of the 1887 machine is the anti-vibration arrangements, many of which are good, some of which are bad, and many of which may be classed under that accommodating head "indifferent." Another point is the brake in these maent." Another point is the brake in these machines. In the past the front brake on the tire has been almost the only one seen, but now we have many with back wheel tire brakes, and several with back wheel band brakes, both of which in our humble opinion, are better than those fitted in our humble opinion, are better than those fitted to the front wheels. The makers have recognized the importance of good strong stays to these ma-chines, and we have seen none in which that twisting and springing, so common in the earlier crossframe type, can occur with moderate treatment.

TANDEM BICYCLES.

Tandem bicycles, of the grand type, are a feature of the show. A few of the more prominent are the following: Hall & Phillips's tandem bicycle, will attract as much attention as anything in the show. Two specimens are exhibited, one being a convertible, and fit for a lady to ride in front, the other a non-convertible, suitable for men only. As the first mentioned is the trial machine, and is a single braced up and fitted with the extra parts, we will not dwell on it at length, merely mention-ing that in our opinion, the plan of conversion from a double to a single is thoroughly effective and simple-far more so than the plans used for tricycles, which take on paper two seconds to work, but which in reality take nearer the same number of hours. In the regular type a strong frame is made by two tubes running the length of the machine, one on the top of the wheels, the other about the same distance from the ground as other about the same distance from the ground as the hubs of the wheels, and to these are fitted the seats and rear handle-bar above, and the chain wheels and pedals below. The driving is done by a chain on each side of the driving wheel for the rear rider, and by a single chain running from the rear rider's left hand cog to that of the front man, fitted to an extra cog inside. This, of course, necessitates the use of only a moderate length of necessitates the use of only a moderate length of chain. The steering is in the hands of the front rider principally, but a neat attachment from the top of the front fork to the lower end of the pillar upon which the rear handle-bar is fitted will make the steering don'le; or in the convertible and lady's machice, a rod can be fitted between the ends of the handle bars. In the machine shown no expense and no trouble have been spared, and we think it does the maker infinite credit altogether. Very heavy tires have been fitted-1 in. in front and ½ back—and the frame is so thoroughly strong that none of those breakages which make the heart of the tandem rider so often sad, should occur to those who have the fortune to ride it.

weighs 70 lbs.

The "Ivel" tandem is very different in appearance to the other machines of its class shown, the frame being that of an elongated single, with a frame being that of an elongated single, with a sort of double cross frame. The rear rider drives by means of a chain on the left, and the front man by a chain on the right, running from his pedal axle to the rear rider's. The steering is made double by means of a connecting rod running almost parallel to the main tube. The machine is thoroughly well stayed in every part, and looks thoroughly practicable. It is convertible to a single by a simple arrangement.

The "Singer" tandem is just the same pattern as a "Singer" tandem is just the same pattern as a "Singer" safety, with the forks supporting the saddle made upright, and upon these a handlebar fitted, with saddle and pedals below. The back rider's pedals are fixed to the loose spindle, the front rider driving the wheel, and from an extra cog on his pedal axle a chain runs back to a left cog fixed on the last man's pedals.

left cog fixed on the last man's pedals.

Pausey's tandem, consisting of a Rover-type safety with a very long wheel base, is driven by the two riders sitting fore and aft, and driving by chains the front wheel. The front rider's weight is placed almost directly over the center of the front wheel, thereby making the steering easy. The frame resembles that of a "Humber" tandem, and looks as likely a machine as any we have

ORDINARIES ON NEW LINES.

An effort has been made to save the Ordinary from the onslaughts of the demand for safeties, and a number of makers show improved ordinaries.

by something much larger; heavy tires are used; there is a marked increase in value; lots of room between the forks and backbone, long cranks and a long comfortable handle bar.

HISTORY REPEATS ITSELF.

Goy next attracted attention. He shows an old dandy-horse of A. D. 1817, suspended over a rear driving safety, the pair labeled with the motto "History repeats itself," and, really, in shape, there is a great similarity. He shows also a special pedal, so constructed as to allow of the rubber being changed easily. Another useful article he introduces to notice is a pair of shoes with thick cork soles, faced with washleather, allowing of a good grip on rat trap pedals, and doing away with much vibration.

RUDGE & CO'S EXHIBIT.—THE BICYCLETTE.
One of the firm's neatest novelties is a detail, viz., a bicycle handle bar, which by the momentary unscrewing of the top cannot only be placed par allel with the top of the wheel ready for steering anywhere, but can be adjusted to any angle, and firmly secured at the desired pitch. The movement is not, in any way, affected by the grip brake being on the handles.

A novelty in dress guards is shown by a protection on a lady's tricycle, not only for the chain, but

for the front part of each wheel.

The Rudge Cycle Co.'s firm were certainly the first to bring out the new popular rear driving safety, when they showed the "Bicyclette" in with every other cyclist laughed. Now it is the most popular machine of the day. As every one who has had experience in this type knows, the bearings are of the utmost importance, the wear and tear being so much greater than the ordinary bicycle. This has caused the company to discard the old pattern pin and cone ball bearing in the the cones and cups which were continually going wrong, owing to the smallness of the bearings surwrong, owing to the smallness of the bearings surface and the enormous strain upon them. As in all pin and cone ball bearings, the cone wears flat on the chain side, but in the bearing they have introduced it is impossible to do so. The chain wheel is also put in a most convenient place, viz., on the outside of the fork and bearing. NEW RAPIDS.

Among the novelties shown by the St. George's Engineering Company is a most valuable adjunct to power, viz, the "Palmer toe-clip." This is a thin steel plate which clips on to any rubber pedal, thin steel plate which clips on to any rubber pedal, and is adjustable by two small screws to any person's size of foot. The wonderful assistance gained by a slight power of drawing on the rising pedal is twofold. It is power, and it ensures that no lagging weight is left from the foot on the rising pedal. With Palmer's toe clips an accident is absolutely impossible.

Nos. 1, 2, and 3 to be specimens of the "New Rapid" roadster bicycle, with the well known rigid wheel, upon which the firm have built so good a reputation.

reputation.

No. 4 is a light roadster, a new introduction for the present season with combination saddle and spring, and tangent wheels as a matter of course, and generally forming as fine a machine for light work and good riders as could be wished.

Nos. 6 and 7 find us with a new introduction by Rapid" tricycle. Mr. Waterson, who, by-the-bye, has left the service of the Quadrant Co., with first-class testimonials, now says a good word for these machines, and we find the "New Rapid" tricycle tricycle to be a Cripper on the most improved lines, built with 38 inch drivers and 30 inch steering wheel, four bearings to axle, and the company's tangent wheels, combined saddle and spring, direct brake on front wheel, and simple frame; and, as they scale foo lbs., they should form as good machines for road work as the most fastidious could desire, being nicely finished and thoroughly well built.

Nos. 9, 10 and 11 are further specimens of "New Rapid" safety roadsters, the last one being a new pattern in this, only just introduced, being a light roadster scaling 45 lbs., certainly strong enough for use upon any road by a rider who knows how to use a machine. We opine with this street, the company will do which having the company will do which have the company pattern the company will do chief business in safeties during the year.

Nos. 14, 15 and 16 are more "New Rapid"

No. 17 is another "New Rapid" ordinary, this time the light roadster, as previously noticed, with, we are pleased to notice, full long cranks.

The small, though graceful little wheel is replaced by the handles (not with the somewhat enclosing side bar). Two brakes and carefully guarded stir-

side bar). Two brakes and carefully guarded stirrup foot-rests for the rear rider form new features of the 1888 Straight Steering Tandem, of which we thought so highly last year.

A lady's safety bicycle appears on Messrs. Singer's stand, made so as to be ridden in ordinary lady's costume; and also a Safety Bicycle Tandem, which is propelled by a chain on each side of the rear wheel, worked by two sets of pedals, the rider's weight being mainly on the rear wheel, which is the driver.

wheel, which is the driver.

Also is shown a special S. S. S. with 30 inch driving wheels, and a 28 inch steerer in front. This machine is, wisely we think, fitted with moveable stays, so that it can be ridden by either sex. It is compact looking, and has both a spoon and a band brake, the latter coming into operation and a band brake, the latter coming into operation in an ingenious manner, when the power of the spoon has been all applied. A very good stand for a safety bicycle which can be locked over the felloe of the rear wheel. An S.S.S. with a part of a safety added behind, so as to make a tandem. A "Rational" bicycle with a large back wheel, and brake to front forks, and 6½ inch cranks—center to center-are also machines which should, and no

doubt will, be carefully inspected.

Turning to "Carriers," a feature of Messrs.
Singer's manufactures, we find a new one with singer's manuactures, we find a few one with four equi-sized small wheels, two driving and two steerers; on the latter, which are in front, is the box for goods. The well-known original Singer "Carrier," and a tandem with a truck behind for "Carrier," and a tandem with a truck behind for a firm of bill posters, are also amongst the exhibits of Messrs. Singer & Co.

TANDEM SAFETY BICYCLE.
"Hillman, Hubert & Cooper's greatest novelty is their Tandem Safety bicycle, made in patterns to suit either two men, or one and a lady. Driving both from the rear wheel, the foremost rider sits with his pedals below him, about midway between the wheels, and the rear rider sits, and has his pedals much where he would in a single safety. We are in a position to speak from practical knowledge as to the running and ease of steering knowledge as to the running and ease of steering of this machine, as on Sunday morning Buckingham called for us and we ran out for about half an hour. First, we occupied the front seat, in which we had no responsibility. Then we occupied the rear seat and having gained our confidence, 'Bucky' held his hands up, leaving the steering entirely to us. Then we rode the machine alone, and found it to steer like an ordinary safety."

FACILES.—ELLIS & CO.
"Well to the front as usual, the Facile people have a stand that is bound to attract attention. course our old friends the Facile and Geared Facile are to be seen as usual, but there are also two specimens of a new ordinary bicycle that the firm is now making and calling the 'Farringdon.' One of these is made with direct, and the other with tangent spokes, and both are fitted with a 'Rational' back wheel, twenty-two inches in size. Messrs. Ellis also show for the first time, a new rear driving Safety, with a geared axle; a new geared tricycle, with a perfectly open front, a specialty light geared Facile, with piano wire spokes, and a first-rate carrying tricycle. Altogether Messrs. Ellis exhibit sixteen machines, and better goods it would be impossible to find in the whole show.

A THIEVISH BICYCLIST.

ALBANY, February 12.— The Albany Bicycle Club had a reception on Saturday night. It was a big affair, and prominent in the throng was Harry B. Guilford, a well known student of pharmacy, who is a young society man and an officer of the club.

At half-past three this morning pistol shots rang

out on Pearl street, and Guilford, still in his full

dress suit was locked up for burglary.

About a year ago he had worked for Dr. Nellis as a drug clerk, but had been discharged. For several months past Dr. Nellis has missed many surgical instruments, costly drugs, etc., from his store. Detectives were hiding inside this morning and saw Guilford let himself in with a key and coolly empty the till. They sprang at him, but he escaped and would have eluded them had not their shots attracted the police. Guilford was then sent

to jail.

He came from Phelps, N. Y., and is said to be of an excellent family connection. He has moved in the best society here. In his room, which was searched to-night, was recovered upwards of instruments perfumery, cocaine \$1,200 worth of instruments, perfumery, cocaine

An improved S. S. Tandem (convertible) is shown, which steers from either front or rear, but

BOSTON CLUB MEN AT DINNER.

The Boston Club members enjoyed their tenth annual dinner at the Parker House, on Saturday last. Previous to the dinner the members spent a chatty hour in the parlor, when they filed into the dining room and took seats at the table. President E. C. Hodges, flanked by H. W. Hayes and George C. Wadleigh, presided over the feast. Opposite him sat Toastmaster C. P. Donohoe. Vice-President John R. Chadwick and Secretary E. W. Hodgkins occupied the ends of the table. The company present were the following gentlemen: J. W. H. Louden, John A Waldo, Edmond Kimball, John F. McMahon, E. B. Seaver, Geo. B. Cartwright, Dr. W. G. Kendall, E. G. Myers, W. Fourdrinier, C. H. Merrill, A. Kennedy-Child, Richard S. Brevois, Frank W. Weston, J. S. Dean, E. C. Hodges, George C. Wadleigh E. C. Wright, Charles Babson, Jr., J. Stearns Cushing, Guy H. Carleton, S. Nelson Turner, K. S. Tombs, Geo. W. Keates, James B. Forsyth, Abbott Rolf, W. B. Everett, William Vinal Burt, W. F. Crafts, Fred S. Stanwood, William F. Ford, Chester Guild, Jr., Charles J. Kunz, Edward S. Wheeler, Henry R. Robinson, William E. Jones, James E. Quinn, Dr. J. E. Quinn, Dr. H. H. Gage, F. D. Ellis, Edward Carleton. Thomas Henry, H. A. Richards, William H. Weston, William Janies Cutler, Charles S. Howard, J. S. Keeler, G. H. Ellis. D. K. Stevens, N. J. K. Patch, C. H. Hooke, E. F. Lowry.

The post-prandial feast was led by President Hodges, who after calling the diners to order, spoke pleasantly and in a reminiscent vein of the early days of the club, and wound up by introducing Toastmaster Donahoe. Mr. Donahoe discharged his duties acceptably, with humor and tact. After telling a little anecdote, he called upon Mr. Frank Weston to respond to 'The Boston Bicycle Club.'

Mr. Weston was received with enthusiasm. He said that this was the tenth time that he had responded to the same toast, and that it was consequently very familiar to him. Continuing, he referred briefly to the past history of the club, telling how its membership had increased until it had become the largest in the country, and how it had come to be looked up to as a model for other cycling clubs. While the speaker was not willing to yield any of the cycling features, it had to be admitted that the club had grown out of an exclusively cycling organization. Its active members were composed of the best fellows in Boston (applause), but its cycling membership, good as it is, could not get along without the associate members. Those who ride the wheel were not independent of those who do not ride. But the existence of the club has been instrumental in inducing many to ride who had not before, and the speaker thought that it would continue in this good work. In conclusion Mr. Weston referred to some radical changes which it is proposed to soon make in the organization of the club, and told of the plans under consideration for moving the club headquarters down town, where it would be more accessible. Though the active members might not then be as well accommodated as now, for a few months of the year, the whole membership would be better accommodated for the 12 months.

At the conclusion of the cheers which followed Mr. Weston's speech the toastmaster said that there was an instrument lying under the table waiting for the magic touch of one with whom all were familiar and were ever glad to hear. Tom Henry, the famous cornetist. The player responded with a popular selection, which permitted all to add their voices to the chorus.

After a walk around the table, a rite peculiar to the Boston Club members, Mr. H. W. Hayes spoke a few words thanking the club for its kindness to the Massachusetts Club and asking for the club's hearty support of the League.

club's hearty support of the League.

A child toasts "The Ladies." After an amusing anecdote by Mr. Stanwood, Mr. A. K. Childe responded to "The Ladies." We reproduce Mr. Childe's grandest flight, which was received with a burst of applause

"There are emotions which at times inspire the noblest and holiest impulses of the human breast;

emotions and impulses which perhaps the majority of men are sooner or later familiar with. To these sentiments we are all subject, and gladly acknowledge our subjection. It would be superfluous were I to suggest that these sentiments are of a nature calculated to inspire all that is great and holy in us; to these sentiments and to their results I gladly on behalf of the ladies respond. To the grandest impulses, to the purer nature of gentlemen, to purity and grandeur, I respond with all sincerity, and for those whose kindly influence and gentle nature we are all more or less indebted. I thank you for your cordial acceptation of the toast of the ladies—God bless them."

R. J. Tombs, in a feeling manner, referred to the good work done by the club's former officers, and then complimented all the present officers. He concluded by asking all to join him in dranking their health.

J. S. Dean was called upon to respond for the absent members. He did not see why he should be called upon to respond to such a toast, for he had never been an absent member, and should not be supposed to know much about them. He thought that those who voluntarily remained away from such jolly gatherings as these were not worthy of much consideration any way. It was his idea that each member should be called upon to respond to a toast regarding which they knew something. For instance, Captain Kendall might tell how to go fishing, or the value of smelts for election purposes. Even the worthy toastmaster might tell something about dynamiters, and the worthy president, who is familiar with the ways and byways of State street, could perhaps tell how to fleece lambs. In this merry vein the speaker continued for some time, and in closing said that he had always been a member of the Boston Club since its organization, and he intended to continue a member so long as his exchequer would permit him to pay the dues. Though he belonged to many other clubs, he had always regarded this as his first love, and intended to stick to it as long as he lived, and he was sure that he would always be benefited. He has made some of his best and dearest friends in the club, and he hoped that it would continue prosperous to its one hundredth anniversary.

Captain W. G. Kendall, Secretary Hodgkins. Vice-President Chadwick and others made brief and interesting speeches, and there were songs and stories contributed by various members.

SMITH CYCLE M'F'G CO., WASHING-TON, D. C.

A LADIES' BICYCLE.

The Smith National Cycle Manufacturing Co. opened their factory on Water street, between Ninth and Tenth streets southwest, on the evening of February 4, for the first display of a new bicycle and tandem bicycle. It is designed for use by either sex, but is especially adapted to the use of ladies. It is the only bicycle now made upon which a lady can ride. From the following some idea of the machine may be gathered:

idea of the machine may be gathered:

The ladies' bicycle consists of a 30 inch rear driving wheel and a 24-inch front steering wheel connected by a U-shaped frame, with ample space between the seat and handle bar to allow freedom to the skirts for graceful mounting and dismounting. The seat is stationed directly over the front of the rear wheel, with the pedals immediately beneath, so that when seated the lady stands in a vertical position over the pedals and appears in motion to be walking instead of upheld by the seat. The frame to which the pedals are attached, is low to the ground, enables the machine to be worked with perfect ease and without awkwardness or disarrangement of skirts. The machine by an endless chain is geared to a 54-inch wheel, thus permitting the rider to sit low to the ground and yet have all the speed of a 54-inch wheel, traveling 14 feet at each revolution of the crank, or 7 feet at each step, thus attaining a high rate of speed with the same exertion expended in a slow walk.

The tandem bicycle is composed of one 32 inch To General Jollification at Baltimore...........\$00.00

driving and one 24-inch front steering wheel, with a connecting frame dropping low to the ground and running forward entirely beneath the feet of the front rider, thus having no gearing or frame of any kind in front of the forward rider, the handle bars extending from the rear around to the side of the forward rider. Both riders sit directly over the rear wheel and drive it by two sets of pedals and endless chains. The steering and balancing is entirely under the control of the rear rider, making it unnecessary that the front one shall know anything about cycling. Timid ladies who have never been on any kind of cycle can ride on the front seat of this one without holding on to the handle bars.

The company has built only three of these machines as yet, which were ridden in turn by Miss Elda Tegeler, Miss Geneva Wise, Miss Frances M. Smith, Miss Bordley, of Baltimore; Miss King, daughter of J. H. King, cashier of the Western Union Telegraph Company, Miss Xander and Mrs. Moulton. Many of the gentlemen riders, of whom there were large numbers present, tried the new machine, and all were enthusiastic in their praises of it. Among the company present were many of Washington's solid business men, in many cases accompanied by ladies

HUDSON COUNTY WHEELMEN.

ENTERTAINMENT, ELECTION OF OFFICERS.

The cycling entertainment of this popular Jersey City Club will be held at the Pavonia Rink, Pavonia avenue, near Coles street, Frid y evening, March 2. The program consists of a club parade, club drill, one-half mile and one mile races, slow race, fancy riding as usual and star wheels and a game of Polo between A. S. Brown, E. W. and C. E. Kluge, H. Co W. W. S. Maltby will give an exhibition of fancy riding which will not fail to be interesting.

The club has elected the following officers for

which will not fail to be interesting.

The club has elected the following officers for the ensuing year: President, Dr. E. W. Johnson; Secretary, Theo. F. Merseler, Jr.; Treasurer, Carman Nichols; Captain, E. P. Baggot; First Lieutenant, W. E. Eldridge; Second Lieutenant, F. J. Gubelman; Sergeant, F. C. Sheldon; R. G., W. Robertson. Jr.; L. G., H. C. Pearsall; Bugler, G. L. Bettcher; Color Bearer, N. E. Feury; Trustees, C. A. Stenken, F. Eveland and H. Strugnell.

"THE WHEEL" AT THE STANLEY SHOW.

THE WHEEL had a stand at the Stanley Show. The Pope M'f'g Co.'s exhibit, not having arrived in time for the opening of the show, their representatives tacked up a copy of THE WHEEL on the door of their stand, exhibiting the Pope M'f'g Co.'s "New Line" full-page advertisement. The Pope Co., and Sid Lee have our thanks,

The Maryland League men are up in arms. An officious League official has written them that the National Board will decide upon May 28 for the date, ignoring the date sugge-ted by the Division, and further, that there will be no business meeting, merely a general jollification. It was in very bad state for this high League official to write the Marylanders thus No doubt at the general confab at Buffalo, May 28, was discussed as an admirable date, and so the high League official rushes indiscreetly to the inkpot and dips therein the pen of indiscretion. Of course we all know that most important League moves are all cut and dried before the actors appear before the footlights. We feel quite certain the date proposed by the Marylanders will be accepted, also that a business meeting will be held. It is rather a poor confession for a League official to make, that he looks at the annual meeting as a general jollification; to be sure it is a general jollification practically; but why say so? Why not leave to the atlarge League member the hope that he is traveling to Baltimore for business? We hope this high League official will enter up his expenses on the League books thusly:



KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

People of refined tastes who desire exceptionally fine Cigarettes should use only our Straight Cut, put up in satin packets and boxes of 10s, 20s, 50s, and 100s.

14 PRIZE MEDALS.

KINGS COUNTY'S NEW HOUSE.

The new club house of the Kings County Wheelmen, at 1225 Bedford avenue, Brooklyn, a cut of which appeared in The Wheel last year, was thrown open to the members on Wednesday night, February 16. The event was celebrated with a dinner, given by Mr. Charles Cooper, an enthusiastic member of the club. The event was a brilliant affair and the boys seemed thoroughly satisfied-as indeed they ought to be-with their beautiful home.

The new building, which has just been completed, is four stories high. The material used in front is pressed brick, laid in red mortar, all the decorative work being of terra cotta. The central oriel window is constructed of iron, painted in

imitation of bronze.

The first story is level with the sidewalk and its front consists of a large central window of plate glass, on either side of which are doorways, one of which opens into the wheelroom, the other afford-ing access to the vestibule at the foot of the stair-case leading to the upper stories. The second and case leading to the upper stories. The second and third stories are lighted by an oriel window extending across the entire front of the building, above which is a covered balcony with columns rising from the front to support the tower above. On entering the building the visitor finds himself in the wheelroom, 72 feet in depth by 19 in width. The regularity of the room is broken only by the stairway at the right and by two projections in the rear, 6 by 11 feet in size, one of which is the janitor's room, and the other incloses the rear stairtor's room, and the other incloses the rear stairway which leads to the upper floors. The wheel-room has an ash wainscoting around its walls 6 feet in height. There will be no furniture in the room. A tool bench in the rear will be supplied with all the needful tools for making such repairs as do not require the labors of a skilled machinist. The room will accommodate 150 wheels.

The basement of the building has been fitted up with the regulation bowling alleys, sixty-five feet long, and with a shuffle board. It contains also long, and with a shuffle board, the oil closet and storage rooms.

Above the wheelroom the billiard and card room occupies the front half of the second story. One new pool and one billiard table have been purchased by the club. The remainder of the floor, 36 by 19 feet, is taken up by the locker room, each locker being 24 by 18 inches in size, and 6 feet high; there are also spacious boxes for the storing of boats. As soon as it will become necessary a double row of lockers can be placed down the center of the room. In one corner of the room a bath-room has been constructed, furnished with has been appliances. A handsome carpet has been spread in the locker room and the windows have been decorated with tapestry portieres. Portieres also separate the locker room from the

In the story above a hallway leads into the front room, 35 by 19 feet and 12 feet high. Its lines are broken at the front by the curve of the oriel window and at the northerly side by an elaborate fireplace and chimney of terra cotta, the opening of which is five feet across. Andirons of wrought iron of beautiful design give a resting place for great logs of wood. This room is set aside as a parlor and its finish corresponds with that of the The ceilings are other rooms on the same floor. The ceilings are made of panels of hard wood and the floor consists of the same material, while the walls are painted in oil. In the rear of the parlor is the library, only divided from the former by an arch and por-tieres. It communicates by a sliding door, with the officers' room at the rear of the floor, which in turn is connected with the ladies' locker room at the head of the stairway, from which a broad doorway also opens into the library. The whole floor will in that manner be available for club receptions, dramatic performances and other gatherings. The parlor floor is covered by a rug 12 by rugs. Another handsome rug covers the floor of the library, while the officers' room and the ladies' room are ornamented in a similar manner, Velour hangings and chenille curtains separate the several rooms, and tapestry curtains cover the entrance from the hall into the parlor and the library, while Florentine silk curtains have been provided for the oriel window in front and heavy silk curtains for the rear windows. The furniture for the

EARL & WILSONS.
MEN'S LINEN COLLARS AND CUFFS.
"ARE THE BEST"
FOR SALE EVERYWHERE.

parlor is of mahogany covered in crushed plush of several colors. There are easy chairs, tete-a-tetes, a handsome center table, &c. The library contains in its center a large oak table and a number of oak chairs and bookcases. There are also the of oak chairs and Dookcases. There are two leather covered rockers which the celebrated drill team of the club won several years ago. The officers' room is fitted up with desks, &c., while officers' room is fitted up with desks, &c., while the ladies' room contains a number of lockers, a small center table, rocking chairs, &c.

On the fourth floor a hallway, running lengthwise with the building, leads to two rooms at

either end, which are rented to members of the club as bachelor apartments. The remainder of the floor is devoted to that which will probably be the most attractive and valuable feature of club house, the gymnasium. The room is 42 feet long, 14 wide and 16 high. It receives its light from the roof on three sides, and is in that manner well adapted for a loan exhibition. It is fitted up with as complete a set of apparatus as its size permits. Connected with the gymnasium is another bath-room, which is also very convenient to the members who occupy bachelor apartments in the building. The roof, being a flat one, will be used in summer time by the members as a place of recreation, and a large porch in the yard will answer the same purpose. Two lots near the club house have been leased by the Kings County Wheelmen, and will be used as a lawn tennis court. The building is heated by steam, the boilers placed in a structure adjoining the club being placed in a structure adjoining the club house in the rear, and all the rooms are lighted by electricity; gas also can be used. Electric bells and speaking tubes run from all the different rooms into the janitor's room.

The site of the club house is peculiarly favorable, being on the main thoroughfare to the park from the central, eastern and northern portions of the city; while the new elevated railroad on Fulton street will bring it within ten minutes' ride of the Cyclers wishing to take an afternoon spin in the park after business will find these two features greatly to their advantage. Members re-siding in the Thirteenth and Nineteenth Wards will be almost as well accommodated with the club headquarters in its new location as they have been hitherto with it near them. A branch will be maintained for their special benefit at the rooms just given up by the Calumets at 223 Clymer

street.

ROAD RACING IN ENGLAND.

A STRONG MEASURE OF REPRESSION.

At their late meeting the N. C. U. considered the Road Racing problem in England, which presents about the same phases that it does in this country, only that road racing is more popular and has developed to proportions fully as large as path racing has in this country.

When the question came up at the last League Board meet, that body very wisely contented itself with passing a motion condemning the practice and recommending all loyal League men to neither promote, officiate at, nor countenance any road

The ring-ridden N. C. U., however, foolishly adopted a measure so radical that it will never be accepted. The motion, which is as follows, was made by Mr. Sturmey and was carried by a vote

of 38 to 24:
"That any amateur competing in any race upon the public highway, unless specially sanctioned by the local authorities, shall be thereby disqualified from all amateur competitions for one year, from the date of the offense, and permanently disquali-fied for a second offense."

MILEAGE CARDS GRATIS.

Mr. Elliot Mason, 12 Warren street, New York, has just issued an artistic and convenient mileage card, on which may be recorded the mileage for every day in the year, as well as the total for each month and for the year. Secretaries of clubs wishkeep accurate account of the club mileages should see that every man has one of these

A CHANCE FOR BICYCLE RIDERS.

A prominent New York tailoring house is making a specialty of bicycle uniforms this spring. They are making fine bicycle suits to order for from \$11 to \$12. Address Abrahams & Grenauer, 45t Sixth avenue, New York.

The Cyclists' Stanley Show number contains 120 pages.

The Stanley Show number of Wheeling contains 88 pages of reading and advertising matter.

The Hudson County Wheelmen elected nine members at its regular meeting on last Thursday

Messrs. McCune and Hendee, of the Springfield Bicycle Manufacturing Co., arrived in New York on Tuesday. Mr. Hendee will remain in town some days in the interest of the Springfield Roadster, and agents will probably be established here. Hendee looks very well and reports a very successful business trip.

The new check nut and duplex screw which is fitted to the heads of the Columbia Light Roadster and Expert will convince any rider who advocated ball heads, that so far as keeping the head tight, these two improvements render that part of the machine as perfect as possible.

The new Surprise Columbia Tricycle is said to be in design very similar to the tandem on which Edge and Morris, two of England's fastest record breakers, rode their one hundred mile tandem record ride, and from indications this type will be one of the leading patterns with English

THE WHEEL IS RIGHT,—"The giving so-called grand tournaments should not be encouraged. They satiate, often nauseate, the public; the roller skating craze rolled up to such mammoth proportions that it killed itself of its own weight; likewise the polo craze. Let us go ahead in the right direction, and nurture plain, ordinary contests between gentlemen." So says THE WHEEL, and THE WHEEL is right. Judicious handicaps will save the sport more than any time limit. In handicaps the scratch men can't crawl, anyway, unless they have caught their men, which will be a point for the handicapper next time. - The Cyclist.

One of the most artistic crayon portraits we have ever seen now ornaments the office of Messrs. Sohmer & Co, the famous piano manufacturers. The mer & Co, the lamous piano manufacturers. The drawing is an admirable picture of Mr. Charles Fahr, of Sohmer & Co. The expression of the features is a close copy of nature and the execution is artistic. The sketch is from the pencil of Mr. A. Brauneck, of 343 East Eighty-first street, a gentleman who has not been very long in this country, but who has commenced his artistic career under the most auspicious circumstances.

Mr. Brauneck has just finished a sketch of Freet Mr. Brauneck has just finished a sketch of Ernst Possart, the famous German tragedian, which is now on exhibition at Lienau's, to East Fourteenth street; also one of Herr Junkerman, which is hung in the lobby of the Thalia Theatre.

AMATEUR PHOTOGRAPHY.

SUPPLIES OF ALL KINDS.
THE OBRIG CAMERA COMPANY, 152 Broadway, near Liberty Street, N. Y., invite all Amateurs to hop in, use their Dark Room, and make themselves at home generally.
Agents for the Plantinotype Process.

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American Champion Bicycle.

- Light Champion Bicycle.
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- Ideal Bicycle.
- Ideal Tricycle.
 - AND SUNDRIES.

Springfield Bicycle M'f'g Co.'s Springfield Roadster.

Plain and Ball-Bearing Machines. Also a full line of Suitings-all necessary equipments

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Accessories for same.

INSPECTION CORDIALLY INVITED.

LOTT'S STEEL PENS

ARE THE MOST

PERFECT

FOR SALE, EXCHANGE, WANTS.

CALL CONTROL OF THE C

FOR SALE CHEAP—A Microscope Attachment for Magic Lantern, with two objectives, high and low power. New and perfect. Can be attached to any lantern. C. E. Woodman, 415 West 59th street.

FOR EXCHANGE.—A First Class Breech-Loader, and 5x8 Camera, as part payment for a 45 or 48 Star. Will let gun and camera go at \$35; cost \$60. Box 18, Denver, Pa.

COR SALE—A full nickeled, 54 Columbia Expert; ball bearings both wheels, cow horn handles. Tire nearly perfect. Adjustable and interchangeable; cost \$145. Price \$75. Address C W. BRONSON, Cherry Valley, Box 12, Otsego Co., N. Y.

FOR SALE—At a sacrifice. Stock of the New Jersey Cycling and Athletic Association. Arrangements for this year will greatly increase value of stock. Ownership of stock gives privileges of trade and admits to all games given by the Association. Address Box Q, Westfield, N. J.

OR SALE-56 inch Columbia Expert. In good condition, \$75. 38 caliber Smith & Wesson "safety" revolver, good as new, \$12. Address Frank L. Harris, North Brookfield, Mass.

DIG BARGAIN.—A Ladies Tricycle for sale. Weight only 37 pounds; good condition. For particulars address W. N., P. O. Box 444, New York.

COR SALE -52-inch full nickel Columbia Expert: A 1 condition; balls all over. \$85, cost \$156,50. D. Hamilton, 1026 East 176th street.

FOR SALE —A 52-inch Expert Columbia, full nickel, with lantern and stand, all in perfect condition, to be had at a reasonable figure before commencing of season. Address A. Z. Boyd, 313 Hicks street, Brooklyn.

WANTED.—A second-hand rear-driving Safety. State make, price, condition and where wheel can be seen. Address E. Bryant, 847 Prospect Place, Brooklyn.

56-INCH Rudge-Humber Tandem in perfect order, new last spring, will sell cheap, or exchange for bicycle and cash or two bicycles. W. C. Boak, Le Roy, N. Y.

DARGAIN.—For sale \$150—A genuine Humber Con-is in first class condition; extra back-bone. Machine may be seen at Long Island Wheelmen's Club House. Arthur W. Perego, 128 Fulton St., New York.

TO EXCHANGE.—44-in, 1887 Light Roadster Facile, in fine condition, for a 40 or 42 Special, '84 preferred and cash. Arthur Munson, Stamford, Ct.

"HINTS to Prospective Cycling Tourists in England and Wales;" particulars they most want to know; from start to finish. Price 25 cents. Stamson, Stamford, Conu.

DARGAINS IN BIKES AND TRIKES.—Fine lot new and slightly used wheels. Standard Makes. Only machines sold that can be guaranteed! All sizes at prices suitable for excellent wheels. Buyers can save from \$50.00 to \$70.00 by purchasing of us. Call or send for Bargain List! New York Bicycle Co., No. 38 Park Place, New York.

CARE AND REPAIR," the full hints to wheel owners, 10c. by mail, of Stamson, Stamford, Ct.

Pat. March 2, 1383. GRAFF'S SEAMLESS SHOE PAT PNOV.4.84

ANDREW_GRAFF,

MANUFACTURER OF

SEAMLESS SHOES.

SPECIALTIES:

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

Reg. May 1, 1885.

339 Court Street, Brooklyn, N. Y.

The lightest and strongest Road Bicycle Shoe made; average weight $10\ {\rm to}\ 12\ {\rm oz}.$ Picycle Racing Shoe for Rat-trap pedal, 5 to 7 oz. a

All shoes made of the best Black or Russet Kangaroo. I am the only manufacturer using genuine Kangaroo.

ANDREW GRAFF, 339 Court st., Brooklyn, L. I.
DEAR SIR—The shoes which you made me are very satisfactory and are without doubt the best I have ever eeen or used.

Yours very truly,

A. B. RICH.



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

DEVLIN & CO.,

New Jersey Wheelmen. Roselle Ramblers. Huntington Bi-Club, Yonkers B.C., and others Ilderan Boat Club, of Bergen Point.

Broadway and Warren Street,

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70 Astor Building, No. 10 Wall St., New York.

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448 & 454 BROAD STREET,

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SPACIOUS BILLIARD PARLORS AND CAFE

Connected with the Hotel.

H. C. WHITTY & CO.,

Proprietors.

EASY PAYMENTS. New Rapid, Champion, Star and other Bi-



new hapid, champion, Star and other Bloom 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.

LUREKA HOME TRAINER and Bicycle Stand, adjustible, well made; improved; will keep muscles and cycle in good condition through the winter; price \$7.50. M. A. Woodbury, Bradford, Pa.

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

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I have a corp of skilled workmen and am prepared to repair and overhaul Wheels at reasonable prices.

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A large stock of Second-Hand Wheels always on hand. ALL GRADES. ALL Makes. All Prices.

NEW MAIL, THE WHEEL OF PERFECTION. Sole Agent for Long Island.

Large Stock of Boys' Wheels. Competent Teachers. Fine Track, Storage, Renting, Етс., Етс.

> CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn.



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Sole proprietors of the Patent Satellel Detective, Schmid Detective, Fairy, Novel, and Bicycle Cameras, and sole agents for the Celebrated Dallmeyer Lenses.

Amateur Outfits in great variety from \$9.00 upward. Send for Catalogue or call and examine.

More than Forty Years
Established in this line
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Sporting Goods. LOWEST PRICES.

123 FULTON ST

In Hat Store, up stairs.

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Is a cure for every pain, Toothache, Headache, Sciatica, Neuralgia, Rheumatism, Sprains, Bruises.
Try it to-night for your Cold; with a sharp dose of Radway's Pills, you will sleep well and be better in the morning. 50 cents per bottle. Sold by Druggists.

DR. RADWAY'S PILLS.

Purely vegetable, mild and reliable. Regulate the Liver, and Digestive organs. 25 cents per box.



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HOWARD A. SMITH & CO.,

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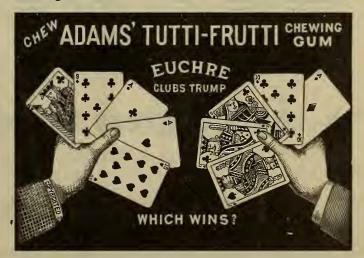
We want all Wheelmen to know that we have put in machinery for the purpose of manufacturing NEW WHEELS, which enables us to do REPAIRING in all its branches, such as Stove-Baked Enameling in Bright and Dull Finishes, Drop Forging for Bicycling Purposes, Tubes, Rims, &c. Prices on application. All work done quick, reasonable and satisfactory.

REBER & SAICH,

No. 149 Academy Street, Newark, N. J. Mention this paper.

Sold Everywhere. Five Cents Per Bar.

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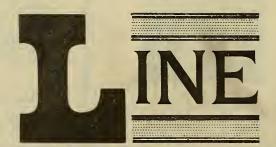
increases the flow of saliva and aids digestion. The Gum is now used by wheelmen, and it keeps the mouth moist, thus preventing excessive thirst.

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.

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The factory is now ready with new machines, and specialties for 1888 will be ready next month.

The 1888 Catalogue is now ready, and will be sent on application. Good Agents wanted in unoccupied territory.