

APR 30 1887  
U. S. PATENT OFFICE

# THE WHEEL

A JOURNAL OF CYCLING

Established 1880. 12 Vesey St, N. Y.

## AND RECREATION.

VOL. XII.—No. 5.]

NEW YORK, APRIL 29, 1887.

[WHOLE NUMBER, 291.

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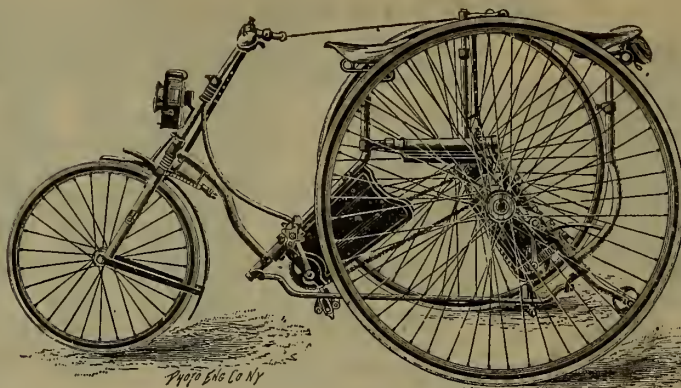
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Testimonial from T. J. Kirkpatrick, Vice-Pres. L. A. W.

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

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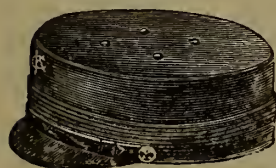


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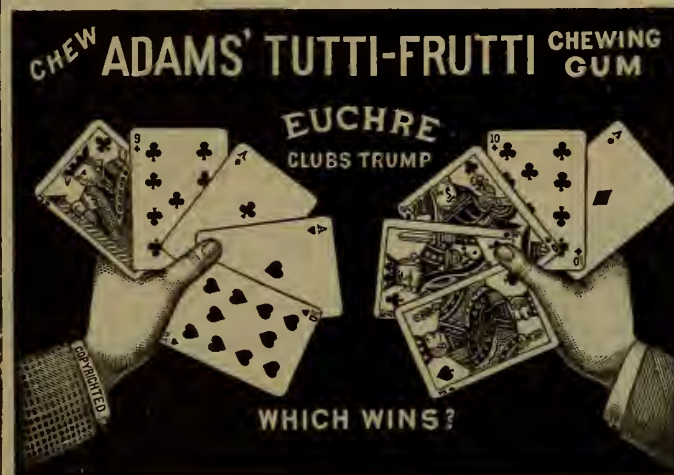
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The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

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I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

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

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## LEAGUE ELECTION RETURNS.

### COLORADO, 11 VOTES.

Chief Consul.—Harry Petrie, Denver, 8.

### CONNECTICUT, 281 VOTES.

Chief Consul.—Louis F. Tracy, Hartford, 265.

For Representatives.—W. M. Frisbie, New Haven, 275; Wm. A. Hurlbutt, Stamford, 273; Henry C. Ward, Middletown, 273; Dr. C. R. Upson, Waterbury, 272; Robt. F. Way, Hartford, 271; Wm. Collins, Middletown, 269; W. T. Williams, Yantic, 268; E. Stewart Sumner, Bridgeport, 253; Chas. H. Norris, New Britain, 145.

### DAKOTA, 9 VOTES.

For Chief Consul.—J. E. Gilbert, Mitchell, 9.

### DELAWARE, 12 VOTES.

For Chief Consul.—Edward Palmer, Wilmington, 12.

### DISTRICT OF COLUMBIA, 38 VOTES.

For Chief Consul.—Tie vote.—Edson B. Olds, Washington, 19. E. T. Pettingill, 19.  
For Representative.—W. F. Crossman, 19.

### FLORIDA, 4 VOTES.

For Chief Consul.—W. J. Farrell, Fernandina, 4.

### INDIANA, 95 VOTES.

For Chief Consul.—A. B. Irvin, Rushville, 92.

For Representatives.—W. H. Pontious, Crawfordsville, 69; J. Fred Probst, Terre Haute, 59; Frank F. Fee, Fort Wayne, 50.

### IOWA, 49 VOTES.

For Chief Consul.—Frank B. Thrall, Ottumwa, 39.

For Representative.—G. G. Kirshbaum, Burlington, 32.

### KANSAS, 23 VOTES.

For Chief Consul.—J. H. Everest, Lyons, 13.

For Representative.—W. L. Bates, Topeka.

### KENTUCKY, 67 VOTES.

For Chief Consul.—Edward Croninger, Covington, 47.

For Representative.—Hiram W. Longley, Dayton, 45; Horace Beddo, Louisville, 21.

### LOUISIANA, 23 VOTES.

For Chief Consul.—Harry H. Hodgson, New Orleans, 20.

### MAINE, 22 VOTES.

For Chief Consul.—F. A. Elwell, Portland, 22.

For Representative.—C. H. Lamson, Portland, 17.

### MARYLAND, 161 VOTES.

J. Kemp Bartlett, Jr., Baltimore, 143.

For Representatives.—George F. Updegraff, Hagerstown, 159; W. L. Seabrook, Westminster, 159; C. W. Abbott, Baltimore, 152.

### MICHIGAN, 68 VOTES.

For Chief Consul.—J. H. Johnson, Detroit, 62.

For Representatives.—Wm. Seyffardt, East Saginaw, 40; F. A. Vernor, Detroit, 40; C. A. Conover, Coldwater, 36.

### MINNESOTA, 53 VOTES.

For Chief Consul.—S. F. Heath, of Minneapolis, 50.

For Representative.—C. H. Porter, Winona, 35.

### MISSISSIPPI, 1 VOTE.

For Chief Consul.—James Purvis Bruce, Vicksburg, 1.

### MISSOURI, 120 VOTES.

For Chief Consul.—W. M. Brewster, St. Louis, 114.

For Representatives.—A. C. Stewart, St. Louis, 113; E. R. Stettinus, St. Louis, 106; W. H. Cameron, St. Joseph, 96; Edward Sells, St. Louis, 85.

### NEBRASKA, 19 VOTES.

For Chief Consul.—F. N. Clark, Omaha, 14.

For Representative.—F. T. Mittauer, Omaha, 13.

### NEW HAMPSHIRE, 85 VOTES.

For Chief Consul.—H. M. Bennett, Manchester, 84.

For Representatives.—G. E. Philbrick, Portsmouth, 85; F. H. Crapo, Concord, 84.

### NORTH CAROLINA, 3 VOTES.

For Chief Consul.—J. L. Yopp, Wilmington, 2.

### OHIO, 297 VOTES.

For Chief Consul.—James R. Dunn, Massillon, 293.

For Representatives.—J. M. Tryon, Toledo, 293; R. B. Cary, Elyria, 290; F. T. Sholes, Cleveland, 293; W. P. Harmony, Sidney, 292; H. B. Hane, Marion, 293; A. P. Seiler, Mansfield, 293; F. L. Casselberry, Canton, 293; Dr. C. H. Griffin, Ravenna, 293; H. S. Francis, Urichsville, 293; F. W. Hughes, Columbia, 292; A. A. Bennett, Cincinnati, 292; F. N. Smith, Portsmouth, 291.

### RHODE ISLAND, 52 VOTES.

For Chief Consul.—Dr. J. A. Chase, Pawtucket, 51.

For Representatives.—S. H. Day, East Greenwich, 46; C. S. Davol, Warren, 45.

### TENNESSEE, 59 VOTES.

For Chief Consul.—J. C. Combs, Nashville, 37.

For Representative.—J. S. Miller, Clarksville, 56.

### UTAH, 2 VOTES.

For Chief Consul.—Geo. A. Mears, Salt Lake City, 1; D. R. Davis, Salt Lake City, 1;

### TEXAS, 3 VOTES.

For Chief Consul.—W. A. L. Knox, Dallas, 3.

### VERMONT, 50 VOTES.

For Chief Consul.—L. P. Thayer, W. Randolph, 36.

For Representative.—W. T. Russell, Belkows Falls, 36.

### VIRGINIA, 32 VOTES.

For Chief Consul.—J. C. Carroll, Norfolk, 19.

### WEST VIRGINIA, 17 VOTES.

For Chief Consul.—Jacob W. Grubb, Wheeling, 10.

For Representative.—H. P. Wilkinson, Wheeling, 9.

### WISCONSIN, 6 VOTES.

For Chief Consul.—A. A. Hathaway, Milwaukee, 3; Jay A. Hinman, Oshkosh, 3.

### WYOMING, 30 VOTES.

For Chief Consul.—Fred Bond, Cheyenne, 29.

### CALIFORNIA, 156 VOTES.

For Chief Consul.—Robert M. Welch, San Francisco, 155.

For Representatives.—R. C. Woodworth, 8 Hill Street, Los Angeles, 154; John W. Gibson, 612 Hyde Street, San Francisco, 154; J. D. Atkinson, 764 Madison Street, Oakland, 153; C. C. Moore, Stockton, 153.

### NEW YORK, 945 VOTES.

For Chief Consul.—Geo. R. Bidwell, New York, 940.

### DISTRICT 1, 204 VOTES.

For Representatives.—Dr. N. M. Beckwith, 202; Ed. J. Schriver, 201; John C. Gulick, 201; Wm. H. DeGraff, 201; Knight L. Clapp, 197; Ed. F. Hill, 201; Frank Egan, 201; Harwood R. Pool, 198.

### DISTRICT 2, 251 VOTES.

M. L. Bridgman, 245; A. B. Barkman, 192; Chas. H. Luscomb, 152; Frank W. Loucks, 238; Howard Greenman, 195; J. B. Potter, 184; Chas. Schwalbach, 140.

### DISTRICT 3, 158 VOTES.

Joshua Reynolds, 155; Henry Gallien, 120; Raymond S. Coon, 112.

### DISTRICT 4, 61 VOTES.

Robert Thompson, 60; Fred'k Brigham, 60; E. H. Hines, 1.

### DISTRICT 5, 104 VOTES.

I. R. Adriance, 95; H. C. Spaulding, Jr., 78; Gerry Jones, 92.

### DISTRICT 6, 168 VOTES.

C. S. Butler, 160; W. S. Bull, 159; John R. Williams, 148; Geo. E. Blackham, 162; W. L. Beck, 156.

### NEW JERSEY, 312 VOTES.

For Chief Consul.—Dr. J. H. Cooley, Plainfield, 306.



For Representatives.—L. H. Porter, Orange, 312; Dr. G. Carleton Brown, Elizabeth, 305; John B. Lunger, Newark, 312; Willard P. Smith, Jersey City, 311; Dr. J. A. Wright, Montclair, 312; Dr. F. A. Kinch, Westfield, 307; G. O. Waterman, Red Bank, 311; F. D. Sensor, Millville, 309; E. F. Burns, Smithville, 309; W. J. Atkinson, Camden, 310; H. S. Rose, Trenton, 310; Howard A. Smith, Newark, 302; W. B. Banker, Passaic, 312; D. H. Merritt, New Brunswick, 311.

#### PENNSYLVANIA, 627 VOTES.

For Chief Consul.—Geo. A. Jessup, Scranton, 620 votes.

For Representatives.—Dr. F. J. Richards, Williamsport, 616; Rev. Syl. Stall, Lancaster, 611; S. B. Vaughan, Kingston, 611; G. A. Gorgas, Harrisburgh, 611; W. W. Berry, Pittston, 610; J. V. Stephenson, Greensburgh, 608; J. G. Carpenter, Wilkesbarre, 608; D. K. Trimmer, York, 607; E. J. Wanner, Norristown, 606; H. E. Bidwell, Pittsburgh, 605; W. S. Wintersteen, Bethlehem, 604; H. W. Terry, New Castle, 601; H. C. Crecelius, Reading, 599; G. W. Hamilton, Johnstown, 595; G. N. Osborne, Philadelphia, 591; I. Elwell, Philadelphia, 588; K. Brown, Philadelphia, 586; S. Jackson, Jr., Philadelphia, 570; S. A. Boyle, Philadelphia, 556; F. Read, Philadelphia, 533; C. E. Stout, Bethlehem, 509; E. L. Russel, Blossburg, 505; J. E. Harder, Clearfield, 483; J. B. Kaercher, C. B. Holly, Philipsburg, 203.

#### MASSACHUSETTS, 314 VOTES.

For Chief Consul.—H. W. Hayes, Cambridge, 307.

#### DISTRICT 1.

For Representatives.—Dr. W. H. Emery, of Roxbury, 105; Dr. W. H. Kendall, of Boston, 104; E. G. Whitney, of Boston, 103; A. E. Pattison, of Boston, 103; C. R. Dodge, 101; C. S. Howard, of Boston, 99; W. I. Harris, of Boston, 96; J. S. Dean, of Boston, 92.

#### DISTRICT 2.

For Representatives.—John Ames, of Cambridge, 60; W. R. Maxwell, of Somerville, 60; J. H. Griffin, of West Somerville, 59; W. S. Slocum, of Newton, 59.

#### DISTRICT 3.

For Representative.—J. Fred. Adams, of Haverhill, 26.

#### DISTRICT 4.

For Representatives.—F. P. Kendall, of Worcester, 16; J. C. Spiers, of Worcester, 11.

#### DISTRICT 5.

For Representative.—T. E. Bell, of North Attleboro', 31.

#### DISTRICT 6.

For Representatives.—Sanford Lawton, Springfield, 48; W. O. Green, Holyoke, 42.

#### DISTRICT 7.

For Representative.—H. S. Wollison, Pittsfield, 7.

### TRANSPORTATION TO THE LEAGUE MEET.

#### RATES FROM EVERYWHERE TO ST. LOUIS.

The Interstate Commerce Commission, at this writing, has but just got to work and hence no reduced figures to the St. Louis meet can be now given. One fare and a third is the recommended round-trip rate which will be adopted. Advice on this subject will be published through the committee and the cycle press in due season.

It is intended to make the journey to St. Louis, of itself a feature of the meet. For this purpose certain lines of through travel are designated, that run through coaches and baggage cars, and a special understanding is had for accommodations on trains mentioned. By consulting the schedules below, wheelmen at through or intermediate points will be enabled to fall in with others journeying to the meet.

The main line is from New York and Boston via the West Shore Line and through the middle of Ohio and Indiana, over the Lake Shore & Bee Line. Over this route the special car from New York and Boston will leave Wednesday p. m. A train leaving New York and Boston one day earlier admits of a stop-over at Niagara Falls half a day, and runs through Canada by daylight, crossing at Detroit in the evening. Arriving in Chicago, Thursday morning, one day is given in that city to take in interesting points under escort.

A consultation of latest time cards and maps of railways given in schedules below, will show wheelmen the possibility of making connection with through trains. Wheelmen from the Atlantic seaboard should correspond with Geo. R. Bidwell, 313 W. 58th street, New York, regarding rates and accommodations. Those intending to join the Shenandoah Valley party can so arrange with N. L. Collamer, Tourmaster L. A. W., St. Cloud building, Washington, D. C. Interior Pennsylvania and Western New York members can reach the New York main line, the Pittsburgh train or the B. & O., as suits convenience. In this matter advise with W. S. Bull, 360 Main street, Buffalo, N. Y. From Ohio points, J. R. Dunn, Massillon. From Michigan, J. H. Johnson, 107 Spruce street, Detroit. Indiana, A. B. Irvin, Rushville. Northern Illinois, B. B. Ayers, 212 Clark street, Chicago. Central Illinois, H. G. Rouse, Peoria. Wisconsin, A. A. Hathaway, Milwaukee. Minnesota, S. F. Heath, Minneapolis. Iowa, W. M. Ferguson, Jefferson. Tennessee, Ed. N. Fisher, Nashville, and W. L. Surprise, Memphis. Kentucky, Horace Beddo, Louisville. New Orleans and Southern States, A. M. Hill, New Orleans, La. General information will be furnished by the chairman of the Transportation Committee. For the Mississippi river excursion, advise with Robert L. Thompson, Muscatine, La. On the Missouri Pacific line, from Omaha through Kansas City to St. Louis, confer with the Omaha and Kansas City clubs.

#### MAIN ROUTES TO THE MEET.

FROM NEW YORK AND NEW ENGLAND.—Leave New York 5:50 Wednesday evening via West Shore R. R., and from Boston, 3:00 Wednesday afternoon via Fitchburg R. R., arriving in Buffalo Thursday morning, Cleveland at noon, passing through Ohio by daylight, joining other parties from north, east and south at Indianapolis at 10:25 p. m. Arrive St. Louis 7:25 Friday morning—first day of meet.

FROM NEW YORK AND NEW ENGLAND VIA NIAGARA FALLS AND CHICAGO.—This route allows half a day at the Falls and one day in Chicago, by leaving the east one day earlier. Leave New York 5:30 Tuesday evening, and Boston 3:00 Tuesday afternoon over West Shore Line, the two trains come together at Rotterdam Junction, near Albany. Arrive Niagara Falls early next morning. Disembark at Suspension Bridge and wheel

up river to the Falls, two miles.

Michigan Central train leaves from Falls View station at noon—dining car. Passes through Canada during afternoon, arriving Detroit in evening. Here joined by Detroit party, reaching Chicago Thursday morning. Take in Chicago boulevards and points of interest under escort, starting from the Leland Hotel on the lake front, at 10 a. m. Leave for St. Louis with Chicago and other parties at 9:00 p. m., arriving St. Louis 7:45 Friday morning.

FROM BALTIMORE, WASHINGTON AND THE SHENANDOAH.—Under auspices of the Annual League tour down the Shenandoah Valley. On completion of the tour, Philadelphia via Gettysburg to Staunton, Va., the touring party and others who may wish to take in only the rail part, will embark on B. & O. train, leaving Baltimore 9 o'clock Wednesday evening, and Washington at 10:10 o'clock, reaching Harper's Ferry same evening at which point tourists will embark. Pass through Cincinnati at 7 o'clock Thursday evening, connecting at North Vernon, Ind., at 9:35 with Louisville and Kentucky party. Arrive St. Louis Friday morning via Ohio & Mississippi Railway.

FROM PITTSBURGH, PA., AND OHIO POINTS.—P. C. & St. L. train from Pittsburgh 8:35 Thursday morning, passing through Columbus 3:30 afternoon, Richmond at 8 o'clock in the evening, where will be joined by Springfield, Xenia and Dayton parties, arriving at Indianapolis 10:20 evening. Arrive St. Louis 7 o'clock Friday morning over Vandalia line. Leave Springfield 2:25 Thursday afternoon, passing Xenia 3:10 and Dayton at 6:05 p. m., connecting with Pittsburgh and Columbus party at Richmond. The above uses Pennsylvania lines. See Pennsylvania Co. time tables. From Cincinnati take the Ohio & Mississippi 7:00 p. m. train in connection with the Shenandoah Valley tour party, coming in from east over B. & O. R. R.

From PHILADELPHIA join the New York train of Wednesday evening or take B. & O. 4:45 through train of Wednesday, on which Shenandoah Valley tourists will embark at Harper's Ferry. Through car from Philadelphia to St. Louis.

FROM SPRINGFIELD, MASS., connect with afternoon train from Boston, over B. & A. for either the direct route to St. Louis or via Chicago.

FROM NEW ORLEANS AND THE SOUTH.—Leave New Orleans 6:00 p. m. Wednesday via Illinois Central R. R. Pass Jackson, Miss., midnight. Leave Memphis, Tenn., 9 o'clock Thursday morning, connecting with above train. Arrive St. Louis, 10:00 Thursday evening.

FROM NASHVILLE, TENN., VIA L. & N. R. R., 7:20 Thursday evening. Pass Evansville, Ind., 1:20 a. m., and Belleville, Ill., at 6:40 a. m., arriving St. Louis 7:40 Friday morning.

FROM LOUISVILLE, KY., VIA O. & M. Ry., 7:40 Thursday evening, connecting at North Vernon, Ind., 9:35, with Shenandoah Valley tourists and Cincinnati party. Arrive St. Louis 7:25 Friday morning.

FROM MINNESOTA AND IOWA.—Leave Minneapolis, Minn., 7:30 and St. Paul 8:15 Thursday morning via Minnesota & Northwestern R. R. passing Randolph (Faribault connection) 9:26 a. m. Dodge Center, Winona, Rochester and Milwaukee connection, 10:51 a. m. Austin, La Crosse, Wis. con-

"'T is a simple tale, and told right on without eloquence, and altogether lacking in show of speech, but full, withal, of things touching upon facts."

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If you ride, you will do well to ride the best wheel you can find,  
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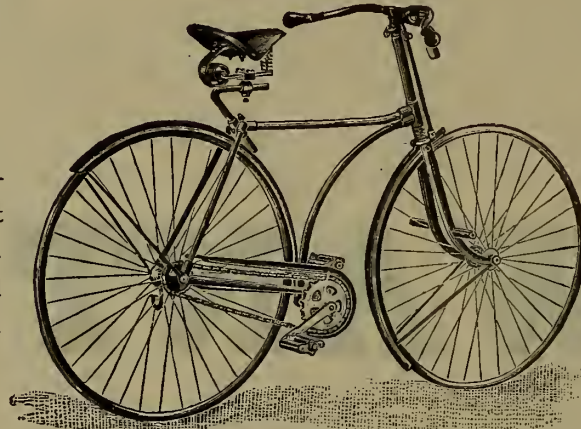


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## SINGER CYCLES.

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Is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price 50 inch, \$135.00.



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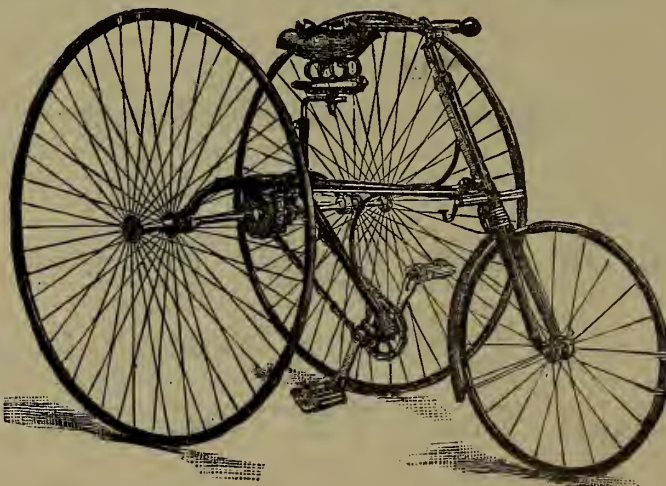
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## Southern Department.

N. L. COLLAMER, Editor,  
ST. CLOUD BUILDING, WASHINGTON, D. C.

All matter in this Department is under the management and control of its Editor, to whom communications should be addressed at his office. Advertisements and subscriptions will also be received by him at regular rates. Copy should be received by Sunday.

The editor wishes it distinctly understood, that the publication of any correspondence in this department, does not necessarily imply his concurrence with any opinions expressed therein.

### NOTICE.

In order that this Department shall be truly representative of the South, as it is intended it shall be, we would like to hear from club-secretaries and newspaper correspondents in the Carolinas, Ga., Ala., La., Texas, and Kentucky. All items of news thankfully received. Regular correspondents for these columns desired in the States mentioned.

THE EDITOR.

### KENTUCKY NOTES.

[REGULAR CORRESPONDENCE.]

A movement is on foot to have a bill similar to the one now under consideration in New York State, legally recognizing the rights of wheelmen upon the roads of the State, presented to the next Legislature. It is a good idea and would work much benefit throughout the Commonwealth.

Why don't some of the wheel clubs incorporate themselves?

Glad to see Paducah following in line. Nothing like booming.

Ice-cream is again fashionable at club gatherings.

Kentucky will come to the front with a little sensation on wheels pretty soon.

The rural correspondent of the county journal now humpeth himself up over a piece of note paper, by a tallow candle, and, on both sides of the same, narrateth the annual tale of injustice and persecution which unfortunates who drive on pikes, infested by "velocipede riders," are subjected to. It is pitiful in the extreme, but he will get over it, just as he did last year, which he has probably forgotten.

NORR.

### BALTIMORE ITEMS.

[REGULAR CORRESPONDENCE.]

I was silent last week because silence was in order in our cycling circle, but I have now enough on hand to make a fair letter.

Last week some of our boys went out to Towson for dinner and when they went to work on the steak some one suggested to get out wrenches and screw-drivers. After an hour's solid labor they gave up the fight and the steak came out victor, without having lost a drop of blood. Bad for the hungry boys, eh?

Frank Slothower, of the Ramblers, has returned from a week's run and reports that "a storm in the mountains is no picnic." He has "been there" and we take his word for it.

Sunday a number of cyclists stopped at Halstead's on their weekly run. They rolled in at the gate in squads of two or three and riding up to the steps dismounted, and seating themselves on the piazza, discussed the condition of the roads. Only one insisted that they were bad as possible, and explained the fact of every one else being satisfied with them, by asserting that they "did not

recognize a bad road when they saw it." Among those out were: Md. Bi Club, W. P. Hall, J. N. Clark, A. Mott, (T. T. T.), W. Breese and D. Lewis Bartlett, Jr.

Balto. Cycle Club: C. W. Abbott, H. D. Bayley, T. E. Goodwin, A. Webb, Wm. Conn, P. F. Thompson, R. Justis, Arthur Emory and F. W. Townsend. Ramblers: H. L. Kingsland, Eberman and Wolf. H. L. Kingsland delighted the crowd with some very good fancy riding and some difficult tricks. A few came out on trikes and when they were to return they very quietly asked: "How are the hills going home?"

The Md. Division will, we hope, inaugurate a series of Div. runs which all members of the Md. Div., L. A. W., are requested to attend. The C. C. will be roadmaster, with the representatives as his junior officers. This is a good scheme and was presented gratis by a member of the Div. We would like to hear from C. C. Bartlett on the subject.

The question in Baltimore is, "Why don't the ladies ride, as they do in Washington and Boston?" I don't know and I don't think the ladies themselves do. It is about as healthy a sport as can be found, and not to slight the boys, we must say is more economical than buggy riding.

Ladies, try it and if you don't like it, let me know and I will keep quiet, but until you give it a thorough test I shall be after you.

VICTOR.

### WASHINGTON NOTES.

[REGULAR CORRESPONDENCE.]

A rather heavy shower Saturday last spoilt the roads for runs on Sunday. Nevertheless, a goodly number of scorchers made Ashton that day, returning Monday morning. Among them were Robertson, Crist, Rittenhouse and Barber.

I learn there is a road race in from this place on the tapis for April 16. The prizes will consist of medals to the value of ten entrance fees, for first prize, and all over that for second. The above with several other prominent local flyers are among the entries: A few participants are expected from Baltimore. The record is 1:35 (distance about 20 miles), and it is thought that that time will be dropped considerable.

Bert Owens' birthday run occurs on May 7. The programme of festivities is not yet out, but I understand it will include a polo match on Stars between Will Robertson and Rex Smith. Last year the genial Bert led some seventy odd wheelmen around the outskirts of the city, over vacant lots covered with tin-cans and hoop-skirts, up steep little grades, down through ditches, and into every conceivable out-of-the-way place where a wheel could possibly be ridden; and of all that number there were only some seven or eight who pulled through without a dismount. In the evening he set up a supper to the whole crowd at his cycleries, and the festivities concluded with a polo match, game of cross-tag, and obstacle riding—all to the delight of the spectators. I presume something similar will take place this year.

Will Robertson, Bal. Morris and Rex Smith will tour to New York this summer, via Hagerstown, Gettysburg, Carlisle, Harrisburg, Philadelphia, Smithville and New Brunswick.

The District Wheelmen hold their regular monthly meeting on Monday next. They will lose their Captain, who resigns office at that time.

Everything is Collamer's Southern League Tour just now, but as I am requested not to write on that subject, I desist.

The Capital Club will give the fourth of their series of illustrated lectures Tuesday evening next, on which occasion Mr. John J. Chickering of the Kendall Green Wheelmen, will give his "Recollections of a Trip to Southern Alaska," and Max Hausmann will handle the stereopticon. Subsequently, dancing will be indulged in.

WHITE HOUSE.

### THE SOUTHERN TOUR.

This will probably be my last chance of speaking in the columns of THE WHEEL of what *will* happen in connection with this tour. So much has been said by the wheel press generally on the subject, that little remains to be added.

Suffice it to say then that the party is made up, enough have signified their intention of going to warrant it being a big success. Applications are coming in daily, and the marshal has his pockets stuck full of letters in relation to the tour. I called at his office the other day for pointers, and he kept me waiting several minutes before asking me abruptly, "What is it?" I stated my errand, he gave me the information desired, and then fired me like a bullet with the words: "Come in again, Mark, when I'm not so *awfully* busy. Glad to see you, you know, and all that, but by George, I haven't a minute more to spare just now."

Parties are being made up in Philadelphia to ride to Coatesville, and in Baltimore to ride from Hagerstown to Staunton. Several part-way tourists are also on the books; but the bulk will take in the entire trip. The B. & O. have offered a rate of \$24.67 from Washington to St. Louis, which is a fare and a third.

M. M.

### WESTMINSTER TID BITS.

[REGULAR CORRESPONDENCE.]

Wheeling matters have been very quiet in Carroll Connty the last two weeks, since Easter Monday, whether it is because the boys think the reputation they established for hospitality on that day, the occasion of our big meet, is sufficient to carry them through the season, or the weather, (no pun intended) we are at a loss to decide—or perhaps it is a slight attack of Spring Fever, a universal epidemic not wholly unknown to the people of Westminster, (see I don't confer it to bicycle riders.)

For no cause, or cause assignable, but little riding has been done. On the twentieth, Captain Seabrook led four of his men down to Carrollton, 6 miles, and on the twenty-fourth an afternoon run into the hilly country northwest of the city, notwithstanding the nature of the road and their rough condition, was much enjoyed.

On the latter run the bright warm sunshine of early Spring, the pure fresh air coming without a break from the picturesque Blue Ridge mountains in the distance, the the birds and insects awakened into life and activity, the slow toiling up hill and the merry rush down hill, a cooling drink at Fern Rock spring and a good appetite for "a square meal" at home, were some of the not unpleasant attendant circumstances.

A run to Rusterstown, 16 miles and back is planned for next Sunday, and to Baltimore, 28 miles, the following Saturday.



### JONAH'S JERSEY JOTTINGS.

As hard and effective workers for the best interests of the wheel, the Orange Wanderers are shining examples. At their meeting the other night, they appointed a committee to get up a pamphlet on the advantages of good roads and the proper construction and maintenance thereof. These will be sent to all the members of the various Orange township committees, and distributed to a considerable extent throughout the State. This is missionary work of a kind that will do the most good. Attention cyclists and horsemen! "A wink is as good as a nod to a blind horse."

All idea of entering a team from the Orange Wanderers in the coming road race has not after all been abandoned, I am glad to say. "Lou" Johnson and "Harry," the holders of the fifty mile tandem record, are hot for it, and with such a pair of scorchers for a starter, it seems as though two more could be raked together. There is Harry W. Smith, of the East Orange contingent, who, on his first country run, covered sixty-one miles, and stretched the Brooklyn man a corpse on the baggage truck at Elizabeth. The story was told in THE WHEEL last season, I think. Then there are the Booth brothers. Belcher, unfortunately, is not available, being out of training and condition.

The Orange Wanderers' century run will start on June 4 at 4 a. m. It is expected that fifteen riders will be on hand to follow Captain Porter, who will try to get the whole crowd over the hundred in twelve hours. The object will not be to make time on a longer distance, but simply to create as many centuries as possible. It is probable that at the same time several will have a try at the club championship twenty-four hour medal, now held by Mr. and Mrs. Johnson, the tandemites, by a record of 150½ miles, the largest run made by a lady and gentleman in this country.

The Spring repairs to the macadams have been commenced. The road menders are at work on Central Avenue, Orange, and on the Newark-Elizabeth Boulevard. Wheelmen cheerfully put up with the present inconvenience in view of the resultant improvements.

The storm of last Monday delayed the beginning of the work of putting the Roseville track in trim, but the flyers will not have long to wait. The Roseville Athletic Club has made arrangements to use the ball field on days when there is no racing. The grounds may be hired by athletic and base-ball clubs, and in this way the managers hope to add largely to their receipts from the wheel sources. The diamond is without its equal in the State.

The Ixions think of holding their annual fifty mile race on the Roseville track on the morning of Decoration Day. This will give them a chance to view the road race at Irvington in the afternoon. By the way, I thought that the Ixions were to be merged with the New York Bicycle Club. If the Ixions are to remain an independent organization, why, pray, do they persist in staying outside of the Road Racing Association? With such scorchers as they possess they should certainly be represented in the biggest race of the season in this vicinity. It seems to me but a very petty reason that they had been accustomed to hold their club races on the days fixed upon by the association for its races, in fact the only days practicable. Should fifteen clubs be asked to alter their plans for the convenience of one? It is none of my business, I know; but still I do want to see the race as representative as one as possible, and the championship cup to carry with it the title "Champion" without a scintilla of dispute. Among wheelmen especially, where the fraternal feeling is the most encouraged, the minority should yield to the majority. The Ixions are too good fellows, and have too high a reputation as road racers to be any longer without the fold.

Among the coming events talked of at the Roseville track is a general athletic tournament, comprising tricycle and foot races and other out-door contests, which will probably be given by the Y. M. C. A. of Newark.

Frank S. Miller, Vice-President of the Road Racing Association, on account of ill-health, will probably not be seen much on the road this season. His resignation as Captain of the Union County Wheelmen was for this reason recently tendered and reluctantly accepted. Dr. F. A. Kinch, Jr., was elected to serve for the unexpired term.

The race committee of the U. C. W.—Burnet, Hetfield and Kinch—have picked the following men to represent the club in the road race, the actual four to be determined upon later on: Pierson, Moore, Burnet, Collins, Hetfield and Farrington. The first three men have proved themselves good men in track and road races, and the others show considerable speed and staying power. Moore, Burnet and Farrington are Elizabeth men, and the others Westfielders. Active training will be begun on May 1.

The U. C. W. club-house will probably be ready for occupancy by May 30. It will cost about \$2,000, and will have bowling alleys, and pool and billiard room attached. There will be a house warming later on, to which all the club's will be invited.

Valentine, in conversation with a friend of mine the other day, expressed the opinion that a crank wheel will win the road race. If "Val" speaks of himself as the fellow who is likely to make it, he has proved that he has good reason for so saying, and I admire the "sand" he shows in making the statement. It shows he has the true sporting blood in his veins. Mr. Harry Hall now has the floor.

A gold medal has been offered for the first man in on the U. C. W. team. By the way, I think that with as many starters as the race always brings out, there should also be a third medal. A man who can have thirty or thirty-five of the crack scorchers of this vicinity behind him deserves some recognition. Then again if we are to pick the four men first in to represent us in a race against the Boston and other associations, why not give each of the four a trophy?

Verily, to obtain real news of a newness not found in the cycling journals, one must go to the daily press. A Newark paper, with a big circulation, yesterday, in its bicycling column, informed its readers, that among the dark horses in the coming road race would be the Essex Bicycle Club team, and that Hoag would probably be one of the four. Inasmuch as the Essex Club is not even a member of the association, its team is indeed a very dark horse. Now, should a cycling scribe go to the managing editor of that paper and offer to furnish a wheel column, he would be met with the reply: "Thank you, no. Our sporting editor is fully competent to cover all branches of sport." Will the day ever come when the wheeling interests will receive their just share of space and intelligent attention at the hands of the lay press?

Received this morning, a reminder from Secretary Bridgman, of the Road Racing Association, that clubs intending to enter teams for the coming race must, by the constitution, notify him of their intention by April 30. He tells me that the constitution and by-laws are being printed in book form, and will be ready for distribution in a short time.

The New Jersey Wheelmen will have another progressive euchre party next Thursday, and the first run of the season has been called for next Friday, starting from the corner of Central Avenue and High Street at 4.30 p. m.

The reception and ball given by the Plainfield Bicycle Club at the Park House last Monday evening to the ladies who assisted them at their recent Fair, was a grand social success. Scores of Plainfield's prettiest belles—and they have them up there by the hundred—waltzed, polkaed, mazourkaed and galoped with the gallant wheelmen until the rosy fingered daughter of the morn began to paint the town red. It is hinted that good missionary work, both cyclical and cardiacal, was accomplished; and that as a result several new tandems will be seen on the road this season. JONAH.

April 25, 1887.

[In order to cover Jersey more thoroughly, we ask scribes and secretaries throughout the State to send news items to Mr. J. C. Wetmore, Elizabeth, N. J. All communications must be received by Saturday—Ed.]

### ST. LOUIS NOTES.

With the meet almost upon us, with all its cares, worries and fun, we are already sticking another iron into the fire. The Citizens' committee, which conducts the Fall festivities, is arranging a series of novel and interesting entertainments, which will fill a week's time during the encampment of the Grand Army, the last week of September. This committee has called upon the wheelmen to produce an

illuminated parade, which will eclipse anything of the kind ever yet attempted, and have offered as an inducement, all the money that may be required, and the lighting up of all the long vistas of colored glass globes on the route of the parade, which was refused point blank last year, when the wheelmen asked it. Division members will meet at the Lindell Hotel next Tuesday to look over the field; and will doubtless conclude that they know a good thing when they see it.

WANTED.—A first-class bugler for the League parade. There is some bright talent of this class in the city, but none of the real good ones have yet shown their ability to blow musically while on a wheel, especially making a failure on our gentle up grades. True, Joe Williams was recently elected *one or more buglers* by the Missouri Club, but, thank goodness, he has spared us both as regards quantity and quality. The old club bugle, battered and dented, hangs over the reading room mantel, a relic of the days when Greenwood and Oeters, first and second buglers respectively, were wont to quarrel for its possession. May it hang there forever. But meantime, some one must fill the onerous position, and bugle for us at the meet. What's the matter with Hoffman of the Citizen's Club?

So "Hubie" suspects we may not fill our promises ament the meet, and that the puny sum of \$1200 will satisfy our desires as a general fund. Now, I don't like to disparage the hustling abilities of wheelmen at the Hub, but a friend of mine recently visited that burg, and while there met several cycling notables. Most of them expressed their faith in our good intentions; others didn't, and one even said: "No, I won't come to your meet. The fact is, you St. Louisans have always done a great deal of talking, and are working us for a lot of guys." Verily, then, they are a lot of guys who will take such a view of our good word. My dear "Hubie" we are already holding down a fund of away over \$2000, and fully expect to have more than we can use within two weeks more. What say you of a little western village which can raise spending money to the extent of \$78,000 in twelve hours. Come off!

Apropos, a ridiculous mistake was made in the *Post-Dispatch* in a review of coming convention. It stated that the L. A. W. had *fully* 1,500 members, and that half the required sum of \$15,000 had been raised to defray the expenses of the meet. The mind of that writer must have been wandering on the painful subject of a cyclist's appetite.

I must crave forgiveness Mr. Editor, for treating your readers to nothing but meet. It is the single and only topic of news here. All the work is nearing completion, and the *Post-Dispatch* and *Globe-Democrat* are both scouring the country for the photos of cycling big-wigs, which they will use in elaborate articles describing the meet. The Missouri Club has practical management of the entire meet, the Ramblers being no more, and the Eurotas bluntly saying that they "have neither time nor inclination" to take a hand in the work.

Don't miss the Clarksville road race. It will be a meet in itself, and will be as different from even the interesting events of your Alphabetical Association as anything could be. The steamer Hudson has been engaged to convey the banquet-laden crowd away from St. Louis, and from the moment of starting to the return, which will be in ample time to board the East-bound train the following Tuesday morning, the fun emanating from such a large body of hilarious spirits will make even the muddy Mississippi turn pale. And such a prospect ahead at Clarksville! Churches changed to eating houses, (all important feature), beauteous maidens, surpassing roads, banquets, balls, pyrotechnics and brass bands galore. By all means, take in the road race.

Brewster met the "Kid" in Chicago recently. A wee bit of a chap, he said, striding a 54. My juvenile friend, get thee a 48 and come see us next month.

A lady friend of Stillman Whittaker tells me the little road fiend is hidden away somewhere in the Empire State. GAS.

Karl Kron has a final fling at the C. T. C. this week. Aside from his reply to "L. B. G." there are some interesting facts to be found in his article. Many of our readers will agree with him on the League policy which he formulates and his denunciation of that fetich "Amateurism;" that is, as at present constituted will be read with interest.





MANHATTAN ATHLETIC CLUB HOUSE,  
524 Fifth Ave., New York.





THE PARLOR.



THE GROUNDS.



## MANHATTAN ATHLETIC CLUB.

The Manhattan Athletic Club, of whose club-house and grounds we present some sketches, is just now creating a stir in Gotham cycling circles, by the special inducements it is offering to wheelmen. As will be seen below, more fully detailed, this club is waiving its initiation fee of fifty dollars to wheelmen and so many of the fraternity have taken advantage of this munificent offer, that already the membership of the club has a leavening of cycling men. But there are doubtless many riders who have been wondering what the Manhattan Club is, and what advantages it has to offer, and it is to satisfy their natural curiosity that we publish a sketch of the club.

The Manhattan Athletic Club, was organized November 7, 1876, at the Knickerbocker Cottage on Sixth Avenue, the incorporators were George W. Carr, Geo. W. Thomas, Geo. D. Parmly, S. B. Pomeroy, W. C. France, Jr., Harry P. Pike, W. H. Griffen, E. G. Gurney and John Fraser. At the time of the Manhattan's organization, the prominent clubs of the metropolis were the New York, Scottish American, American and Harlem, and as the M. A. C., had been founded with the intention of making it the leading club, it was decided, to procure athletic grounds within the city limits, with a club house thereon for social purposes. After a long search, a long lease was secured of a plot of ground bounded by 56th and 57th Streets and 8th Avenue, and running some two hundred feet down the side streets. An eighth-mile cinder path was laid, and early in the Spring of '78, the club began to popularize athletically by giving a series of games, to which the public were admitted free of charge.

For the next few years the club made steady progress, increasing in membership, improving its grounds, etc., and shortly assumed the leading position in the Athletic world. Its "cherry diamond," which was early decided upon as the club emblem, became well-known all over the country, and when that brilliant runner L. E. Meyers flashed upon the athletic world, the fame of the club spread across the water. Indeed to no one man more than to Mr. Meyers, did the club owe its high position, athletically, and much of its strength was due to the athletes and admirers which that grand runner drew round him. In time, every man with athletic pretensions above ordinary, enrolled himself with the M. A. C. as a matter of course, and the majority of prizes were won by men wearing its colors. It is unnecessary, and perhaps might be uninteresting to the purely wheel reader to detail the club history and triumphs for the first ten years of its existence. Our readers are doubtless more interested in recent developments, so we will hurry on to the more inviting themes of the new club house, the boat house, etc.

Since the club's organization the managers have always had in mind and been ever anxious to accomplish the second object for which the club was formed, viz.: the establishment of a club house where gymnastics might be practiced and the social side of its members cultivated. But lack of funds, want of opportunity, and being thoroughly occupied athletically, had, until recently, made that impossible. Within the last year, the more prominent of its members determined that that feature of the club should become an established fact, and in anticipation of its consummation the Club, at their suggestion, adopted a new constitution and By-Laws, increasing its Board of Management to fifteen, and provided for the increasing of the initiation fee and dues when the club house should be taken. They were so active and successful in their efforts that on Nov. 8th, 1886, the club took a lease of No. 524 Fifth avenue, and on Nov. 20th, 1886, having meanwhile thoroughly equipped the house for social purposes and supplied it with apparatus for use as a parlor gymnasium, threw open to the members and friends, the doors of one of the finest club houses to be found in the city of New York, not erected or owned by the club themselves.

The house just south of Forty-fourth street on the west side of Fifth avenue, has a frontage of thirty-eight feet and a depth of ninety feet, and is four stories and basement in height. It is centrally located, on the most fashionable thoroughfare, being accessible from any point in the city by means of the elevated trains and car lines, and by its nearness to the Grand Central Depot, and direct connections by ferry to the outlying portions of the city across the Harlem, to Brooklyn and New Jersey. An imposing hallway on the first floor opens into a cosy reception room on the left, and to a magnificently decorated parlor of broad dimensions on the right, with a spacious and well equipped reading room in the rear of the parlor, and a pleasantly situated dining room with floor of hard wood finishing out the hallway in the rear, the reading room and dining room looking out on a neatly kept yard with the dimensions of thirty-eight feet by about thirty-five. The basement is devoted to a cafe, billiard room and bar, and the culinary department. The second floor comprises four large and tastefully decorated rooms, two in the front and two in the rear, with a large bath room and separate saloons adjoining each suit of rooms. The two front rooms are respectively devoted to chess and a smoking room exclusively. One of the rear rooms is the Board of Management meeting room, and the other the general card room.

We publish complimentary extracts from private letters, not from any personal motive, but to convince these who may see THE WHEEL for the first time, that it readers are perfectly satisfied that it is worth a dollar a year, and to assure advertisers that the paper is read from cover to cover. And by the way, we have striven to make our advertising columns interesting, by adding several additional ads. to each number. In our advertising columns may be found all that the cyclist needs, and he need not go outside of them to secure a mount or an outfit, and that reminds us to ask you all to please say: "I saw your ad." etc. It does a heap of good, you know, for the more confidence our advertisers have in the paper, the better we can afford to make it.

An important cycling event of the season, for which preparations are now in progress, will be the annual tour of the Minnesota State Division, which will start from St. Paul, June 20th. The route will be via Fort Snelling, Minnehaha, Minneapolis, Shakopee, Henderson, La Sueur, St. Peter, New Ulm, Redwood Falls, and Glencoe, occupying five days. The entire expense will not exceed \$15. A. W. Welles, of Redwood Falls, is the tour-master, and T. H. Merriam, of St. Paul, the captain of the Division. Further information can be obtained of the officers, or of S. F. Heath & Co., at their store. The tour cannot fail to be highly enjoyable, and its inexpensiveness places it within the reach of all wheelmen.

No club dinner is complete without Royal Sec Champagne. Of this delightful brand, the *Wine and Spirit Review* writes: "Probably the most remarkably record in the history of the champagne trade ever scored, or rather the best record ever made by a yearling, is that of 'Royal Sec,' the importations of which, by our friend, Mr. A. B. Hart, during the past year, have mounted up to nearly five thousand cases. When it is considered that the first case of this now popular brand was placed upon the market one year ago last September, the above figures are something remarkable indeed." A. B. Hart, agent for the United States and Canada, 17 and 19 Broadway, New York.

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The rooms on the third floor are used for private billiard and dining rooms. The two front rooms on the top floor, with a ceiling twelve feet in height, are thoroughly equipped as a parlor gymnasium, and on this floor also are two rooms which are devoted to and used by any celebrated athletes from any distant part of this country or Europe, guests of the Club. The opening on the 20th of November, was a great success, some eight or nine hundred people giving the Club the pleasure of their presence, and the congratulations and prophecies then indulged in by visiting friends as regards the social success of the Club, recalled those indulged in years ago as to the Club's success athletically, now so gloriously fulfilled. The entertainments which have been held by the Club on nearly every Saturday night since the opening, consisting of music, recitations, boxing and athletic exhibitions, together with the first ladies' reception, held on January 6th, 1887, and the first annual club dinner on January 21st, 1887, have received warm approval from all those who have been present at them and from the press.

The Club management has in contemplation the building, at an early day, of a boat house, a drawing and plans of which now adorns the walls of the reception room. A bowling team has been formed and is in active practice and will soon be ready to enter the lists against all comers. The challenge prizes contributed within a month for competition by the athletic members, surpass in beauty and number those given by any athletic club in this country. The privileges enjoyed by active members include all the benefits and advantages of a first-class club house and gymnasium at prices much below the average club rates for restaurant, cafe, billiards and pool, the use of the track and the grounds, and attendance at all the games and entertainments given by the Club.

Ever alive to the best interests of its members, and to furnishing them with whatever will give the greatest pleasure, the managers intend to continue these entertainments throughout the present and each succeeding Winter season, and by these means and the out-door sports at the track in the summer, bind the athletic element of the Club closely with the social element, in order that the best part of each may be more fully developed and cultivated, and that each may give to the other its strength and support, for the lasting benefit and perpetuity of the Club.

There are four classes of membership. First, life, conferred upon members for American and English championships. Second, active, which includes all privileges. Initiation fee \$50, dues \$40 per annum. Members of recognized athletic clubs, in the discretion of the Board, to athletes. Third, non-resident, which includes all privileges except voting and holding office. Persons residing within ten miles from New York City are not eligible to this class, for which the initiation fee is \$20 and dues \$20 per annum. Fourth, track, entitling members to all privileges of track and grounds. Initiation fee \$10, waived to athletes in the discretion of the Board; dues \$12 per annum.

The following letter will explain itself. We commend it to all wheelmen, among whom Mr. Sanford has been so long and favorably known. Applications for club membership should be addressed to him, care of M. A. C. 524 Fifth avenue.

"Dear Sir:—In recognition to the rapidly growing body of Wheelmen in this country and their consequent need for some rather more extended consideration at the hands of the athletic public in general, the Manhattan Athletic Club has, acting under suggestions from the undersigned, consented to further their views on the question and show their appreciation of the increasing importance of Cycling as a branch of Athletics proper, by opening the ranks of the Club and affording the facilities necessary for cycling interests; and in order to assure the wheeling fraternity of their good will and faith in the matter, have decided to waive the initiation fee of all classes of membership in favor of all eligible members of the League of American Wheelmen who may have been, or shall have been from this date, members of that association for the space of one year. Fully aware of the fact that, when they have made the cycling element one of the most prominent characteristics of the Club, and once formed the nucleus for that class of membership, they have no need for any further inducements than those which appear in their elegantly appointed Club House, and their extensive grounds and track.

"Starting thus as the Club does with the groundwork for an extensive and exhaustive membership, embracing, as it should, men and athletes from all sections of the land, its future and its possibilities have no bounds. I myself am certain of its success and I wish to convince others.

"Let me then extend to you on behalf of the Club and from myself personally a cordial and fraternal invitation to enroll your name and press your wheel beneath the flag of the 'Cherry Diamond.'

"Fraternally,

"BENJ. G. SANFORD



## FROM THE ORANGES.

The Atlantas have offered a medal to their member making the largest year's record. Every morning the members of this club swarm up over the Orange roads, each man bent upon adding to his score. The other day I met three riding hurriedly in different directions.

It is understood that W. D. McCoy (formerly of McCoy & Williams) has disposed of his cycle business to L. H. Johnson. Mr. McCoy will continue his leather goods business, with a New York office, and Mr. Johnson will be the only cycle dealer in the Oranges. Consolidation is generally beneficial, and doubtless will prove so in this case.

C. W. Baldwin, last year the Secretary-Treasurer of the Wanderers, and this year Vice-President, was compelled by press of private business to resign the Vice-Presidency at their last meeting. He has been one of the best of workers, and will be missed. H. B. Thomas, another very active man, was elected Vice-President in his place. J. M. Gilmore has been elected to membership in the Wanderers.

The rain made a club run impossible last Saturday. The season will consequently be opened by the tricycle division to-morrow.

They tell here a story of a Philadelphia wheelman visiting a Boston friend, by whom he was shown all the unequalled attractions of the Hub. After all had been "done," and they were comfortably seated at a good dinner, they host inquired what his friend thought of Boston. The Philadelphian expressed himself well pleased, but after all, he added, "Boston is not laid out in such fine shape as is Philadelphia." Stung by the comparison, the Bostonian replied—"No, perhaps not, but when Boston gets to be as dead as Philadelphia we hope to be laid out as well."

I want to endorse the objections that "The Owl" makes to the vulgarisms which are creeping into the cycling press in some quarters. It is bad enough if such terms are in use among riders anywhere. It will certainly prove better for wheelmen in the end if they eschew all such terms as tend to bring them down to the level of the common "sporting character."

5678.

## HARLEM WHEELMEN NOTES.

A "Grand Spring Smoker" is bulletined at the Harlem Wheelmen's club-house for this Friday evening. All wheelmen are invited, and special invitations have been extended to all the clubs composing the Road Racing Association. The house is in 124th St., just West of Seventh avenue, South side.

A special meeting has been called for Wednesday night to consider the question of increased club room. By acquiring the house next door, which is the plan at present proposed, we shall have as cosy and roomy a house as any wheelman could desire. It will afford us room for two wheel rooms, 20 x 30; a billiard room, 20 x 50, with room for three tables; four dressing rooms, 14 x 15 each, and two small rooms, besides the bath rooms. Such princely elbow room should attract all the unattached of this vicinity.

Messrs. Halstead, Powers and Parker have entered the five mile amateur bicycle handicap, to be held at the Twelfth Regiment

Armory, 62d St. and Ninth Avenue, on Monday evening, May 2. There is to be a professional event also, theatrically billed as between England and America. And now we are wondering who the professionals are who will compete.

To increase the interest of the members in the Inter-Club race on Decoration Day, gold medals have been offered for the first and second men of the team, no matter what their positions in the race at large may be.

Halsted climbed the long hill, stretching from Englewood Station to the top of the Palisades, on Sunday last. It was a hard pull and a long one, and I doubt if anyone besides Halstead has ever mastered it.

We intend to give Jonah's Club, otherwise the Elizabeth Wheelmen, a tight race on the lady membership question. A large number of the gentle ones have already joined the ranks, and we expect still others when the fact is generally known.

D. E. RICK.

## REDUCED EXCURSION RATES TO ST. LOUIS.

Reduced Transportation Rates to St. Louis and return, granted to Members of the League of American Wheelmen only, to attend the Annual Convention at St. Louis May 20th and 21st.

On presentation of Certificate signed by Herbert W. Hayes, 91 State St., Boston, for wheelmen from Mass. and R. I., and by Geo. R. Bidwell, 313 W. 58th Street, for New York.

TO ST. LOUIS AND RETURN. From		SLEEPING CAR BERTH TO ST. LOUIS ONLY.
New York,	\$29.70	\$6.00
Newburgh, N. Y.	29.00	6.00
Highland (Poughk.)	29.00	6.00
Albany,	28.35	5.50
Utica,	28.35	5.00
Syracuse,	28.35	5.00
Rochester,	27.50	4.00
Buffalo,	28.00	4.00
Dunkirk,	26.95	4.00
Erie, Pa.	25.15	4.00
Boston, Mass.	35.00	6.50
Providence, R. I.	35.00	6.50
Worcester Mass.	34.00	6.50
Fitchburg,	34.00	6.50
Athol,	33.50	6.50
Greenfield,	33.00	6.50
North Adams,	33.00	6.00
Cleveland, Ohio.	20.35	3.00
Dayton,	14.60	2.00
Springfield,	15.50	2.00
Indianapolis, Ind.	10.00	1.50
Terra Haute,	8.05	1.50

Respectfully,

G. R. BIDWELL.

## SALE OF THE "MARY ANN."

The 42 inch Standard Columbia, well-known to the pupils of the Pope Mfg Co.'s Warren St. school, was sold last week. This wheel had been used for more than five years for teaching purposes, and hundreds of prominent New York and Brooklyn wheelmen were taught to ride on the "Mary Ann," among them being the following gentlemen:

Dr. N. M. Beckwith, President of the L. A. W.; Edw. Pettus, ex-Captain K. C. W.; W. H. Book, A. E. Paillard, Philip Fontaine, Jimmy Burdett, of the Citizens; Revs. Geo. and Hugh Pentecost and Rev. T. McKee Brown, Dr. F. S. Grant, Paul Potter, of *Town Topics*; Nat. Goodwin, of Black Flag fame; G. W. Mabie, W. W. Share, L. I. W.; E. N. Blue, of *Puck*; Edwin Oliver, Capt.

S. W. Hawkins, Chas. E. Kluge, of Star fame; Dr. E. W. Johnson, Chief-Consul of N. J.; Captain T. C. Smith, of Citizens; Irving Halsted, Capt. of the Harlem Wheelmen; Tom. Ellison, M. L. Bridgman, Eugene Valentine, Jno. C. Gulick, of the L. A. W. Executive Committee; Professor Speedwell, the trick rider; Chas. Stenken, H. C. Wheelmen; 60 inch Donaldson, E. A. Bradford, of *N. Y. Times*; J. O. Jimenis, A. E. Roe, the trick rider; Treas. Huggins, L. I. W., Poultney Bigelow, of *Outing*; and hosts of others.

"Mary Ann" has put on a new polonaise and gone to New Jersey to lead a quiet life. May her fame pass into history.

## HER PHYSICIANS ADVISED A TRICYCLE.

SHE RIDES 2,000 MILES AND IS CURED OF RHEUMATISM.

Louisville, Ky., April 25.

G. B. Mason and wife arrived here to-day, having ridden on tricycles from their plantation near New Orleans. Their route was up the west side of the Mississippi to Iowa, and from there they are passing through to Chattanooga. They have ridden nearly two thousand miles, averaging thirty miles a day. They will take the cars here. Mrs. Mason has suffered with severe inflammatory rheumatism, and tricycle riding was recommended by her physician. She seems entirely cured. —*N. Y. World*.

## UP ALBANY WAY.

Mr. James Beadley, of the Wheelmen, and the local repairer, has received the agency for the new Apollo Safety, and has already booked several orders.

Spring riding was inaugurated last Sunday by a half dozen of the wheelmen taking a spin to Sloan's, on the plank road.

Mr. Scattergood, of the Bi. Club, accompanied the party on a Singer's S. S. tricycle, the first one seen in this neighborhood.

The Albany Bi. Club takes possession of their new quarters on May 1.

Mr. I. B. Potter, of Brooklyn, called on the writer last week in relation to the bill before the Legislature, and reported matters as progressing favorably.

The petitions are being actively circulated here, and Mr. Scattergood has secured the names of a large number of assemblymen upon his.

Messrs. Coon, of Troy, and Gallien, of Albany, although not upon the regular ticket, were elected by a large majority at the recent election, the results of which have not yet been published in the *Bulletin*. Why?

"TOILER."

Messrs. Stoddard, Lovering & Co., recently received an order from one firm for a dozen Rudge Bicyclettes.—*Adv.*

Dr. A. F. Wyman of New Bedford, writes "The Rudge Bicyclette gives me the best of satisfaction. It is a coming favorite.—*Adv.*

A prominent Western bicycle agent writes to Stoddard, Lovering & Co., as follows:—"Please send me two more Townsend saddles and springs. Those who have tried them on the Rudge Bicycle say it is the easiest thing yet and riders are surprised at the effect on our rough roads and cobble stones."—*Adv.*



## A FORGER AND A DEFAULTER.

"C. T. C." vs. "L. A. W."

EDITOR OF THE WHEEL.—As I have staked a solid \$10,000 on my belief that wheelmen are an exceptionally honest and intelligent part of the population, and as I shall be financially crippled if that stake proves to be a *mis-take*, I may be pardoned for feeling some personal anxiety at any apparent lack of inclination on the part of organized wheelmen to rebuke their representative rascals.

In England, "the wicked flourish for a season," which seems to last rather longer than in this country. The struggle for existence is fiercer there than here, and when exposure comes to the sinful games of a man who is "on the make," he is strongly tempted to "brazen it out," at any cost of self-respect, because, if he loses his grip on the salary, he knows it will not be easy for him to get another.

As long ago as November 23d, 1886, the London *Times*, (which is the most carefully written and expensively edited daily newspaper in the world, and whose law court reports are known to be trustworthy,) announced that, on the previous day, "the Secretary-Editor of the C. T. C.," while under oath in the witness-box, confessed to having printed a forged letter in his *Gazette*; and that the presiding judge, Mr. Justice Wills, thereupon rebuked him most bitterly, for having "indulged in the lowest and vilest abuse of the worst form of journalism," and told him it was useless to insult the intelligence of the jury by trying to appear before them any longer, (as plaintiff for damages in a libel suit, against the same man towards whom he had printed the false abuse).

"Kicked out of court," thus summarily, "the Secretary-Editor" nevertheless keeps a tight clutch on his ownership of the "C. T. C. badge-and-breeches business," nearly a half-year after his disgrace, and seems to think that the brand of it will at last wear away, and be forgotten. Of course, he has never allowed any intimation of the forgery, and of the angry judge's reprimand, to appear in his *Gazette*, and, as he awards the contract for printing this to Iliffe & Son, (known as "the Coventry ring"), who are the owners of the *Cyclist* and *Bi. News*, he effectually muzzles these two papers also.

Still, I suppose his dupes will finally find him out, and after that, they may find some way of "firing him out." Until then, "C. T. C." may be interpreted as meaning "Council that Conceals;" for this headless mob called "the Council (123 scattered members, ruled by a quorum of 5, *i. e.*, by 3 of the 5,) is merely a mask behind which the "Secretary-Editor" touts for gudgeons in foreign lands. As a final stroke of humor in the case, it need only be added that this forger, whom the indignant judge dismissed from court to public scorn, is an ardent advocate of that hollowest of humbugs, "amateurism." He plumes himself on his social superiority to honest men, who win honest prizes on the race-path!

The infinite superiority of our American L. A. W. (both as regards its governing rules, and as regards the moral force behind them,) to this English trading concern called "C. T. C.," is clearly shown in the "Statement of the Executive Committee," which covers six pages of fine type in the *Bulletin* of March 11th, 1887, and which explains the

process of attempting to get rid of an unworthy officer without public scandal. The letter of June 16th, 1886, (printed as a part of the "Statement," on page 201 of the *Bulletin*), in which the Secretary-Editor confessed a defalcation of "at least \$4,500 of money belonging to the L. A. W.," was quite as startling as the Englishman's C. T. C. confession of forgery; but, it had a different result. The proper officers bestirred themselves to get back the money, and then to remove the culprit. No one who has read his letter pretends to criticize their action, except on the score of its slowness. No wheelmen in America presume to say that a self-confessed defaulter should be kept in a public position, as their representative; and it is safe to assert that they would not tolerate a self-confessed forger in that position, such as the English wheelmen have tolerated for exactly five months.

I have been led to write the foregoing truisms as a sort of response to the "Coo" of my Minneapolis friend, "L. B. G.," wasted to me by your paper of this date. I send to him also, by to-day's mail, a copy of the April *Wheelmen's Gazette*, containing my seven columns of statistics and opinions concerning the "C. T. C.," and I hope that a study of the same, may make clear to him the utter powerlessness of "the Council," except as a cloak for concealing the mis-deeds of the autocratic "Secretary-Editor," who issues his decrees in their name. When Boss Tweed captured and ruled this metropolis, twenty years ago, he worked his schemes in the name of Aldermen, under the usual form of law. Not only that, but some of the largest and most respected property owners of the city, united in giving him a "vote of confidence," when they had every reason to believe he was stealing the public funds. Yet their testimonials did not make his thefts anything other than thefts; and no amount of palaver from "the Council" in London can cover up the forgery which Mr. Justice Wills proclaimed to the world on the 22d of last November. So long as the forger whom he denounced is allowed to control "the C. T. C.," it stands condemned before the world. In regard to him, and in regard to the person whom the L. A. W. dismissed (publicly and with uproar, since he refused to go privately and decorously,) let it be remembered, that each man is his own worst enemy,—each man has built the bed which he lies upon. There is no enmity and no abuse involved in my dispassionately presenting the facts of these two deplorable cases to the cycling world. "Not I, but the truth, condemns them!"

"L. B. G." is not strictly accurate in saying "the ex-Secretary-Editor was retained in office for a long time after a much graver fault, (defalcations of "at least \$4,500 of the League money,") had been fully acknowledged by him; and no one seems to consider this as reflective on the L. A. W. as a body. In fact, the L. A. W. as a body knew nothing about the fault, until he had been gotten rid of; and I insist that, before anyone condemns the Executive Committee for not getting rid of him sooner, full allowance should be given for their difficulties in the case. If, after the actual publication of the self-incriminating letter, the League had retained him as Secretary-Editor, it would have been in the same pitiable plight that the C. T. C. is in; and every man who canvassed for new members, would have to be

classed on the moral plane of the bunkco-steerer.

The slow-going Englishmen can be trusted to attend to their own funeral, "when they get good and ready," and I have no doubt that they will then plant the corpse at a satisfactory depth. Meanwhile, I think that honest Americans will best consult their own self-respect, by declining to send across the ocean any cash which will have the remote moral effect of a "testimonial in favor of forgery."

The lesson which both these wretched downfalls ought to teach the League, is the desirability of doing as little trading as possible—of handling as little money as possible. To trade successfully—to handle money wisely—requires a higher order of executive ability than the League can afford to pay for; it requires a greater centralization of government, (*i. e.*, the one-man power) than League members will submit to. The State Division Road Books are extremely creditable and useful productions. The C. T. C. has never done anything which can compare with them as an aid to touring. But the League uniform and newspaper have proved unfortunate ventures, and ought to be left to private enterprise, like the badge. "Let the breeches-business alone, and give more money to roads and touring," say I.

Washington Sq., N. Y. April 22, '87.

KARL KRON.

## NEARING THE FINISH.

Karl Kron's latest bulletin to this office, dated last Monday, April 25th, says: "To-day, three years and three months since THE WHEEL of Jan. 25, 1884, gave a free advertisement of my prospectus to the League, I expect to send my printer the final pages of the final index; and on Thursday I hope to drive my bicycle for forty miles to West Springfield, Mass., which will be my residence during May, while I am attending to the distribution of "X.M. Miles." I've not seen my wheel since I left it at Meriden, Conn., on the 15th of February, after a two-day ride of fifty miles, over the ice and snow; but I presume it has not run away.

I hope to begin sending out books at the rate of 200 a day, within three weeks from now. New Yorkers who are curious to see the advance pages of the main text ("800 pages, of 565,000 words"), can examine the same at G. R. Bidwell's, 315 West 58th st., and at the Pope Mfg. Co's., 12 Warren st., together with many of the proofs of the "80 pages of index." All members of New York clubs, and all residents above 41st st., will call for their copies at the former place, and all non-club residents below 42d street will find their autograph copies awaiting them at the down-town agency. The actual arrival of the volumes will be duly heralded in the advertising columns of all the cycling papers.

As to the quality thereof, I may be pardoned for quoting what an elderly English writer prints in this month's issue of the *Wayfarer* (quarterly magazine of the "Society of Cyclists"), after an inspection of the advance sheets: "It is really the Doomsday Book of Cycling, and will be accepted as a genuine classic." I hope, however, that my own day of doom will not arrive until I've got the 30,000 copies sold."



## SPRING.

The wild flowers are a' growing  
In the forest cool and sweet,  
The brooklet is a brookling  
Adown the forest street.  
The milch cows are a milching  
In the meadows green and cool,  
And the tadpoles are a taddling  
In the shallow, swampy pool.

The blue bird is a tootling  
His tootle on the lea,  
The bumble bee is bumbling  
His bumble wild and free.  
The bullfrog he is croaking  
His croak within the bog,  
And the snapping turtle turtling  
His turtle on a log.

The straddle bug is straddling  
Along the kitchen wall,  
The dew drops are a dropping  
Where early peewits call.  
The joyous boarding missus  
With a towel around her head,  
Is squirting now some hellebore  
About the boarders bed.

The cycle rider's cycling,  
O'er soft and crummy roads,  
And the tricyclist is triking  
As on, her wheel she goads.  
The club men are a clubbing  
And around us bells do ring,  
The wheels do hum their humming  
For here we are in Spring.

CLEMENTINE.

Toronto, Can

## THE EASTERN ROAD CLUB.

## HISTORY OF ITS FORMATION.

At a meeting held April 8, '87, of delegates from the Boston, Somerville, Dorchester, Chelsea, Newton, Suffolk, Cambridge, and Brookline Clubs, the Eastern Road Club was formed, with the above clubs as charter members, and the same privilege being granted to the Massachusetts, Wakefield and other Clubs which were represented at the meeting, but not by delegates who had full power to act for their respective clubs.

At a previous meeting, a committee was appointed to draft a constitution and by-laws, and at this meeting of April 8, their report was partially read and adopted, but owing to the lateness of the hour, the latter part of the report was laid on the table until the next meeting, April 15. After appointing a committee to nominate a list of officers, the meeting adjourned until April 15.

The meeting of April 15 was called to order by Mr. E. G. Whitney, and after the report of the previous meeting was read and approved, the election of officers was called for, with the following result:

President, G. L. Haynes, Dorchester Bi. Club; Vice-President, L. A. Frost, Chelsea Bi. Club; Sec.-Treasurer, W. R. Maxwell, Somerville Cycle Club; Ex. Committee, E. G. Whitney, Boston Bi. Club, W. Kirk Corey, Brookline Bi. Club; C. L. Smith, Cambridge Bi. Club; P. L. Aubin, Newton Bi. Club and A. G. Collins, Suffolk Bi. Club.

The Executive Committee also contains the President Vice-President, Sec.-Treasurer, and one other member who has not yet been elected, making nine in all.

Mr. G. L. Haynes took the chair and the business of the evening was proceeded with. The constitution and by-laws were adopted, but as there may be some changes made in them at the next meeting, I will wait till after that meeting and send you a complete copy of.

The initiation fee is \$5 and the annual dues \$10, payable in advance. There is a limit of twenty-five clubs to our membership, but probably only the clubs in the vicinity of Boston will become members. Each club is allowed two delegates at the business meetings, and each delegate has one vote, with proxies allowed.

Each club can enter three men as their representative team, and the team winning the greatest number of points is to be declared the winner, the points to be counted as follows: The first man to count as many points as there are men in the race, and each following man to count one point less than his leader.

The dates of races will be fully decided upon at the next meeting.

I hope that the foregoing will be acceptable this time, and after the next meeting (April 23) I will forward you a full report of our constitution and by-laws, which at that time will probably include the dates of business meetings, a full charter membership, and also the dates of the race meetings. Our course is twenty-five miles, but has not been laid out yet.

W. R. MAXWELL, Secretary E. R. Club.

## SOMETHING ABOUT THE LEAGUE MEET.

The programme of the League meet will be out about the first week in May, which will give everybody ample time to get thoroughly informed as to the details of the two days' proceedings. Every member of the L. A. W. will have a copy mailed him as soon as they are issued. The exact date of mailing will be announced later.

The membership will be pleased to learn that the steamer Charles P. Chouteau, the largest as well as the most famous on the Mississippi, has been formally secured for the big moonlight excursion down the river to Monticano Springs Friday night of the meet. The accommodations this grand boat can offer for promenading, dancing, and a general reunion-activity are so spacious that the trip will be made the more enjoyable the larger the party of excursionists.

The excursion will be the object point of the day's runs. The run from DeSoto, for which cars will be taken early in the morning, will catch the steamboat at Montesano. The run leaving the Missouri Club-house at one p.m. will be down the DeSoto road to the Springs, where the athletic overlancers will join the boat people and float back to the city on the silvery sheen of the river. These two runs, one coming half-way up from DeSoto, and the other going half-way down, will give everybody a chance to see some portion of this celebrated highway. Some of the elevated coasts will prove it to be a most entrancing (high)-way.

The route of the parade on Saturday will take the shining wheels through the best business and residence portions of the city. Starting at 20th Street, the line will go to within three blocks of the river, and will thus pass along the busiest thoroughfares. This portion of the parade will be as enjoyable to the riders as to the spectators, as the square granite is never hard to ride except when sprinkled, and Prof. Stone, Chairman of the Parade Committee, has arranged with the city authorities so that there will be no sprinkling that day along the route until after the parade has passed. This favor was extended by the authorities last Fall for the Illuminated Night Parade, and it will be remembered that there was not a break in the line. At Fourteenth Street the parade will return to the asphalt, and on this smooth surface will move along to Thirty-sixth Street, Grand avenue, where the beautiful Lindell Boulevard will be reached, affording over a mile of delightful riding through the country to Forest Park. This is the second largest park in America, and is distinguished by the fact that it shades off into genuine woods and wild scenery. The elegant gravelled drives, the inspiring coasts, and the lovely levels will gladden every cyclist's heart and wreath his face in smiles in preparation for the photograph, which will be taken at the park immediately after the paraders have toyed sufficiently with a picnic lunch, which will be spread in some famous corner of the park, possibly near the header-worn slopes of "Nigger Hill," or within sight of the renowned "Pump."

The banquet in the evening at the Lindell will be supplied with the best oratory in the market, contributed by the Mayor, the "City Fathers," and the leading lights of all professions. The relation of the wheel to all the pursuits of human life will be graphically and rhetorically set forth around one of the largest banqueting boards that have ever mingled their savory odors with cycling reminiscences.

Keep your eye open for the Meet Programme, and when it dawns upon your horizon, get up and prepare to dress for a trip to the 1887 Meet!

PRESS COMMITTEE.

St. Louis, Mo., April 21, 1887.

Singers "Victoria," which started as "four-in-hand" has been increased to a "ten-in-hand." It passes everything on the road.

## NORTH-WESTERN ITEMS.

Winona Wheelmen feel wrathful and sorrowful over the prospect of losing their track, which has cost them over \$400 in cash, and countless dollars in time and labor. It seems the lot on which it is laid out has been sold during a recent real estate boom in that city, and is to be laid out in building lots. As the Winona Wheelmen hold a lease till April, '88, they are inclined to test the legality of its conveyance to other parties, and get some remuneration, in the shape of hard cash, if they are doomed to lose their track. The club is out of debt at present, and with a balance ahead. To lose all the time and money expended on their track would be a great annoyance, and leave the North-West without a decent out-door track. There has been much talk of building a good quarter-mile track in this city—Minneapolis—but it has resulted in nothing as yet.

"Yesterday many wheelmen took advantage of the bright day, and might have been seen wheeling merrily in the neighborhood of Nicollet and Hennepin avenues. Minneapolis promises to become as great a Western wheeling center as St. Louis or Chicago, and it only requires that the people become thoroughly educated up to the benefits of the wheel, when it will be very popular here. Yesterday a pretty young lady might have been seen in a store that makes a specialty of cycling goods, inquiring about the different makes of ladies' tricycles. She was a lady too, and none of your cheap imitations. The tricycle is a popular means of locomotion in England and the Eastern States, and it is only a question of time when all foolish objections will be over-ruled and the tricycle will take the place it deserves as a delightful and fascinating source of pleasure and a practical means of locomotion for our fair sisters, cousins and aunts."

The above choice item, from the *Minneapolis Tribune*, shows that a more sensible view of the wheel's presence and use is beginning to be taken by the people at large, and the influential part of them represented by the daily press.

These times were made at races held at Washington Rink on Saturday evening for Armaindo's benefit. About 700 people were present; races occurred in order given:

Two Miles, Professional: Grant Bell, 6m. 54s.; C. H. Mosher, second, by about thirty feet.

One Mile, Amateur: J. W. Hays, 3m. 21s.; J. R. Stockdale, second, time not taken.

One Mile, Amateur: Colie Bell, 3m. 25s.; L. Lindell, second.

Two Mile, Amateur: E. A. Savage, 6m. 35s.; E. J. Hale, second, time not taken.

Two Mile, Professional: Fred. Straub, 6m. 39s.; John Snider, second.

Two Mile, Professional: Albert Shock, 6m. 41s.; Louis Armaindo, second.

L. B. G.

FURNIVALL RACING AGAIN.—Percy Furnivall, made his first appearance on the path this season at Bishop's Stortford Sports. The event was a two miles amateur handicap, with Furnivall at scratch. The course was of grass, soggy and hilly, and Furnivall won as he liked in about "nine minutes."

Mr. Karl Kron presents us with 'an unbound copy of his book, which as he announces in another column, is about ready for distribution. The work is monumental and will long remain the cyclopedia of the sport. We shall give it careful reading.

The English racing season is fairly opened. Americans will be pleased to learn that nearly all, if not all of last year's cracks will be seen upon the path this year. Both Furnivall, Cripps and Illston have already scored victories. The latter has shown the best form thus far, having won a mile handicap in 2m. 44s. and ridden second in a three mile handicap, the time of which was 8m. 38s.

Mr. George H. Day was on Friday elected president of the Weed Sewing Machine Company of Hartford. Mr. Day began his connection with that company as assistant Secretary, and was subsequently elected to the full office, which position he held for eight years. For the past six years he has been manager of the bicycle department, and three years ago was chosen Treasurer. Mr. Day has long enjoyed the reputation of being the best-informed practical bicycle man in America. We had the pleasure of seeing Mr. Day three years since at the Speedwell Show.—*The Cyclist*.



nection, 11:50 a. m. Marshalltown, Ia., C. I. R. R., 4:40 p. m. Oskaloosa, Ia., 7:10. Givin, Des Moines connection, 7:25 p. m. Ottumwa 8:10 p. m., W. St. L. & P. Ry., arriving St. Louis 7:00 Friday morning. By reference to map of the Minnesota & Northwestern & Central Iowa system, forming through line from the north to St. Louis, it will be seen that connection can be made with this train from all middle Iowa and Minnesota points.

FROM WISCONSIN.—Leave Meonah 11 p. m. and Oshkosh 11:25 Wednesday evening, via Wisconsin Central R. R. Arrive Chicago 7 o'clock Thursday morning. Join eastern party in tour of the boulevards starting at 10 a. m. from Leland Hotel. Leave for St. Louis on evening C. & A. train.

FROM CHICAGO 9 o'clock evening Chicago & Alton train. Assemble at Lehigh Hotel before start.

FROM OMAHA AND KANSAS CITY.—Leave Omaha 11 Thursday morning via Missouri Pacific Ry. Passing Kansas City at 8:25 p. m. Arrive St. Louis 6:40 Friday morning.

DOWN THE MISSISSIPPI RIVER.—Water in the Mississippi being high, in May, regular time is made. Steamer will leave from Rock Island, Muscatine and Burlington, arriving St. Louis Friday Morning. At this writing steamers not yet in commission, but will be running in May.

TRANSPORTATION COMMITTEE L. A. W. April 16, 1887.

#### THE RIGHTS AND PRIVILEGES BILL.

The R. and P. bill has been reported favorably by the committee, and will come up for a final decision on Monday night. Mr. Potter who has charge of the bill reports that there is no opposition from the lobby, and this, with the report of the committee, almost assures the passage of the bill. The petitions that have been circulated should be sent in *at once* to Mr. Geo. R. Bidwell, 313 West 58th Street.

#### THEY GIVE THEIR READERS NEWS.

##### QUERY: DO WE?

We extract the following interesting paragraph from our esteemed Boston contemporary, the *Bicycling World*:

"We do not know whether our readers like 'extracts' from 'private letters,' but we can fill them up à la Priol if they hanker after such. We can 'extract' the fact that Jones of Podunk cannot eat or sleep on Fridays until his *World* comes to hand. How Peace and Prosperity are assured only to the millions of those who read the *World*. We could 'extract' lots of rot just like this, but we prefer to save our space, and give our readers news."

The following bit of mathematics may be of interest:

<i>Bicycling World.</i> NUMBER OF WORDS.	DATE.	THE WHEEL. NUMBER OF WORDS.
13,900	April 1	18,950
14,500	April 8	19,150
14,500	April 15	21,900
13,750	April 22	17,900
56,650	Total	77,900

The difference is just 21,250 words in THE WHEEL's favor; over 5,000 words per week.

As to whether these words are merely words, we leave it to the reader. We will continue, as heretofore, to publish *more news* than any other cycling paper, and throw in selected extracts from private letters, gratis, as long as our readers are kind enough to favor us.

#### PHILADELPHIA POINTERS.

"Our kindly feeling for our brother wheelmen in Scranton is, however, increased by the fact that, by an unguarded slip of the pen, 'Lackawanna' reveals himself to us as the unhappy Philadelphian who has formerly courted fame over the name of 'Dixie.' WISSAHICKON, in *American Precursor*."

Ho! Ho! Ho! But you're way off the track Mr. Sissy-wickon, I rather guess the Scranton production is surprised, and not much flattered at the above. Methinks I can hear "Lackawanna" grin. I am sure I feel duly honored. Bless your little heart Johnny, I never was in Scranton in my life and don't care to go there. I knew only one man hailing from that port and can't say that I like him.

The rear-driving, or Rover-typed Safety is going to be the principal wheel for older riders in this section. From present indications there will be thirty or forty of the little two-wheelers put on the road the present season. The Ivel, as built for the English trade, does not give satisfaction here, owing doubtless to the light weight of the machine and small rubbers. The Rover is heavier but no stronger. The New Rapid Safety is put together right and should be a good one, but there are many of us who are anxiously awaiting the first appearance of the Victor Safety. If the Overman folks have succeeded in making a spring fork that is perfectly rigid *laterally*—that is, will not give an inch or so before the wheel commences to turn in obedience to the turn of the steering bar—they have a success. Mr. Frank Reed, Ewing Miller, Dr. Kerr and quite a number of other older riders of the ordinary, will be likely to give it up for the smaller machine this year.

The Columbia tandem has been received here, and is receiving favorable comment. It is a beautifully finished wheel, looks stout and good, and after the manner of the Pope machines should be durable; something of an innovation in the tandem line. If the genial Colonel will permit me however, I should like to suggest to him that for such a country as this, the pedals and trailing rod should be further from the ground. The dress guard does not look to be sufficient either. With this slight defect remedied the mount would be a hard one to beat.

The road race of the University Bicycle Club was to have been run on Saturday, but is postponed until Monday on account of the weather; it will be twenty-five miles out and in on the Lancaster Pike, starting and finishing at Bryn Mawr. Page, the jumper has withdrawn, and the contest now is between Keen and Whitaker.

DIXEY.

#### WHEEL NEWS STANDS.

Vesey St. and Broadway, St. Paul's Church.  
Astor House, Broadway side.  
Park Place, Sixth Ave. "L" Station.  
Brooklyn Bridge Entrance.  
Chambers St. and West Broadway.  
Chambers and West Streets.  
Murray and West Streets.  
Barclay and West Streets.  
Cortlandt and West Streets.  
Wall and Nassau Streets.  
Broadway, No. 71, "L" Arcade.  
Fulton and Nassau Streets.  
Fulton and South Streets.  
Wall Street Ferry.  
Cortlandt Street, No. 45.

#### WHEEL GOSSIP.

W. A. Rowe commenced training at the Lynn track on last Monday.

The Massachusetts Club held an athletic entertainment last night.

The new Boston Athletic Club will have ample accommodation for bicycles and tricycles.

The Dorchester, Mass., Club, is looking for larger headquarters.

The Somerville Cycle Club held its last "Ladies' Night" of the season on last Wednesday evening.

"CYCLERS BEST" is a polish which all the wheelmen are looking for. See Advertisement.

The London papers announce the arrival of Mr. Poultney Bigelow and wife.

An expert machinist and repairer is wanted. See advertising column.

The Chelsea, Mass., Cycle Club had a run to So. Natick on Sunday. Dinner was served at Bailey's Hotel.

The Boscobel Club, Lynn, Mass., held a Reception at Exchange Hall last Friday evening.

Mr. William T. Baird, of the Orange Wanderers has joined the ranks of the Benedicts.

One of the Legislature features of the St. Louis meet will probably be an attempt to liberalize the amateur definition.

Omaha, Neb., has a half mile track at the Driving Park, on which a tournament will be held in June.

The best portrait of J. Shillington Prince which has come to our notice, is one in the *Omaha Chronicle*, which modestly announces itself as "A sporting and dramatic authority."

John S. Prince writes: "To whom it may concern: I hereby challenge any man in America to race on bicycles for \$100 to \$500 a side." As it don't concern us, we pass it along.

"Thus it happens that we go abroad for our news and extract the following description of the 'Fa, cile' tricycle from an American contemporary, THE WHEEL:—*Tricycle Journal*."

We have been permitted to examine the new Excelsior cyclometer, which Mr. Frederick Jenkins will put on the market in two weeks. It is a beauty, and those who have waited for it will be repaid for their patience.

We want to know what has become of all those "tickets," with which our Western contemporaries decorated their editorial pages, and which they have lately hauled down. It seems they have agreed on Messrs. Kirkpatrick, Hayes and Bidwell, which was the slate published in THE WHEEL, early in February.

The Cleveland Bicycle Club gave an athletic and bicycle entertainment on Saturday evening April 16th. The programme was as follows: Tumbling exhibition: Messrs. T. H. Boggis, W. H. Cushing and Chas. Blanchard. Horizontal Bars: Prof. A. Van Cleve and Mr. L. Morse. Fancy Riding: Mr. T. H. Boggis. Drill by the Club's team. Vocal and instrumental music.

AN OPENING.—Messrs. Schwalbach & Willdig's oft-postponed "opening" came off last Saturday with *clat*, also with rain; in fact, there was more rain than *clat*. The first act opened at eight, with greek fire outside the house, and packed humanity and hilarity inside. The play proceeded right merrily till 1:30 a. m., and abounded in funny situations. An informal entertainment was given. Some sang, some played banjos, and violins, other fractured old church-bells, which is Newark, [N. J. Ed.] for chest-nuts. Ice-cream was there in abundance, cake by the acre, sandwiches by the car-load, and beer, ah! beer flowed with a Niagara-like superfluity. Mr. Will Ball-Bearing Atwell came on from Boston, and hob-nobbed all the evening with Charles New Mail Schwalbach. Mr. Perfection Willdig looked after the comfort of the guests. Several speeches were made, which brought down the house, figuratively, of course. The sparrows of Prospect Park are still twittering at the sight they saw at 1:30 a. m., when the "opening" broke up; a few score of young men, trying to mount bicycles, and trying vainly.



Messrs. Bartlett & McDonald have a good stand at 125th street and Sixth avenue. They report business far beyond their expectation. Their latest acquisition is the New York Agency for the popular "Singer" wheels.

Mr. Frank White, of Spalding's, has just recovered from a serious illness.

Mr. E. W. Johnson was recently elected Captain of the Hudson County Wheelmen, at a special meeting held for the purpose. Mr. J. has long been in harness, and is quite willing to retire on his laurels, but his club-mates cannot see it in the proper light.

Mr. Arthur Perego has just returned from a trip "abroad," whither he goes every year to knock about for a few months.

The miscellaneous manner in which cycling journals are scattered around on some club-room tables, reflects anything but credit on the club. Binders are not very costly, and are good for several years wear. We will make special rates to any one, on one or more "Common Sense" binders.

Owing to the large measure of success which has attended Stevens' maiden efforts on the lecture platform, Major Pond, the celebrated New York lecture manager, has made an engagement with Stevens to manage all his lectures. The Major has managed Henry Ward Beecher, Henry M. Stanley, Geo. W. Cable, and many others.

Stevens is contributing a series of cycling articles to *Harpers' Young People*. He writes us that his book is almost ready.

The chirography of Thomas Stevens and Karl Kron is much alike. This is complimentary to neither party. But they can console themselves that Henry Ducker discounts both of them.

An Unanswerable Argument.—First Omaha Man—"Humph! The idea of spending \$200 for a bicycle for your boy. You'll ruin him."

Second Omaha Man—"On the contrary: I desire to keep him out of bad company."

"What good will that new-fangled contrivance do any one, I'd like to know? He can go where he pleases with it."

"Did you ever hear of a young man coming home drunk on a bicycle?"—*Omaha World*.

"THE WHEEL is all I could ask for in the way of good cycling reading, and a source of news."—*Selected extract from private letter*.

"Permit me to say that THE WHEEL is to-day, so far as I can see, the best of the cycling papers."—*Selected extract from private letter*.

Messrs. Wm. Read & Sons, have issued a new 1887 catalogue, containing full descriptions and illustrations of the New Mail.

"Let me congratulate you on THE WHEEL. It is getting better every time."—*Selected extract from private postal card*.

The Ixion's held a successful entertainment last Thursday night.

The initials: "R. R. R." are as familiar as the old-fashioned alliteration: "readin', ritin' and 'rithmetic." Radway's Ready Relief is all that its title implies and is guaranteed to cure the worst pains in from one to twenty minutes. It is SPECIALLY in favor with wheelmen, being beneficial as a lubricant for sore and strained muscles.

It is sold everywhere, at druggists, gents outfitters and dry goods stores. We mean the Wenck's perfume. Ask for it and take no other.

E. F. Landy, of Cincinnati, will represent Yale College in the inter-collegiate contest.

"I consider THE WHEEL as much a necessity as a daily paper to anyone who wishes to be up in cycling matters. It is the only one that is thoroughly abreast of the times, and is superior, in my opinion, to all the others put together, *Bulletin* included." And this is voicing the opinion of several members of our club, (Brooklyn Bi. Club, Ed.) with whom I happened to speak.—*Selected extract from private letters*.

"We consider THE WHEEL one of the best of our advertising mediums."—*Selected extract from advertiser's letter*.

The League Committee are busy at work, examining the twenty-one bids made for the League Outfit. It is expected that a decision will be reached within a day or two. Among the firms who have bid, are the following: Messrs. Browning King & Co., Spalding Bros., Ira Perego, and Devlin & Co.

Messrs. Theo. Goetze & Co.'s bicycle hose, may be bought at all the leading uniformists and outfitters. Of course, there are cheaper hose than the "Goetze," but it is well known that in most cases, a cheap thing is the dearest in the long run.

The New York State Division will probably hold a State Camp, in August, at Cooperstown, N. Y., if the proper arrangements can be made.

This week we present illustrations, pictorial and otherwise, of what the Manhattan Athletic Club is offering to wheelmen. Many cyclists have already sent in their names, and incoming wheelmen will find themselves at home at the Manhattan Club rooms. Next week we shall present a picture of the Long Island Wheelmen's Club House, the front elevation as well as the ground plans of the three floors, a model for club-building committees to ponder over. Later on, the Kings County Wheelmen will have an inning.

We are indebted to Mr. Bassett for sending us the results of the League elections contemporaneous with their appearance in the *Bulletin*.

CANADIAN TOUR, 1887.—Frank Elwell is planning for another tour next summer. The route as now outlined is as follows: Rail to Edmundston, New Brunswick: wheel to Riviere du Loupe, on the St. Lawrence; two days on the Saguenay and St. Lawrence Rivers; two days at old and historical city of Quebec, visiting the Falls of Montmorency, reached by one of the best roads in North America. From Quebec through the French settlements of the Province of Quebec, and down the Kennebec valley, over a portion of the route of Kennebec tour of 1884, to North Anson, Me., where train will be taken for Boston and way stations. An average of thirty miles will be wheeled each day. The expenses of the trip from Boston will not exceed \$50.—*Boston Globe*.

English Wheelmen have organized a volunteer military cycling corps. The preliminary manoeuvres have been gone through with and were a decided success. The London papers are devoting much space to the matter and hundreds of thousands are reading of this new departure in wheel utility.

Our St. Louis correspondent, *Gas*, is advertising for a bugler for the League Parade. If Mr. Edwin Oliver, of Chicago, can be induced to toot, the parade committee will be fortunate. When Mr. O. was a resident of Gotham, he could bring every girl for the metropolis to Yonkers and on their front piazzas to listen to his mellifluous windings.

## CHOICE SECOND-HAND WHEELS CHEAP.

No. 6. 50 in. **Expert**, full nickeled, dropped bars, brand new tire, excellent order. Cost \$137.50.....\$85.00  
No. 7. 55 in. **Columbia Light Roadster**, all nickeled except rims, 1886 pat., double grip ball pedals. A 1 order. Cost, \$150.00.....\$110.00  
No. 9. 35 x 50 to 53 in. **Invincible Safety**, enameled, with nickel trimmings, cow-horn bars, T handles, hollow rims, tangent spokes, A 1 order, will fit rider of 50 to 54 ordinary. Cost, \$130.00.....\$85.00  
No. 10. 36 x 54 in. **Kangaroo**, enameled, with nickeled parts, dropped bars, excellent order. Cost, \$130.00.....\$80.00  
No. 11. 38 x 51 to 53 in. **Rudge Safety**, enameled, and nickeled balls all round, A 1 order. Cost, \$140.00.....\$95.00  
No. 13. 50 in. **American Rudge**, enameled and nickeled, cow-horn bars, excellent order. Cost, \$110.00.....\$75.00  
No. 15. 50 in. **Columbia Expert**, enameled and nickeled, latest pattern, double grip pedals, run 20 miles, good as new. Cost, \$125.00.....\$105.00  
No. 21. 46 in. **Standard Columbia**, bright and painted, excellent order. Cost, \$80.00.....\$40.00  
No. 22. 44 in. **Standard Columbia**, half enameled, A 1 order. Cost, \$77.50.....\$35.00  
No. 25. 52 in. **Standard Columbia**, half enameled, latest pattern, K. O. R. lamp, H. O. T. alarm, good as new. Cost, \$105.00.....\$70.00  
No. 27. 55 in. **Rudge Light Roadster**, standard finish, Butcher Cyclometer, excellent order. Cost, \$165.00.....\$95.00  
No. 29. 52 in. **Columbia Expert**, full nickeled, ball pedals, dropped bars, A 1 order. Cost, \$137.50.....\$100.00  
**Humber Tandem Tricycle**, standard finish, in excellent condition, lamp included. Cost, \$265.00.....\$180.00  
No. 42. 58 in. **Expert**, full nickeled, Kirk Saddle, C. H. Bars, '85 Pat. Tire in good shape. Excellent condition. Cheap.....\$90.00  
No. 46. 52 in. **Expert**, half nickel and enamel, lug carrier. Good order.....\$75.00  
No. 47. 54 in. **Expert**, full nickel, balls to both wheels. Cheap.....\$90.00  
No. 48. 54 in. **Rudge Light Roadster**, enamel, nickel finish, tires excellent, A 1 finish, Rudge Ball pedals. Wheel in fine order. Price.....\$100.00  
No. 50. **Cunard Crimper Tricycle**, standard finish, alls all round, run 50 miles. Cost, \$190.00.....\$135.00  
No. 52. 52 in. **American Club**, enamel and nickel trimmings, straight bars, par. pedals. Wheel in good condition. Price.....\$65.00  
No. 54. 56 in. **Columbia Expert**, full nickeled, D. G. ball pedals, A 1 order, K. O. R. lamp. Cost, \$140.00.....\$105.00  
No. 58. 54 in. **Expert Columbia**, half nickeled excellent order.....\$80.00  
No. 60. 42 in. **Standard Columbia**, full nickel, As good as new. Price.....\$60.00  
No. 61. 56 in. **Standard Columbia**, enamel and nickel trimmings, balls front, '85 patent, in fine condition.  
SECOND-HAND LAMPS, BELLS, CYCLOMETERS, ETC. CHEAP.

The above is only a partial list of our present stock, which is increasing every day. If you don't see what you want, be sure and write us, stating just what you require and we will fix you out to your satisfaction. Be sure and have latest list before purchasing elsewhere.  
We have a large number of machines on our Register, and if you cannot find anything in above list to suit, let us know what you want, and about the price you wish to pay, and we will fix you out to your entire satisfaction.

NEW YORK BICYCLE CO.,

General Agents for all the best Makes,  
38 Park Place.

## SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market.

Only \$2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY, Fitchburg, Mass.

## "CYCLERS BEST."

A new and superior polish, in solid form, for all bright parts on cycles. Quick and cleanly to use. Sent to any address postage paid for 10c.

F. B. WILLIAMS, 244 E. 86th St., N. Y.

ASK FOR THE

**WENCK**

PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.



JUDD MANUFACTURING CO.,

101, 103, 105 WEST 36th STREET, N. Y.

The Oldest and Most Reliable Athletic Furnishers Up-town.

SUPPLIES FOR

TENNIS, RUNNING, CRICKET, BASE BALL, BICYCLING, GYMNASTICS, BOATING, LACROSSE, SHOOTING, FISHING.





Be it known to all, that we repair all makes of Bicycles, Tricycles and Tandems.

REBER, SAICH & KLUGE,  
Cor. High and Academy Streets.  
Newark, N. J.

We are also Agents for all makes of Wheels. Send for price list or give us a call.

#### FOR SALE, EXCHANGE, WANTS.

NEW YORK WHEELMEN can find good storage for machines, and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half block from L Station. Call or address,

H. WIMMEL, 138 West 104th Street, New York.

56 INCH Standard Columbia, great bargain. Nearly new, has ball-bearings, and is in absolutely perfect order. Price \$60.00. Reduction for cash. Address, G. E. STUBBS, St. James' Church, Cor. Madison Ave. and 71st Street, N. Y. 4-15

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list containing many genuine bargains, to THE COVENTRY MACHINISTS' Co., 239 Columbus Ave., Boston.

FOR SALE—Vol. v, vi, vii, viii, of *Outing*. Price \$6.00. Address E. H. this office.

\$50. WORTH.—A new jobber self-inking printing press weight about 250 lbs. including thirteen new fonts of type, new styles, 6 lbs. of quads and spaces, 6 lbs. leads, 35 dashes, 15 cuts, 6 ft. of brass and wood rules and four pounds of border, and one font of circulating quads, also \$10 worth of paper, envelopes, tags, note and bill heads, cards, 2,000 dodgers, all blank, and ink. Also one new bracket machine and turning lathe complete. Press been used about six months and in good working order. For a good Bicycle from sizes 42 to 46 inches, in good running order. Address, J. P. McLAUGHLIN, Rubber Stamp M'g, Jermyn, Pa., Box 157, 158

1886 PATTERN, EXPERT COLUMBIA, new, same at \$87, any size or finish. A big bargain. Don't write unless you mean business. C. A. UNDERWOOD, 389 Trimont St., Boston. 1-22

WANTED.—48 inch, second-hand Rudge Mail or Victor bicycle, must be low priced. Address E. K. AUSTIN P. O. Box, 2414, New York.

FOR SALE.—One fifty-one inch Aerial bicycle, nickel and enamel, in fine order, complete with nickel hub lamp and tool bag. Price \$50. Also, one 52 inch American Rudge, nickled and enameled, with a Perfection alarm bell, used but little and in the best order. Address, W. S. RUSSELL, Prop'r Cooperstown Bicycle Agency, Cooperstown, N. Y. 4-22

FOR SALE.—Stars: 54 in. \$40. 51 in. \$40. 48 in. \$60. 48 in. \$55. 51 in. \$100. 48 in. \$105. 48 in. \$90. Particulars of any machine on application. GRANT BELL, Minneapolis, Minn. 5-6

SPECIAL BARGAIN.—54 inch special Improved Star in fair running order. Enamel finish. has not been run 500 miles, \$45.00. Reason for selling; have a new Semi-Racer. JOHN J. YOUNG, Braceville, Ill. 4-22

FOR SALE.—One 50 and 52 inch Expert Columbia bicycles, '86 pattern and in excellent condition. Address, FRANK L. HATFIELD, Trumansburgh, N. Y. 4-22

FOR SALE.—One 54 inch Expert Columbia, new last August, also one 50 inch. Address, W. D. WRIGHT, 46 Temple St., Springfield, Mass.

FOR SALE.—48 inch Star, two-thirds nickel, '87 pattern, latest improvements, only delivered from factory April 7th, 1887, ridden twice, for sale cheap. For particulars address, F. PHILIPS, 104 West 124th Street. 4-29

FOR SALE.—48 inch Expert Columbia, '86 pat. all improvements, partly enameled, as good as new, with lantern, tools, etc., \$85. Address, 14 Cortlandt Street, New York. 4-29

MUST GO.—A tricycle good as new, only \$50. No room to keep it. W. I. WILHELM, Reading, Pa.

ONE 52 inch Harvard, all nickel but wheels, in excellent condition, only \$50. W. I. WILHELM, Reading, Pa.

A BARGAIN.—54 inch enameled Star, low head, oscillating spring, cow horn bars, single front bar, very good, sacrificed at \$50. W. I. WILHELM, Reading, Pa.

54 INCH Royal Mail in very good condition \$80. 55 inch Club Racer in good condition \$45, or the two for \$115.00. A great bargain. Both being stored in Orange, N. J. Canadian custom laws being very peculiar, owner must sell at a sacrifice. Address, E. P. BAIRD, 260 Street, Montreal, Canada.

WANTED.—An A 1 Bicycle repairer. Permanent position to right party. Address, "Machinest," WHEEL Office.

FOR SALE.—A Rudge Tamden, in first-class condition. Cheap. T. C. CRICHTON, 221 Fulton St., N. Y. City

FOR SALE.—52 inch Harvard Ball Bearing Wheel in good condition, with common lamp, etc. Price \$75.00. 5-6 Address or call S. M. BUTLER, N.Y. Produce Exchange.

FOR SALE.—"Ralph" A. K. R. 3745. Mastiff dog, good color and points, \$100.00. Address H. W. PORTER, Reading, Pa. 5-20

FOR SALE.—Expert Columbia 52 inch Full Nickel Cow Horn Bars Balls all around, 1886 pattern all improvements excellent condition cost \$137.50 will sell for \$100. W. I. TREKOR, 112 St. Felix Street, Brooklyn. 5-6

FOR SALE.—New 56 inch Humber Racer, will accept first reasonable offer. H. M. P. 216 Bay Str. Jersey City, N. J. 5-6

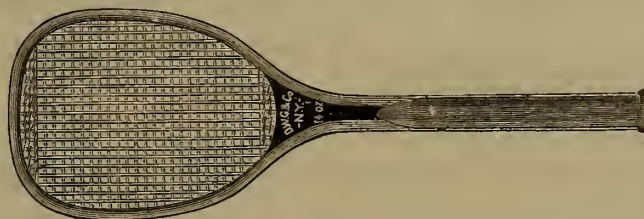
GREAT BARGAIN.—A 48 inch nickled (except rim) double ball bearing British Challenge. Luggage carrier new. Hill and Tolman Automatic Alarm almost new. Lock Box No. 105, Whitehall, N. Y. 5-6

WANTED.—Second-hand bicycles of all styles, also single and tandem tricycles for cash or on consignment. 5-6

FOR SALE.—\$92 Splendid 52 inch Victor, lamp, bell, chain, tool bag, wrench. Reasons for selling, want of time, and near facilities. 45 Saunders Ave., Philadelphia Pa. 5-6

## The best RACKET made is the "ASSOCIATION."

It is the most perfect in shape; it has the best stringing and is the finest in finish. Every one warranted. Price \$5.50.



The genuine "SHEPARD" is superior to any racket made except our "ASSOCIATION." The genuine are stamped D. W. Granbery & Co. in full, all others are imitations and of inferior quality. Price \$4.00. Other Rackets from \$1 up. Nets, Balls, Shoes and every requisite for playing the game.

D. W. GRANBERY & CO., Makers & Importers,  
20 JOHN STREET, NEW YORK.

Send stamp for Catalogue, containing "an account of the game at Tennis," as played one hundred years ago



Sole Agents, 151 Maiden Lane.

MUST be sold. One 52 inch Expert, can't be told from new only \$95, don't wait till this is sold, but write now. W. I. WILHELM, Reading Pa.

BARGAINS.—One 52 inch Harvard good as new, \$50.00; One 52 inch Standard Columbia like new, \$60.; One 54 inch Cow-Horn handle bar, and oscillating spring \$55 finish 3/4 nickel. One Tricycle 42 inch drivers better than new \$50. One 44 inch Standard Columbia only \$45, full nickel. W. I. WILHELM, Reading Pa.

48 inch Cornell.....	\$65.00
50 inch American Club.....	80.00
50 inch Standard Columbia.....	50.00
50 inch Harvard.....	50.00
50 inch Expert Columbia '86.....	95.00
51 inch British Challenge.....	75.00
52 inch Expert Columbia.....	85.00
52 inch.....	85.00
52 inch American Club.....	80.00
54 inch Harvard.....	75.00
54 inch.....	75.00
54 inch Standard.....	60.00
54 inch Expert.....	90.00
54 inch Royal Mail.....	86.90
54 inch Rudge.....	100.00
54 inch.....	110.00
56 inch American Club.....	85.00
56 inch Columbia Expert.....	95.00
58 inch Expert Columbia.....	100.00
Kangaroo Bicycle.....	65.00
Humber Tandem.....	200.00
Rudge Coventry Tandem.....	110.00
Columbia Tricycle, two track.....	115.00
Marlboro Tandem.....	100.00
Marlboro Tandem.....	200.00

All our wheels have been thoroughly overhauled by competent employees on our premises.

SCHWALBACH & WILDEGG.  
Prospect Park Plaza, Brooklyn.

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

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

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

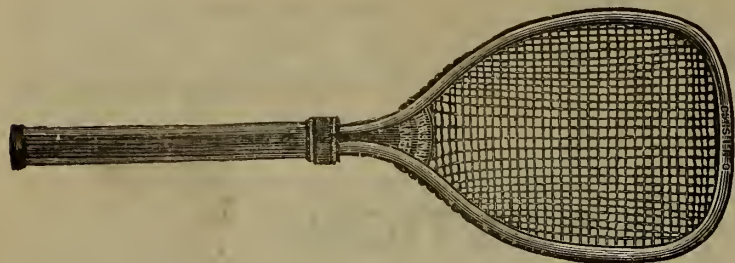
LAWN TENNIS SHOES A SPECIALTY.

F. J. W. JAEGER,  
Confectioner and Caterer,  
Bonbons, Chocolates, Caramels,

ICE CREAMS AND WATER ICES  
OF ALL VARIETIES AND FLAVORS.

MADISON AVENUE, COR. 59TH ST.,  
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MANUFACTURER OF AND GEN-  
ERAL HEADQUARTERS FOR  
**LAWN  
TENNIS.**

**E. I. HORSMAN, 80 and 82 Wm. Street. N.Y.**

Special attention is called to my Improved "Casino," Special, and Elberon Rackets for 1887. Special rates to Clubs.



New York Agent for the American Champion, Challenge, Safety, and Ideal Bicycles. Sundries of all description. Nickel plating and repairing a specialty.

Send stamp for Illustrated Catalogue of Tennis and Bicycles.

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59 Tremont Street, Boston, Mass.

SOLE AGENTS FOR DUNLAP & CO., NEW YORK.

THE CELEBRATED

PIANOS. **SOHMER** PIANOS.

ARE AT PRESENT THE MOST POPULAR,

AND PREFERRED BY THE LEADING ARTISTS.

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

WHEELMEN,

WOULD YOU LIKE TO SMOKE A REALLY GOOD

Five Cent Cigar?

**THE RISIDO**

IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY  
A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

BAY CIGAR CO., 101 Water St., NEW YORK.

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**BARTLETT & MACDONALD,**

6th Avenue & 125th St. N. Y.

HIRING

LOCKER ROOM

STORAGE.

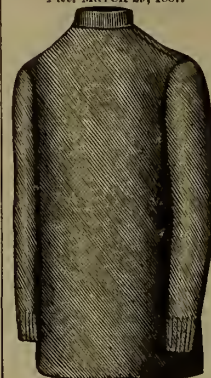
Agents for CLUB, APOLLO and KING SAFETY. Call and see the MARLBORO SINGLE and TANDEM TRICYCLES. Wheels Bought, Sold and Exchanged.

Bicycle Suits, Shoes, Caps, Stockings, Sundries, etc.

## Jersey-Fitting Underwear Co.

We Call Special attention to our

Pat. March 29, 1887.



**BICYCLE JERSEYS.**

Long sleeves, standing collar, Laced front.

**LAWN TENNIS.**

Plain Colors or Striped.

Long sleeves, standing collar. Laced front, long sleeves. Jersey jacket, a new thing.

**YACHTING.**

Long sleeves, low neck. Long sleeves, half high collar.

**ROWING JERSEYS.**

Low neck, sleeveless. Low neck, long sleeves.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders Arm Holes and Neck**, as they are made to fit. These goods are **PATENTED**, and all infringements will be prosecuted to the full extent of the law.

### Our Bicycle Full Tights.

Are knit with selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedge edge, is small and flat, and will not rip.



### Bicycle Knee Tights.

Made same as full tights, to three inches below the knee.

### Trunks.

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



### Jersey Fitting Knee Pants.



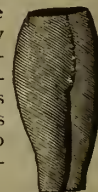
Buttoned in Front, same as Pantaloon, without certain objections.

We offer them to the trade and clubs as **SOMETHING NEW**, and invite all to examine them.

### Ladies' Jersey Fitting Tricycle Pants.

A NEW THING.

These pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garments a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

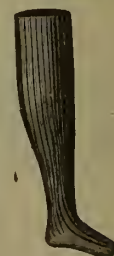


Pat. Apr. 7, 1885.

### Ladies' Union Under Garment.



We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jerseys and Tights.



Would like to have every Wheelman see these

### Jersey-Fitting Stockings.

TRADE MARK. As we believe there is nothing better.

Send us your order for any of these garments with your measure and a Post-office order for the same, and we will send by mail or express the garment ordered; and if you do not find them satisfactory, you can return them, and we will return the amount paid for them, or we will send them C. O. D., with the privilege of trying them on. Address,

**HOLMES & CO.,**

17 Kingston Street,

Boston, Mass.



— HOW TO —  
**Buy, Sell or Exchange.**  
 ADVERTISE IN OUR  
*For Sale, Exchange,  
 and Wants Column.*

Twenty-five Words, - - - Fifteen Cents.

Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED  
 BY TUESDAY MORNING.

GOODS CALLED FOR AND DELIVERED FREE.

The Plain —  
 "O Luna dear  
 With thy light clear  
 Pray lighten my distress.  
 I weep and sigh  
 Each day for I  
 Can't buy me a new dress."

The Reply  
 "You are absurd.  
 Have you not heard  
 Lewando can dye dresses  
 So that they'll do  
 As well as new?  
 That secret he possesses."

LEWANDO'S FRENCH DYE-HOUSE

SEND FOR PRICE LIST.

Every Variety Fine Dyeing & Cleansing.

**LEWANDO'S**  
 French Dyeing and Cleansing Estab.,

5th Ave., cor. W. 14th Street, }  
 731 6th Ave., near 42d Street, } NEW YORK.  
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## BICYCLING CELEBRITIES.

Do you want a splendid photograph of  
**THOMAS STEVENS?**

We can furnish it to you just taken, Cabinet size, or 11x14. We have also a fine line of well-known cyclists, including Woodside, Morgan, Higham, Shock, Prince, Hardwick, Snyder, Armaindo and Savage, the Minnesota Champion—Amateur.  
 A dozen others, also.

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

**OSWALD BROS.**

1227 Washington Ave. Minneapolis, Minn

**ANDREW GRAFF,**

MANUFACTURER OF

**SEAMLESS SHOES.**

SPECIALTIES:

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

339 COURT STREET,

**BROOKLYN, N. Y.**

Pat. March 2, 1892.



Reg. May 1, 1895.

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

Send for Catalogue and Price List.

## THE 1887 PATTERN

# \* QUADRANTS \*

— Are now Ready for delivery. —

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

## THE LATEST HILL CLIMBING RECORD.

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

BEST HILL CLIMBER OF THE AGE,

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

Send for Catalogue.

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

## The Marlboro Club Tricycles

—AND—

## The Marlboro Tandems

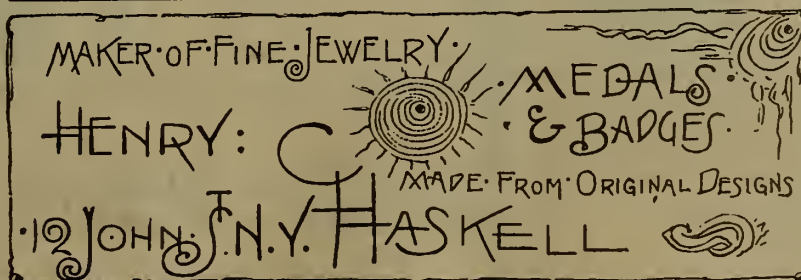
— WERE THE SUCCESSFUL MACHINES OF 1886. —

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

## The Coventry Machinists Co., Ltd.

239 COLUMBUS AVE., BOSTON.

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



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UPON

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SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES  
 Bicycle, \* Tennis, \* Boating, \* Shooting, \* Athletic Clubs, \* &c,  
 — BEYOND COMPETITION. —



**We have a fine lot of Second-Hand Wheels**

MANY FULLY EQUAL TO NEW AT LOW PRICES,

—Call or Send for List.—

Specialty in Exchanging Second-Hand Wheels for

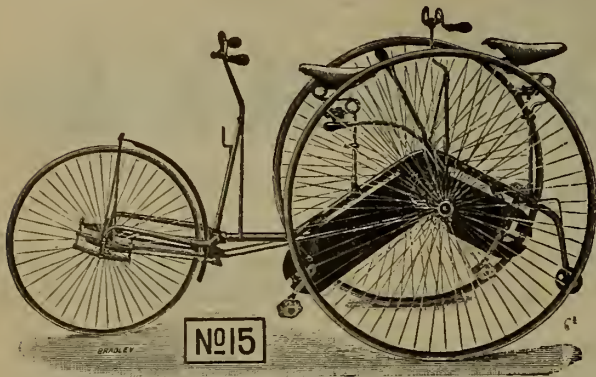
NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS,  
STARS, VICTORS, or any other make.

WE ARE SOLE AGENTS FOR NEW YORK OF THE

NEW RAPIDS, QUADRANTS, AND SPARKBROOKS.

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

Harlem Branch now open—124th St. and 7th Ave. Renting, repairing, storing.



The beauty and value of my medals have been endorsed by the leading Bicycling, Tennis and Athletic clubs of America.



Watches.

Club Pins.

Diamonds.

Prize Cups.

Jewelry.

Jens J. Pedersen,

1 1/2 MAIDEN LANE,

New York.

Cheapest.

Split Second

Stop-Watch.

Fly-Back.

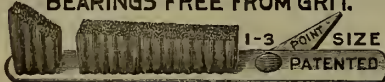
Best.



My illustrated catalogue with prices, enables club committees to purchase as well as if they visited my store.

### THE CYCLE BRUSH TOOL

THE ONLY MEANS OF KEEPING YOUR BEARINGS FREE FROM GRIT.



WILL ADJUST BEARING BOXES, TIGHTEN SCREWS, AND REMOVE HARD DIRT WITHOUT WASHING THE WHEEL.

STIFFEST UNBLEACHED BRISTLES FOR POCKET OR TOOL BAG. BY MAIL, 75 cts. R. H. BERNAYS, LITTLE ROCK, ARK.

FLORENCE MFG. CO. FLORENCE, MASS.

FOR SALE BY THE TRADE.



**BICYCLING.**  
**TENNIS.**

**NORMAN & BENNETT,**

133 Oliver St., Boston, Mass.

Manufacturers of SPORTING SHOES.

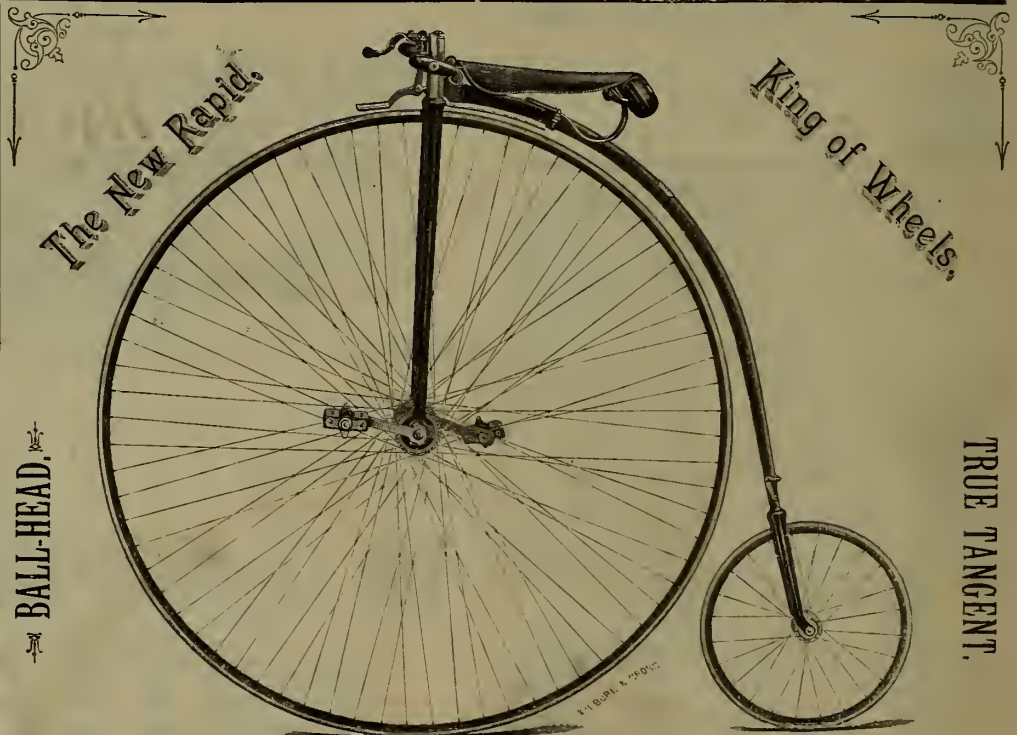
Ask your Dealer for these Shoes and take no other.

### A RARE CHANCE.

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

\$6 00

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



**NEW YORK BICYCLE CO.**

38 PARK PLACE.

124th ST. and 7th AVE.

OFFICIAL TAILORS AND OUTFITTERS,

**DEVLIN & CO.,**

BROADWAY AND WARREN STREET.

MANUFACTURERS OF

Bicycle and Tennis Suits, Caps, Stocking, etc.

Hudson Co. Wheelmen.  
Citizens' Club.  
Long Island Wheelmen.  
Harlem Wheelmen.  
Hideran Bi-Club.

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



# The Sensation of 1887!

## THE NEW MAIL.

### The Latest American High Grade Wheel.

**WITH TRIGWELL'S  
BALL HEAD.**

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, **oiling is rarely needed.**

**Also Our Specialty: Perfection  
Strengthened Backbone and  
Forks.**

**BACKBONE.**—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand somer and stiffer than the round.

**FORKS.**—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

#### AGENTS.

Schwalbach & Willdigg,	Brooklyn.
Peck & Snyder,	New York.
E. K. Tryon & Co.,	Philadelphia.
Crist & Higham,	Washington.
Hibbard, Spencer, Bartlett & Co.,	Chicago.
Edward Sells,	St. Louis.
Brush, Moore & Co.,	Cleveland.
T. B. Kaercher,	Pittsburgh.



**WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.**

*Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.*

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanly head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

**Agents Wanted Everywhere**

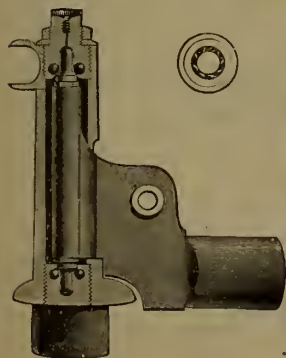
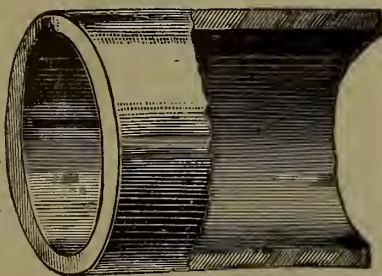
See this Wheel

Before Purchasing.

**ASK Your Dealer For It.**



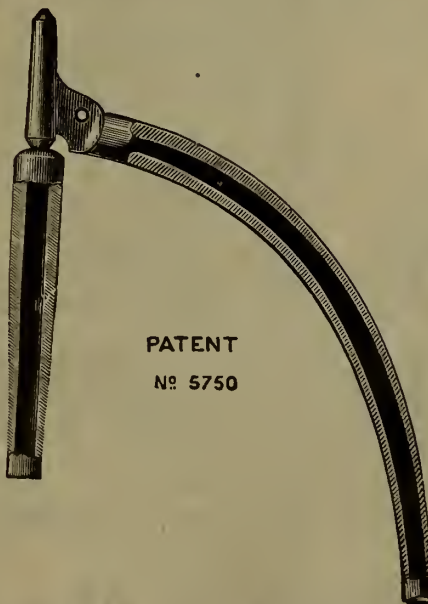
**Warwick's New  
Hollow Rim.**  
with thickened bottom. Seamless and perfectly smooth outside.



Trigwell's Ball Head. Greatest Modern Improvement.

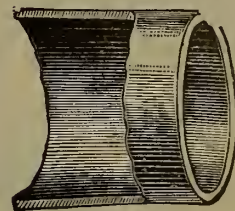


Sectional and end view showing strengthened neck end of Backbone.



Sectional view showing Backbone and Forks when made up. A splendid improvement.

PATENT  
No. 5750



Handsome  
Photograph  
OF THE

**NEW MAIL**

Sent for  
14 Cts. in  
STAMPS.



Sectional and end view of back fork end of Backbone.

**CEMENTED TIRE.**

**A Superb Light Roadster.**

—SEE ONE.—

SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

WM. READ & SONS, Manufacturers,

107 Washington Street, Boston.



## THE RECORD SLATE.

# SOME RECORDS ON COLUMBIA BICYCLES Champions of the World.

AROUND THE WORLD, - - - THOMAS STEVENS.

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

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

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

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

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

## POPE MFG. CO.

Boston.      New York.      Chicago.      Hartford.

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## LLEWELLYN H. JOHNSON,

Has removed to

4 PARK STORES, MAIN ST., ORANGE, N. J.

Where he will carry, as heretofore, a complete Line of Bicycles, Tricycles and Cycling Accessories. Purchasers will consult their interest by visiting or writing to him. Store open evenings until 10 o'clock. Electric Lights. Fine macadam to Door. Telephone, Orange, 111. Lock Drawer 1010.