

# THE VEEL

## A JOURNAL OF CYCLING

### AND RECREATION.

Established 1880.

12 Vesey St., N. Y.

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

VOL. XI.—No. 22.]

NEW YORK, FEBRUARY 25, 1887.

[WHOLE NUMBER, 282.]

#### WHEEL GOSSIP.

Omaha, Neb., will suffer from a six day's bicycle race, commencing Feb. 28.

The March 11th issue of the L. A. W. *Bulletin* will be printed at Boston.

The Massachusetts Club will have an "Athletic Night" to-morrow night.

The Dorchester Club will give an annual dinner at Young's or the Quincy House, Boston, on March 5.

An English firm have sent a tricycle to Sumatra, where it astonishes the natives, who call it the "wind carriage."

League members have come to the conclusion that it is Aaronical to call Philamalink the City of Brotherly Love.

The St. George's Engineering Company is the richest firm engaged in the manufacture of bicycles. They manufacture the New Rapid.

The Boston Club contemplate raising the annual dues from \$12 to \$24, and may substitute a Governing Board for the present Club Committee.

M. V. J. Webber, who came over to America with the English racing men in the fall of 1885, starts on a continental tour on March 1, to recruit his health.

Boston wants a swell athletic club; something on the plan of the New York Athletic Club, of this city. A number of prominent wheelmen are interested in the project.

Says the Philadelphia *Times*: "The L. A. W. hand-book is just out. It contains over 100 pages solid meat." And now we are wondering whether it is chuck or sirloin.

It is rumored that the effete and beany East will loose an active and valuable League worker in the person of W. I. Harris, who, according to rumor, will shortly settle in Gotham.

In the current issue of a western contemporary is presented an engraved portrait of Mr. T. J. Kirkpatrick. It is highly artistic and truthful, but we would not care to count up how many times this cut has appeared in the columns of our contemporaries. We respectfully request that this ancient, over-worked cut be now retired.

The Elizabeth wheelmen held a special meeting on last Thursday evening, and made arrangements toward building or leasing a new club house, of which they have long felt the need.

Messrs. Donahue and Reed, of the Boston-Montreal Carnival party, will issue a souvenir book, containing their impressions of the trip. It will be distributed among members of the party only.

When ox-eyed daisies decorate the green turf in the spring, then will THE OWL appear once more on the road, after a four year's abstention from wheeling. He will drive a Rover-type safety.

A contemporary refers to, "Dick Howell, probably the fastest man on a wheel in England." We wonder if Dick can't ride just as fast on a wheel in America, as on "a wheel in England."

Last Saturday the season of tours and scorches seemed quite upon us, so warm was the sun, so balmy the air; but on Sunday, old Jack had another go at us; the ground is snow-covered, the air marrow-searching, and the season of wheeling seems very far off.

The Seventh Regiment Athletic Association has arranged an interesting programme, for their annual games, which will be held at the Armory on April 9th at eight o'clock. Among the events are one and three mile bicycle handicaps, open to members of the regiment.

Some weeks since we announced that Mr. Kirkpatrick would wield the L. A. W. Presidential gavel after the St. Louis meet, and now our contemporaries are jumping into line, thuswise: "Our Ticket. For L. A. W. President, T. J. Kirkpatrick, of Ohio." It's awfully nice to float with the tide.

In speaking of Thomas Stevens' departure from Yokohama, an exchange says: "Many wept when the steamer in which he embarked set sail for the golden gate." While we think "Many" foolish in either case, we are left in doubt, whether he opened the sluice-gates over the loss of the steamer or Stevens.

The feats of fancy riding which Messrs. Wilson and Alden performed upon an "American Star," at the Stanley Show, aroused the patriotism of the native wheelmen, who immediately subscribed a fund,

and engaged Hurst, a Canadian rider, to show off the capabilities of a British "Ordinary."

The wheelmen of Ireland, or at least a respectable number of them, have come to the conclusion that the C. T. C. is of no earthly use in their country. Talk of a separate organization is heard of on all sides. The point is made by the adherents of the C. T. C. that half the amount of dues forwarded from the Emerald Isle was given back into the Roads Reserve fund. The C. T. C. is no doubt extremely generous to give back to the Irishmen their own money.

At the annual meeting of the Lowell Bicycle Club, held last week, the following officers were elected for the ensuing year: President, L. F. Sherman; Captain, A. D. Prince; First Lieutenant, C. E. Curtis; Second Lieutenant, S. T. Whittier; Buglers, F. A. Baker, H. A. Keep; Color Bearer, W. E. Hall; Treasurer, H. W. Salmon; Secretary, L. R. Welch. The club will give an exhibition at the rink at an early date to consist of the club drill, races and other features.

In writing up Stevens' exploits, cycling scribes will experience much difficulty in escaping repetition. For the benefit of these unfortunates, we furnish a number of titles, which, if used with discrimination, will give any article on Stevens a certain crispness. The Great Stevens; the Globe-girdler; the Globe Circumperambulator; the Christopher Columbus of the wheel; the Earth-Circler; the All-round-the-world bicyclist; the *Outing* correspondent; the record pillau-eater.

The first annual party of the Brookline Cycle Club will take place Tuesday, March 1, in the town-hall of Brookline. The occasion promises to be the social event of the season, and already enough tickets have been sold to warrant the expectation of a very large gathering. Music will be furnished by Baldwin's Cadet band orchestra. Mr. Warren M. Hill will be floor manager, and he will be assisted by the following aids: Messrs. Harry G. Cushman, George Ripley Jones, Minot W. Walter, Ralph D. Bowles, R. Gardner Flagg, Clifford S. Cobb and Alonzo D. Peck, Jr.



# FACTS

THEY ARE, GENTLEMEN, and worth your while to read :

1. We built the first hollow-forked, ball-bearing Bicycles in the United States.

2. We made the wheels for the first rubber tired tricycle put together on this side of the Atlantic.

3. We have been manufacturing Cycles for eight years, but do not belong to the Board of Trade, (so-called) of Boston, or any other combination.

4. We own the largest Cycle Plant in this country, and paying no profits to Contractors we are able to sell our products at manufacturers' prices.

5. Our machines are made for road riding, and hold all of the important world's road and long distance records.

6. We believe that all records made on a frail and delicately constructed wheel show no superiority in a roadster.

7. If we thought they did we should have made a racer long ago, though we never have.

8. If a new mount is wanted, just have a glance at our line for 1887, which are strictly original in vital points, and not reproductions of foreign ideas.

9. We shall take great pleasure in submitting our new catalogue to your inspection and criticism. It contains detailed descriptions of by far the most varied and extensive line of Cycles and sundries manufactured in America. Our separate catalogue of parts, telegraphic code, limits instructions, etc., mailed on receipt of one cent stamp.

10. We are,

Very respectfully,

## GORMULLY & JEFFERY MFG. CO.,

Manufacturers of American Cycles,

CHICAGO. ILLS.





--AND--

## RECREATION

Published every Friday morning.

Entered at the Post Office at second class rates.

Subscription Price, - - - \$1.00 a year.  
 Foreign Subscription, - - - 10s. a year.  
 Single Copies, - - - - - 5 Cents.

Newsdealers may order through AM. News Co.

All copy should be received by Monday.

Telegraphic news received till Wednesday noon.

## Wheel Combination Subscriptions.

	PER YEAR.
Wheelman's Gazette and The Wheel	- \$1.25
Bicycling World and The Wheel	- 1.50
Outing and The Wheel	- 3.00

Advertising Rates on application.

F. P. PRIAL, Editor and Publisher,  
 12 Vesey Street,

P. O. Box 444. New York.

## EDITORIAL NOTES.

The dear public seem to entertain a slight impression that this paper is in some way or other controlled by parties, other than the person whose name appears as editor and publisher. We wish to emphatically state that neither the Cycling Publishing Co., W. N. Oliver & Co., nor any of the former proprietors or editors of either *The Wheel* or *Recreation* have any direct or even remote connection with the editorial or financial management of the paper, it being a *bona fide* business enterprise, engaged in solely by the editor and publisher, whose name appears above.

A copy of this week's issue will be sent to every member of the New York State Division. While we have no doubt that our circulation in the Empire State is larger than that of any other cycling newspaper, yet its wheelmen have not supported their sectional organ as well as they should have. We are slowly but certainly raising the paper to that standard of excellence which seems to us desirable. The effort has not been without effect, judging by the sudden jump in our subscription list, and the good words which are spoken of us on all sides. The paper which we submit to these fifteen hundred new people, is but an embryo of what we have pictured as the perfected work, but which can only be realized if the support is in proportion to the effort expended. Hitherto cycling editors have gained a mere pittance, living largely in the hope of a glorious future. But that future is now here; there are enough wheelmen to support a respectable and professional wheel press; but they are not as liberal as they might be. Every wheel paper does more or less recruiting;

the more recruits, the more attention and deference is paid to wheelmen, the better the roads, etc. Come now, you members of the "Banner Division!" Hurry along your subscriptions; let the club copy go; be liberal, and have *THE WHEEL* sent bright and fresh to your breakfast table, where you may read it in comfort, just as every gentleman likes to.

We would invite the careful attention of cycling racing legislators to the resolutions passed at a late meeting of A. C. U., looking toward the elevation of professional riders. The fact that the resolutions were moved by one who has always upheld pure amateurism, and whose conservation has at times approached absurdity, entitles the "elevation" movement to the sympathy and attention of those purists who would hedge amateurism about, both on and off the path, as if it were some priceless Kohinor, but who have yet sense enough to see that something must be done and done quickly, if we would escape "chaos" when the racing season opens. As many of us know, there are a large number of suspended riders in England; amateurs at heart, but who cannot see why they should not accept machines and traveling expenses from manufacturers. These men will not be forced into the professional ranks; rather than expose themselves to the stigma which attaches to all professionals, they would form a new union and fight. But if this "elevation" movement is as effective as it promises to be, there will be little or no hardship in being forced into the professional ranks.

It is a pleasing fact that a gentleman with whom we take the liberty of associating ourselves as the pioneers of a liberal amateurism—Mr. McCandlish—heartily seconds the resolutions, thus assuring the support of both liberals and conservatives. We sincerely hope that the fear of being charged with imitation, will not prevent the L. A. W. and A. C. U. from at once adopting the resolutions referred to.

A voice from Buffalo, and one whose owner may justly claim to speak with a little authority, recommends certain men for League officers. We think our readers will agree that Dr. Butler has displayed admirable judgment in his selection of Messrs. Kirkpatrick, Hayes and Bidwell for the most important positions in the gift of the League. We heartily endorse this wedding of the East and West, and we have no doubt that these men are as well equipped as any in the League, to discharge such duties as may be imposed on them.

## THE LAST STRAW.

The following appears in the *Phila. Record* for February 19th.

"In the Court of Common Pleas yesterday, an attachment under the act of 1869 was issued at the instance of John A. Wells against N. Mahlon Beckwith, T. J. Kirkpatrick and John C. Gulick, trading as the Executive Committee of the League of American Wheelmen. The defendants publish a League paper called the *Bulletin*, at No. 506 Walnut street. The editor of this paper made a contract with Wells to take full charge of the advertising, promising the latter 20 per cent on all new contracts and 10 per cent on such old contracts as he could get

renewed at a higher rate. This contract was approved by the three members. Beckwith paid him his money for some time, but has lately refused to pay any more, and the amount alleged to be due the plaintiff is \$572.52. Wells claims that defendants are about to remove to Boston."

## TO ELEVATE THE PROFESSIONAL

At a late meeting of the N. C. U of England, Mr. Henry Sturme, Editor of the *Cyclist*, moved, and Mr. W. McCandlish, of *Wheeling* seconded the following resolutions, which were carried by a large majority

No. 1: "That the regulations existing in most clubs whereby professionals, as such, are excluded from membership, be removed wherever possible, and that the fact of a man riding for money be not made a bar to his becoming or remaining a member of a club, provided his social position in all other respects be sufficiently satisfactory. No. 2 was to the effect "That an amended set of rules for the government of professional racing be drawn up, based to coincide as far as practicable with the present rules and regulations governing amateur races." No. 3: "That clubs who have established a reputation for their annual amateur race meetings be strongly recommended to assist the Union, by including in their programme, for the coming year at least, one professional handicap, inasmuch as a regular sequence of such events, either in the whole country or in one district, will, in the opinion of the committee, do much to increase genuine professionalism, and to induce riders who prefer cash prizes, or who would otherwise be unable to ride under the present conditions of amateurism without infringing its rules, to follow the course best suited to their feelings or circumstances."

No. 4: "That in view of the popularity of international racing, the Council should approve of the selection of a team of the best riders in the country, irrespective of the class to which they belong, to compete, in the event of any international arrangements being made by the Unions of the several countries. At present no arrangements have been made, but in the event of such arrangements being made, the committee thought that England should be represented by the best men it could put upon the path, irrespective of what they called themselves—(loud applause)—that they might show the world, what they could do as Englishmen, apart from all questions of status and the like." No. 5: "That the fact of the N. C. U. not being exclusively an amateur body is not sufficiently known and understood throughout the country, and that it is advisable to procure the assistance of professionals at its deliberations, either on the Council or the Executive."

We recently published an item, coming from what we consider good authority, stating that Rowe had signed with the Pope M'f'g Co. for 1887. Our contemporaries seem greatly alarmed over this so we publish a sample of the items which have been going the rounds.

"It is authoritatively stated that W. A. Rowe the, great bicycle rider, has not made any contract to ride for the Pope Manufacturing Company next season, though he would not be averse to such an arrangement. The company has not yet made up its mind as to what course it will pursue during the coming season. It has never believed in racing teams or in individual riders, and will only secure riders if it believes it is for its interests so to do."



## CHICAGO NOTES.

There is a petition being circulated by some of the boys for the re-instatement of Phil Hammel in the amateur ranks, which has been signed by most all the League members to whom it has been shown. Hammel and Bob Ehlert are coming men and both will no doubt push to the front. They have both signified their intention of joining the Chicago Club, and will undoubtedly be received with open arms. They expect to replace Van Sicklen on the track and in the club and bid fair to accomplish their purpose. Van has joined the Owls, and thinks he has spited the Chicagos by so doing, but he will find out his mistake ere long.

There have been many conjectures as to the identity of "Looker On," the Chicago correspondent for the *American Wheelman*. At first, everybody said it was Ned Oliver on account of the stereotyped "ad" of Gormully & Jeffery, concerning their new building, which appeared therein. It now turns out to be Jack Rogers of St. Louis, assisted by that sinister individual known as Pete—W. M. Peters, of this city.

I was shown a letter received by a bicycle concern here, from an individual out in the wilds of Nebraska, offering to trade a town lot for a wheel. He writes there is a school house 26x40 and a hotel 30x80, also three general stores and a R. R. Station. That there are so few females in the place, that the young men (of which there are a large quantity) have to go by themselves, and a horse and buggy costs too much. Right you are.

And still they come. Mr. R. G. Surbridge, who is at present with the Pope Co., will open an agency for the sale of the Club machines. Success to you, Surbridge.

The Illinois Division Road book is booming along towards completion, and may possibly be out by the time Karl Kron's book is ready. Chief Consul Ayers says it will knock out all the other books issued by any division. It will be replete with maps of all parts of the State, and will contain a description of every road in the State.

Brother Ladish, of St. Louis, and Mr. Raymond Coon, of Troy, spent a few days with us this week.

When is a bicycle rider not a bicyclist? When he's awheel. Chestnuts, ding-a-ling-ling.

The scheme for a club house for the C. B. C. is gradually going forward with all the expedition possible. It is now in the throes of incorporation. Mr. Gormully, its President, is going to furnish the necessary capital required to build a club house, if the boys will get the ground. A paper has been circulated for subscriptions, and some \$5,000 was the result of the first week's work, not including the \$80 that Van Sicklen helped to raise, and which was the reason of his resignation, because it was used to renew the club's League membership. Mr. Gormully predicts that the club will be in its own quarters by the end of the summer; just in time for a good house warming. The committee have several desirable pieces of ground in view, and as soon as a decision is reached, will go ahead and purchase the land.

KID.

Mr. Herbert W. Hayes, Chief Consul of Massachusetts, will ride a Rudge Bicycleette the coming season.

## FROM THE CITY OF CHURCHES.

Conflicting rumors have been floating around, concerning the proposed macadamising of certain of the North Shore roads of Long Island.

Something over a year ago, the Mercury Wheel Club, of Flushing, of which that energetic worker, Mr. A. P. Cobb, is captain, circulated a petition among the residents of the North Shore, asking for the macadamising of the road from the ferry at Long Island City to Flushing. The petition was in due course presented to the proper authorities, and some action was taken recommending or authorizing the construction of the road. This action was afterwards declared to be unconstitutional or illegal, and there the matter dropped, until about two weeks ago, when the N. Y. *World* contained an article stating that the Queen's County Board of Supervisors had passed a resolution authorizing the macadamising of the road from Long Island City to Roslyn. As to when the road will be constructed, if at all, our information is not definite enough to state. If constructed, although it will be of little practical use to the wheelmen of Brooklyn, it will tend to give a new impetus to road building on the Island, which may eventually wake up the owners and residents of the Jericho Pike. It will be of untold value to wheelmen from New York City who propose touring on the Island; also to the wheelmen of Flushing and vicinity.

A matter of interest to all New York State members, is information received concerning the coming Road-book of the Division. The book is nearly all in type, and will be ready for delivery to members as soon as the new League lists have been completed, which will be about April 1st, so those who expect to receive the book free must not fail to renew their membership. It is estimated that the book will contain a little over two hundred pages, of which about one hundred and forty pages will be tabulated route reports; the remainder, consisting of descriptions of riding districts, information about the League and the N. Y. Division, legal information, indexes and miscellaneous information on kindred topics. Its routes extend from Quebec on the north to Natural Bridge, Virginia, on the south, and from Mt. Desert, Maine, in the east, to Cleveland in the west, and the title will be somewhat on this style:—Hand-book and Road-book of New York, containing also the Through Routes of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Pennsylvania, Delaware, Maryland, Virginia and Ohio. Surely the members of the New York Division will get the full value of their money during the coming season.

The proposed State Camp at Cooperstown has been slumbering, owing to press of more urgent business, but the project will soon be brought very forcibly before each member of the Division, and of the League at large. A week of grand sport is promised to all those who participate in this event, and considering the enthusiasm of the N. Y. Division, and the number of touring wheelmen who annually visit the section thereabouts during the summer season, the meet has every prospect of being a grand success. Before planning your summer vacation, be sure to get all particulars of this encampment, and arrange to take it in, for to miss it is to miss one of the jolliest week's

sport ever known in wheeldom.

I hear that the Bureau of Information is considering the feasibility of issuing a little pamphlet of through routes, for the use of the League at large. This would be a good thing for the League, as well as the hundreds of tourists, who, each year, have cause to regret the lack of such a *vade mecum*.

BON.

## PHILADELPHIA POINTERS.

Cycling Philadelphia is now all agog over the Aaron-Wells mix, and the more it is stirred up the less savory the whole thing appears. When we first had news of the action of the Board in throwing out—as it was then stated—"fifteen Pennsylvania proxies," we all had our war-paint on and our voices were raised for "War-r-r-r-r." Now we have got the war, and some of us are not so all-fired anxious to fight as we were. Recent developments, including the fact that of the fifteen proxies thrown out but two or three were from Pennsylvania, with the publication of the stenographic report in the *Bulletin*, place a different face on the matter. While the action of the Committee on Credentials is not, from our standpoint, entirely above criticism, at the same time it is evident to every fair thinking man that the committee acted in good faith, and with the full support of the majority of the Board of Officers. Then, when Mr. Aaron's friends passed, among others, a series of resolutions at the Penna. Mass Meeting, calling for a demand from Mr. Aaron for the whole truth from the Executive Committee, Mr. Aaron declined to comply with the request; has since suppressed, in every way possible, all mention of them in print, and states that such a paper from him would destroy all his chances in the libel suit, which he proposes to bring as soon as the entire matter is published in the *Bulletin*. This apparently shows that he fears the truth, and will proceed on the trite maxim "the greater the truth the greater the libel."

At the Penna. Division meeting, which Mr. A. claims was not instituted by him (although Mr. Wells took therein quite a prominent part), everyone present, with the exception of Mr. Bassett (who went as a reporter for the *Bulletin*, with no preparation for, or intention of speaking), was a strong partisan of Aaron. Among these were a number of lawyers, who, after insisting that Bassett should speak, proceeded to cross-examine and bully-rag him in a style worthy of the criminal courts, and evidently and intentionally unfair. Although this disgusted many of us, we were willing to overlook it and treat it as an outcome of the excitement of the hour, but when Mr. Aaron makes use of this, as he does in his not too strong defence in this week's *Bicycling World*, to insult Mr. Bassett, he is overstepping the limit allowed him by his friends. Moreover, referring again to this defence (?), Aaron said in New York to Mr. Bassett that the League office in Phila., the post-office box, and the League mails were in his (Aaron's) name and possession, and he did not see how Bassett could get them, and this was the starting of the whole matter. As to Mr. Wells' candidacy, there was quite as much filibustering on the one side as on the other, yet Mr. Aaron in his defence speaks bitterly of the "blow through me at a friend whose only fault was a desire to become my successor;" and, it may be added, to con-



tinued to reap the profits of printing the *Bulletin*, and to pocket the commission on advertisements. For the latter he has attached all the available property of the League in Philadelphia, including its bank account.

It seems to me that it is pretty small business for a man to cry baby in this way, just because he is licked with his own weapons, and it would be far better for every cyclist in the country, including Aaron-Wells, if the whole matter was hushed up as quickly as possible, that we may sooner persuade the general public that we are not a set of quarrelsome boys—with a girl or two thrown in to pull hair. And I think the general sentiment of the League members, who ride and meddle very little with its politics (and they are the great majority), is in favor of an early cessation of hostilities. We feel that we have been deceived, and we don't want to tell everybody so outside the League.

Mr. Aaron's attack in his "defence" on the "hoodlum and savages" Dr. Beckwith (admittedly Aaron's only friend on the Executive Committee), and Chas. E. Pratt, to say nothing of the other members of the Board is very likely to bring out a further statement from the Executive Committee, which promises to be a "scorcher." Mr. Aaron declares that he shall at once place Mr. Bassett, as the agent of the L. A. W. Executive Committee, under arrest, but at this writing Mr. Bassett is still free.

DIXEY.

#### NO SPRINGFIELD TOURNAMENT.

THE SPRINGFIELD BOYS OBJECT TO HOLDING A BIG RACE MEET THIS YEAR.

Much to the astonishment of everybody interested, the general membership of the Springfield club have refused to indorse the action of the directors in voting to hold a tournament next September. The general drift of the arguments of those opposed to a tournament, was that the club was unwilling to take the risk of a big tournament with no better inducements than are at present held out, and above all, that the club is tired of running tournaments in the interests of the manufacturers. Last year's tournament was a manufacturer's tournament, and the club thereby barely escaped a serious financial disaster. The club now proposes to wait until there is a bona fide demand for a tournament.

This vote of the members will probably not prevent the club from giving a single day's race meeting. Mr. Ducker was not present at the meeting, or the result might have been different.

A number of changes were made in the constitution and by-laws, which may be summed up as follows: Applicants, to be eligible for membership in the club, are not now obliged to be wheelmen, or to be the possessors of bicycles or tricycles; the membership is to be limited to 100; the initiation fee is reduced from \$15 to \$7; the president, secretary and treasurer are to be exempted from the payment of dues; applicants must be at least 21 years of age to be eligible for membership.—*Globe*.

The announcement that the Springfield Bicycle Club, by a vote of 15 to 11, has decided not to hold its annual fall tournament

this year, has occasioned great surprise, and, to very many, great disappointment. These tournaments have been the grandest affairs known to cycloedom and have made Springfield the Mecca of cyclists from all parts of the world, and moreover, have made the name of Springfield a by-word in every clime where the wheel is ridden. The Springfield Bicycle Club tournament was an event to which everybody looked forward to. It attracted the best known racing men of the world, and the leading lights in all wheel departments in the country. It more than vied with the great circuit horse trots in popularity, and was the founder of a plan of race meetings that has been copied, first at Hartford, then at Lynn and at Roseville. Springfield can ill afford to lose the prestige gained in the cycling world, and there is no reason why the action of the club should not be reconsidered, and a tournament of some kind decided upon. The sentiment in the club seems to have sadly changed since last year, and the charge that the old "sand" is running out seems well grounded. Those with practised eyes already foresee one of the most successful of cycling seasons in 1887 ever known in this country, and it looks as if the racing would bring out large fields. With such a man as Henry E. Ducker ready to give the club the benefit of his wonderful energy, fertile brain and vast resources, no tournament could be a failure. The reaction ought to be strong and hearty. The result will be awaited with interest, for if unchanged, it bids fair to deal a severe blow to the cycle interests in the whole country. The success of the Lynn, Pittsfield, Hartford and other tournaments depends very largely upon the action of Springfield, and a failure to hold a Springfield tournament this year will mean at least very hard and uphill work elsewhere. There seems to be scarcely any doubt that Richard Howell, the English champion, will visit the country next season, and doubtless several other cracks will accompany him. The races that they will enter will bring them in direct competition with Rowe, Hendee, Crocker, Woodside, Frazier and others. With a field of professionals like Howell, Wood, Rowe, Woodside, Hendee, Crocker, Rhodes, Ives and Neilson—the finest field of professionals ever got together—the races would be the most exciting in every respect ever known. The amateur field looks exceedingly auspicious, and there need be no misgivings that the races will prove unsuccessful in any way.—*Herald*.

#### THE LILLIBRIDGE SADDLE CHANGES HANDS.

The Gormully and Jeffery Mfg. Co. wire us that they have purchased "the Lillibridge saddle patents, plant and name absolutely." This saddle has been largely advertised as the "Universally Adjustable," being adjustable as follows: front and rear heights, width and length; it has a bifurcated seat, possessing hygienic advantages not claimed for any other saddle. We understand the sales of this saddle last year were very large.

Edwin Mohrig, the Pacific coast agent of the Rudge, in San Francisco, has moved his headquarters from 252 Market St., to 112 Golden Gate Ave., where he would be pleased to see all his friends.

#### TRICYCLES FOR LADIES.

Violet Lorne, the well-known correspondent of the *Bicycling News*, has contributed an article to that paper on tricycles for ladies, based on her visit to the Stanley Show. "The perfect machine for women," says Violet, "has yet to be built, and until it makes its appearance, tricycling will never become universally popular with women. At present, they are expected to clamber into Crippler built tricycles, in a manner suggestive of a mild Alpine ascent; while they must insert themselves between the wheels, with a skill only to be rivalled by the contortionist, who ties himself in a double knot, and winds himself around his own body. The ideal machine for women must combine strength with the greatest amount of lightness; must be easily mounted and dismounted; and must be fitted with strong and easily applied brake power."

Miss Lorne calls attention to the following machines, which have some feature specially designed for the accommodation of riders of the gentle sex. The Quadrant tricycle has the handle-bar so constructed that it may be turned aside, admitting an easy mount and dismount; the machine is exceedingly light and pretty. The Invincible direct steerer has the following advantages for ladies: especial safety; great strength and decreased liability to breakage, and extreme lightness, by the employment of hollow rims.

Singer & Co.'s "S. S. S." tandem is especially designed for the use of a lady and gentleman. Humber & Co.'s Crippler single is both neat and elegant. Their new ladies' tandem is neat and compact, and every arrangement is made for the comfort and safety of two lady riders, and for a ladies' tour, nothing could be more suitable. Rudge & Co. have two charming little "Crescents," with a "deliciously simple" arrangement for turning the handles outward in mounting. Among other tricycles designed for ladies' use are mentioned: Singer & Co.'s "Victoria"; Starley Bros'. "Psycho"; Pausey & Co.'s "Pioneer"; Albone's "Ivel"; and Ellis & Co.'s "Facile."

#### ALL QUIET AT PITTSBURGH.

Cycling affairs have been very quiet in this city for the past three months; at present a quiet movement is being felt. Reports are very encouraging for a big boom, as great interest is being taken in the sport, and I should not be surprised to see our number increase this coming season. It is estimated that the wheelmen in this city number 150. Crank wheels have always been in the lead, but the machine with the little wheel in front is rapidly coming to the front, and is gaining new admirers for itself every day. Messrs. W. D. Banker and Louis Shoup, of the Allegheny Cyclers, will be heard from on the path this season, as both gentlemen have purchased "Columbia" racers, and are going in for racing laurels. The "Sewickley Valley Wheelmen" have shown the most enterprise and push, as the club was only organized last spring, yet they boast of their own club-house, which is a beauty, and a membership of about twenty-five. The Keystones, who so long held the premier position in cycling in this city, have become contented to fall back and take a rear seat.

H. E. B.



## A VOICE FROM BUFFALO.

LEAGUE OFFICERS FOR 1887.

BUFFALO, Feb. 16, 1887.

MR. EDITOR:—In the last issue of your paper I notice you mention my name, among others, as a suitable candidate for member of the Executive Committee in the League at the next election. I thank you for this kind reference to me, but beg to assure you that I am not a candidate for this or any other office in the gift of the Board. The duties of representative are quite as much as I can attend to in the few leisure moments at my command, out of a busy professional life. Like yourself, however, I have thought much upon the matter of the elections for next year, and, after very careful consideration, have come to the conclusion that the most desirable men before the League to-day are: for President, T. J. Kirkpatrick, of Ohio; for Vice-President, Chief-Consul H. W. Hayes, of Massachusetts; and member of the Executive Committee, Chief-Consul G. R. Bidwell, of New York. The reasons which have led me to this conclusion, briefly stated, are these:

A crisis in League affairs has been met, and, as I believe, fully overcome.

Prostitution of official trust and malfeasance in high position have been exposed and eradicated; but, to guard against a repetition of these abuses, the President should be a man thoroughly acquainted with all these matters, as well as the methods of the Executive Committee, in dealing with them.

And who more fully meets these requirements than Mr. Kirkpatrick, the vigilant, hard-working secretary of the present Executive Committee? His election would dispose also of another consideration—which, however, should have no weight against the fitness of the man—namely, geographical distribution of the office, it being held by many that the President should be taken from the West. Add to these the ability of an excellent presiding officer, possessed by him in an unusual degree, and Mr. Kirkpatrick stands before the League, to-day, as its most desirable candidate.

All the qualifications desirable in the President are equally desirable in the Vice-President, and all that I have said of Mr. Kirkpatrick can be said of Mr. Hayes, with equal truthfulness.

His work in the Massachusetts Division, as well as in the Board of Officers, signalize him as the very man needed for this position.

Coming to the member of the Executive Committee, my reasons for believing Mr. Bidwell the most desirable person for the position, are: 1st: He represents the largest and strongest Division in the League. 2d: He is the hardest working, and most unselfish member of the Board of Officers; and 3d: His clear-cut, straight-forward, and always vigilant business methods have fitted him in an unusual degree for the Executive.

For Treasurer, I would suggest Chief-Consul Irvin, of Ind., or Mr. Pettengill, of Washington, D. C.

I believe the distribution of officers—aside from fitness—should be numerical rather than geographical.

New York and Massachusetts contain over one-third the entire membership of the League. Add to them Ohio, and you have nearly one-half; and who shall say there is

any unfairness to the South or far West in the distribution of offices above indicated, even if that were the only consideration?

The member of the Executive Committee, as well as the Vice-President, should be Chief-Consul of a Division, for Chief-Consuls are directly responsible to the Divisions, so, if at any time he should neglect his work on the committee, the Division can demand the reasons therefore. These two should also reside as near together as possible, so that frequent consultation, and close oversight of the Sect'y.-Editor's office, and the affairs of the League may be had without long journeys and consequent loss of time, and unusual expense.

The consideration of these—and other reasons I will not now mention—has brought me to believe the above-mentioned gentlemen the most desirable for the positions named. Whether the Board will agree with me I know not. I only state my individual views, and while I have only words of commendation for other candidates, I hope to see Messrs. Kirkpatrick, Hayes and Bidwell elected at St. Louis.

C. S. BUTLER,  
Rep. for N. Y. in L. A. W.

## BOSTON PREPARES TO ENTERTAIN STEVENS.

The Massachusetts Bicycle Club has made extensive arrangements for the entertainment of the noted traveler Thomas Stevens, and everything points towards two of the most interesting cycling events that have ever taken place in this city. The first of these will take place on the evening of February 25, when the postponed annual dinner of the club will be given as a special banquet to the distinguished guest at Young's Hotel at 7 o'clock.

An informal reception for those participating in the banquet will be held in one of the parlors from 6.30 to 7. Members are at liberty to purchase tickets for and bring to the banquet, wheelman who are not members of the club, but it is requested that the names of such invited guests shall be given to the committee when the tickets are bought or ordered. Prominent among the invited guests are: Governor Ames, Mayor Ames, Mayor O'Brien, President Boardman of the Senate, Speaker Noyes of the house, Chairman Donovan, of the Board of Aldermen, President Barry of the Common Council, and others.

Saturday evening, the Massachusetts Club will give an informal reception to Mr. Stevens at their club house, to which about 1000 invitations will be issued. The hours will be from 8 to 10 p. m. and all the local cyclers will be invited to attend and bring their ladies and other friends interested in wheeling.

The following gentlemen have accepted invitations to act on the Reception Committee: Colonel A. A. Pope, President Charles Richards Dodge, Vice President A. D. Salkeld, Secretary W. M. Farrington, Treasurer W. H. Minot, Captain A. D. Peek, Jr., Lieutenant J. M. Barry, Lieutenant D. W. Colbath, Lieutenant W. A. Shockley, C. B. Goldthwait, Harry B. Salkeld, J. E. Farrington, Henry W. Williams, F. Olcott Pratt, Thomas F. Salkeld, C. D. Cobb, Colonel T. W. Higginson, E. W. Pope, A. E. Patterson, A. S. Parsons, C. C. Ryder, S. R. Eaton, A. L. Farwell, F. W. Hobbs and W. W. Palen.

## THE C. T. C. MAKES A BOLD MOVE ON AMERICA.

In the last issue to the *Monthly Gazette*, a scheme is proposed to increase the strength of the C. T. C. in countries other than England. It provides that in any foreign country containing at least 500 members, a branch association may be formed, to be governed on the same general plan as the C. T. C. A. method of government is given, providing for the election of a President and other officers. Two points are made especially clear, viz.: That members may obtain badges and other C. T. C. requisites direct from the Cyclists' Touring Club, and that a certain amount of dues are to be forwarded to the national treasury.

Judging from the remarks which precede the article—Mr. Frank Weston's recent letter on the C. T. C. in America being quoted in full—we are led to believe that the scheme has been concocted for the especial benefit of the United States. It seems to us that this plan of forwarding good money for the benefit of a foreign organization can claim a sort of relationship to the the old 1776 taxation-without-representation fad. We have no doubt that America would prove a desirable field for working off C. T. C. pirated badges, caps, uniforms, etc., but we have had too much English. We have two wheel organizations at present, the L. A. W. and A. C. U., and if there be wheelmen who have a superfluity of time and energy, let them devote both to their home clubs. We hope the foreign mission scheme will be dropped. The wily Mr. Shipton has been misled by Mr. Weston's letter. He has doubtless been led to believe that 40,000 Americans are simply howling for the C. T. C. What a sad spectacle it is to see an organization, 22,000 strong, capable of accomplishing anything in reason, converted into a retail cycling sundries agency, with the publication of a peurile monthly as a sort of side-show.

Sample Ridges are now on exhibition at 152 Congress Street, Boston, Mass., and Messrs. Stoddard, Lovering & Co. report a very early season. The reason probably is that they have an entirely new line of machines for 1887, and bicyclers are always ready to see the latest.

The *Boston Globe* says:—"If a dealers' race was entered upon, Messrs. Stoddard, Lovering & Co. could put a strong team into the field, consisting of Messrs. Doane, Huntley and Corey, all of whom are in their employ."

The most noticeable changes in the New Rapid wheels for this year is the adoption of a perfectly adjustable ball head, pure rubber tyres, and finished in genuine Harrington's enamel. An 1887 Novelty is a Light Roadster New Rapid, weight of fifty inch, thirty-six pounds, and a machine of the Rover type, to be called the Rapid Safety. All of the above with the original much copied but still unequalled true tangent wheels. Clark & Co. have the sole United States agency for Quadrant tricycles. Of these they show six machines; namely, No. 8, for gentlemen, bar steering; No. 9, side steering; No. 14, bar steering, for ladies; No. 15, non-convertible tandem, bar steering fore and aft, suitable for two ladies or riders of either sex.



## THE TRADE IN NEW YORK.

THE POPE MFG. CO.

12 Warren St.

Of course we first visited the pioneer house, where we found Messrs. Mason and Richardson busily preparing for a very busy season, symptoms of which have already been felt. This year the Pope Co.'s New York branch will probably do more business than ever before. Prominent wheelmen about town and from out of town may be found at Pope's almost any hour of the day; travelling wheelmen are always welcome, and Mr. Mason is more than willing to extend any courtesy to them. This year they will make a large drive in sundries. The Columbia shoe, which was sold last year at \$4.85, has been reduced to \$4.00; lubricating and illuminating oils will be a speciality, at 25 cents per bottle. A new lamp, said to be equal to the King of the Road, but much cheaper, will shortly be placed on sale. It is yet unnamed; we suggest "Stevens" as an appropriate cognomen for a well-behaved lamp. A line of boys' wheels and velocipedes, all steel, are sold from \$12 up to \$160; also a line of girls' tricycles, from \$15 up. A large line of second-hand wheels are always on hand, from among which a cheap and durable machine may be selected; repairing is done by an expert machinist. Now is the time to send in your dilapidated wheel; in a few weeks the repair room will be over-crowded. Of course, there are Karl Kron's and Stevens' wheels to look at, besides a host of cycling celebrities' photos.

GEORGE R. BIDWELL.

313 W. 58th St.

We think Mr. Bidwell can justly claim to have the model cycling agency of this country. He occupies the building from which the Citizens lately removed, and which he has admirably realtered, redecorated, frescoed, furnished, etc., etc.; in fact it would take a special article to describe its arrangement. Mr. Bidwell is special agent of the Rudge wheels, handles the Columbia, and is besides a general agent. He probably made the largest Christmas drive in childrens' wheels, an extensive line of which he always has on hand. One of his specialties is his plan of selling new and second-hand wheels on instalments, a system which Mr. Bidwell has made peculiarly his own. He has always a number of fine bicycles and tricycles for rent, and also rents lockers on the most reasonable terms. The nearness of his house to the Park and Boulevard, and the delightful appointments of his place, cause his lockers to be in great demand. Of course, he does repairing of all kinds, keeping expert machinists on hand for that purpose. We think a mention of Mr. Bidwell's business would be incomplete without calling particular attention to his for sale and exchange department, which he has developed to large proportions. We have but to advise the reader to cast an optic on page 253, if he would get a tangible idea of the "good things" to be had at Bidwell's.

H. B. SMITH MACHINE CO.

115 Liberty St.

It is another tribute to New York's growing importance, cyclingly, that this firm opened the above branch house early in the year. There is no doubting that the "Star" is going to sell more largely than ever this year. If you don't believe it go over to Brooklyn, were a large number of "cranks" are all going to "Star." Of course Brooklyn is not the earth, but this is merely a sample of the general epidemic. Year after year, the machine has been perfected, until the 1887 type has become light, strong and quite handsome. As a general thing we place but little value on records as a test of the true value of a wheel, but the "Star's" behavior on the path, on the road and on the hill, have given it an enviable all-round reputation. The branch sales-room in Liberty St. is conducted by Mr. A. M., alias "Judge," Hall and Mr. C. W. Higginson, who has been at times called the "rotund" and "genial," and who was formerly connected with H. A. Smith & Co.'s Newark store. The Judge is not a little proud of his Corey Hill feat, and he relates with gusto, how he astonished the bean eaters at the last League meet, by rushing up the hill without a twinkle. He has also made a famous decent of Eagle Rock, almost falling down that famous incline, until his coat tails stood out, "like quills upon the fretful porcupine." Of course all wheelmen are welcome to examine the 1887 "Star." A feature of this year's business is the immediate shipment of a machine, as soon as the order is booked.

SCHWALBACH &amp; WILLDIGG.

Prospect Park Plaza, Brooklyn.

Brooklyn is so closely connected with New York, that we introduce into this article the two firms who will handle the various wheels this year. The prospects of the above firm are very bright. Besides being sole agents for the New Mail, which has been called "the wheel of perfection," and the club bicycles and tricycles, they will be general agents for all wheels, sundries, etc. They will also handle a cyclometer, of their own make; buy and sell second-hand wheels, on commission or otherwise; rent bikes and trikes for a long or short period, and rent locker room for wheelmen and tennis players. They will pay special attention to repairs, having engaged skilled machinists for the purpose. Send your wheels in at once for overhauling, and be assured of good work, at moderate charges. This firm will occupy the Long Island Wheelmen's present headquarters, which is undoubtedly the best position in Brooklyn for a wheel business. Mr. Schwalbach is well-known by all Brooklyn wheelmen, as well as by others, as an enthusiastic and energetic worker, in the cause of wheeling before he was pecuniarily interested. Their store has been crowded with wheelmen all the week, admiring the New Mail, which they pronounce "superb."

HENRY J. HALL, JR.

Prospect Park Plaza, Brooklyn.

The many friends of Mr. Hall, who, for the past few years, has been a notable figure at all the race-meetings, will be pleased to learn that he has taken the sole agency for the "Star." As we remarked in another column, they are "Star" mad over in Brooklyn, and there is a regular stampede among the cranks. They are being converted to the "Star" in bodies. The 1887 machine is a decided advancement over all previous productions of the Smith Machine Co., and the beauty of the new wheel serves to augment the fever. Mr. Hall, who had ridden a crank previous to last year, both on the path and on the road, now declares emphatically in favor of the Star, which carried him to victory in the last inter-club twenty-five miles road race, and on which he scored two firsts at the Ixion's pure amateur race meet. He has already booked a number of orders for the machine. He will always be on hand at the Plaza, in the Long Island wheelmen's club house, to explain the working of the machine, receive repairs, etc. It is said that Brooklyn wheelmen are living on half rations, to get ready for the grand athletic opening and feed, which Mr. Hall, and Messrs. Schwalbach and Willdigg will give on March 12, and to which all are invited.

A. G. SPAULDING &amp; BROS.

241 Broadway.

We remember well when this enterprising firm opened its mammoth sporting goods house on Broadway, and how the wise-acres predicted failure in a field already so well filled. But the Spaulding Bros., and the "good men and true" whom they have gathered about them were not made of the stuff that fails, and their business has annually increased until now it can be called truly enormous. The number of departments they have would make quite a list, so we hurry on to the cycling department, in which our readers are most interested. Of course everybody who is anybody, knows that it is engineered by Frank White, "a hustler from way back." Last year this firm did a large trade in imported wheels, but like many other firms, they found this an unprofitable business. This year they are the sole agents for the Victor wheels for New York State and the West. The 1887 Victor is now at their store, and is being enthused over and highly admired by all who call to see it; it is indeed a beautiful wheel. But besides this wheel, whose many excellent points we shall describe next week, Spaulding & Bros. are handling their own wheel, the "Youth's Premier," which is certainly one of the finest boy's bicycles we have ever seen. It is the only youth's wheel having tangent spokes; other features are: cow-horn handle-bars, Lillibridge saddle, nickle handles and head, rest enameled. It is a striking contrast to the spidery productions generally palmed off as youth's wheels; price \$30 to \$60; sizes, 34 to 50 inches. Of course they handle a large line of sundries, a complete list of which may be found in their catalogue. This firm recently created a breeze in the second-hand market, by advertising a number of wheels for sale at greatly reduced prices. Full particulars of this sale, which takes place April 1st, may be had on application to the firm.

NEW YORK BICYCLE CO.

38 Park Place

One of the new-comers this year is the above firm, consisting of Messrs. Norman L. Archer, Lewis M. Irving and C. Herbert Diamond. They are agents for New York and vicinity for the New Rapid and Quadrant wheels, Sparkbrook bikes and trikes, Columbias, and general agents for all wheels and sundries. The new Rapids, both ordinaries and safeties are high-class, and the Quadrant and Sparkbrook wheels have many excellent points. But the speciality of the New York Bicycle Company will be dealing in old wheels. They will exchange new for old, and buy and sell on commission. Already they have a large number of mounts on hand, a list of which will appear in next week's WHEEL. Their sales-room is very conveniently located, being just a step from the Sixth Avenue "L" Park Place station. Wheelmen looking for a reliable second-hander should give them a call.

T. G. CONWAY &amp; CO. (LIMITED).

20 Warren Street.

This firm, which has long been established in the hardware and cutlery business, have secured the agency for the Springfield Roadster. This wheel has not become thoroughly introduced to us yet, but we are assured by experts who have examined it, that it is a remarkably good wheel, and so cheap that large quantities of them will probably be sold this year. The salient features of the mechanism of this machine are as follows: The locking of the backbone and fork to the clutch prevents them from traveling forward after the speed of the large wheel has been retarded; and the weight of the body combined with the power of the lever, forces the wheel over the obstruction. In short, with this clutch lever, the backbone and fork cannot be forced forward without revolving the large wheel. By this means the pivotal point is changed from the axle to the point of obstruction, thus preventing the rider from traveling faster than his wheel and taking a "Header," by coming in contact with an obstruction. The wheel is constructed of the best material and combines strength with durability. A large per cent. of power is saved by the lever motion, by which the machine is propelled. It is enamel finish, nickle plated trimmings; fitted with Fish adjustable saddle; front wheel fifty inches, rear wheel twenty inches; made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship and material.

E. I. HORSMAN.

80 and 82 William Street.

For many years this firm has been a land mark in the down-east, or old-fashioned side of the town; being just at the junction of Maiden Lane and William Street. The bicycling department, which is but one of the many branches of an extensive sporting goods business, is under the care of Mr. Chapman, and has been increased from year to year, until the firm has been compelled to enlarge the space devoted to wheeling. Just now, a small army of house-breakers, carpenters, plasterers, etc., are engaged in the work of rebuilding the ground floor of the store. When the rearrangements have been completed, Mr. Horsman will have a large and attractive cycling department. This firm makes a speciality of the Victor and American Champions; besides which, they handle a list of other bicycles, as follows: Eclipse, a stanch boy's bicycle, \$25 to \$47.50; the Horsman bicycle, another remarkably good boy's wheel, price \$12.50 to \$35. The special Horsman or Ideal, thirty to fifty inch wheel, \$33 to \$68. A stock of boys' and girls' steel and wooden bicycles, tricycles and velocipedes is always kept on hand. A long line of sundries together with full descriptions of the wheels mentioned above may be had by sending for one of their catalogues. All makes of wheels are repaired at reasonable prices by this firm, who have machinists engaged especially for this purpose.

IRA PEREGO.

Athletic Outfitter.

128 and 130 Fulton Street.

We had intended to devote a half column to the large stock of outfitings to be seen at Ira Perego's store. We recommend our L. A. W. readers to order their official outfit at once and save delay. The different articles of the outfit, which gave such satisfaction last year, have been reduced as follows: Regulation cloth helmet, \$1.75; Regulation visor cap, \$1.50 and ten cents for postage; the new L. A. W. Belt, \$1.00; Regulation Hose reduced to \$1.10; Regulation Flannel Shirt, \$2.25.



# THE SPECIAL PRICES

← MADE ON OUR →

## Entire Stock —<sup>OF</sup>— New Wheels

**AS ADVERTISED IN THE "L. A. W. BULLETIN,"**

Is attracting widespread attention, and our sales, at these prices, have far exceeded our most sanguine expectations. Also bids for any wheels we have in stock, as per plan specified in the *Bulletin* of Feb'y 11th, are coming in very rapidly; therefore, parties desiring new wheels at practically second-hand prices should write for circular which gives full particulars.



## BICYCLES AND TRICYCLES.

*We are the Sole N. Y. State Agents for "VICTOR" WHEELS.*

**Call and see Samples, or send for Catalogue.**

---

### A. G. SPAULDING & BROS.



## 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 Saturday.

### EDITORIAL.

We publish in this issue an interview with Chief Counsel J. K. Bartlett, of Maryland, touching upon the recent Board meeting in New York, and the popular sentiment on the steps there taken. It will be seen that Maryland stands firm for Aaron and against any Eastern combination. From this, one may naturally reason that if a dark horse candidate is sprung upon the St. Louis Meet, with a comparatively Southern Vice President (or even perhaps if the Kirkpatrick ticket shall include a Vice from this section,) such ticket would have the hearty support of Maryland at least.

It is well known that the feeling in Pennsylvania is that of the bitterest antagonism to the present management, and it may therefore be presupposed that Mr. Bartlett's views—especially those of the more forcible nature—will be well endorsed in that state. The District is not so particular about it, either way, for the reason that it does not now, nor ever has shown much interest in the League, and the late unpleasantness results here the same as in Maryland, to lessen what little interest was felt—except for the sensational side of it. Virginia has not been heard from in any very decided general statement. Private advices indicate a feeble sense of injury, but the Old Dominion State is slow to declare itself, and wants to be with the majority in the section.

The result of all this feeling will probably not manifest itself, as Mr. Bartlett says, until the Meet; and it may be safe to prophesy that what Maryland and Pennsylvania do, the same line of action will characterize the Southern Divisions. As those states vote, so will their sister States cast their ballots; and what those two states decide to do in the matter, their southern supporters will readily acquiesce in. All this is tending to build up a "Solid South," and draw party lines in National Organization which it would be far nicer to avoid. That the end and aims of the League of American Wheelmen may be successfully attained, demands a hearty good-fellowship and a sense of brotherhood among its members, to which sectional dissensions of this nature are bitter foes.

### MARYLAND SENTIMENTS.

CHIEF-CONSUL BARTLETT INTERVIEWED.

With a desire to ascertain with certainty the underlying sentiments and opinions of Maryland, through its Chief-Consul, J. Kemp Bartlett, Jr., THE WHEEL made a trip to the Monumental City this week, and interviewed that gentleman, with the following results:

Q.—What is your general impression of League affairs?

A.—That the future prosperity of the League depends upon the power represented by the different offices being well distributed

over the country, and not centered in any one locality, and in keeping down the influence of pecuniarily interested parties. I think the prospects of the League never were brighter, provided we do not allow the error that has brought similar organizations to the ground. What I mean is, the allowing of any one clique, faction, or locality to control the entire management.

Q.—How will the late action of the Board effect the interests of the South?

A.—The natural result of that action will be to lessen interest on the part of members of the League in the Southern States, the feeling naturally being that the management of the League is at too great a distance from them, and their representation too small to enable any great practical good to reach them.

Q.—What do you think will be the outcome of all this feeling?

A.—I think that it will all rectify itself at the next election of officers, unless the same measures are attempted there that were practised at the Board meeting. There has been some talk of secession, but it is my opinion that this step will not be taken, as all who give the matter careful thought can see how unwise such action would be, whatever the provocation.

Q.—Do you believe the sentiments you have expressed are substantially those of this section?

A.—I have received assurances from all sides to that effect. Several of the clubs have passed resolutions endorsing any action the officers of the Maryland Division would take and condemning the unjust proceedings of the Board in the severest terms.

Q.—What do you think of THE WHEEL'S Southern Department, and its power in this section?

A.—I approve of the enterprise highly. It is something that wheelmen in this section have needed ever since the Maryland Division was formed, and its good will surely be felt all over the South. It grants us such representation as the limited space and crowded columns of the *Bulletin* can never afford, especially since the greater majority of wheelmen live in the Northern section, and their news and letters have preference. By the way, it has occurred to me that it would be advantageous to our Division to form an arrangement whereby the Southern Department of your paper could be used as our Official Organ, and I intend to lay this matter before our next State meeting. I would be obliged to you if you would publish a request in your columns that Maryland League members write me on this subject.

### A BALTIMORE LETTER.

[REGULAR CORRESPONDENCE.]

That we are at last to have recognition in one of the leading cycling journals, will no doubt be received as good news by wheelmen throughout the state and especially, those of Baltimore although we have in this city three flourishing clubs and several more in the state, one would be led to think, from a cycling point of view, that there are no such places as Baltimore and Maryland, if he were to judge from the cycling papers; for articles concerning us have been few and far between and when they did appear, oh! how nicely trimmed and cut-down. League Affairs here are rather mixed and to say definitely exactly how a pronounced majority here stand in regard to

the Aaron-Bassett trouble would be next to impossible. That the ex-secretary was in great favor, with our wheelmen would hardly be putting it strong enough. It is our only wish that the present incumbent may be as well liked.

The social season in the clubs has been quite an active one. Both of our leading clubs, the "Maryland" and "Baltimore," have held weekly "At Homes." These affairs have apparently worked a great deal of the good for the cause. Besides keeping up and perhaps increasing the friendly spirit of the club members, they have helped to add many new members to the rolls, for through them, they have introduced strangers to the "at home" life of a cycle-club. The "Ramblers" (a comparatively new body, organized last summer,) deserve great praise. They have the genuine "get thar" spirit in them. Starting about the first of last May with a membership of three, they have gradually increased their number to thirty-six. They have just moved into their new quarters on the corner of McCollon St. and Boundaro Ave., having found their old rooms entirely too small. With their new president Mr. H. W. Barrington, who is a jolly good fellow and an active cyclist, at their head, we shall expect great things from them the coming season.

From the present outlook the cycle business this season here will be very good.

The Maryland Club will hold their next regular election on March 14. The Election Committee now have under consideration the nomination of candidates. I understand Brown is spoken of as a likely man for President, and that either Canfield (now officiating) or Griscom (a comparatively new member) will be Captain. This Club will hold its annual banquet on the 17th, at which only members will be present, and a jolly good time is expected to be had, with toasts and speech-making of a high order. Let this suffice for one batch: I will tell you more anon.

CHESAPEAKE.

### FLORIDA MATTERS.

[REGULAR CORRESPONDENCE.]

"The land of flowers" is just now commencing its very best season for wheeling. The past two weeks have tried hard to make our wheelmen forget that Florida "went back on her record" for fine weather last month; and nature's smiles seem to promise that she won't go back "no mo'."

Windy and rainy weather conspired against comfortable riding during the month of January, but now cycling matters are brightening up considerably, and bid us hope that Florida will make a substantial showing in the wheeling world this year.

State Consul Farrell is trying to get up a party to help the New Orleans boys out in their Mardi Gras parade; being unable to go, I can but offer best wishes, for a good time to all who attend, and success to our Crescent City brethren.

Geo. E. Andrews, an old time wheelman of Painesville, Ohio, was in town yesterday, en route for N. Y. I am making a living advertisement for our beach-riding of him. He is so enthused by a ride recently taken with me, that he can't help but advertise us.

G. R. HUBBY.

Fernandina, Fla., Feb. 17, '87.



## WASHINGTON NOTES.

The Washington Cycle Club gave the last of its series of winter entertainments on Feb. 17. The club-rooms were tastefully and appropriately decorated with flags, pictures, and machines; and in the centre of the room was suspended a large bicycle wheel, having attached thereto three wings and the letters "L. A. W.," in imitation of the League design. The rooms were pretty well filled, there being about a hundred guests in attendance, and the dressing was extremely fine. The entertainment, preceeding the dancing, was as follows:

Instrumental music, . . . . .	Professor Lang
Banjo duet, . . . . .	Messrs Newman and Smith
Song, . . . . .	J. C. V. Smith
Instrumental music, . . . . .	Miss Krouse
Cornet solo, . . . . .	Mr. Babcock
Violin solo, . . . . .	Mr. Eisenbeis
Recitation, . . . . .	Mr. Hoffman
Instrumental music, . . . . .	Miss Smith
Songs . . . . .	Mr. Perry

The floor was then cleared and the hop proper began. This consisted of fifteen dances, well assorted, and was very enjoyable. During the intermission, a sumptuous supper was served, and each lady was presented with a rich silk napkin as a souvenir. Mr. Felix Mahoney and Miss Kittie Thompson also rendered further vocal music, which was well applauded and appreciated. To the committee—consisting of Messrs. Smith, Croxall, Menlheisen, Burden and Hills—is due all credit, and each and every one present voted the W. C. C. an excellent club, and good entertainers.

The Capital Club held a short run on the 22nd, and that evening gave their book party. Many valuable, and a few not so valuable, volumes were presented the club, and the supper and "social," which followed the presentation, were protracted far into the night. This club will hold its regular monthly lecture and hop on Feb. 28, when Leland Howard will speak. Their election of a new captain will take place March 5.

The District Division of the League will hold a special meeting Feb. 26 at the Cycle club-house, to consider the manner of electing their Division officers, as provided by Article IV., Section 3, of the League By-Laws.

The district wheelmen will meet at Mr. Collamer's house Saturday evening, in a social game at cards.

WHITE HOUSE.

## THE WESTMINSTER OUTLOOK.

[REGULAR CORRESPONDENCE.]

As we look out upon our slushy, sloppy roads and realize their almost impassible condition, we bewail our unhappy lot. Westminster, the seat of Carroll county, a bright little city of 3,000 inhabitants, boasts of but one pike, between here and Baltimore, twenty-eight miles, and that, indeed, is only fair. Three other thoroughfares to Littlestown, thirteen miles, Frizzellsburg, three, and Uniontown, eight, can not—or at least ought not—be dignified by the term "pike."

When we consider the poor condition of the roads—for the most part dirt, the very undulating—nay, almost mountainous character of the country, and even the seasons, only about seven months of the year being ridable—when we consider all these things, I say it is to the credit of our little city to have a club of twenty earnest, enthusiastic

## THE CELEBRATED

※ PIANOS. **SOHMER** ※ PIANOS. ※

ARE AT PRESENT THE MOST POPULAR,  
AND PREFERRED BY THE LEADING ARTISTS.

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

and active wheelmen, who delight in hill climbing, all day runs, and a little racing, by way of variety.

Wheel matters are very quiet—apparently dead. Most of our members have plunged madly into the the vortex of society life, and seem to prefer the ball-room, the euchre party and the "after tea" receptions; but at the first approach of spring we will be up and doing.

A couple of our members are contemplating a two weeks trip to Niagara, thence across for a spin on the Canada side, down the Hudson, past the Highlands, to New York, Philadelphia, Baltimore, and home, a more definite account of which I hope to give you some other time.

L. A. W. 5,100

## HAGERSTOWN JOTTINGS.

[REGULAR CORRESPONDENCE.]

The cycling interests of this section of the state are carefully looked after by the Hagerstown Club exclusively, and to this club may be attached exceptional credit for the active interest taken in cycling affairs. The club enrolls more active members than perhaps is the case in any city of its size in the country. The members are heartily co-operative, and the issues of this unity of action are a magnificent gymnasium and billiard parlor, which are always open and never without patronage.

The activity of the club may be measured by these things, and particularly by a series of monthly entertainments that are well endorsed and patronized by the people of the city. Much time and expense are employed to make them enjoyable, and the cordiality with which they are received by the public shows a very strong sentiment in favor of the club, by people not directly interested.

It is the intention of the club to have spring races, to which will be invited all clubs that will choose to come and participate in a day's pleasure.

From early spring until late fall our roads are superb. Running in every direction we have macadamized pikes that are unexcelled, and which extend from this place through the lovely Cumberland and Shenandoah Valleys. We had the enjoyment of some short spins last week. The weather and roads were in good condition.

The Hagerstown Club hopes to have a good representation in THE WHEEL in the days that are to come, and sends good wishes.

HAG.

## A MEMORIAL WINDOW TO CORTIS

The circular window in the eastern end of the south isle of Ripley Village Church bears reverent witness to the loving memory of which Herbert Liddel Cortis is borne by many of his personal friends. It (the window) is now filled with stained glass of beautiful color and design, through which the morning sun throws shafts of jewelled light upon the flags beneath. Under the window there appears an inscribed brass-plate, mounted upon a tablet of black marble, and bearing the words—

In Memoriam

HERBERT LIDDEL CORTIS,

Born at Filey, in Yorkshire (date).

Died at Carcoar, New South Wales (date).

*"He has cut me down in my strength and shortened my days."*

Quietly and modestly, this memorial has been installed in its place in the church of the village he loved so well, so that future generations of wheelmen may know how the men of his day respected and admired this hero of their sport. He sleeps his last long sleep 'neath the Southern Cross, but his memory will ever be kept fresh by this modest monument, in the heart of the Surrey Commons and the peaceful village life of England. Had he been spared to return and visit the scenes which gladdened his youth, where would he have found a kindlier, heartier welcome than in this little village? But, alas! that can never be. At least, the tablet and window in the church bear sorrowful testimony to the love borne him by his friends. As we recall his pluck, prowess, and kindly, genial manners, we are moved to repeat the words of Avon's Bard, "This was a man, take him for all in all, we shall not look upon his like again."—*Cyclist*.

A wheelman on his tour around the world,  
Had to a country wild and weary come,  
And as he to a little village whirled,  
The natives welcomed him with pounded drum:  
But never more the cyclist leaves this town,  
His course lies in another road,  
For, dished and tendered up so brown,  
The natives ate the tourist a la mode.—*Ex.*

Messrs. Stoddard, Lovering & Co. wish to state that they have an arrangement by which spade handles can be fitted to all the Rudge Light Roadsters that have been sold within the last four years, by them. Correspondence is invited on this subject.

Mr. H. M. Saben, of the Massachusetts Club, has selected the Rudge Bicycle for his mount for the coming year.



## PRICE LIST.

## Second-Hand Bicycles, Tricycles, Tandems.

NOTE PRICES AND COMPARE WITH OTHER LISTS.

Correspondence Invited.

—\*Geo. R. Bidwell, 313 West 58th St., New York.\*—

## Key to Description.

**FINISH.**—"A" Full Nickel, "B" Wheels enameled, balance nickeled. "C" Enameled, except head handle bar: Spring Cranks, these parts plated.**CONDITION.**—"1" New, never used. "2" Used but little, good as new. "3" Tires showing slight wear, finish excellent. "4" Tires showing slight wear, newly painted and plated. "5" Tires showing slight wear, finish marred somewhat. "6" New tires, newly painted and plated.**BEARINGS.**—"D" Ball, both wheels and pedals. "E" Ball, both wheels, plain pedals. "F" Double Ball front wheel, single to rear, plain pedals. "G" Ball front wheel, cone to rear, plain pedals.

LIST NO.	SIZE.	MAKE.	FIN-ISH.	CONDI-TION.	BEAR-INGS.	PRICE.	LIST NO.	SIZE.	MAKE.	FIN-ISH.	CONDI-TI N.	BEAR-INGS.	PRICE.	
1	40 in.	Standard Columbia,	A	2	G	\$55.00	42	54 in.	Expert Columbia,	A	3	D	\$90.00	
2	46 "	Expert "	C	2	D	90.00	43	54 "	" "	C	1	D	110.00	
3	46 "	American Rudge,	C	1	E	90.00	44	56 "	" "	A	3	D	100.00	
4	48 "	Rudge Light Roadster,	B	3	D	90.00	45	56 "	Standard "	A	3	G	70.00	
5	48 "	Expert Columbia,	A	2	D	95.00	46	56 "	Yale,	B	5	E	50.00	
6	48 "	" " Light,	A	2	D	95.00	47	56 "	British Challenge,	C	1	F	90.00	
7	48 "	Rudge Light Roadster,	C	4	D	90.00	48	57 "	Rudge Light Roadster,	C	2	D	100.00	
8	48 "	American Club,	A	3	E	70.00	49	58 "	Standard Columbia,	C	5	G	50.00	
9	48 "	Harvard,	A	5	F	50.00	50	60 "	Rudge Light Roadster,	C	1	D	110.00	
10	49 "	Columbia Light Roadster,	B	2	D	105.00	51	55 "	" Racer,	C	2	D	70.00	
11	50 "	Expert Columbia,	A	3	E	90.00	52	52 "	" Light Roadster,	C	4	D	75.00	
12	50 "	" "	A	5	F	85.00	53	52 "	Standard Columbia,	C	4	G	60.00	
13	50 "	" "	C	6	D	80.00	54	52 "	British Challenge,	C	1	F	90.00	
14	50 "	American Club,	A	5	F	55.00	55	50 "	" "	C	1	F	90.00	
15	50 "	Rudge Light Roadster,	C	3	D	100.00	56	52 "	American Rudge,	C	1	E	95.00	
16	51 "	Royal Mail,	C	5	E	90.00	57	50 "	" "	C	1	E	90.00	
17	51 "	Star L. R'd'r, tang. spoke,	C	1		110.00	58	52 "	Club,	A	5	F	70.00	
18	52 "	Rudge Light Roadster,	C	5	D	95.00	59	53 "	Rudge Light Roadster,	C	1	D	110.00	
19	51 "	" " "	C	2	D	110.00	60	56 "	American Rudge,	C	1	E	95.00	
20	52 "	Victor,	C	5	D	85.00	61	52 "	Club,	C	5	F	60.00	
21	52 "	Expert Columbia,	C	6	E	75.00	62	52 "	Centaur,	Painted	5	G	25.00	
22	52 "	" "	A	2	D	100.00	TRICYCLES.							
23	52 "	American Rudge,	C	2	D	90.00	63	Columbia two track,			Enameled	1	Ball	130.00
24	52 "	Rudge Light Roadster,	B	2	D	95.00	64	" " "	"	"	3	"	110.00	
25	52 "	" " "	B	2	D	95.00	65	" " "	"	"	3	"	110.00	
26	52 "	American Rudge,	C	5	D	75.00	66	" " "	"	"	3	"	110.00	
27	52 "	Rudge Light Roadster,	C	3	D	95.00	67	" three "	"	"	2	"	90.00	
28	52 "	Expert Columbia,	A	2	D	100.00	68	" " "	"	"	3	"	70.00	
29	52 "	American Challenge,	C	1		55.00	69	" " "	"	"	3	"	80.00	
30	53 "	Rudge Light Roadster,	C	4	D	95.00	70	Rudge Double Driver,			"	5	"	75.00
31	53 "	" " "	C	5	D	90.00	71	" Crescent,			"	2	"	140.00
32	54 "	Expert Columbia,	A	2	D	100.00	72	Gents Columbia three track,			"	2	"	140.00
33	54 "	Standard Columbia,	C	2	G	70.00	73	Rudge Crippler,			"	2	"	150.00
34	54 "	Rudge Light Roadster,	C	4	D	75.00	TANDEMS.							
35	54 "	Invincible,	C	5	D	50.00	74	Humber S (Beeston)			Enameled	6	Ball	175.00
36	54 "	Rudge Light Roadster,	C	4	D	75.00	75	Rudge Humber,			"	3	"	190.00
37	54 "	American Challenge,	C	1		55.00	76	" " "	"	"	3	"	185.00	
38	54 "	Expert, (Light)	A	3	D	100.00	77	" " "	"	"	2	"	200.00	
39	54 "	Hwoard,	A	3	D	60.00	78	Marriott & Cooper, H'b'r			"	5	"	175.00
40	54 "	Victor,	C	1	D	100.00	79	Coventry Rotary,			"	5	"	175.00
41	54 "	Rudge Light Roadster,	B	2	D	110.00	80	Club,			"	2	"	175.00

## IMPORTANT.

Any second-hand machine on this list will be sent C. O. D. to any address, with *PRIVILEGE OF EXAMINATION*, providing the person ordering will pay the express charges both ways, in case the machine is not accepted. Parties ordering should send with the order a sufficient amount to cover the transportation charges. A detailed description of the machine ordered will be given if requested. Address all orders to

GEO. R. BIDWELL,

313 West 58th Street,

New York City.



## FOR SALE, EXCHANGE, WANTS.

**FOR SALE**—A 32 inch full nickeled Expert: balls all round; A 1 condition. \$100.  
D. HAMILTON, 1026 Woodruff Ave., New York.

**WANTED**—A complete file of the *L. A. W. Bulletin* from commencement to January 1st, 1887. Address, with price, J. G., P. O. Box 444, N. Y. City.

**FOR SALE**—A 54 inch, full nickeled, double ball bearing British Challenge, with Lillibridge Saddle. Too large for owner. \$85; on easy terms, or will exchange.  
N. L. COLLAMER, St. Cloud Bldg., Washington, D. C.

**AN** excellent job printing office to exchange for an American Safety or Kangaroo Bicycle.  
F. H. CHAMBERLAIN, Marietta, Ohio.

**FOR SALE**. 42 inch Special Pony Star; enameled and nickeled; patent foot rest and step; Lillibridge saddle. Good as new. Cost \$114. All complete, \$75.  
H. L. HOYT, Weedsport, N. Y.

**FOR SALE**. 56 inch Spalding Racer; perfect order. \$75. Or will exchange for Shot Gun; any standard make.  
BROWN, RHEUBOTTOM & Co.,  
Weedsport, N. Y.

**SPORTING BOOK LIST** and Circular of Secrets 3 cents.  
GLOBE PUBLISHING CO.,  
Paulsboro, N. J.

**54-INCH**—86 pattern Expert, almost new, will be sold at a special bargain. Also 52-inch new Rapid.  
BUTMAN & CO., 89 Court St., Boston.

**FOR SALE**—A 42 inch nickel-plated Columbia Bicycle, used but six months. Price \$50; includes lantern. Address, G. E. MONTANYE, 68 Barclay St., City.

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

**BICYCLES AND TRICYCLES**—Sent to any address for examination (by freight or C. O. D.) upon receipt of charges for transportation.  
BUTMAN & CO., 89 Court St., Boston.

**FOR SALE**—56-inch Columbia Expert. All nickeled. New, been ridden about five miles. Address, G. W. BORDE, 105 W. 48th Street.

**WANTED**—A 54 inch enameled, ball-bearing, light wheel of some standard make. Please send particulars, and lowest cash price, C. O. D., to W. E. HOUSE, Room 47, St. Cloud Building, Washington, D. C.

**FOR SALE CHEAP**—56-inch Apollo, 1885 pattern. Spade handles. Good Order. Good reason for selling. EDW. WOESTMAN, 2707 Grand Ave., St. Louis, Mo.

## MYDDLETON'S ENAMELS.

**JET BLACK**.—The best on the market, will not chip nor crack, presents a fine, jet black, glossy surface at one application.

**STEEL COLOR**.—Made to imitate steel. Used for spokes and bright parts of wheel.

**TRANSPARENT**.—Invaluable for enameling the nickel on wheels. Colorless and does not show. Price, 75 cents per bottle.

**English Anti-Rust Nickel Paste**.—Transparent. For coating nickel or bright parts to keep from rusting. Price, 25 cents. Discounts to agents.

W. C. BOAK,

Importer of Bicycle Sundries,  
Le Roy, N. Y.

## The Wheelmen's Record,

PUBLISHED EVERY THURSDAY,

ONE DOLLAR A YEAR.

Bright. Newsy and Independent.

EACH NUMBER FULLY ILLUSTRATED.

Full Page Lithographed Cartoon once a Month.

ADDRESS

"Wheelmen's Record,"

31 W. Market Street,

INDIANAPOLIS, IND.

## We have the Workmen

—TO DO ALL—

DIFFICULT REPAIRS.

NEW AND SECOND-HAND WHEELS IN STOCK.

Call and see the "New Mail"—the wheel  
of perfection.

SCHWALBACH &amp; WILLDIGG,

Prespect Park Plaza, Brooklyn.

## REPAIRS!

## REPAIRS!

—\* TO SAVE DELAY \*

*And expense, send your machines now; we are  
prepared to do repairing cheaper and quicker  
now than ever before.*

Oraton Hall, Newark, N. J.

HOWARD A. SMITH &amp; CO.

**L. A. W. CUFF BUTTONS**.—Large size, 85 cents per pair. One pair warranted for a year, and sent registered for \$1. The regulation League design provided with best triple-plate patent lever shanks. In ordering, be *sure* and give League number, and state which size is desired, and whether bright or bronzed. Address all orders to  
N. L. COLLAMER, St. Cloud Bldg., Washington, D. C.

**Free Treatise** For the Weak, Nervous and Debilitated; How to regain Health and Vigor. **Home Treatment** for Nervous and Mental Diseases. **TRIAL SENT.**  
Address, J. M. BATE & CO.  
283 S. Clark Street,  
CHICAGO, ILL.



— HOW TO —

Buy, Sell or Exchange.

ADVERTISE IN OUR

For Sale, Exchange,  
and Wants Column.

Twenty-five Words, - - - Fifteen Cents.

Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED  
BY TUESDAY MORNING.

## OUR DEPOSIT DEPARTMENT.

Parties negotiating purchases through our columns are advised that perfect security is obtained by the medium of our "Deposit Department." In order to make use of this, the money must be deposited with us. We then acknowledge receipt of same to both parties. All articles thus transacted for are understood—subject, of course, to private arrangement otherwise—to be sent on approval, and carriage paid one way, in case of return, by each party. Upon hearing that the article sent on approval has arrived and is duly approved, we will at once forward the deposit, less a charge of 25 cents to cover the expenses of postage, exchange on checks, etc. In case a sale is not effected we return the deposit, less the same deposit fee. By the adoption of this system strangers may deal with each other in perfect safety.

**PATENTS** secured on reasonable terms; work reliable; papers carefully and *legally* drawn. Special attention given to inventions pertaining to cycling, by an experienced wheelman. Write for particulars.

N. L. COLLAMER,  
Patent Attorney and Mechanical Engineer,  
Room 47, St. Cloud Bldg. WASHINGTON, D. C.



## 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

## A RARE CHANCE.

Outing,	\$3.00
Bicycling World,	1.00
The Wheel and Recreation,	1.00
American Wheelman,	.50
Wheelmen's Gazette,	.50
	\$6.00

Mailed, post-paid, for one year for **\$4.75**  
WITH COMMON SENSE BINDERS, **\$9.00**



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

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

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

**LAWN TENNIS SHOES A SPECIALTY.**

**F. J. W. JAEGER,**  
**Confectioner and Caterer,**

Bonbons, Chocolates, Caramels,

ICE CREAMS AND WATER ICES

OF ALL VARIETIES AND FLAVORS.

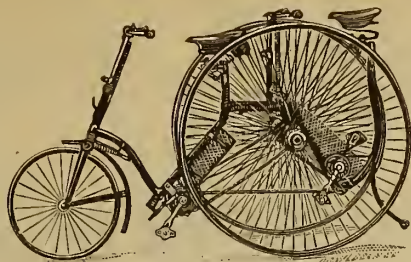
MADISON AVENUE, COR. 59TH ST.,

—NEW YORK.—

## A Bicycle Free!

The *Bicycle*, one year free, to all who send name on postal, with names of five intending bicycle buyers. Most newsy monthly. 8 large pages. All like it.

THE BICYCLE, W. Randolph, Vt.



**D. ROGERS & CO., Limited,**

Sole U. S. Agents for the

**"Cunard" Cycles,**

75 CLINTON AVE., NEWARK, N. J.

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

SPRINGFIELD, O., January 11, 1887.

D. ROGERS & Co.

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 might 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 to-day, 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 in your Orders and don't get left.**

**RELIABLE AGENTS WANTED EVERYWHERE.**

**CABINET PHOTOGRAPH OF ANY MACHINE 25 CENTS.**

# 305 MILES IN 24 HOURS!

## WORLD'S RECORD.

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



**S**



**T**



**A**



**R**



WEIGHING ABOUT FIFTY POUNDS.

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

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

== SEND FOR CATALOGUE, ==

**H. B. SMITH MACHINE COMPANY,**

-

-

**Smithville, Bur. Co., N. J.**

NEW YORK SALESROOMS. 115 LIBERTY ST.



From Manitoba to the Gulf of Mexico!

From Eastport to the Golden Gate!

THE MAJORITY OF WHEELMEN RIDE COLUMBIAS.

THESE ARE OUR WITNESSES:

Nine Years of hard service upon every grade of American Roads has not  
WORN OUT A COLUMBIA.

THE WORLD'S STORY

of the road and path is a recapitulation of the  
victories on COLUMBIAS.

*It requires the Staunchest Machine to withstand the Strain of Fancy Riding.*

*It is a fact that nearly every Fancy Bicycler Rides a Columbia.*

POPE MFG. CO.,

79 FRANKLIN STREET, BOSTON.

12 Warren Street, New York.

—Branch Houses,—

291 Wabash Avenue, Chicago.

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

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

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

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

Purchasers taught to ride free.

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

Send for my catalogues, terms, etc.