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THE WHEEL

A JOURNAL OF CYCLING

Established 1880. 12 Vesey St, N. Y.

AND RECREATION.

VOL. XII.—No. 3.]

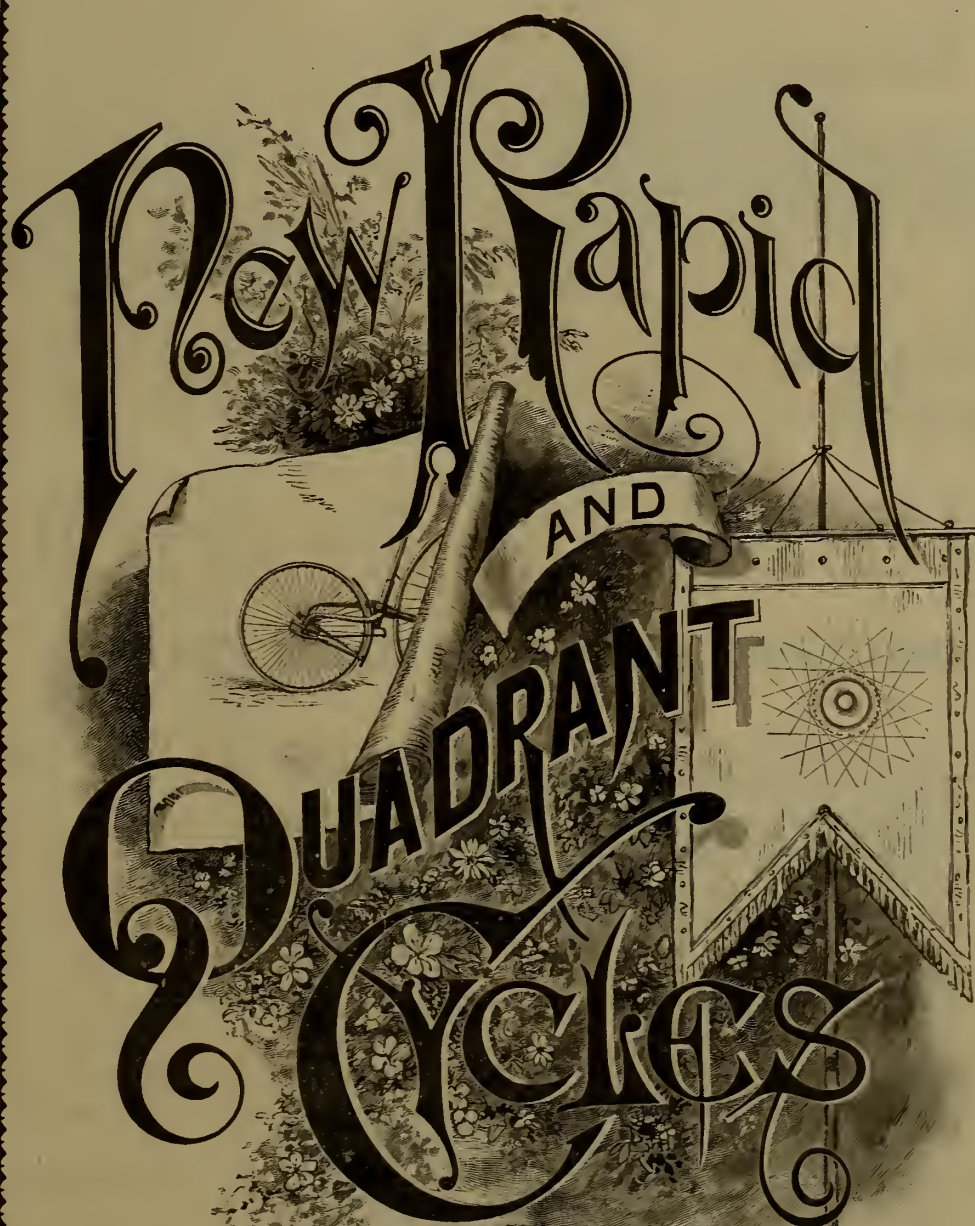
NEW YORK, APRIL 15, 1887.

[WHOLE NUMBER, 289.

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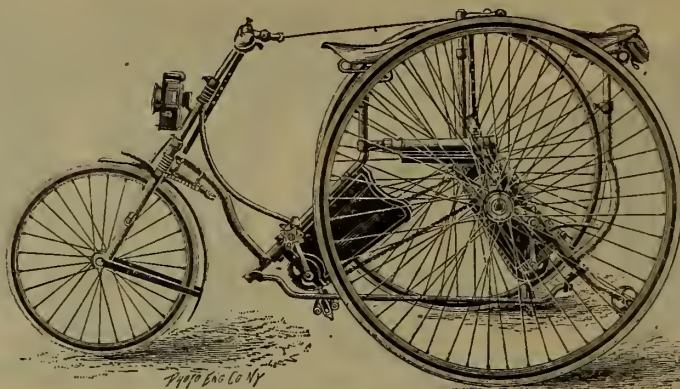
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SPRINGFIELD, O., January 11, 1887.

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

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

Send your orders and don't get left. Reliable agents wanted everywhere. Cabinet Photograph of any machine 25c.

305 MILES IN 24 HOURS!

WORLD'S RECORD.

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

*** S * T * A * R ***

WEIGHING ABOUT FIFTY POUNDS.

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

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Come in and see it. Send for circular.**CHOICE SECOND-HAND WHEELS CHEAP.**

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- No. 13. 50 in. **American Rudge**, enameled and nickle, cow-horn bars, excellent order. Cost, \$110.00 75.00
- No. 15. 50 in. **Columbia Expert**, enameled and nickle, 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. 24. 32 in. **Petite Tricycle**, for child, rubber tires, \$15.00
- No. 25. 52 in. **Standard Columbia**, half enameled, latest pattern, K. O. R. lamp, H. O. T. alarm, good as brand new. Cost, \$105.00 70.00
- No. 27. 55 in. **Rudge Light Roadster**, standard finish, Butcher Cyclometer, excellent order. Cost, \$165.00 95.00
- No. 29. 52 in. **Columbia Expert**, full nickle, ball pedals, dropped bars, A 1 order. Cost, \$137.50 100.00
- No. 30. 55 in. **Columbia Light Roadster**, enameled, with nickle trimmings, latest patterns, new, but slightly shop worn. Cost, \$140.00 125.00
- Humber Tandem Tricycle**, standard finish, used but little, in excellent condition, lamp included. Cost, \$265.00 195.00
- No. 40. 52 in. **Expert**, full nickle, Kirk saddle, Drop Bars, Tire good finish, excellent A1 condition. \$85.00
- No. 41. 51 in. **Columbia Light Roadster**, Nickle except rims, D. G. Ball pedals. Fish saddle; in A 1 condition. Price. \$110.00
- No. 42. 58 in. **Expert**, full nickle, Kirk Saddle, C. 11. Bars, '85 Pat. Tire in good shape. Excellent condition Cheap. \$90.00
- No. 43. 48 in. **New Model Star**, 3-4 nickle, balance enameled, balls front, hollow rims, power traps, new last season. Cost \$135.00, fine shape. Price. \$100.00
- No. 44. 48 in. **American Star**, nickle and enameled.
- No. 45. 56 in. **Victor Standard**, fish, balls all around. Tire excellent. Wheel in A 1 condition. \$90.00
- No. 46. 52 in. **Expert**, half nickle and enamel, straight bars, par. pedals, lug carrier. Good order. \$75.00
- No. 47. 54 in. **Expert**, full nickle, straight bars, balls to both wheels. Price. \$90.00
- No. 48. 54 in. **Rudge Light Roadster**, enamel, nickle finish, tires excellent, A 1 finish, Rudge Ball pedals. Wheel in fine order. Price. \$100.00
- Cunard Crippler Tricycle**, standard finish, balls all round, run 50 miles. Cost, \$140.00 135.00
- No. 52. 52 in. **American Club**, enamel and nickle trimmings, straight bars, par. pedals. Wheel in good condition. Price. \$65.00
- No. 54. 56 in. **Columbia Expert**, full nickle, D. G. ball pedals, A 1 order, K. O. R. lamp. Cost, \$140.00 105.00
- 56 in. **Columbia Expert**, half nickle, 1886 pat., A 1 order. \$100.00

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

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

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

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38 Park Place.**COLUMBIA BICYCLE SHOE.****Lightest and Best on the Market.****BLACK LEATHER,****\$4.00.**

Columbia Bicycle Shoe

RUSSET LEATHER,**\$4.50.**

Boys' Bicycles, \$25 to \$90.

Columbias, \$75 to \$150.

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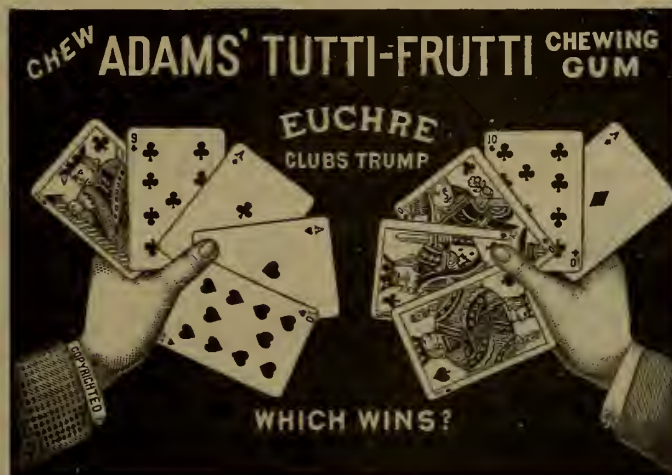
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Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst*.
 Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst*.
 Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico-Zapotis) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World*.

It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

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

As this is swallowed, it co-operates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

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.

R. OGD. DOREMUS, M. D., LL. D.



WE didn't have as long a line of wheels last year as we have this, but we received the first award at the New Orleans Exposition just the same, and all the well-known makers were represented there, too.

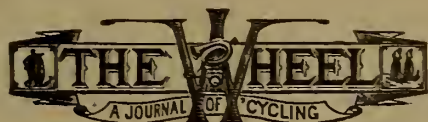
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SUBSCRIPTIONS FOR THIS PAPER RECEIVED AT:

BALTIMORE, Md.—Eisenbrandt & Shaffer, 101 W. Baltimore Street.
BROOKLYN, N. Y.—Schwalbach & Willdigg, Prospect Park Plaza.
NEW ORLEANS, LA.—Geo. T. Wharton & Bro., 5 Carondelet Street.
WASHINGTON, D. C.—N. L. Collamer, St. Cloud Building.

EDITORIAL NOTE.

A SIGNAL TRIUMPH.—In another column we republish a cable dispatch, which appeared in the New York *World* of last Sunday. The importance given to the utility of the bicycle, by a cable dispatch to a great paper like the *World*, is not to be underestimated. It is a distinct and positive step toward the day, now very rapidly approaching, when the utilitarian and recreative qualities of the bicycle shall be forced upon the public notice by the lay press.

BROOKLYN NOTES.

The members of the Kings County Wheelmen and Ilderan Bicycle Club, have been heartily congratulated on the procurement by both organizations of quarters far superior to their present abodes. Such moves are straws which show the way the wind blows. In the matter of League members, we have more than kept pace with New York in new applications. Our renewal list was larger than we had reason to expect. The age standard of the devotees of cycling is being constantly raised, and the status and dignity of the sport registers a corresponding elevation. In these signs of the times the clubs see a firm foundation for their newly-shouldered responsibilities, and while working hard to fill their new club houses with a large membership, are doing their share towards the realization of Chief-Consul Bid-

well's hope for a state division membership of 3,500 by next Fall.

It looks as if the social bowl of cycling might overflow. What with the Stevens reception, Schwalbach's opening, three housewarmings and the usual club gatherings, the City of Churches will cut a gay figure in her Spring cycling garb.

The clubs are rallying handsomely to the support of Stevens. It is now more than likely that the K. C. W. will go sixty strong in full uniform, and as there is a natural rivalry for the largest club representation on that occasion, the figures given last week will stand revision.

The touring season has opened, and from a personal experience we would advise those who would enjoy it not to be deterred by thoughts of poor roads, for they are now in as good condition almost, as they will be found to be at any time during the Summer. A party of the Ilderans made the trip to Bound Brook and back on Good Friday, *via* Elizabeth and Plainfield, and Captain Savoy, who was in charge, reports that this route is by far the best for reaching that part of New Jersey.

While speaking of Jersey we are pleased to hear that she will enter at least three teams in the road race. We will then be treated to the sight of from 28 to 40 men competing in one race. "The more, the merrier."

Ex-Captain Edward Pettus has resigned from the Kings County Wheelmen. Some of his strongest supporters handed in their resignations at the same time.

The services at Garden City Cathedral on Easter Sunday were attended by several Brooklyn wheelmen. To reach it makes a pleasant morning ride, and it has become a yearly event on the cycling calendar.

Now come complaints from the Park authorities that the law regarding the carrying of lighted lamps is being nightly ignored. If one of these irrepressible "coasters" and one of these "fiends of darkness" could be brought to test the relative degree of recklessness inherent in each by a mutual collision, while indulging their little peculiarities, the law and order element might then feel that "the punishment fits the crime."

Don't forget Schwalbach and Willdigg's opening on the 23d inst.

ALERT.

THE WESTMINSTER MEET.

[SPECIAL TO THE WHEEL.]

Yesterday—Easter Monday—marked an epoch in the bicycle history of Westminster. A bright, fair day, brought twenty thousand visitors to our little city, to help celebrate the semi-centennial of the formation of Carroll County, among whom were sixty wheelmen from various points in the state.

Sunday being a beautiful day, quite a number made the run from Baltimore on their machines, among whom were of the Ramblers, Kingsland, Slothower, Worthington, Hoover, the Messrs. Tyler and Denmead. Of the Maryland's, Rill, Lockwood, J. Kemp Bartlett, Ira C. Canfield, Albert Mott, Winston Breese, James Beatty, W. T. Norris. Messrs. T. B. Eisenbrandt and C. L. Mitchell, of the Centaurs, and W. S. Bagley, A. Gagnaux, J. E. Geegan, S. S. George, Arthur Emory, W. F. Pope, R. P. Scott, and Arthur C. Horn, of the Baltimores.

There being a considerable head wind,

some of the boys took the train after they had ridden to Reisterstown. (16 miles,) and all of them were pretty well blown by the time they got here, but speak enthusiastically of the Baltimore and Westminster Turnpike.

The parade was headed by the bicycle boys in the following order: First came our worthy C. C., Mr. J. Kemp Bartlett. Next came W. D. Seabrook, Captain of the home club, riding with R. W. C. Lockwood, followed by nine Westminster Cycling Ramblers. Following, Ira C. Canfield as Captain, led seven of the Maryland Club. Next came sixteen of the Cycle Club. (Balto.), C. Worthington, Captain. J. W. Ebberman, Captain, with nine Ramblers. Geo. W. Updagraff, Captain, with eighteen of the Hagerstown Club, and a few unattached. Three associate members of the Hagerstown Wheelmen, rode with us on horseback. The balance of the parade was composed after the established order, of firemen and apparatus, trades display, cavalcade of horsemen, etc., interspersed with a host of brass bands. It is estimated that there were twenty-five thousand people in town, though I hardly think there were that many, and of that throng, I did not hear one voice that said other than the wheelmen were the best feature in the display.

They were cheered enthusiastically all along the route, and in their natty blue suits were deserving of praise.

Messrs. Bartlett and Lockwood were the were the guests of Mr. Seabrook, and Messrs. Horn and George of Mr. Cunningham. At night, a select dance at the Town Hall, gave a dozen of the "boys" a chance to meet our prettiest girls, and I think those who were present will remember the celebration at Westminster—especially the dance.

No. 5100.

SPRING.

SPRING RIDING IN CANADA.

On March 31 Messrs. Fred. Foster, the well-known amateur racer, and G. H. Orr, Captain of the Wanderers Club, of Toronto, thinking that Spring had fairly struck the country, determined on a little outing in the country, and mounting their wheels started East on the Kingston road, which is well known to tourists.

Neither rider was clothed any too warm, as the hot sun rays gave indication of pleasant weather. At a rapid pace Toronto was soon left behind, and the country road was found elegant. Mounting several hills, they were surprised to find muddy roads and some snow. However, they pushed through snow and ice until on coasting down a long hill they were suddenly arrested by a snow drift six feet high, reaching entirely across the road. After helping each other out they decided to return.

At first all went well, but the sun sinking down left the atmosphere as cold as ice, and with blue noses and fingers, and lots of slips and falls, the riders done their best to return fast over the twelve miles covered before the wind.

It was not till late that evening that two half frozen, muddy, and dead tired riders arrived at the club-house and told the steward to boil their machines out and hang them up till June, when they hoped the confounded country would be warm enough for a man to ride without a fur collar on.

"CLEM."

THE RIGHTS AND PRIVILEGES BILL.

SUCCESSFULLY LAUNCHED AT ALBANY.

[SPECIAL TO THE WHEEL.]

The bill recognizing the bicycle as a vehicle, and according to all its rights and privileges accorded vehicles on the roads of New York State, was presented to the Assembly on Tuesday morning, by Mr. Cantor, of New York City.

Mr. Cantor made a motion to place the bill on order for a third reading, which though an unusual proceeding, was granted without debate.

The bill was referred to the Judiciary Committee, of which Mr. Cantor is a member, who may report in a day or two. Both Speaker Husted, and Lieutenant-Governor Jones have privately expressed themselves in favor of the bill.

Mr. Cantor was formerly connected with the *New York World*, is a member of the New York Press Club, and one of the young and able Democratic leaders of the House. He has taken hold of the bill with a rush, and wheelmen should remember his good offices in their behalf, should he ever need their suffrages.

BROOKLYN BI. CLUB ELECTIONS.

[SPECIAL TO THE WHEEL.]

The annual meeting of the Brooklyn Bi. Club was held on Tuesday evening, at which the following officers were elected for the ensuing year: President, L. W. Slocum; Vice-president, A. C. Brush; Secretary, H. H. Koop, Jr.; Treasurer, H. E. Raymond; Captain, A. B. Barkman; 1st Lieutenant, W. H. Meeteer; 2d Lieutenant, W. S. Vail; Color Bearer, Eugene Williams; Bugler, W. E. Fuller; Surgeon, Dr. A. C. Brush; Trustees, W. H. Homan and I. B. Potter. The meeting was largely attended and most enthusiastic, the best of good feeling prevailing. Mr. Thomas Stevens was elected to honorary membership.

THE NEW YORK STATE VOTE.

[SPECIAL TO THE WHEEL.]

The N. Y. State vote was counted on Wednesday evening by the committee, and in the presence of some of the candidates. The vote was unusually large, and the committee were at work from 6 p.m. till 4.20 Thursday morning.

FIRST DISTRICT—220 BALLOTS.

N. M. Beckwith, Citizens B.C.,	202
E. J. Schriver, New York B.C.,	201
John C. Gulick, Citizens B.C.,	201
W. H. DeGraaf, Harlem Wheelmen,	201
E. F. Hill, Peekskill, N.Y.,	201
F. A. Egan, Ixion B.C.,	201
Harwood R. Pool, Citizens B.C.,	198
Knight L. Clapp, Citizens B.C.,	197

SECOND DISTRICT—247 BALLOTS.

M. L. Bridgman, K. C. W.,	245
F. W. Loucks, K. C. W.,	238
H. Greenman, Ilderan B.C.,	195
A. B. Barkman, Brooklyn B.C.,	192
J. B. Potter, Brooklyn B.C.,	184
C. S. Luscomb, L. I. W.,	152
Chas. Schwalbach, K. C. W.,	140
*W. W. Share, L. I. W.,	113
*E. A. Bradford, Brooklyn B.C.,	54
*E. K. Austin, K. C. W.,	50
*W. H. H. Warner, L. I. W.,	49
*F. B. Hesse, L. I. W.,	12
*Scattering,	11

THIRD DISTRICT—158 VOTES.

Joshua Reynolds, Stockport,	155
H. J. Galien, Jr., Albany,	120

Raymond Coon, Albany,	112
*J. W. Clute, Schenectady,	45
*Frank Munsell, Albany,	39

FOURTH DISTRICT—60 BALLOTS.

Robert Thompson, Rochester,	60
Fred. K. Brigham, Syracuse,	60

FIFTH DISTRICT—104 BALLOTS.

I. R. Adriance, Poughkeepsie,	95
Gerry Jones, Binghamton,	92
H. C. Spalding, Elmira,	78

SIXTH DISTRICT—168 BALLOTS.

G. E. Blackan, Dunkirk,	162
C. S. Butler, Buffalo,	160
W. S. Bull, Buffalo,	159
W. L. Beck, Lockport,	156
John R. Williams, Buffalo,	148
*Neil Campbell, Niagara,	18
*Scattering,	10

Total vote cast,	945
Vote for C. C., G. R. Bidwell,	940

Scattering,	5
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*Defeated.

A new Cyclists Union.—The Oronoco Cyclists Union, will hold a meeting at the United States Hotel to-morrow morning. Officers to serve for ensuing year will be elected. Mr. Ducher will be again put forward for the Presidency.—*Mail and Express*.

The cycling column which adorns the Saturday afternoon *Mail* is more amusing than a matinee.

SPOKES.

The wheelmen of Cooperstown, N. Y., are endeavoring to organize a club.

Wheelmen will find caps, bells and other bicycle outfittings at Smith's Sporting Goods depot, 123 Fulton St.

Mr. L. H. Johnson daily expects the arrival of a consignment of Humber wheels. The equal-wheeled Rover-type safety will make a good impression.

The Massachusetts held three club runs last week, one on Fast Day—Thursday, April 7, and two moonlight runs on Friday and Saturday evenings, the 8th and 9th.

Messrs. Schwalbach and Willdigg now have a complete line of tennis goods. It is expected that a large number of Prospect Park clubs will hire locker-rooms for the season at this place.

We hear that the warm days in the early part of the week sent the "Columbia Shoe" on a bender. The wheelmen who drop into the Pope Co.'s Warren St. store are invariably pleased with the shoe. The new Columbia tandem creates much favorable comment.

Messrs. Jackson & Co., who are Boston agents for the famous "Dunlap" hats, have the finest appointed hat store on Tremont St. Many prominent club men purchase their head-gear at this store, and wheelmen will find it to their advantage to give them a call.

In his jottings "Jonah" reports the Smith Machine Co., unable to fill their orders. We learn from headquarters, that "Jonah" has been misinformed. While the Star sales this year are greater than ever before; the company was fully prepared, and is filling orders at short notice.

The Prospect Park Commissioners have decided to allow tricyclers to use the paths as well as the drives, at all hours of the day. Mr. W. Shaw made application for the privileges and was successful in having the rule made general. All wheelmen are henceforth required to carry lanterns after night-fall.

E. I. Horsman & Co. have been working hard at their bicycle department, which will be ready for occupation in a few days. It will give them ample room to show off the Champion wheel.

Our representative recently examined Messrs. Norman & Bennett's stock of bicycles, tennis, athletic, base ball and sporting shoes, and found them substantial, well-finished, and sold at reasonable prices. Bicycle dealers can make good arrangements with this firm to handle their goods.

At the meeting of the Omaha Wheel Club, held April 5th, the following officers for '87 were elected: President, C. M. Woodman; Vice-President, Dr. G. W. Williams; Secretary, F. N. Clarke; Treas., G. F. Schwarz; Capt., F. T. Mittaner; Lieut., T. F. Blackmore; Color-Bearer, A. C. Jolliffe; Buglers, Perry Badellet and H. B. Mulford.

We have carefully examined and experimented with the jersey-fitting underwear, tights, knee-tights and bicycle garments, so fully described and illustrated in Messrs. Holmes & Co.'s advertisement, and find them to possess the merits claimed for them. A careful reading of their advertisement will repay wheelmen about to purchase an outfit.

Our representative, who was in Boston last week, reports trade booming, most of the manufacturers and importers working nights to get out orders. Messrs. William Read and Sons reported their factory running nights, and Mr. Corey moved about, clad in a broad Rudge smile, having sold thirty wheels in one day.

Mr. Andrew Graff, whose advertisement appears in another column, issues a card containing a full description and price of fifty-two different kinds of his patent seamless shoes. The list includes running, jumping, gymnasium, walking, foot-ball base-ball, bicycle, lawn-tennis shoes and hunting boots, all of which are covered by several patents. Each shoe is of the seamless pattern. Mr. Graff has supplied all the prominent base-ball clubs with this shoe.

WOODSIDE BREAKS RECORD.—At Dublin, Ireland, March 29th, Wm. Woodside, the American champion, attempted to break the Irish one mile bicycle record, which was 2m. 47s. Temple and Morgan of the American team made the pace for him and Mr. R. H. Crocker of the *Irish Sportsman* was timekeeper. The track was rough and a brisk breeze was blowing. Woodside, however, made the distance in 2m. 44s. He is now to make the attempt to beat the two and five miles record.

Messrs. Strickland and Pierce, whose shoes were well known last year in the bicycling, athletic and tennis world, have launched more extensively into the business than ever before. The specialty of the firm is the Pettit tennis shoe, which has six copper spikes in the heel, and ten spikes in the sole. This shoe weighs but twelve ounces to the pair, and was quite a favorite last year. The bicycle shoes are well and favorably known all over the country. This year the firm will carry on a wholesale business, and will establish agencies all over the United States, at which their shoes may be purchased. Their shoes are protected by eighteen patents. Champion Rowe has given this firm a strong testimonial, and he would certainly use their shoe, that is, if he did not make his own foot gear. Address Strickland and Pierce, 77 South St., Boston, Mass. **

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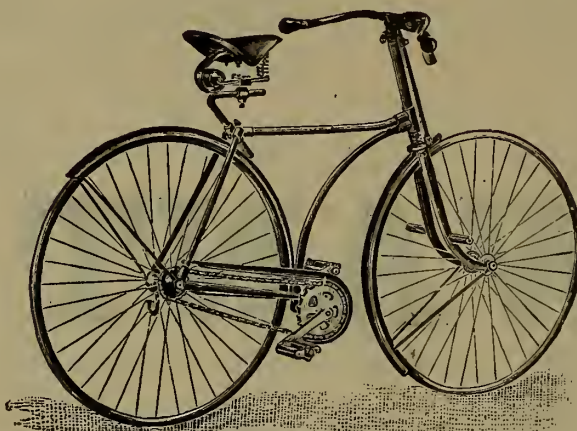
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The Apollo

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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Is a light grade Roadster, at a low price, but of sterling merit, and we claim the best ever offered for the money. Balls to both wheels, detachable bar, spade handles, finish enamel and nickel. Price, 50 inch, \$105.00.

Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.

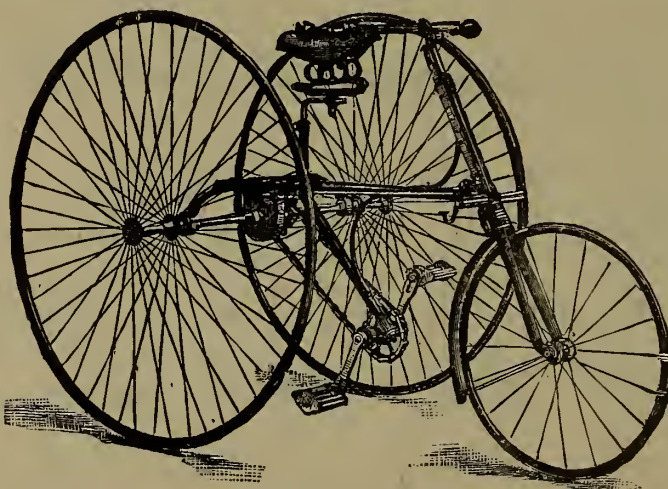
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Southern Department.

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.

EDITORIAL.

Virginia is finally out with a nominee for C. C., Mr. J. C. Carroll of Norfolk, though I fear it comes too late for public consideration. Our Virginia correspondent states that the Valley members have pledged him their support, and if Richmond's silence signifies either acquiescence or indifference, Mr. Carroll may be able to write his name and title with four Cs instead of two after April 20th.

Hagerstown has decided to hold its races June 2d. If the District will select May 26th, and Baltimore May 30th for their respective meets, wheelmen returning from the West, can take in the National Drill, Washington Meet, and the Baltimore affair on their routes home; but we fear the Western Maryland little city will lose in attendance, by fixing on a day later than the others, as cyclists will have all they want of such dissipation before June sets in.

WASHINGTON NOTES.

[REGULAR CORRESPONDENCE.]

Easter, with its claims for church-going upon the wheelmen here, spoiled many otherwise delightful runs last Sunday.

Messrs. Pettingill, Stearns, Fishback and Barrington, of the Cycle Club, (which by the way, will be known as the Washington Club in future, since we have now another Cycle Club,) made a trip to Harper's Ferry *via* Great Falls, on Saturday and Sunday last.

The Washington Club went to Burnt Mills, and the District Wheelmen to St. Elizabeth on Sunday. No reflection on the D. W., however, if they did go to the Insane Asylum. They didn't get in.

I understand the Wheelmen contemplate challenging some other local club to a hare-and-hound chase shortly.

WHITE HOUSE.

THE SOUTHERN TOUR.

I hear the title of this affair will be changed to the "League Tour," and will be so printed in the St. Louis Meet Prospectus. It seems Mr. Collamer's is the only League Tour to come off this Spring; hence the change of name.

The B. and O. Officials are just beginning to realize that the time is short, and will probably interview Bidwell in New York, before this letter is published, relative to obtaining a guarantee from him of the number going, in which case they say, they can make a rate to St. Louis and return. Mr. Collamer can give no guarantee, but if the Transportation Committee can, all wheelmen going West, will be able to take advantage of the reduced fare.

The Marshal is now worrying about the weather. He says, that as April showers do not come in April, they may come in May, and in that case what can be done? A long siege of rain would dampen the ardor of his tourists. He requests me to ask for suggestions.

The list of Roadmasters for the entire tour, is now complete, J. L. Long, of Harrisburg, having been appointed R. M., New Market to Harrisburg, and J. E. Small, of Lancaster, York to Gettysburg, since my last M. M.

CRESCENT CITY CRUMBS.

[REGULAR CORRESPONDENCE.]

To be, or not be? This is the question which will come up before the next meeting of the New Orleans Bicycle Club, and decide whether or not it will remain a League Club. The League has its supporters in the club, and likewise some very bitter opponents, and the meeting will no doubt be exceeding lively, to say the least. It is hard to say positively which side will win, but, methinks—and I say it with regret—that the chances are, that the club will decide against the League.

Talking about the N. O. B. C., reminds me that it is sadly in need of an effusion of new blood. The club drags along day by day, does nothing to interest its members, the club house is always deserted, and really, how they can expect a man to pay \$1.50 per month for the privilege of leaving his wheel in the hallway, and saying that he belongs to the club, is beyond my comprehension—and pocket-book. The great fault with the boys, is, that they do not pull together; they expect one man to do all the work, and then, because he does not please everyone, dissatisfaction, and perhaps not a little petty jealousy arises, and this tends to prevent harmony. I have until now, refrained from saying anything regarding the dark side of the club's workings, but as the *Bicycle South* exploded a percussion cap in the camp, and as the editor still lives, perhaps a bomb or two may result beneficially, and bring about a boom of the right sort. This is my bomb. If it should chance to strike other clubs who are in the same fix as the N. O. B. C., so long as it does not result fatally, I shall not feel any pangs of conscience over the outcome.

The boys are surmising whether all the mid-day-riding Captain A. M. Hill has been doing of late, is solely in preparation for his projected New Orleans to Portland tour this Summer. He is frequently seen riding fast and furiously during the hours when most wheelmen are bending over their desks, deep in the mysteries of their occupation. A. M., in addition to being a very speedy rider, is also agent for the Pope Mfg. Co., of this city, and as W. L. Hughes, (another of our crack riders,) "has just entered his employ, and will endeavor to again push the Columbia to the front." We have a faint suspicion

that the mid-day riding is also shaped in a direction towards "scooping in" all the prizes at our annual races, and thus score a "big one" for the Columbia wheel. We will however pin our faith in Guillotte and his Champion, even if Charlie hasn't much time to train.

My dear *Bicycle South*, allow me to offer a suggestion: Mount your wheel and ride out to the former location of the New Orleans Bicycling Park. Then sit down and write a little more about the crematory which does not exist, except in your imagination; tell your readers more about the imposing structure, the beautiful track, the string of mourners, the funeral dirge, and the many other marks of prosperity that you will not see. Do this, but for heaven's sake don't credit your superabundance of wit or sarcasm, "and other marks of prosperity" to THE WHEEL's account, for "according to its New Orleans correspondent," all the marks of prosperity you refer to do not exist, and nothing was said about them either.

An effort will shortly be made to either resurrect or formally disband the other pushing (?) club of this city, the Crescent Wheelmen; at least so I understand. B1.

KENTUCKY JOTTINGS.

[REGULAR CORRESPONDENCE.]

Mr. Greenasgrass Hayseed of Kenton County, Ky., is circulating a petition among the grangers of that classic precinct asking somebody, Congress maybe, to "keep them thar bisickel fellers off of our roads." The only signer, so far as known, is a dairy-wagon driver under indictment for assulting a wheelman with intent to combatulate. My dear Mr. Hayseed: Kentucky wheelmen downed you, or your ancient minded representative in the Legislature, once, and will do it again if you don't keep still and act half-way decently, by passing always on the right and giving the passer his lawful share of the road. That is all you have to do to keep the good will of all the cyclers, and if your aged *equine* crow-bait shows signs of colic theor hysteria, when he sees a wheel, you will find the cyclist always ready to oblige you by dismounting and climbing, ver a seven-rail fence to hide, while you go by. Do you understand?

When Geo. M. Hendee was in Cincinnati, a couple of weeks ago, he invited a number of local wheelmen to go up on Race Street and see in working order, the machine he was drumming for.

On dit quite a little assemblage congregated at Garfield Place, while Hendee pirouetted and circled about on the asphalt. Thus engaged, the crowd was surprised when an over-fed, blue-coated, red-faced policeman strolled up, and, cocking his kraut-flavored index finger at George, told him that he was not allowed to give exhibitions on the street, and to move on.

He moved on. So did the crowd.

The next day at about the same hour and place, that identical policeman, with two of his specials, were interested lookers-on at an exhibition of wheeling skill, given by eight or ten local riders who occupied the whole street, and gathered a whole crowd extending for a whole block on either side of the asphalt. This is what I call protection.

It is now in order to institute inquiry regarding the effect of the Inter-State Com-

merce law on wheeling. It seems to me the only alternates of the people who formerly traveled on passes would be walking or riding the bicycle.

The local scribe of the daily papers, hard up for something smart to say, deposeth as follows: "The gay and festive youths ride over our stony streets on bicycles to shake down their livers." Maybe so and maybe not. They may be riding on business, or possibly they may have a right to ride where they D. P. without any newspaper comments. One thing is certain, when it comes to "shaking down," commend me to the reporter on the daily press. NORB.

HAGERSTOWN PLANS.

[REGULAR CORRESPONDENCE.]

At an enthusiastic meeting of the club held last week it was decided to have the spring races on the 2d day of June. Seven sub-committees have been appointed, which will work to make the occasion a glowing one. The track that will be used belongs to the Agricultural Association. It is an elliptical track of a half mile. The soil is red clay, and with the use of our forty-ton steam roller, we will be able to make a most excellent racing ground. The weather now is turning out nicely, and excellent roads are in big demand.

On Monday last we visited the affair of our progressive neighbors, the Westminster Club. HAG.

NORFOLK NOTES.

[REGULAR CORRESPONDENCE.]

Our riding season is now fairly open, and riders are continually turning out singly or *en route*, as their taste may decide. This month makes a new era for the Seaside Club. At its last monthly meeting (the first for several months, though,) besides admitting several new members, Mr. J. C. Carroll was unanimously nominated for Chief Consul of Virginia. He is a first rate fellow; enthusiastic on all matters pertaining to the wheel, and the pioneer wheelmen and League member of the state. Therefore the office is justly due him. We are working hard for him here, and the Valley boys have promised to stand for us, so if Richmond doesn't oppose us too strongly, I think he's safe.

Our shell roads are now in excellent condition, and as the weather is pleasant, considerable road riding is being indulged in. Very few of our fellows intend changing their mounts this season, most of them ride Victors, and are so well pleased with them that they'll not change yet awhile.

I am afraid Norfolk will not be represented in the League Tour, as it seems impossible for any of our young men to steal away from their business at this season of the year. Mr. Field however, who is a touring enthusiast, proposes to get up a very small and select party to wheel through Virginia, from Salem to Harper's Ferry, later on in the season, and we trust he will succeed, as the route selected will take in the National Bridge, Luray Caverns, and several large and fashionable Virginia Springs, thereby making it a most delightful trip.

Early morning rides are becoming very popular with our cyclers now, and any pleasant morning straggling wheelmen may be seen on our beautiful shell roads, getting up an appetite for their breakfast; and an excellent appetizer it is too; more anon.

V. P. E.

ST. LOUIS GOSSIP.

The run of last Sunday over the famous hills of the De Soto Road, was the big event of the week. The 8:30 train was taken down to De Soto on Saturday evening, and the boys were so full of fun, that they did not get to sleep till the "wee sma' hours." Prof. Stone got them all in line, promptly at eight the next morning.

The day was bright, but a little hazy and warm. Wagons took us over the first of a series of crystal creeks, and on the other bank, the Professor called a halt, and gave the boys a few words of sound advice, advising care in coasting. A pacemaker led the way, and all went well until Hillsboro was reached, where it was found that one of the party, who had foolishly kept on his winter clothes, had fainted from the heat. We took advantage of the wait, by frightening the natives by our bibulous feats, then over a hill and down a steep coast, appropriately called, "the gate to the mountainous region." At the bottom of Rogers' three mile ascent, the leaders said nothing, and enjoyed the remarks of surprise by the tenderfeet, as they gazed up the grade, and the extensive valley at the side. Percy Stone and Greenwood were the only ones to surmount it, and Greenwood climbed every other hill, with the exception of Frisco.

A long rest here, and then came the tortuous winding coast down this side, which was so stiff, that you could almost hear the countenances of the new men drop, as they grabbed their brakes. The Star men had foot brakes attached to their machines, and smiled serenely as they slid with ease down the steepest hills. A spin along a fine level, now brought us to a hamlet with the euphonious name of Bulltown, where the leaders had ordered dinner. Cupid Baker, of St. Louis-to-Boston fame, had ridden with a companion from the city the night before, resting in a haystack, and eating not a bit till they reached Bulltown.

The "dead men's register," placed in the eating-house by the wheelmen, we found the enterprising proprietor had transformed into a ledger. The meal at this place is always keenly relished, and the quantity and quality, except the hairy pork, are so luscious, that Arthur Young has immortalized them in verse.

Well, we were soon scrambling with our bikes over the camel's back on Frisco, and gaining the top, took off a large part of our clothes, and put stones on them, to keep the wind, which had gradually increased from a breeze in our rear to a gale, from blowing them away. This lively atmosphere proved something of a bother on a few of the more ticklish grades, and forced a few to dismount hurriedly at the top of the drop-off, which is found at the bottom of the hill, known by the significant name of H—& D.—

The tired and sick men now became bothersome, and the so-called toughs had to do double pushing duty on the hills. One poor man walked a good portion of the last sixteen miles, being sick, and having gouged and bumped himself all out of shape. The last long grade was delightful, literally furnishing a coast back into civilization, one hill following the other for several miles. A big crowd rode down from the city, and escorted the "toughs" and "initiates" back to town with great eclat, blowing tin horns and the like. This run is considered something very grand, you know.

One party of scorchers ran away from the rest, and led by Greenwood, set off at a rattling pace into town. Hildebrand, who was with the latter, had pulled off a handle-bar near the start. He wrapped the head of the bike with rags, and I may add that nearly all brakes and handles were treated the same way, many adding sticks to brakes for extra leverage. With the broken bar in his pocket, "Hildy" climbed a number of hills; which I know would compare well with the famous Corey, and came into town right with the leaders. The ex-members of the Ramblers' Club pride themselves on having been the toughest men on the ride.

At the club, this run has been the topic of conversation, and many funny stories are recalled. The trip really furnishes more adventure than a week's tour possibly could. "Talk about hard luck," said Bert Taylor on Monday, "I thought I would do myself proud, and do another fellow up, so after the run, I ate supper in a rush, and brushing up, mounted my wheel and scuttled down to a certain young lady's house, to tell her about it. Don't give it away, but I was 'sold.' The other fellow had been there and already had her out walking.

Speaking of the League Meet, there are going to be a number of little surprises in store for our Eastern friends, which I can't give away, but which will be gratefully noted and remembered. The Chas. P. Chouteau, a boat known to us as one of the finest lower river cotton transporters, will carry the excursionists. I fear you New York fellows, when you look at its excessively broad guards, will think of your Fall River Line, and say, "what a box!" But never mind, the fun will compensate for appearances.

I hear that the committee will provide a very pretty badge for our visitors, having the League color, and let me whisper in your ear, that none of you will leave the famous Anheuser-Busch "factory," without a useful souvenir to remember it by. I don't mean that this may be necessary to clear up a clogged memory of the visit, for nothing which might lead to that result is permitted, though I have heard Bob Holm, our guiding angel down there, say that he will try to fully satisfy our friend, THE OWL, by sending him away in a "boiled" condition, whatever that means. The visit to the brewery, which is one of the four greatest in the world, is not a part of the regular meet programme at all. That reminds me, that the official programme, to be printed in a variety of colors, with cycling sketches by local wheelmen-artists, is due to go to press within two weeks at the latest. GAS.

Mr. Osborne, of Osborne & Alexander, of San Francisco, the California agent for the Pope Mfg Co., is in town. He reports cycling on the coast in a very healthy state.

The Rudge Roadster is meeting a long-felt want among wheelmen who desire a thoroughly well-made, strong, and reliable bicycle at a low price. Stoddard, Lovering & Co. intend to push it for all it is worth the coming season.

A prominent cyclist of Barr, Vt., writes: "I have ridden a 52 inch Rudge Light Roadster for the past three seasons, have won several races, and made the best one-day record in this State, and have had no breakage yet, which was a common occurrence when I rode other machines."

The Rudge Enamel is a new candidate for public favor. It is a specially prepared production, and will be controlled by Messrs. Stoddard, Lovering & Co., who have given up the sale of Ardill's.

WHEEL GOSSIP.

Denver, Col., is preparing for a tournament in May.

The Elizabeth Wheelmen will attend the Stevens lecture in a body.

Nixon, the famous English road scorchers, rides an S. S. S. tricycle.

Fred. Jenkins will not manage the Roseville track this season, all reports to the contrary.

An English School-Board officer uses a tricycle to run down truant boys. He is said to be quite successful.

R. H. English was badly beaten in his first race as a professional. Sanders Sellers is training for an active path campaign this season.

A legless London beggar perambulates about the streets on a trike. He carries a cigar box, with a slit in the top to receive largesse.

The Manchester B. Club has extended an invitation to the New Hampshire Div. L. A. W. to hold its annual meet at Manchester, July 4.

In the April C. T. C. *Gazette* appears a cut of the L. A. W. emblem, labeled "A marvelously popular invention." The editor meant, piracy.

N. Y. State Division Finances.—Cash in bank, \$723.22; cash due from Secretary-Treasurer, \$821; total assets, \$1,544.22. Total membership, 1,748.

The bulk of the latest C. T. C. *Gazette* is devoted to "Beware of Bogus Uniforms," "The Coffee Tavern Guide," "Our Enormous Numerical Strength," etc., etc.

An Irish scribe named "Goggles" is penning a series of articles with the object of inciting Irish wheelmen to form an Irish C. T. C. Success to him! Each country for itself.

Dorchester Club Runs.—April 10, Dedham, start at 2.30 p.m.; April 17, Old Harbor Point, start at 2.30 p.m.; April 24, Chestnut Hill Reservoir, start at 10 a.m. All intending to join must report on time.

The Star Wheel Club, of Cleveland, April 7, elected these officers: President, A. R. Scott; Secretary and Treasurer, A. Fogleberg; Captain, H. E. Chubb; 1st Lieutenant, Walter H. Chubb; 2d Lieutenant, Robt. Ruck.

Mr. Charles Richards Dodge sailed for Europe in the "Aurania" on Saturday last. Mr. Dodge goes abroad for recreation, and will not return until June 1. While abroad, he will occasionally send a letter to THE WHEEL.

THANKS, BRER BASSETT.—THE WHEEL has been taking some kind of an invigorating tonic, if we can judge from what we see of it. Editor Prial is giving it a place in cycling literature that it never held before.—L. A. W. *Bulletin*.

The annual election of the East Cambridge Cycle Club took place last Tuesday evening, and resulted as follows: President, F. E. Lunt; Captain, H. A. Lienhard; Secretary and Treasurer, Irving Baker. The club dined itself at the close of the meeting.

The Ixion Club will hold its last reception of the season at 29 W. 59th Street on Thursday evening, April 21. A committee is also in training to shortly give "a monster and unique smoking concert" at the club-house, free to all members and their invited guests.

The latest fad is an "L. A. W." table, which is ornamented with the League emblem. If League members were a lot of doll-boys, they might "highly prize and cherish these handsome and usefull articles." At this rate of progress we will have men wearing stockings embroidered with the L. A. W. emblems.

Bicycle riders desiring to get an opportunity to practice on the track, would do well to join the Olympic Athletic Club. This club has a four-lap cinder path at 85th and 86th sts. and 8th avenue, with ample dressing and locker rooms. Address the Secretary, P. O. Box 2872, N. Y. City.

Mr. Isaac B. Potter left New York for Albany last Saturday afternoon, to introduce the Roads, Rights and Privileges Bill. It is expected that Mr. Shehan, of the Buffalo Bicycle Club, will be of much service in the matter. The N. Y. *World* of last Thursday referred to Mr. Shehan as the "handsome, honest, young Democratic leader."

Racing at the Antipodes.—A series of amateur-professional races were recently held at Sidney, under the sanction of the Australian cycling unions. The series comprised four events, viz.: 1, 3, 5 and 10 miles, and resulted as follows: Fred. Wood, 17 points; C. W. Bennett, amateur, 12 points; C. R. Wood, amateur, 11 points; Con. Dwyer, amateur, 9 points.

The American Team, as last reported, were still hovering near Coleraine, Woodside's native heath. The neighboring gentry are doing their utmost to kill them with kindness. Occasionally Ralph Romantic Temple performs, gratuitously of course, in some market square, to the delight of "the honest and horny-handed tillers of the soil, who believe Temple has sold his soul to the Devil."

At the annual meeting of the Chelsea, Mass., Cycle Club the following officers were elected: President, Abbott Bassett; Vice-President, John B. Stewart; Secretary and Treasurer, Charles E. Walker; Captain, L. H. Frost; 1st Lieutenant, F. A. Woodman; 2d Lieutenant, P. E. Pratt; Club Committee, Messrs. Bassett, Stewart, Walker, Frost, Woodman and Pratt.

Score one for the *Bi. News*.—We have been anxiously looking for some English press comments on the late L. A. W. imbroglio, wondering what that comment would be. With the exception of the *Bi. News*, the other cycling journals either touch on the matter lightly or entirely ignore it. The *B. N.* gives a careful analysis of the whole question, and has struck the nail squarely on the head, placing the blame where it rightly belongs.

The road race of the University of Penn. Bicycle Club will be run off on April 22, and will be a measured course on the Lancaster Pike, probably from somewhere near Ardmore to Berwyn and return, twenty-five miles. The principal contestants will be Page and Whitaker, as Keene is not likely to spoil his track practice by indulging in a road ride at speed of such length. The general impression is that Page will win.

Mr. Michaux, "the inventor of the bicycle, is dead," and it is proposed to erect a monument to his memory. We are about beginning to wonder how many inventors of the bicycle there are, and whether it wouldn't be a good idea to have a cemetery specially set apart for the interment of the inventors of the bicycle. Beautiful Snow, Gentle Spring, and George Washington's Hatchet are simply not in it with this inventor-of-the-bicycle dodo.

A correction!—Last week we stated that all the first-class firms were members of the Wheel Board of Trade. We were not aware that neither Messrs. S. T. Clark & Co. and the Gormully and Jeffery Mfg Co. were not members of the Board. It is scarcely necessary for us to state that both of these firms are "first-class," in the sense that they import or manufacture high grade wheels, and both are in high repute among wheelmen for fair dealing and integrity. We trust our readers will rid themselves of any false impression which our thoughtless remark may have given them.

Rhode Island is forming a road racing association on the line of the New York and New Jersey Club. A circular has been sent to the nine clubs of the State and one Massachusetts club asking their support. The clubs in the association will be the Rhode Island Wheelmen, Pawtucket Bicycle Club, Bristol County Wheelmen, Crescent Bicycle Club, Columbia Bicycle Club, North Attleboro, Mass.; Westerly Bicycle Club, Newport Bicycle Club, Brown University Bicycle Club. Each club will furnish a team of three men each, and the races will be run in the Spring and Fall.

President Beckwith and consistency are evidently strangers. A few months ago he appointed Messrs. Wells and Aaron to the offices from which he has just removed them, knowing at the time all about the "malfeasance in office" for which he now removes them. As this malfeasance was considered no bar to their holding their offices, it is quite evident that their attacks on President Beckwith are the cause of their removal.—*American Wheelman*.

The editor of our far-Western contemporary is at fault. Dr. Beckwith was ordered by the unanimous vote of the Board to remove Messrs. Wells and Aaron. The editor of the *Wheelman* should set his readers right on this point.

Captain C. C. Root of the Cleveland Bicycle Club, is happy over an 1887 Rudge Light Roadster, purchased through Messrs. Davis, Hunt & Co. of that city.

How to enamel a machine.—If you wish the parts to be enameled to present a smooth and glossy appearance, and free from the unsightly blotches which are generally the result of enamel applied on a broken or rather rough surface, the old enamel must be removed. To do this, scrape off as much as you can with a knife, use a file on parts where the enamel is difficult to remove, and finish by polishing with emery cloth or sandpaper. Apply the enamel (which can be obtained at any cycling depot) with a soft brush. If the liquid becomes too thick, add a small quantity of turpentine or methylated spirit.—*Er.*

Says "Hubite" referring to Mr. Charles Richards Dodge in a contemporary: "Dodge is a poet by nature. Just what he does for a business, I don't know. He was formerly one of the editors of *Outing*." We will relieve Hubite's anxiety, as to Mr. Dodge's means of livelihood. He has been engaged for some time by the Government, but has just gone abroad for that recreation which brainy, cultivated and valuable men can always earn for themselves. Although "Dodge" is a "poet of nature," people have been known to run after him, and buy his "poetry" at high prices.

Mr. Henry W. Williams has resigned his membership in the Massachusetts Bicycle Club, accompanying his resignation with a check to assist in relieving the club from its indebtedness. Mr. Williams was elected President of the club in the beginning of the year 1883 and served three years, declining a fourth term in 1886. Although Mr. Williams has done little riding for a year past, he still holds the club record, he having covered over 16,000 miles on his wheel.—*Globe*.

The long-promised volume on "Cycling" in the Badminton series of sporting works has just been published, and though it comes to hand too late to do it justice in this paper, we have no hesitation in pronouncing it the most exhaustive work on the sport yet issued. "Cycling" is a work of 459 pages, written by Viscount Bury and Lacy Hillier, illustrated by Viscount Bury, Joseph Pennell, and the Hon. H. Keppel. Altogether there are some eighty or ninety engravings, though of some of these the less said, perhaps, the better. The agents for the book in the U. S. are the Scribners.

The illustrated article in our April 1st number, describing the new Geared Facile and the Facile Tricycle, together with the rather unfortunately worded title "The Facile Wheels for 1887," may have conveyed the wrong impression that those two are the only patterns, and that the old and well-known ungeared Facile is abandoned or put in the shade. If so, much impression is the reverse to fact; the old pattern is still primarily the one, and the Geared one is yet to make its place and way. Readers who are interested had better, however, write to the agency at 33 Murray street, New York, and get the list and read up on the subject for themselves.

FOR THE LADIES.—Violet Lorne thus describes the most graceful method of mounting a "Cripper."—"Mount from behind. Stand at the back of the machine, and, bending forward, grasp the handle-bar with the right hand, holding down the brake firmly. Lay the left hand on the saddle. Now step upon the axle with the right foot, and, resting the left quickly upon the little step on the shaft in front, seat yourself in the saddle. Find the treadles with your feet, and, raising yourself upon them, settle your gown comfortably. The whole mounting should be done in three rapid movements, and a little practice will render it perfectly easy, natural, and graceful."

The Springfield Bicycle Club voted last week to own and control the use of the buttons for the new uniforms. The buttons are hard rubber and stamped "S. B. C." Members of the club can obtain them of Treasurer Jordan at a nominal cost. John B. Hawks and Charles K. Starr were voted in as members. A. C. Patterson, A. O. McGarrett and Louis J. Chandler were appointed a committee to make arrangements for and take charge of the anniversary supper, May 6. There had been some talk of adopting a new badge, but the club voted unanimously to retain the badge by which the Springfield Bicycle Club is so well known.

JONAH'S JERSEY JOTTINGS.

Spring has at last come!—Not the Spring which has no further existence than in the cold type of the almanacs, more productive of cold waves and colds than balmy breezes and buds; but the make-us-believe genuine article, the Spring of reality, that with its warm breath, thaws out frozen joints and scatters the Winter's influenza to the four corners of the earth. Spring with a great big "S" has come. The "tenderfoot" yanks forth his dullest jacket and nattiest knickerbockers from the camphored trunk, wipes the vaseline from his nickel-plated steed, and hies himself to the smooth macadam to bewilder the fairy goddess of the village cart and break the heart of susceptible female rusticity; the "tough" courses more madly up and down hill, through sand and over yet unworn ruts, in his self imposed task of piling up a century per day; and the happy medium man, who yearns neither to captivate nor amaze, prepares for a long season of healthful, sensible, and unostentatious enjoyment of one of man's best gifts to man. Tenderfoot, tough, and happy medium, all rejoice that Spring has come. [R. I. P. Ed.]

The smooth macadam of the Oranges, of the Road Race association course, and of the boulevard between Newark and Elizabeth is in perfect condition, as level and as hard as the asphaltum streets of Washington, better than it can be later on, when the droughts of Summer bring the small stones to the surface and cover all with a coating of dust. The exploring "toughs" tell me that the side paths in the country are becoming ridable, and the ruts in the roads are rapidly wearing down, so that practically there is good wheeling in all directions.

I have had a couple of jaunts through the Oranges. On all sides are the evidences of the rapid march of improvement in that paradise of suburban villas. Since I was there last November whole rows of Queen Anne cottages have been erected, and at the present rate, Park and Central avenues will shortly be fringed with an unbroken line of pretty, modern houses. The vacant lots in the thickly built cross streets are being rapidly occupied, and it is evident that soon the Oranges will be a compact settlement, with room for growth only on the outskirts. Would that all the stick-in-the-mud old fogies, the "doubting Thomases," and fossil city fathers could be given a day's outing there; they might read for themselves the sermon of the direct advantages of good roads, that we wheelmen are so constantly dinging into their ears.

The directors of the N. J. Cycling and Athletic Association held a meeting the other night and decided to put the Roseville track in training and racetrack immediately. The path has stood the ravages of Winter very well, and ten days' work on it will be all that will be required to make it fit for use. It has settled thoroughly, and promises to be even much harder and faster than it was last season. It was also determined to employ no regular manager, but to hand over its control to a committee of the directors. The recent sale of stock for delinquent assessments resulted in the realization of good prices, much of it being bought in by the association. Those who stick to the enterprise, I class as "knowing ones." Money was lost last season; but what else could be expected for a first trial? If they "quit even" this year, they have every reason for encouragement, when racing in the vicinity is not quite novel enough to attract the crowd by its novelty alone, nor is the great mass of the people sufficiently well acquainted with its excitement and attractions, to make the gate receipts cover such an enormous outlay as was yearly made at Springfield.

Many of the clubs about New York propose to give race meetings at the Roseville track the coming season. The New Jersey Wheelmen, I understood, contemplate holding a grand tournament there. I hope this may prove to be true; for the N. J. W. has made for itself among the Jersey clubs an amiable reputation for enterprise and ability to carry out big schemes. To it, more than any other, are we indebted for the Roseville track; and the well-known executive powers of its prominent men insure the tournament's being brought to a successful issue. Those who have had brushes on the road with the many strong riders of this club, wonder at its not being represented by a team in the association road race.

Speaking of the coming road race, I am told that the Orange Wanderers will enter a team of "dark horses" on Decoration Day. If the dark horses can

eat up the road and climb hills faster than such well-known riders as Johnson, Belcher, and "Harry," the K. C. W. will have to hustle pretty lively to carry the cup to Brooklyn.

I see that the 'Beantown Bikers' have formed an association, similar to our own much-loved Alphabetical. So successful has ours proved in producing fine struggles and promoting fraternal intercourse, that I wonder the idea has not been copied before, all over the country. With such associations at Boston, Philadelphia, St. Louis, Chicago and Washington, what a splendid crop of road racers would be developed. The Boston association is an accomplished fact. Now, how does this plan strike you? Let our association make up a representative team, composed of the first four men in on Decoration Day, and arrange a road race with the first four Bostonians in. Make it an annual or semi-annual affair, the choice of course alternating. Such a meeting of the rivals of the two districts on the road, would be an event of the greatest moment, and excite an interest second only that of the big tournaments. Then later on, when similar associations are formed in different sections, a national road racing League might be formed to bring together representative teams of road scorchers from various parts of the country. And then! But draw your own pictures.

I was somewhat disappointed when I attended the Spring meeting of the N. Y. and N. J. T. R. R. A., that there were not some applications for membership. There are several large clubs that are not yet within the fold. The Plainfield B. Club has a number of fast men and sturdy roadsters, who should be able to make it warm for some of the scorchers. Your Orange correspondent informs us that the Essex boys will take an active part in racing this season. This is good news, for the "S.X." is the pioneer Jersey club, and though it has led heretofore an almost *sub rosa* existence, some of the best riders in the State are known to be in its ranks. It is to be hoped that the accession of such enthusiastic men as Hoag may infuse some "sporting blood" into them, and that next election day may see them represented by a team. The consolidation of the Ixions and New Yorks will bring to the latter a number of scorchers of the first water, and a formidable quartette to do battle for the cup should be the result.

The L.A.W. Jersey men quite envy you fellows in the other States, the excitement you have been having over the League elections. Our nominating committee did so well that they left us nothing to do but merely shove in the ballots and await the announcement of a unanimous choice. The result is such a foregone conclusion that the vote will be very light.

The beautiful weather of Good Friday, Saturday, and Easter drew forth crowds of wheelmen, and the Orange roads were alive with bikes, trikes, and tandems.

The dealers in these parts are in jubilant humor. They say they are confident that the coming season will be the biggest in the history of cycling. D. Rogers & Co. have received a large consignment of Cunards, and are sending over almost daily orders for more. If Jonnson's smiling face is any indication of business prosperity, he must be doing well with his Victors, and the Humbers can hardly have lost any of their well established popularity. Reber, Saich and Kluge are too busy getting out the King to talk much about prospects. Saich tells me that he has had numerous inquiries about the new wheels from racing men. Of course, he thinks the King will create a revolution in bicycle manufacture. As for the Star people at Smithville, they cannot begin to fill their orders. A clubmate ordered one a month ago, and has not much hopes of getting it before the middle of May. These are pleasant facts to listen to, showing as they do the wonderful growth of the sport so dear to all of us.

As Roorbach, of the E. W., is to soon pay a visit to "Ye Solitary Club" at Stamford, this pair of bicycle "cranks" will thoroughly explore the Connecticut roads, and enlighten the uninitiated in all the mysteries of the heavens above, the earth below, and the waters beneath. I call them a pair of cranks, but I use the word "cranks" as a synonym for "geniuses." No men have done more earnest and effective work for the wheel than they have in their respective sections, the one with pen and pencil, the other with brush and crayon, and both with eloquence of tongue.

April 11th, 1887.

JONAH.

MINNEAPOLIS NOTES.

Winter lingers in the lap of Spring, in a manner that is indecent, and the hopes of a few enthusiasts, that had risen with the mercury for one or two warm days, were suddenly dashed to earth—to speak correctly, to mud—by a young "blizzard" that visited us Sunday last. Buffalo overcoats took airs to themselves again, and the Spring coat hid its head for a season. Still, we hope for better things. Trade in wheels continues good, seven light roadsters of the '87 pattern already sold, and among them a 57 inch, full nickeled.

Hendee has been with us on a flying visit, displaying the merits of the Springfield Roadster. A large crowd of interested wheelmen saw and tried the new mount at Armory Hall, and the verdict seemed to be generally favorable. For a safety, it is the best looking one I have seen, and the sample tried almost runs away with one on a smooth floor. If the prevailing prejudice against plain and cone bearings can be overcome, and wheelmen feel sure that for \$75.00 they are to get a wheel equal in every way to the sample shown, trade cannot fail to be good. Instead of Kennedy Brothers being the agents, Houston & Haines are to handle the wheel here, and "expect a sample daily." I am told the factory's output is 300 a week, and if so, delays in filling orders should not be long. Hendee reported orders footing up 1236 since starting out. Newspaper correspondents to the contrary, he tells me he shall not race this coming season, and the S. R. must needs have some other rider to show off its capabilities at Clarksville.

I notice that in Black's last novel, "Sabina Zembra," he introduces the device—time-honored in cycling literature—of making his hero ride a bicycle, and be thrown on a convenient pile of gravel, directly in front of the heroine. Her sympathies are aroused, and the usual result follows. But alas for romance, their union turns out unhappily, the hero being of a turn of mind that leads him to indulge in heavily backing horses, with the usual result, and his line of conduct is worthy of the baser sort of professional.

While my pen is touching on Eastern events, it may be well to mention that the Wheel Club of Northampton, Mass., of which I have the honor to be a member, is going to take a determined stand against the city ordinance, forbidding bicycles and tricycles being ridden on the sidewalks, and make a test case, as soon as the state of roads permits. The Mayor, himself an enthusiastic tricyclist, and President of a local club, announces that the law will be firmly carried out, thereby showing its injustice, and helping in its repeal. The editor of the *Hampshire County Journal*, also a tricyclist, is anxious to be the one making the test trial, and offered to back the boys through the columns of his paper. All of which shows a degree of progress very gratifying to me, as one of the prime movers in forming the club, nearly six years ago, and in whose doings I yet take an active interest.

At their third annual ball held in March, a handsome profit was cleared, and steps towards incorporation are soon to be taken. When I read how we used to meet at the store of one of the members, for lack of proper club rooms, and perch on counters, chairs, boxes, and whatever came handiest, and consider that now they have comfortable rooms of their own, with piano, pool table, etc., I realize that "De world do move, suah." I was at an informal "smoker" of the Minneapolis Bicycle Club last evening, and find them pleasantly located at 211½ Nicollet avenue, occupying two rooms on the third floor at present, with a room on the ground floor for storage of wheels. Among the cycling literature spread over the table, I noticed THE WHEEL's familiar face, and heard favorable mention made of its merits.

Now that the Mercury Club has reduced its dues, growth is sure to follow, and I am told of 15 new applications for membership to be presented at the next monthly meeting, meaning an addition of that many to the ranks of the L.A.W.

The fact of there being two clubs in our midst this season, should cause a healthy rivalry, and conduce largely to the interests of wheelmen, help in holding a race meeting later on, and generally act for good.

Owing to the delay in the preparation of the new L. A. W. cloth, the Minneapolis Club has decided to use the same color uniform, (dark blue) as the Mercury, but with a different cut and style of cap.

L.B.G.

THE BICYCLE ON THE WAR-PATH.

AN INTERVIEW WITH MR. JO PENNELL.

In the *Pall Mall Gazette* of Saturday week appeared the first series of articles by the editor, entitled "A week on the Franco-German Frontier." The Question of the possible commencement of hostilities between France and Germany being one of the moment, the energetic *P. M. G.* decided to dispatch a special commissioner to see what was actually going on on the frontier, and with him was associated one of the cleverest of American artists, Mr. Joe Pennell, whose skill has so frequently adorned the pages of "The Century," "Harper's," and other well known high-class magazines. No word appeared in the first article as to the prominent part which the bicycle had played in "A Week on the Franco-German Frontier," but the fact having reached our ears, we determined to interview Mr. Pennell, and accordingly, at 6 p. m. last Thursday, anxiously awaited his arrival at the Austrian Cafe in Oxford Street. At 6.10 the tall, thin figure of the expected one appeared in the doorway. Mr. Pennell looks thoroughly artistic, from his hirsute surroundings, to the thin delicate hands which wield the pencil to such good purpose, and as he is not uncommunicative, our task was a comparatively easy one. When once we had "landed" him, and persuaded him to mount aloft to our "garret near the sky," we settled down for a steady interview.

HOW IT CAME ABOUT.

"Stead thought it good enough," said Mr. Pennell, as he buried his face behind a book, and rocked to and fro in our only rocking-chair, with a quick, easy motion, appropriate to representation given to "rockers."

"He thought it good enough, so Norman and I made plans. The frontier is right away from the railways, and Norman suggested horses," said J. P.; "But as I had never ridden, I thought a spill might seriously interfere with my artistic career, so simply said two words in reply, viz, 'No! Bicycles!'"

A PREJUDICE AGAINST THE WHEEL.

This somewhat staggered the "Special Commissioner" of the *P. M. G.*, but as about six years ago he had ridden a boneshaker, he did not need very much pressing; and, on Mr. Pennell undertaking to find the steeds, they parted, to meet no more until continental train-time at Charing Cross. The next thing was to procure the necessary mounts. Striking Holborn Viaduct, Mr. Pennell made straight for Humber's, and the idea being just one to take the fancy of the adventurous M. D. Rucker, he promptly "wired" to Nottingham, and, in less than an hour, two "Humber" safety bicycles were placed at my disposal for the trip. Leaving London on the 1st of March, the travellers "trained" straight to Paris, and at once sought to interview with Monsieur Clémenceau, who took them to General Boulanger, to whom, personally, their idea was explained.

"NOT FOR JOE."

The General's reply was as prompt as it was "straight"! "Perfect nonsense," he said, with the addendum of, "I cannot prevent you going along the high roads, but let me catch you off the highways and in or about the forts and I will promptly place you both in prison." Undeterred by this rebuff, and keeping the bicycle idea dark, the two took train to Verdun, where a day was spent in learning to ride safeties, with the immediate result that an old lady was nearly sent to join the majority. Then they rode to Manheulles and thence to Etain, and on to Mars le Tour, whence they penetrated into Germany.

"The moment we passed the German frontier," said Mr. Pennell, "a guard sprang up and demanded our business; and this occurred every time we passed into Germany, which we frequently did during the trip. Once, however, we 'scared' off a Teuton sentry. 'Shall we stop?' asked the Special Commissioner, as we reached one post. 'How do I know,' replied the soldier—and we didn't; but became so elated by the event that we rode past the Custom-house, the douaniers never hearing us, owing to the rubber-tyred and silent-running machines."

AN ARMY IN METZ.

Metz is a very small town, but there are 2,800 soldiers in it at present, and here the two cyclists stayed and made excursions in the neighborhood. In one afternoon they visited probably more countries than ever did cyclist before! They rode to Unionville, and thence to Battenburg in Luxemburg, then to Esch in Belgium, and on to Ausnetz in Germany, and then back over the French frontier to Thionville. On this day, during which the roads

were splendid, they saw the only cyclist encountered on the trip, and he was mounted on a boneshaker." From Metz to Nancy is described as a "perfect road."

A TRIP TO THE VOSGES MOUNTAINS.

From Luneville, these pioneer cyclists for war purposes ran into the Vosges Mountains to St. Die and found excellent roads. At Saales, where they left France, the Custom-house officers refused to refund them the 50 francs paid for duty at Calais until they "went for" him. He then disgorge, but sent a guard to see that they did not "sneak" back into France *plus* the 50 francs. This guard seems to have had a "cold time" of it. First he essayed to travel standing on the step of Jo Pennell's bicycle, but a hundred yards of such locomotion brought the pair, with the safety atop, into the ditch. "Shanks's mare" was then alone the resource of the douanier. First he trotted; then he perspired; then he doffed his sword and belt; anon his hat was discarded—and what might ultimately have become of him is doubtful, if a bill had not appeared in front, up which all three had to walk, and thus they were brought on equal terms again. From the top of this hill into Strasbourg—60 kilometres, about 45 miles—is all a down grade, and despite the existence of snow, ice and stones, and the experience of several spills caused thereby, it was ridden between 1.30 and 6 p. m. The country on each side was covered with snow, but so well were most of the roads made that they drained themselves.

FREEMASONRY OF THE WHEEL.

On reaching Strasbourg, a gentlemen presented himself, and, stating that he was a member of the Strasbourg B. C., took the travellers off to a "Kneipe." Next day, the same attention was paid to the adventurous safety riders who had thus every opportunity of tasting "la bierra de Strasbourg" on its "native heath." On Sunday, the Strasbourg B. C. arranged a run in their honour; but down came the snow, and, with it ended not only all chance of that run, but of pursuing the frontier line to Basle.

A RECORD.

"It was a record journey," we suggested. "Why, certainly," said Mr. Pennell, "we can claim to have been the first ever to put the bicycle to a practical use for a survey of the kind. There were no railways most of the way, and horses would have been unreliable and expensive. Moreover, nobody noticed us on bicycles. We passed for two 'mad Englishmen,' and, although I was arrested last year for sketching in France when without a cycle, with the bicycle this time I was allowed to go through scatheless, although I sketched, here, there, and everywhere, and the illustrations will appear in 'Harper's Magazine.' We rode in all about 250 miles. The spills were numerous, but nothing could break the machines. I never saw such strong frames and wheels. A few nuts loosened, and of course, my old friend the luggage-carrier came adrift; but I cannot speak too highly of the machines and the way they behaved. The roads occasionally were frightful rough; and, indeed, on one route given by Stead—he of the *C. T. C.*—not of the *P. M. G.*—we got into such a quagmire that we were obliged to hire a trap to take us out of it. He made four mistakes in 50 kilometres of route."

A CYCLIST "ARMY CORPS."

"The Germans," Mr. Pennell stated, have a corps of fifty men in Strasbourg who are daily trained in the use of the safety bicycle to act as messengers in case of need. Our own equipment spoke volumes for the carrying capacity of safety bicycles, for we carried, in addition to our knapsacks, an ulster strapped on each machine, and a mackintosh. During the rain we rode in ulsters, and the effect was comical in the extreme.

THE RETURN.

This was made by train from Strasbourg to Ostend, and the machines were sent in crates (costing 10s. each for the journey), and arrived in London only three days after us. Anybody wanting to pass through France *via* Paris can leave their machine in the coincide there, and ship it again on the train, and so go on through France without paying duty." So said Mr. Pennell as a *finale* to a most interesting interview, ere he once again tempted Providence down five flights of stairs, and passed out into the cold night air.—*The Cyclist.*

Racing at New Bedford, Mass.—On Thursday April 7th, a four mile match race; strictly amateur, the prize being a bicycle lock; W. A. Wade, 28m. 24s.; Kempton Tripp, 2d; Dr. A. F. Wyman, 3d.

THE LEAGUE MEET.

[POST-DISPATCH.]

The conduct of the annual meet is in the hands of a general committee, composed of the chairmen of various sub-committees, each chairman being authorized to select two assistants. The committee is constituted as follows: General chairman and treasurer, W. M. Brewster; secretary, L. J. Berger; reception, Edward Sells; finance, J. E. Smith; banquet, Dr. H. H. Keith; entertainment, George Boswell; programme, A. K. Stewart; parade, Prof. C. H. Stone; tours and runs, L. J. Berger; transportations, Burley Ayres, Chicago. This committee meets every week, and is rapidly getting the details perfected. There will be two sessions during the convention, one of the Board of Officers to elect officers for the ensuing year, and transact official business, and the other of the general membership.

THE PROGRAMME.

The programme as arranged is as follows, and will not be materially changed:

Friday, May 10, 9 a.m., meeting of the Board of Officers; 11 a.m., meeting of the general membership. Dinner. In the afternoon the steamer Charles P. Chouteau will be chartered and the visitors given an excursion down the river to Montesano Springs. This will close the first day.

Saturday, May 21, 10 a.m., national parade of 800 wheelmen through principal streets; dinner at Forest Park. Afternoon, runs to various places of interest; 8 p.m., banquet at the Lindell Hotel, to which the Mayor and prominent city officials will be invited.

Besides the stated runs, there will be impromptu excursions a wheel during both days.

ENCOURAGING CONTRIBUTIONS.

The cost of entertaining the meet, is placed at about \$5,000, and this sum will be raised by the Finance Committee, who are industriously canvassing the business houses. They are meeting with great encouragement, and nearly half the sum has now been raised. One member of the committee, Mr. Reid Northrup, reports that he has secured the following subscription: C. E. Udel & Co., \$25; Lindell Hotel, 100; M. M. Buck, 20; J. G. Brandt, 5; Wm. A. Stickney, 15; Gilbert Fur'n Co., 10; F. S. Ellerbe, 25; D. W. Van Houton, 25; Huse-Loomis Ice Co., 50; E. C. Meacham Arms Co., 50; T. B. Boyd, 10; Famous, (Jos. Specht), 25; A. Siegel, 10; F. H. Gurden, 10; Bass F. & M. Works, 50; Tom Witt, 5; O'Neil Lumber Company, 10; Ezra H. Linley, 25; A. Gould, 10; Charles C. Vogel, P. & G. Co., 25; W. H. Hallett, 10; Waters-Pierce Oil Co., 25; J. Kennard, 10; Bonsack Lumber Co., 10; Andrew Warren, 10; H. L. Fox & Co., 10; Fairbanks & Co., 15; F. Gurden, 10; J. W. Garnett, 10; J. A. Holmes & Co., 20; Eugene Jaccard Jewelry Co., 25; total, \$660.

THE ATTENDANCE.

The committee is making preparations for about 1,000 visitors. This will be the first meet held in the West for some years, and will catch nearly all the Western wheelmen. The Eastern cyclists will charter special trains, and come right through. The Boston, Philadelphia, New York, Washington and Buffalo riders, have already made their arrangements to that effect. In the East, more than in the West, the fraternity is composed of elderly gentlemen, and the people of St. Louis will be able to form some idea of the spirit that is pushing the wheel to the front, when they see the large delegations of serious men who will visit this city in the interest of the "silent steed." One interesting feature of the meet, will be the presence of a large number of lady tricyclists of the East, wives of wheelmen, who will accompany their husbands to the Western meet. The Lindell has been selected as the League hotel during the meet, and quarters have already been secured for several divisions.

The official programme, which will be a work of art, and will be illustrated by sketches from prominent St. Louis artists, will be out about May 1st.

Messrs. Wm. Read & Sons published almost a page of testimonials to refute the charge that the ball-bearing head is "unnecessary, complicates the machine, etc." The article has been carefully prepared, and will do much to dissipate the idea that the ball head is not an improvement.

ALL WELL IN THE MASS. CLUB.

The regular monthly meeting of the Massachusetts Bicycle Club was held on Tuesday evening, April 5th. As we stated last week, the club was on the verge of financial ruin, consequently this meeting was of the utmost importance, as the action taken thereat would decide whether the club would exist or not. It was expected that the meeting would be a most stormy one, but if there was any disaffection, it sneaked off into a corner and hid itself. The meeting was the largest held in many months, nearly 100 members being present. President Chas. Richards Dodge presided.

The great question to be decided was how best to relieve the club from its financial embarrassment. It was clear that this could only be accomplished by a general assessment, and on motion of Mr. Parson, and amended by Mr. Meyers, it was voted to levy an assessment of \$5 on each member of the club, excepting those who joined last night. Much to everyone's surprise, this vote was carried, without opposition and after very little debate. The best of feeling seemed to prevail, and it is likely the unpleasantness of the past will be known no more, and the club will enter upon an era of increased prosperity.

The assessment will probably add to the club treasury about \$900, but, as the total indebtedness is in the neighborhood of \$1,900, it will be necessary to raise the balance by voluntary subscription, and judging by the liberal sums subscribed last evening, this will not be a difficult matter to accomplish.

The report presented by Treasurer Minot showed that the club owed for rent to the corporation owning the house, \$560; to the Pope Manufacturing Company, \$1,162.41, and for other bills, \$461.66, making a total indebtedness of \$2,188.07. Subtracting from this \$316.27 in cash on hand and in membership fees due, the actual indebtedness is shown to be \$1,871.80.

The club has 171 resident members who each pay annual dues of \$20; twenty-four non-resident members paying \$6, and six non-resident members paying \$10. This gives the club, with receipts from lockers, etc., an annual income of \$3,924, which is considered ample to pay all necessary expenses.

The last year was a particularly hard one, on account of paying League dues and entertaining visiting clubs. A committee, consisting of Messrs. Farrington, Minot and Goldwaith, was appointed to take charge of raising subscriptions.

What will undoubtedly be of great benefit to the club, is the amendment of the constitution, which is to be brought up at the next meeting, providing for the admission of associate members. Their dues will be half that of active members. Messrs. Salkeld, Meyers and Partison were appointed a committee to draft rules for the government of associate members.

Three new members were admitted to the club. F. A. Pratt resigned from the club committee, and L. Barta was elected his successor. The constitution was changed, making the Vice-President a member of the club committee. A committee consisting of Messrs. Farrington, Salkeld and Goldwaith, was appointed to draft resolutions on the death of Horace B. Wilbur, the oldest member of the club, who died last week at the advanced age of seventy.

BICYCLISTS AS ARMY SCOUTS.

GREAT SUCCESS OF THE EXPERIMENT AT DOVER.—
FAR SUPERIOR TO CAVALRY.

LONDON, April 9.—One of the novel features of the Easter manoeuvres at Dover, of the volunteer army of England, is the use of bicycle and tricycle riders as scouts. There is to be a sham battle fought at Dover next Monday. The idea of this battle is to simulate a foreign invasion, which is to be repelled by the English land forces. It is only within the last week that the idea of using bicycle riders as scouts, has been taken up. Yesterday and to-day, the bicyclists have had a preliminary trial at Dover, and the most flattering results are reported. They have exceeded in swiftness the cavalry, and were able to go much more secretly, and to cross much rougher country than the latter. When the bicyclist would come to a fence, he would climb it and throw his machine over quickly, and even in crossing heavy ploughed fields and marshy strips of land the bicycle rider outstripped the horsemen. Upward of eight hundred bicyclists are now employed at Dover as scouts. They were attended by Mr.

Bernard and Mr. Tooth, two of the most celebrated bicyclists in England. One of the most vigorous and active of the bicyclists at Dover, was a veteran expert over eighty years old. This novel use of the bicycle, has attracted much attention in military circles. It is believed that the bicycle rider in the future will be of great service in campaigns. The bicyclists can carry three days' ration on his machine, and an expert rider can make an average of sixty to seventy miles a day in carrying messages or despatches.—Cable to *The N. Y. World*.

PHILADELPHIA POINTERS.

For the old Quaker village we can only report a great dearth of special cycling news, poor roads and splendid weather during the past week. Sunday April 10th, was a remarkably good day for wheeling, for so early in the season, and about every one who owns a wheel was out on it. The Road Race of the University of Pa: Bicycle Club, is the first of the Spring events and occurs on Friday April 22d. The actual contest will probably be between Page and Witaker. Page is the favorite both from his record at jumping, and because of his long experience as a tourist. The distance is twenty-five miles out and now on the Lancaster Pike.

Philadelphia does not amount to much in the eyes of the average New Yorker, but it does seem as though we had produced about as many celebrities almost as Boston, of which *Glory* is the suburb. To be sure we cannot supply a Bassett, a Beckwith, or a Pope, but haven't we the great and only Aaron, the tall and good-natured Racing Board Miller, the carefully-lined Wells, the pugnacious Gideons, and the most riders of any city in the country? And doesn't Woodside, the great and also only Woodside, the *Irish* champion of the *American* team, hail from Quakerville? And Pennell, he of the left-handed sketching book, the Ham League badge, the Franco-German spying-expedition in behalf of the *Pall Mall Gazette*, and the various arrests on the continent and conservatories in England, is yet a member of the Germantown Club of Pa., and in good standing. We have four big clubs, and two big club houses, and if any one wants to come over and take a ride through Fairmount Park, he is welcome to do so, but for Heavens sake tell him to first advise the Penna. club how much money he has, and the Germantown club who his great grandfather was if he expects to have a good time or wants company.

Current report has it that the "Ivel" safety, which has made so remarkable a record in England, is about to be imported to this country by a Philadelphia rider, who intends going into the business of bringing over English manufactures, with thirty-five per cent duty added, to compete with American made goods, constructed by large concerns and put on the market at a cost less to them than the English wheels will cost the importer in England itself. Of course he will lose money, but as the young man has plenty to loose, it is all right. DIXEY.

The "S. S. S." tandem (W. B. Everett and Co. importers), is a non-convertible, the makers apparently having greater confidence in a machine built complete in itself than when it is made up of parts, the perfect attachment of which being left to the judgment and skill of the user, not infrequently leads to repairs and consequent expense. As might be supposed, the new tandem is finished in good style, and supplied with tyres fitted with "Otto" corrugated wires, the arrangement of compressed rubber tyres growing rapidly in favor.—*The Ironmonger*.

FROM THE ORANGES.

The past week has brought out many wheelmen for their initial spring rides, for even here a large majority of cyclers are fair-weather riders. Good Friday was a sort of semi-holiday in New York, and, as everything was propitious, most wheelmen who had any time managed to take a spin.

I welcome "Jonah" back to your columns. New Jersey news is now in a pretty fair way to be told, at least for the Northern portion of the State, where reside a majority of her wheelmen. Now that *THE WHEEL* has absorbed *Recreation*, it is the most appropriate organ for this section, and ought to be read by everyone.

Probably the Oranges are exempt from the "Star craze," of which we have heard so much since last November, because our roads are so perfect that a safety machine is a superfluity, if not an absurdity, for ninety-nine out of every hundred riders.

There has been one man reconverted this year, however. The President of the Wanderers originally rode a Star. Last year he tried an ordinary, but failed to get accustomed to it; so this year he has gone back to his first love, but of a newer, brighter pattern.

The Wanderers will not put a team in the N. Y. and N. J. Team Road Race. They had hoped to do so until Baird left to accept a business opening in Montreal. He did not resign, but his residence keeps him out of a team. Another of their fast men will not ride, and, strange to say, there are almost no candidates for the positions, so they are making no preparations.

Now that the Essex are looking toward racing honors, they ought to join the Team Association. They have several very strong road riders.

Photography is taking here among wheelmen as elsewhere. Some of the amateurs are doing very good work, and finding no end of enjoyment.

Importers and domestic manufacturers seem to be equally backward in producing their patterns. In some cases samples are not yet to be seen, and it is exceedingly difficult to secure machines ordered. If they were a little more far-sighted, they would not be so far behind, for it loses them custom. I am constantly hearing of wheelmen who place early orders on the other side, and who usually get their machines about a month before the new styles can be supplied here.

It is not likely that the Humber type of tandem will lose its hold on popular taste where the roads are not too hilly and rough; but there is destined to be a big demand for a front steerer, with long wheel base, and in which the steering is absolutely controlled by the rear (gentleman) rider, but not through the device of a rod connecting the two handle bars. 5678.

Singer & Co., Challenge Works, like their neighbors, have been working all hands overtime during the greater part of the last month. They find their "S.S.S." tricycle, which sold so well last year, and has since been brought up with the times by the fitting of a 28-inch front wheel, still taxes their facilities for supply to the utmost, both the "No. 1" and "No. 2" selling faster than they can be turned out. The newly-introduced "S.S.S." tandem, with a front-steerer, steered from the back, has also found great favor amongst riders, and although—owing to the time taken in concluding experiments towards its perfection—the first lot have only just been delivered, the firms have a large number of orders for them on the books. The "Apollo" rear-driving safety, too, is selling well all over the country.—*The Ironmonger*.

LETTER FROM BROOKLYN.

The good weather of the past week has put the roads in tolerable condition and extended runs are now in order. The first this season to brave the risks and perils between this city and Jamaica, [was a party of four unattached who passed through the latter place on Good Friday. On Saturday two members of the Brooklyn Club ventured as far as Garden City. They found the roads fairly good, in fact much better than the paths, which latter are very rough in places. On Easter Day a number of wheelmen from this city and from Jamaica, rode through and attended service at the Garden City Cathedral. The roads between Brooklyn and Jamaica are particularly poor, and though they will probably improve very much with a week or two of good weather, they need considerable fixing up before the novice can enjoy the ride or even attempt it with safety. Through East New York, riding is particularly bad, and bids fair to remain so in view of extensive building operations and proposed *improvements* which the city authorities intend making. It is possible for the clubs, by some united action, to patch up the paths of the New Lots route into fairly good riding condition, and unless they get together and do this, they must still keep well trained in cycling gymnastics to be able to reach Jamaica with a sound body and wheel. The committee from the Brooklyn Club have had interviews with Commissioner Connor, but have very little to report that will further the interests of wheelmen. In brief, the asphalt streets of the city will be repaired where needed, the Eastern Parkway will not be resurfaced as was reported, no improvement of the wretched "cobble-stone hill" is contemplated, it is not intended to lay any more asphalt, macadam or other smooth surfaces, and the new pavements of the 26th Ward are not to be constructed with any idea of their becoming popular thoroughfares for wheelmen.

Again we have to record another of those now frequent and serious accidents to wheelmen on the Boulevard. On the afternoon of Easter Day a young man named Bolff, residing at 57 Monroe Street, was, so report says, deliberately run into by a buggy travelling in the same direction. Whether the accident was unavoidable or wilful remains to be ascertained. The wheelman was so badly injured that it was necessary to take him home in a carriage. I am informed that the injured man is a member of the Long Island Wheelmen; in that case we may hope for a thorough investigation and prompt punishment of the offending party. If the case was one of malicious assault. As has been before remarked, it is really perilous for wheelmen to ride on the Boulevard, Saturday and Sunday afternoons.

The Ilderan Bicycle Club have fallen into line on the question of Club house improvement. They have secured a lease of the three-story frame building, No. 71 Lincoln Place from May 1st, and will fit it up in a manner becoming to their requirements. The building is 22 x 32 ft. The first floor is but four steps from the sidewalk and will be used as wheel space, the floor above will be utilized as lockers, bath and parlor, while the upper floor will contain a billiard room and apartments for janitor. When everything is in shape they will be very nicely housed, and I am sure all their sister clubs extend to them hearty congratulations.

The Stevens Lecture which is to take place at the Academy of Music on Saturday evening next will be one of the events of cycling in this city. All the Clubs of this city, as well as those of New York and neighboring cities will send large delegations, and friend Thomas may expect a warm and hearty reception. Mr. Stevens will be dined at the Clarendon before the lecture, in company with Dr. Beckwith and others. At the conclusion of the lecture he will proceed to the club house of the Brooklyn Bicycle Club No. 112 St. Felix Street, where he will be pleased to see all those who care to meet him.

The Annual Meeting of the Brooklyn Bicycle Club, at which occurs the election of officers will be held Tuesday evening of this week. At this meeting Mr. Thomas Stevens will be elected to Honorary Membership.

The increase of the great body of the unattached in this city this spring has been something marvellous. Truly there is a harvest in store for the Clubs if they go to work properly to secure new recruits.

BROOKLYN, Apr. 11th, 1887.

BON.

PITTSBURGH NOTES.

Good Friday was, in this part of the country, a most perfect day, and the club runs of the Allegheny Cyclers and Pittsburgh Wheelmen to Bakerstown were a confirmed success, with a good attendance of members. Cycling is booming with us, and candidates for disasters in that line are very numerous. Our Keystone Club has not had a called run this season, their Captain, Bidwell, being in Buffalo, N. Y. with his brother, who was severely injured in the late hotel fire.

At their business meeting held April 6th, seven members were in attendance and had a delightful run of six or seven miles afterwards, under the command of Lieutenant Lee.

A meeting of those interested in Amateur Athletic sports is called for Monday, April 11th, to consider the procuring of grounds for amateur sports, and form an organization with that in view. The meeting will be held at our Bicycle School and is no doubt simply to clinch the quarter mile track project I wrote of two weeks ago. The B. B. club management desire a guarantee of five hundred dollars and will then build the track, subject to the approval of bicycle clubs represented; the ground has been surveyed and will admit of a track eighteen feet wide, except on the home stretch where it will be twenty-five feet wide, and this without interfering with the ball field.

A. Kennedy-child spent several days in this city lately, on business connected with the Pope agency. He pronounces the demand for wheels very large, and in regard to the League, thinks it will be stronger and better when the late troubles are settled.

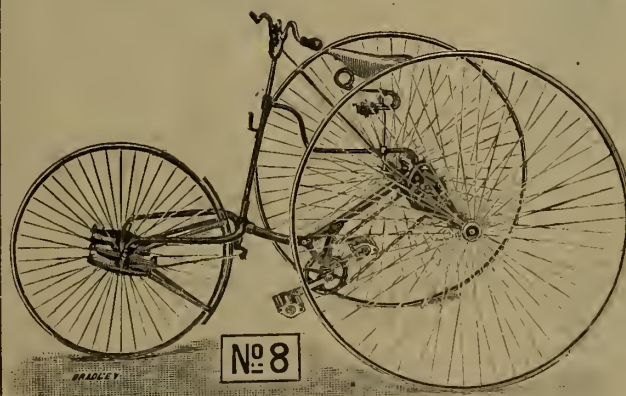
We are glad to have the assurance of THE WHEEL that we shall soon be happy in being clothed with the League uniform when riding, but our wheelmen are still impatient and think with dismay of waiting from four to six weeks after the contract is awarded, past experience teaching them to expect nothing less.

From all I can learn, the straight ticket of the Penna. Division was voted by wheelmen here except the scratching of Wood, in favor of Wright, of Philadelphia. KEYSTONE.

A large and fashionable audience thronged the Seventh Regiment Armory last Saturday, to witness the Spring Games. Two of the events were bicycle races, open to members only, which were contested with the following results: One mile: A. B. Rich, 3m. 18s.; E. M. Valentine, second. Three miles bicycle: A. B. Rich, 10m. 11s.; Valentine, second. The Kings County Wheelmen's team gave an enjoyable drill.

THE "QUADRANT" TRICYCLE.

IMPORTERS: S. T. CLARK & CO., BALTIMORE, MD.



SPECIFICATION.—Central geared; double driving; double band brake; protected from oil; adjustable ball bearings to all parts (three on main axle, two on crank axle, two on pilot wheel axle); seven-eights tires; forty inch driving wheels, with solid felloes and sixty direct double-buttoned spokes, and six inch hub; twenty-six inch pilot wheel, with solid felloe and forty-six direct double-buttoned spokes; ball pedals, with square rubbers; Townsend's combination spring and saddle; Quadrant differential gear in centre of axle; Standard gear fifty-two inch, higher or lower as desired. Total width 39½ inches. Total length seventy inches. Narrow doorways will admit this tricycle by

removing one wheel and half of the axle which is effected in a few seconds. This is a feature of the machine. Finish.—Both axles, handle-bar, brake, lever and rods, saddle pin cranks, pedals, and all nuts and foot plates nicked, the balance beautifully enameled plain black. For a more complete description of this steering machine, we refer our readers to the catalogue, which may be obtained from the importers.

Bicycling News October 23d, 1886, referring to the Gold Medal awarded to the "Quadrant" at Liverpool Exhibition says: "It was the first of the now numerous large steering wheel tricycles, and has gone steadily on against adverse criticism and prejudice, until it has proved pretty plainly the properties of the big front wheel."

The Cyclists Touring Club *Gazette* October 1886, in reviewing another machine says: "We believe in the motto, *Palnam qui meruit ferat*, and at the outset we give it as our opinion that the leading principal of the machine embodies—that of providing and controlling a large pilot wheel without the intervention of the usual forks, with their attendant springiness and vibration—would never have been devised in its present shape had it not been for the success that attended the introduction of the 'Quadrant' tricycle—practically the pioneer of the large steerer type."

The *Cyclist* October 6, 1885, in "Some Hints to Manufacturers," says, (abbreviated) that the style for 1887 will be: "Front bicycle steerer. Guide wheels, twenty-four to thirty inches. Some method for reducing vibration. Horizontal fork with handle post behind the wheel. Three or four bearings, well spread over the axle, the stuffing box system (i. e. firm steering) will in the majority of cases replace the automatic gear." Just what the "Quadrant" No. 8 has been throughout the last two seasons.

THE TRUTH OF IT.

EDITOR OF THE WHEEL: Your correspondent "5678" in your last issue, wants it noted that Dr. Kinch declines the nomination of Chief Consul. I would like to reiterate a former statement to the effect that Dr. Kinch declined the nomination before Dr. Cooley was talked of. Chief-Consul Johnson, in a letter to Dr. Kinch, stated that he (Dr. Johnson) would be pleased to see him the nominee for Chief-Consul, and Dr. Kinch replied that he felt grateful for the honor, but that it was impossible for him to accept the nomination, for, in event of his election, he could not give to the office the time it demanded, and therefore declined. Chief-Consul Johnson read extracts from this letter before the nominating committee at their meeting at the Astor House.

At no time did Dr. Kinch seek the office, but the more his friends pushed forward his name the more firmly he declined the nomination. At the meeting of the committee, after Dr. Cooley had been nominated and the list of representatives made up, Mr. Crane, of Plainfield, who placed Dr. Cooley's name before the meeting, made a motion that it be entered into the history of the meeting, that Dr. Cooley would not have run for the office had Dr. Kinch been in the field as a candidate, which was carried. S. TAR.

Newark, April 12, 1887.

HYDE PARK RAMBLERS.

HILL CLIMBING IN THE MORNING AND ATHLETICS IN THE EVENING.

The bicycle season at Hyde Park, Mass., was opened by the Ramblers last Thursday, at 10.30 A. M. Nearly all the members of the club assembled at the foot of Maple Street, near the New York and New England depot, and eight of them took part in a hill climbing contest. Maple Street leads on to Mt. Neponset from Walnut Street, and is very steep at this point. It was in poor condition on account of the loose gravel, making it impossible for any cyclist to reach the top. Those who rode up the farthest were W. S. Scott, first; H. S. Peare, second; and J. P. Bird, third. Delegations were present from Dorchester and Jamaica Plain, with their machines, and the contest was witnessed by a large number of spectators.

In the afternoon a club run was called to Dedham, and about fifteen made the journey. The roads were found in good condition, except for a short distance at Readville. In the evening the club held an athletic entertainment at the headquarters, in which the members showed great skill.

Mr. G. M. Worden, formerly of the Lynn Cycle Club, has secured a position with Messrs. T. G. Conway & Co. 20 Warren St., N. Y. He will exhibit the Springfield Roadster for this firm.

Harry D. Hedger & Co. are making a new bicycle, called the Swiftsure. One has been built for R. A. Neilson, 52 inches, 41 pounds, including saddle and pedals, on which he intends to do road racing this season.

THE STAR CATALOGUE.—The H. B. Smith Machine Co. have just issued their 1887 catalogue. The cover presents the novel sight of a lady riding a Star tricycle. The catalogue, which consists of thirty-four pages, contains a general history of the Star wheel, a general description, and a complete illustrated description of the parts and completed wheels. Of course the novelty is the tricycle, which we described last week.

THE INTER-STATE COMMERCE LAW.

ITS EFFECTS ON RAILROAD RATES.

Editor of THE WHEEL: The Inter-State commerce law puts things in this condition: All old practices in railroading are unsettled, and penalties are attached for violations of the new law. The new law is not clear, being subject to several interpretations. To be on the safe side, railroads have interpreted it in its most stringent sense, and are now acting on this basis. The Inter-State commission, which has but just got down to business, will put final and practical interpretations in effect. The law specifically provides that nothing in the act shall interfere with the issuance of excursion tickets. What is now wanting is the official interpretation of the commission. When that is given we will get our reduced rates. Therefore, the St. Louis meet committee has omitted the fares in their schedules of routes to the meet, leaving that to be published later, when the commission shall have got around to the subject. Very truly yours,

B. B. AYERS.

[Mr. Ayers has kindly sent the above, in reply to our inquiry as to the effect of the Inter-State law, on the reduced railroad rates which have been allowed to the wheelmen on special occasions.—ED.]

BALTIMORE ITEMS.

There has been very little doing here the past week. The Maryland Club attended the Westminster Meet Monday in a body, and all others who could get away also went.

That "Special" in your last signed "Chesapeake," was not from him, and he desires me to make mention of it.

League matters are quiet, and the result of the mail vote is waited for with interest. Bartlett will probably be re-elected C. C.

FISH.

THE EXECUTIVE COMMITTEE MEETING.

An important meeting of the Executive Committee of the U. S. L. T. A. was held at the Hoffman House, N. Y. City, last Saturday evening, Mr. R. D. Sears, president of the association, in the chair. It was voted that the tournament for championship singles should take place at Newport, Aug. 22, and the following days until decided, and the tournament for championship doubles at Orange, on Tuesday, Sept. 6, and succeeding days. In the singles, all matches are best 3 out of 5, vantage sets. Herefore they have been simple sets. Competitors defeated by the winner will play for second prize, best 2 out of 3, vantage sets. A special prize will be offered for those defeated in the first round of singles, best two out of three vantage sets. All matches in the doubles will be best 3 in 5, vantage sets.

Communications were received from various clubs and associations asking for dates and locations for local championships, and the following were granted:

New Haven L. T. Club, New England championship, June 13 and following days.

Scarlet Ribbon Club of Chicago, championship of the Western States, July 4 and 5.

Meadow Club of Southampton, Long Island, in July, dates to be announced hereafter.

St. George's Club, New York, middle States championship, June 1, 2, and 3.

Young America Club, Philadelphia, invitation tournament, June 10 and 11.

It was voted to give the publication of the tennis rules to Messrs. Wright and Ditson, of Boston.

Messrs. George and Sam. Gideon may race on a tandem this year. They would make a strong team.

TENNIS GOSSIP.

At the regular annual meeting of the Passaic Lawn Tennis Club, held Tuesday evening, April 5, at the residence of Dr. R. A. Terhune, the following officers were elected for the ensuing year: President, M. P. Slade; Treasurer, P. H. Terhune; Corresponding Secretary, F. A. Marsellus; Recording Secretary, H. M. Swan; Executive Committee, M. P. Slade, P. H. Terhune, F. A. Marsellus, H. M. Swan, M. DeM. Marsellus, Chas. Blizzard and John King; Membership Committee, Misses Terhune Worden and Westervelt.

It is rumored that the Crescent Club, one of the many clubs formed this season, have secured the grounds at the corner of Fifth avenue and 131st St. The membership is comprised of both ladies and gentlemen, and is limited to twenty four, which number has already been reached. At the recent election, the following officers were chosen: President, Mr. John Lyons; Treasurer, Mr. Walter Adams; Secretary, Mr. Clarence Roselle.

"The Tennis Club," whose grounds are at 146th Street and Mott avenue, expect to open the season about May 15th. The club was formed last season, and has but eight members, four ladies and four gentlemen. Miss Cassie Haigh is President of the club.

Owing to the fact that most tennis clubs in the West have not held their annual Spring meet for election of officers, etc., and do not hold such meetings until late in April, we have decided to postpone the meeting of the Western Association, Saturday, April 9th, until some time in May, subject to call by president. Due notice will be given of the meeting.

LEAGUE OF TENNIS CLUBS.—A number of the tennis clubs in Middlesex County, organized yesterday under the name of the Middlesex County Tennis League, adopting the rules of the National Association. It is proposed to have one or two tournaments in each season. This is believed to be the first County League in the country. Applications for membership of the League, can be addressed by any club in the country, to Willis Farrington, box 284, Lowell.

The New Haven Lawn Club, is one of the most prominent lawn tennis organizations in this country. At the recent annual election the following officers were chosen:—President, Mr. William L. Bennett; Secretary, Mr. Arthur S. Osborne; Treasurer, Mr. Eugene S. Bristol; Auditing Committee, Messrs. John W. Bristol and Henry C. White. Governing Board, Messrs. Francis G. Beach, William L. Bennett, Eugene S. Bristol, William F. Fisher, Charles S. Hastings, Arthur S. Osborne, Joseph D. Sargent, and Joseph T. Whitelsey. The membership of the club is limited to 250, and that limit has been reached, and there are numerous applicants for admission whose names are on the table awaiting vacancies in the membership. The club was never in a more prosperous condition, having no liabilities and \$2,300 in bank. Play was begun for the season on one of the courts on March 19th, and to-day five courts are in good condition. The club has thirteen courts in all. The grounds are being put into the best possible shape, the surface of some of the courts is being relaid, the club house newly painted, and improvements are being constantly made. The club will hold its annual tournament for the "championship of New England" in June, the dates claimed being the 13th, 14th and 15th.

The Brooklyn Hill Tennis Club, whose grounds are situated on Ryerson street near De Kalb avenue, expect an unusually lively season. The officers of the club are:—President, Mr. F. D. Beatty; Vice-President, Mr. J. Halsey; Treasurer, Mr. C. J. Post, Jr., and Secretary, Mr. A. L. Tomes. The additional directors are:—Messrs. William A. Tomes, William A. Webster, E. Childs, and William Halsey. The ground will be begun to put in order next week.

The Orange Lawn Tennis Club is having its grounds put in order. It will open the season towards the latter part of May. In June the club will hold an open tournament, and on July 4th a club tournament. The club has 175 members. Mr. H. F. Hitch is President, Mr. S. H. Howe, Treasurer, and Mr. A. B. Starey Secretary.



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A 10 CENT CIGAR FOR 5 CENTS.

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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 selvedged 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.

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

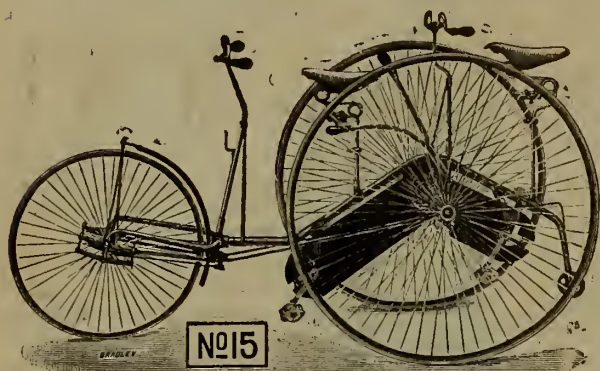
NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS,
STARS, VICTORS, or any other make.

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.



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 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 Mfg. 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—Expert Columbia, 54 inch. '86 pattern, full nickel, balls all around, cow horn bars, and all improvements. Excellent condition. Cost \$140.00. Price, \$100.00. Wheel at B'klyn Bi. Club. CHAS. J. EARL, 24 Harrison St., Brooklyn.

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

FOR SALE—Expert Columbia, 52 in. '85 pattern, full nickel, balls all around, cow horn bars. All improvements. Machine in A1 condition. Cost, \$137.50, will sell for \$100.00. W. J. TICKNOR, care of B'klyn Bi. Club, 112 St. Felix St., Brooklyn.

SPECIAL BARGAIN—54 inch special improved Siar 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

IF YOU WANT a good 52 inch bicycle, don't miss this one. It is an Expert Columbia, '86 style, with parallel pedals. Good as new, write to W. I. WILHELM, Reading, Pa.

WANTED to exchange a tricycle for a 48 or 51 inch bicycle, Star preferred. W. I. WILHELM, Reading, Pa.

44 INCH Standard Columbia, 52 inch Harvard, 52 inch Standard, 54 inch Expert. All big bargains. W. I. WILHELM, Reading, Pa.

TWO BIG BARGAINS—Standard Columbia, 46 inch. Ball bearings, tire and condition good. Only \$30.00. cash. Standard Facile, 42 inch. Enameled. Good condition throughout, only \$40.00. Cost, \$117.00 Address, C. W. SADLER, Walden, N. Y.

GRANT BELL, who has spent the winter at the Star factory, has returned with a full line of Stars and New Rapids, and intends to push both in Minneapolis this season. He has opened at 705 Nicollet Avenue, and besides keeping a full line of bicycle sundries, does fine repair work.

FOR SALE—A 54 inch Humber Light Roadster, spade handles, \$115.00 cost \$155.00 last fall. Also Invincible Ladies Two-Track Tricycle, weight 64 lbs. actual \$153.00 cost \$185.00, never been used. Machines not sold for any fault. Owner wants tandem. Address D., WHEEL OFFICE.

No. 58. 54 in. **Expert Columbia**, nickel wheel, balance painted, straight bars, Ld. saddle. Wheel in good shape. \$80.00
No. 60. 42 in. **Standard Columbia**, full nickel, par. pedals. This little wheel is in excellent shape. As good as new. Price \$60.00
No. 61. 56 in. **Standard Columbia**, enamel and nickle trimmings, balls front, '85 patent. Tire and wheel in fine condition. Price \$60.00
No. 62. 42 in. **Poney Star**, enamel with nickel trimmings, balls to front wheel, Z. & S. step and foot rest, oscillating spring, Lillibridge saddle. Good as new, only \$85.00
New York Bicycle Co., 38 Park Place, N. Y. City.

4-22 Big Drive No. 3.

50 inch **AMERICAN CLUB**, full nickel, dropped bars. \$75.00
50 inch **EXPERT**, full nickel, plain pedals. 80.00
51 inch **BRITISH CHALLENGE**, enamel, ball pedals. 80.00
52 inch **AMERICAN CLUB**, full nickel. 80.00
54 inch **EXPERT COLUMBIA**, ball pedals. 95.00
54 inch **RUDGE LIGHT ROADSTER**. 100.00
56 inch **AMERICAN CLUB**, full nickel. 85.00
56 inch **EXPERT**, full nickel, ball pedals. 100.00
58 inch **EXPERT COLUMBIA**, ball pedals. 100.00
54 inch **ROYAL MAIL**, 1886 pattern. 100.00
COLUMBIA, two track Tricycle. 100.00
" " " 110.00
" " " 125.00
" " " 200.00
RUDGE TANDEM. 110.00
HUMBER TANDEM. 200.00

All Wheels in excellent condition and are positive bargains. Old wheels taken in exchange for New Mails.

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Prospect Park Plaza, BROOKLYN.

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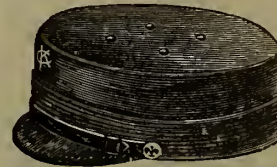


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In nickel-plated watch case, improved for 1887, and price reduced to 35c. or 4 for \$1.00.

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Sporting Goods.

LOWEST PRICES.

123 FULTON ST.
In Hat Store, up stairs.



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. Geo. W. Rouse & Son, 13 G St., Peoria, Ill

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COR. BROOME AND CROSBY STS.
MISFITS FROM BEST TAILORS AT ONE-HALF PRICE. ALL WINTER CLOTHING REDUCED 20 PER CENT.

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

ALL ADVERTISEMENTS MUST BE RECEIVED
BY TUESDAY MORNING.

SEND FOR PRICE LIST.

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

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

LEWANDO'S FRENCH DYE-HOUSE

GOODS CALLED FOR AND DELIVERED FREE.

Every Variety Fine Dyeing & Cleansing.

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BICYCLING CELEBRITIES.

Do you want a splendid photograph of
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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.

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ANNOUNCEMENT.

MR. THOMAS STEVENS,

The famous Bicyclist, will deliver the first Lecture
descriptive of his wonderful travels, entitled,

"AROUND THE WORLD ON A BICYCLE,"

AT THE

BROOKLYN ACADEMY OF MUSIC,

Saturday Evening, April 16, 1887.

This will be Mr. Stevens' only Lecture in this
vicinity this season.

The sale of Tickets will commence on April 4th
at CHANDLER'S, 172 Montague Street.

Admission, 50c. Reserved Seats, 75c.

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
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The Marlboro Club is on view at Messrs. Schwalbach & Willdigg's Prospect Park
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SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES
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— BEYOND COMPETITION. —

IMPORTANT ANNOUNCEMENT.

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

• LILLIBRIDGE • SADDLE, •

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

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



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

Watches.

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Jens J. Pedersen,

1 1/2 MAIDEN LANE,

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Cheapest.

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Best.



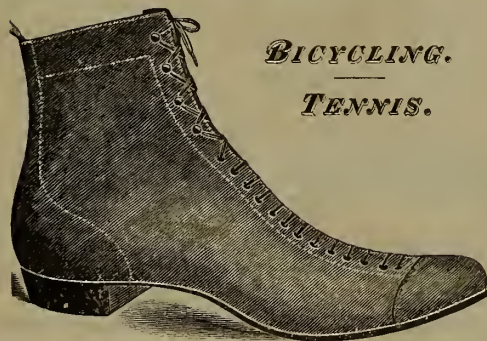
My illustrated catalogue with prices, enables club committees to purchase as well as if they visited my store.

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 SCREW DRIVER, SPANNER, MILITARY STIFFEST UNBLEACHED BRISTLES, FOR POCKET OR TOOL. BAG. BY MAIL, 75 CTS. P.H. BERNAYS, LITTLE ROCK, ARK. FLORENCE MFG. CO. FLORENCE, MASS. FOR SALE BY THE TRADE.



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TENNIS.**

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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

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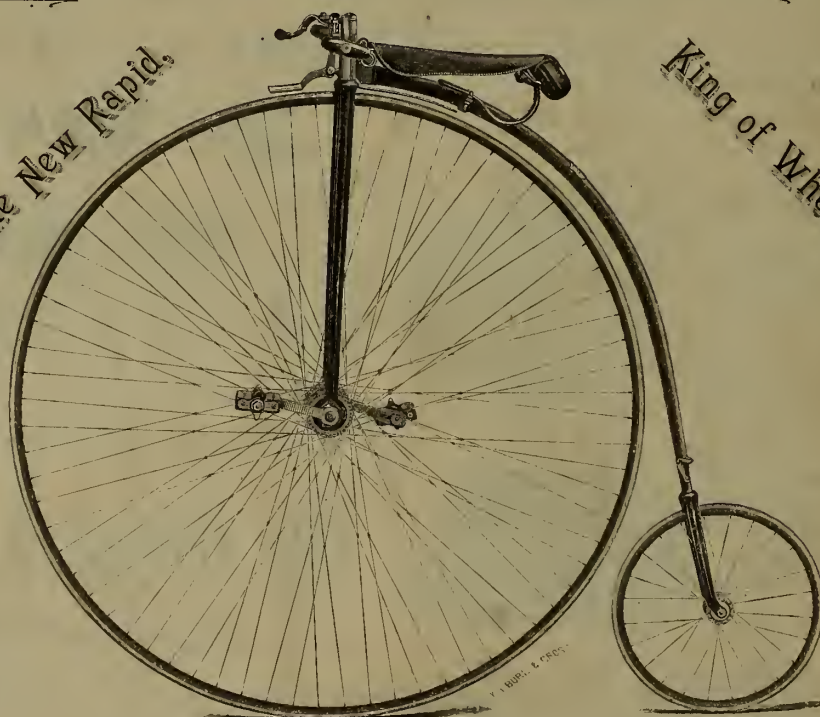
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BALL-HEAD.

TRUE TANGENT.



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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 handsomer 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.
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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

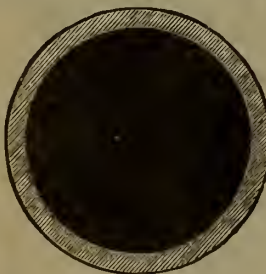
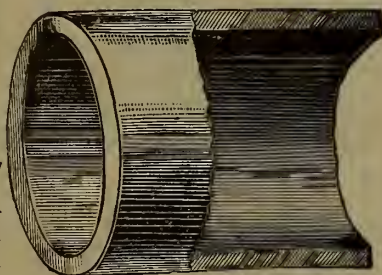
See this Wheel

Before Purchasing.

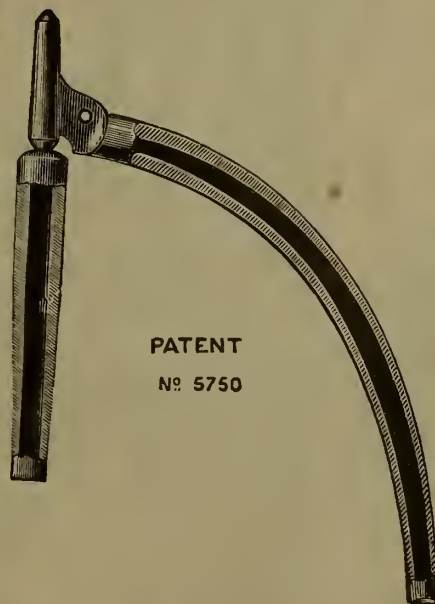
ASK Your Dealer For It.



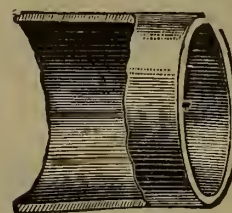
Warwick's New Hollow Rim. with thickened bottom. Seamless and perfectly smooth outside.



Sectional and end view showing strengthened neck end of Backbone.



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



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Photograph
OF THE

NEW MAIL

Sent for

14 Cts. in

STAMPS.

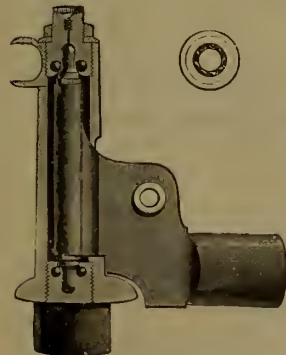


Sectional and end view of back fork end of Backbone.

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A Superb Light Roadster.

—SEE ONE.—



Trigwell's Ball Head. Greatest Modern Improvement.

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

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AROUND THE WORLD, - - - THOMAS STEVENS.

Greatest Distance ever made inside the Hour, 22 Miles, 150 Yards, by Rowe, at
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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
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