

THE WHEEL

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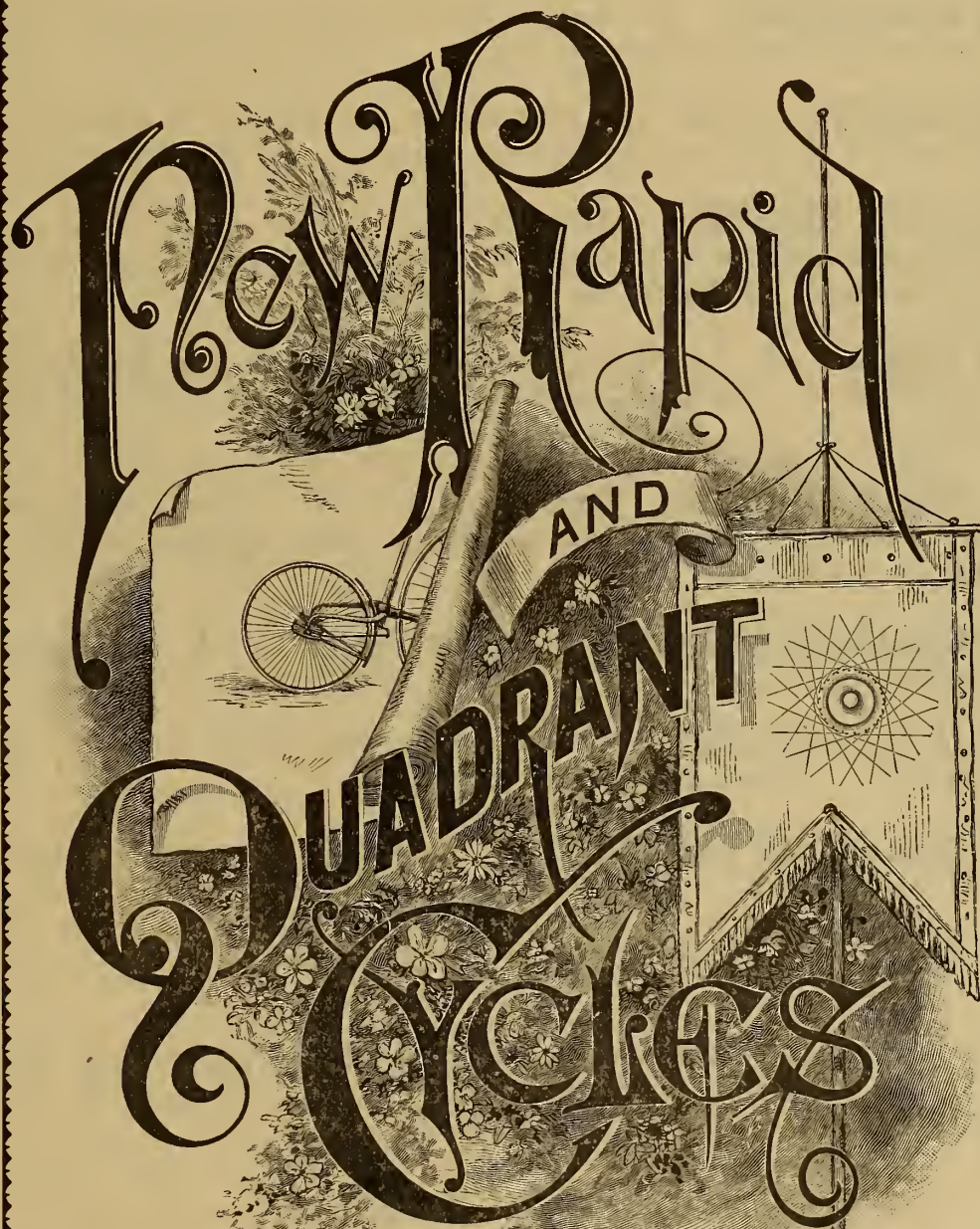
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SAM'L T. CLARK & Co.
IMPORTERS AND SOLE AGENTS
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HOW IS THIS for a line of wheels gentlemen? We think it about fills the bill, and our prices, mind you, are reasonable.

THE AMERICAN CHAMPION. With many improvements, such as a superior crank fastening, which dispenses with use of a hammer, new bearings, that are adjustable without loosening a screw even. Price for 48 inch, \$100.00.

THE AMERICAN LIGHT CHAMPION. A light roadster, of highest possible grade, with a Ball Bearing Head, true tangent wheels, and embodying many novel and peculiarly useful inventions. Price for 48 inch, \$115.00.

THE AMERICAN CHALLENGE. Much improved and fitted with cow-horn bars. As formelry the best machine on the market for the money. Price for 48 inch, \$70.00.

THE AMERICAN SAFETY. Sold last year under our positive guarantees, that it was the easiest running bicycle in the world, improved wherever possible. Price for 40 inch, \$74.00.

THE AMERICAN LIGHT SAFETY. After the lines of the regular Safety, but made hollow wherever possible, and will be sold under a guarantee as to its superiority over all other bicycles in easy running. Price for 40 inch, \$115.00.

THE AMERICAN IDEAL. As heretofore, the only high grade and honestly constructed boys' bicycle in the World. Finished in black, with artistic real gold stripes. Price from \$25.00 to \$60.00.

THE AMERICAN IDEAL TRICYCLE. [Two Track.] The young ladies companion to the bicycle of same name. A really beautiful little three wheeler in two sizes, 30 and 34 inch. Price \$40.00 and \$45.00.

THE AMERICAN CHALLENGE TRICYCLE. [Two Track.] A high grade and honestly cosntructed three wheeler in two sizes, 42 and 44 inch. Price \$80.00 and \$95.00.

THE AMERICAN IDEAL TANDEM. A convertible two track, for boys and girls, in two sizes, 30 and 34 inch. Price \$60.00 and \$75.00.

THE AMERICAN CHALLENGE TANDEM. A convertible two track, for ladies and gentlemen in two sizes, 42 and 46 inch. Price \$120.00 and \$135.00.

1887 CATALOGUE,

Containing detailed description of the foregoing Cycles, will be ready early in March, and will be mailed on application.

Respectfully Submitted,

GORMULLY & JEFFERY MFG. CO.,

Manufacturers of American Cycles,

CHICAGO, ILLS.

Sixth * Annual * Greeting

POPE MFG. CO.

The last year of our first decade in the business of making COLUMBIA BICYCLES and TRICYCLES finds us in a position from which we look back with much pardonable pride and gratification to a remarkable record of business development and mechanical advance; and from this forward to the further success which is ensured to us by the confidence of the public in our methods, and our knowledge of what is best calculated to meet their wants and afford them the greatest satisfaction at all times.

A glance over the ten years from 1877 to 1887 shows a growth of the body of American wheelmen from a few dozen to tens of thousands, with hundreds of clubs and many thousands of dollars invested in permanent houses; and we take no little satisfaction in the part we have contributed to this complete establishment of what is unquestionably the most admirable and beneficial recreation that has found a place in the pursuits of our countrymen.

We have at all times aimed to provide riders with the most perfect machines that the state of the art, as shaped by constantly gathered experience, and the best skill in anticipating requirements, has permitted,—and the progress from the STANDARD COLUMBIA in its earliest form, to the perfected COLUMBIAS of to-day, has been marked by successive stages of steady development, each presenting special improvements on features already in use, as well as introducing new ideas. These have been both in the way of changes in essential parts and equipment, and in the methods and processes of construction; and they have served not only to improve our own machines, but as examples as well and a stimulation to other makers, here and abroad. Interchangeability of parts, one of the essential characteristics of COLUMBIAS, was, so far as its application to bicycle manufacture is concerned, first adopted and carried to perfection by us, and its importance has been so thoroughly recognized by wheelmen that it has of necessity been applied, to more or less extent, in the making of other bicycles. This is but one example of our contributions to the art of cycle construction.

It has been, too, a matter of satisfaction to us to have been able, by gathering together the numerous essential patents and rights, to establish such moderate and uniform royalties as have made it possible for many varieties of machines to be placed upon the market at one time and another, offering riders a sufficiently wide choice; though not the least source of gratification in this connection is in the fact that, having this choice, the majority of those riding high-grade machines have chosen and now ride COLUMBIAS.

Many considerations, too patent to require special amplification here, go to show the high favor in which COLUMBIAS are and always have been held by reason of their superiority in design and construction, and we wish simply to call attention to their unsurpassed record, in presenting to our old patrons, as well as those about to become purchasers, the list of our machines for 1887.

This covers the fullest line of machines yet offered, each specially adapted for its particular purpose; and the wheelman whose wants cannot here be met, must, indeed, be hard to suit. It will please us to have all interested acquaint themselves still more closely with both our new machines and our established ones now improved, either by a visit to us at our new and more conveniently arranged establishment in Boston, or at either of our Branch Houses, or at any of our largest agencies where a full line is to be found.

We present for its sixth season the EXPERT COLUMBIA, the sale of which has already reached a higher total than any other in America, and for which there is likely to be a greater demand than ever this year, under a reaction from an unwise tendency for a few seasons past towards too light machines for road use, and touring in particular; and for its third season, reduced \$5 in price, the COLUMBIA LIGHT ROADSTER, whose popularity and reputation

for elegance and ease of running, and thorough reliability under all conditions to which any light roadster can justly be submitted, have become well established. These unequaled machines are considerably enhanced in value by the addition of our improvements for 1887.

The old reliable STANDARD COLUMBIA, which has honorably performed more hard service than any other bicycle in the world; the COLUMBIA TWO-TRACK TRICYCLE, the only really successful machine to-day embodying the two-track feature, which is of special importance on some kinds of roads, and our smaller LADIES' machine of the same pattern, are again offered without material change, and the COLUMBIA SAFETY and SEMI-ROADSTER, —each of which has gained for itself a good place in the opinion of its riders,—and the COLUMBIA RACER, with its fresh laurels won in 1886.

NEW MACHINES AND EQUIPMENTS.—The appearance of our new COLUMBIA TANDEM will be hailed with very much interest by the rapidly increasing number of wheelmen and women who look to this class of machine as affording the most enjoyment and convenience of any. Constructed with a view to every requirement and advantage, our TANDEM is sure to please.

The improved COLUMBIA RACING TRICYCLE is shown and described for the first time.

A new "single" COLUMBIA TRICYCLE, virtually a light roadster, and fulfilling all the conditions expected in the highest-grade machine, will be placed upon the market early in the riding season. It will be an automatic handle-bar steerer, capable of use by gentleman or lady, and its appearance will be awaited by those desiring the finest tricycle of the season.

In new equipments we present our "double-grip" handle, of the complete success of which there can be no question; the improved Kirkpatrick saddle, and our new Knous crank.

Our spade-handles we are able to put out this year at much reduced prices, either on new machines, or taken separately.

DIRECT SPOKES and SOLID CRESCENT FELLOES are used in the EXPERT COLUMBIA, where special durability is more desirable than special lightness. This construction affords, within proper limits, greatest elasticity for the amount of material, and so the most strength consistent with satisfactory use. It is the longest-lived, and the most readily repaired when occasion demands.

RESULTANT SPOKES and HOLLOW FELLOES are used in the COLUMBIA LIGHT ROADSTER, where special lightness in a road machine is wanted. In this construction weight is differently distributed and economized, and a proper mean is preserved, by drawing the spokes at the "resultant" angle, between too great elasticity and over-rigidity, which latter makes a wheel harder in riding and the spokes more liable to snap.

FULL TANGENT SPOKES and HOLLOW FELLOES are used in the COLUMBIA RACERS, where the greatest saving of weight and the utmost rigidity are necessary, and absolutely no elasticity of the wheel can be permitted.

In all cases where we have closely adhered to these rules of construction, our wheels have proved the best for their purposes.

We use the CEMENT PROCESS for putting in our tires, because our experience shows this to be the most satisfactory in the long run,—though we will, when specially desired to, put them in by the chemical process. We do not advise this, for while it is very secure at first it cannot be so conveniently renewed by the rider when for any reason this becomes necessary.

While from the state of the case our knowledge of what is most desirable in the making of a bicycle or tricycle is naturally better than that of any who have devoted themselves less earnestly and extensively to it, much has of necessity been gained by us from the experience of individual riders, and we shall at all times be pleased to receive suggestions and ideas from any who are interested.

POPE MANUFACTURING COMPANY.

ALBERT A. POPE, *President*.
EDWARD W. POPE, *Treasurer*.

STANDARD COLUMBIA.

Price \$90 for a 50-inch, G Finish, with Ball-Bearings to Front Wheel.

With Parallel Bearings to Front Wheel, **\$85.**

Additional for Finish F, \$10; for Finish B, \$15.

• Difference of \$2.50 for each 2 inches in size up or down—except difference of \$7.50 between 46- and 48-inch sizes.

The STANDARD COLUMBIA is a stanch and reliable machine for beginners, and for all-around road use. It was designed to meet the want, still widely felt, of a substantial, first-class road machine, at a moderate price. We present it for this season again upon its merits and popularity already acquired. Although, by constant improvements, the expense of manufacture has largely increased, we offer it now at prices lower than before.

EXTRAS.—We furnish *with new machines* when ordered, in place of the regular parts: Columbia "Double-Grip" Ball-Pedals (nick-eled) on Finish G, \$5; on Finish B or F, \$4. Standard Dropped Handle-Bars, with Dropped Brake-Lever, \$2.50.



* COLUMBIA BICYCLES *



COLUMBIA SEMI-ROADSTER.

Price \$85 for a 46-inch, Finish D, with Cow-Horn Handle-Bars and Kirkpatrick Saddle.

The COLUMBIA SEMI-ROADSTER is a high-grade, moderate-priced bicycle for the use of boys, and even for light men of small stature. In designing and making it, our aim has been to reach a high degree of excellence in durability, simplicity, elegance, and all other points which go to make up a first-class machine for its purpose.

While 46 spokes are sufficient for the front wheels from 42 to 46 inches in diameter, we put 52 in both the 48- and 50-inch wheels, and when specially ordered, for riders weighing a hundred pounds or over, we fit the front wheel of the two larger sizes with $\frac{3}{8}$ -inch felloes, at an extra charge of 25¢.



COLUMBIA SAFETY.

Price \$140, Ball-Bearings all around, Columbia "Double-Grip" Ball-Pedals, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar.

With Columbia "Double-Grip" Parallel-Pedals, **\$135.**

For our COLUMBIA SAFETY, or dwarf bicycle, we have adopted the front crank and chain-driving gear pattern, as embracing the greatest advantages in construction, general effectiveness, and appearance. It affords ample strength, with comparative lightness, an economy of power to be expended in driving, ease of control, and simple and effectual means of adjustment for different riders. In most points it presents the simple and excellent principles used in the EXPERT, and COLUMBIA LIGHT ROADSTER.

The SAFETY is made in two sizes: with 33-inch front wheel, geared as a 47½-inch driver, and 42-inch, geared as a 52½-inch.



--AND--

RECREATION

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EDITORIAL NOTES.

We were not a little surprised at the large number of atrocious blunders which crept into last week's paper during our absence. Our special apologies are due to Geo. Hendee, who was dubbed "The Springfield Rat," when it should have been "Pet."

Judging from the "signs of the times," as noted on our wanderings in Boston, the trade will undoubtedly enjoy a most prosperous year. The only drawback to the complete happiness of manufacturers, dealers and others, is the number of new wheel journals, which, like the flowers, bloom in the spring, and are dried up in the droughts of August.

At some other time, when we have "caught up," we may write up our Boston trip, which was eminently successful, both from the business and recreation standpoints. Our thanks are especially due to "Foudry," "Doc Kendall," "Ball-bearing Atwell," and "Oratorical Dean." We found only one man who forget that he was a gentleman, but as it was immediately after dinner we forgave and forgot him.

LETTER FROM BROOKLYN.

With the beautiful weather of Sunday last, the season of cycling may be said to have fairly opened. The Park police state that the number of cyclers in the Park on that day was far in excess of anything they have previously seen. This was perhaps, due, in a large measure, to the increased Park privileges that have just gone into effect, giving to wheelmen the use of all the drives of the Park, except the East Drive, and the Woods Roads, to their intersection with the Circuit Drive.

From April 1 all path privileges cease, and this is assuredly a good thing. We are now in possession of all we can desire on the roads of the Park, and it is quite unnecessary to intrude upon the privileges of pedestrians and endanger life and limb by riding upon the crowded footways. Many wheelmen differ with me on this point, and still desire to obtain certain privileges on the paths. Their object is hardly apparent, as the Park roads are most excellent, and offer quite as good wheeling at all seasons of the year as do the paths, and as we have no legal right upon the latter, and have succeeded in obtaining the long-sought-for privilege of the former, we should let well enough alone and be satisfied, for the present at least.

Club news of interest seems to be a scarce article. The K. C. W. are on the verge of a very exciting election, in the canvass for which there is certainly keen interest, if not personal feeling. Two tickets are in the field, designated respectively as the tickets of "progress" and "conservatism." The former, favoring important changes and the new club-house project, is headed by Messrs. Loucks and Bridgeman as President and Captain, while the latter has Messrs. Hegeman and the old favorite Pettus as its leaders. Let us hope that the best ticket will win, and the club relinquish none of its present prestige by any internal dissention.

The Brooklyns are also having their own little yearly squabble, and this year there seems to be a general scrambling for offices from all quarters. The nominating committee, elected at the last meeting, have prepared a ticket, with Slocum and Barkman as President and Captain. The Presidential part of the ticket will, no doubt, go through all right. As to the Captaincy, there are about as many aspirants to the position as there are voters, and if each man will vote for himself it is hard to know how they will settle the question as to who is elected; however, I guess when the proper time comes the boys will all pull together, as they usually do.

The K. C. W. intend giving a reception the latter part of this month, at which it is expected Thos. Stevens will be present. They also contemplate giving a reception in conjunction with the Forty-seventh Regiment and the Seawanhaka Boat Club, at the armory of the Forty-seventh Regiment, on April 11. My informant tells me that this event will wind up their social season.

Speaking of Stevens, it may be well to state that the Brooklyns will tender him a "Hand Shake" and informal reception at their club-house about the middle of April, on the occasion of the first lecture since his return. All are cordially invited to be present, and a jolly time is to be anticipated.

The L. I. W. are biding the time that will put them in possession of their new quarters. At present they seem most uncomfortable,

as Schwalbach and Willdig's office and stock have encroached very materially on their formerly comfortable rooms at the Park Plaza. That cycling is booming in this town must be apparent to the aforesaid firm, if to no one else, as judging from the extensive stock, and the preparations they are making, they certainly anticipate a rush. They are pushing the New Mail, a truly good wheel, and one which is bound to become popular, now that it is made in the United States.

And now we have it that another of our fellow workmen has the grit and backbone to invest his capital and take his chances among us. This time it is the old favorite Andy Loucks. Kluge has been seen flitting across the bridge and ferries very much of late, and rumor has it that Andy and he have had several mysterious conferences, the outcome of which is that Andy is to open an establishment and make a specialty of the King bicycle, which wheel Kluge is to champion during the coming year. With Hendee on a Springfield Roadster and Kluge on a King, we ought to be treated to some rare sport, and receive a good illustration as to whether the crank or lever motion is the most practical. While personally I have always been the opponent to the lever type of wheel, on principal or sheer cussedness, whichever you may choose to term it, I am very anxious to witness the trials that the present season promises, as to the relative merits of the two at present accepted theories of propulsion. In this city, there is, at the present time, a strong drift toward the lever type, and should this type prove as efficient as its promoters claim, next season will witness such a change in its favor as will startle the most enthusiastic of the crank advocates. I confess an inclination to master the peculiar twistings and eccentricities of the Star myself, but as this is not to be accomplished in this town without investing in a machine, I am loth to relinquish my sturdy and ever-faithful crank for a new and unknown hobby, which, judging from the gyrations of a certain Brooklyn man, on Hanson Place recently, requires considerable acrobatic talent to master.

Bon.

A CURE FOR WATERY EYES.

Riders who suffer from watery eyes when riding will be interested in the following "cures" which appeared in the March number of the *C. T. C. Gazette*.

"There is only one remedy, which is very simple. Let him get a pair of spectacles, of that description known as "goggles" or "riding glasses;" they will most effectually protect the eyes from wind, cold, and dust, and enable him to see more clearly than without them."

"Place in an earthenware vessel a good handful of fresh-gathered ivy leaves, which should be well cleaned from all dust or dirt. Pour upon them a pint of clean boiling water, cover up the vessel, and allow it to stand near a fire (but not to boil or simmer) about two hours. Then pour off the water, and when cool, put it into a bottle, where, if kept corked up, it will keep a long time.

An application of this water to the eyes, by means of a soft piece of folded linen, morning and evening, will, after a few days, remove the watery tendency, and generally strengthen the eyes."

The Quadrant trike will attract more attention this season in New York and vicinity than ever before. Messrs. Schwalbach and Willdig are pushing it in Brooklyn, and the New York Bicycle Co. in New York. Dr. Budington, of the L. I. W., is the latest devotee to the wheel with the long base.

"C" O-OPERATIVE "T"AILORING "C" LUB.

EDITOR of the WHEEL:

I was glad to read your remarks (Feb. 25, p. 248) upon the folly of those people who suppose that any further chance exists for beguiling matter-of-fact Americans into general support of a local London trade-agency, whose owner says it is a "C. T. C." and that its scope is "international." The *Bi. World* (March 4, p. 301) practically takes the same view, but it alludes in terms of respect to the concern, as if its bunko game of "international" breeches-selling really had some serious connection with the spread and support of cycling. The paper comes to me so late this week, that any reply which I might send it would be too late. Hence I address a few words to you instead, although you are already converted.

Indeed, I have never yet found a man in America who had any definite idea as to how the "C. T. C." was governed, or what it amounted to, though I have talked with many of the "officers" and members. I believe I have read all Mr. Weston has ever printed on the subject, and can testify that he has not yet divulged a single fact about the great mystery. His letter to the *Bulletin* a few months ago, declared he would answer no questions, which a perusal of it might arouse in the minds of men who hunger for "facts" rather than "guff." Hence I refrained from asking him what he thought of forgery as a qualification for the "highest office in the gift of the C. T. C." There are other funny questions which I should smile to have him answer.

Now, I urge that whenever *THE WHEEL*, the *Bi. World* or other cycling papers in America, say anything of importance about the "C. T. C.," they should prefix their remarks by the historical statement that the "Secretary-Editor" confessed before Mr. Mr. Justice Wills, in a London law court, November 22, 1886, that he appended the signature of our Philadelphia friend, Jo Pennell, to an abusive phrase in the "*C. T. C. Gazette*," which Mr. P. never wrote or authorized. This "Secretary-Editor" was then promptly kicked out of court, with the most scathing rebuke of the judge, for having "indulged in the lowest and vulgarist abuse of the worst form of journalism;" but he still sticks to his office, though three months have passed since his position there became a scandal and disgrace to every honest man in the world, who thinks the letters "C. T. C." represent in any way the cause of cycling.

The argument of my article is, that though the English members of the concern seem to have very deficient moral sense, the American members might arouse it somewhat, if they made a formal proclamation that no more "C. T. C." fees should cross the ocean from this country, until the officers appointed for receiving them, should at least possess the negative qualification of never having publicly confessed to literary forgery.

As regards the prospects of "X. M. Miles" (from whose advance sheets the article in question is largely made up), they may be found detailed in my monthly letter to the *Wheelman's Gazette*. The 800 pages of book already printed contain 585,000 words, and the indexes to the same will cover eighty pages, of about 72,000 words. The size of their total (657,000 words) may be shown by a comparison with

the best known of recent books, "Gen. Grant's Memoirs," whose 1232 pages show only 300,000 words. If my own book was sold at the same rate, its price would be \$15. I have in fact decided to sell it for \$2, except to those who take time by the forelock and send me \$1.50 before April 19, —which I now name as "probable publication day." As I shall have expended upwards of \$5,000 in manufacturing 6,000 books, my "profits" (in case I get \$3,000 from subscription copies and \$6,000 for the other 3,000) will not amount to \$3500 for four years' steady work and risk.

KARL KRON.

Washington Square, N. Y. City, March 7.

WANTED, A STRONG TANDEM?

"The ideal tandem has not yet been constructed, and during the last season, the breakages of this class of machine in Ireland were so many and serious, that none but one gifted with a fair portion of this world's goods could hope to stand the constant expense. Weak axles, light tyres, thin spokes, and want of scientific bracing, were the defects which led to this state of affairs; and from sad experience and personal observations we are in a position to offer some advice to our readers on the subject. Speaking generally, convertible tandems are a fraud; they are neither one thing or the other, and give satisfaction neither as a single nor a double."

"Axles should be specially strong and should run on four bearings, the outer ones being close to the hubs, and the centre ones as near to each other as possible, and they should be powerfully bridged."

"Good reliable brakes are a *sine qua non*, the tyres should be at least an inch, and the spokes extra thick and butt-ended, and the handles should be adjustable both horizontally and laterally."

"Roughly speaking, we may divide tandems into four types. For good riders, who will humor their machine and treat it fairly, the 'Humber' is most suitable. It has a life and spring about it not possessed by others, and it is neat and compact in build and very fast; but in the hands of a novice or a nervous rider, it is as dangerous as a bicycle. The drivers should be 40-inch and the trailer at least 24-inch. The latter especially should be insisted on. Warwick's backbone, extra thick and extra long, should be used, the rear saddle being placed far back, with the handles sloping toward the rider. On this type we have invariably found the break too weak. This defect should be remedied; and, lastly, the tubes carrying the crank axle-brackets should be connected by a powerful stay."

"The 'Cripper' type is daily increasing in favor, and is a steady, safe, and comfortable pattern. Drivers should be 40-inch and front wheel 28-inch. A fair proportion of the weight should be on the front wheel, and stiff steering will be found the most satisfactory. No type can be more powerfully braked than this. As in the 'Humber,' the crank axle-bracket tubes should be stayed to each other. A detachable stay should be fixed from the rear saddle-pillar to the post supporting the rear handle-bar, and then if necessary, a lady can ride on the rear seat by removing the stay, which, of course, is not so essential when there is a light weight behind. If it is intended that a

gentleman only shall ride in front, a similar stay should be fitted forward between saddle pillar and steering post, and a stay should also connect the front saddle pillar and the post carrying the rear handle-bar. A machine so constructed should be able for any amount of fair work."

"The loop-framed tandem, with three wheels, as constructed by the Centaur Company, is one of the most sensible we have seen for hard work. As far as bracing and general strength goes, it can be little improved; but the front wheel should be increased to twenty-six or twenty-eight inches.

"The 'Invincible' rear-steerer is almost the only one of its type. The frame is like the 'Humber' in many respects, but the rear wheel steers by means of a rack and pinion. As to bracing and increased strength, the same remarks will apply. Up hill this machine is about the fastest made, but on greasy setts the steering is erratic."

Gentlemen of the cycling trade! you complain of excessive competition. Here, then, is a field in which many of you may have the ability to shine high above the mere beaten-track copyists. In these days of excessive competition, how long shall England and Ireland unite in saying—"Wanted, a strong tandem?"—*Irish C. and A. and Tri. Journal*.

One of the largest cycling agents in the country writes to Messrs. Stoddard, Lovering & Co. as follows: "The 1887 Rudge Light Roadster arrived, and we are very much pleased with it. Your changes are all improvements, and are according to our notions exactly; if the writer was going to have a wheel built exactly to this order, he would not change it a particle from the 1887 Rudge Light Roadster. It simply fills the bill."

We have received a copy of the Rudge Catalogue for 1887, which represents a new departure in the cycling line. The front cover represents a lady and gentleman on the Crescent Tandem coming down hill, while a rider on a Bicycleette is going up. In the lower left hand corner is represented a racing scene, while the English and American flags are tastefully grouped on one side. It gives very full information regarding the different specialities for the year, and a brief description of each machine is given; the opposite page is occupied by a large cut of each individual machine, with a rider mounted upon it, showing its position in actual use.

All of these drawings, including the cover, are from the pen of Mr. Geo. Moore, London, England. He is recognized as the leading cyclist artist in the world, and adds very much to make the catalogue not only one of the most complete, but very interesting to all cyclists. Copies can be had by applying to Messrs. Stoddard, Lovering & Co., Boston, Mass., or to any of their numerous agents.

The New York Bicycle Company are nothing if not hustlers. Their latest move is the opening of an up-town branch at 124th St. and 7th Ave., under the management of Mr. John Wood. The company will do a renting, repairing, and storage business, and will also carry a line of sporting goods. Unattached wheelmen can store their wheels at the up-town branch at most reasonable rates.

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

WE WANT



To mail you our new Illustrated Catalog. Please send your address. It will give you the whole story of Cycles we make, and help you to find what



YOU NEED

If you ride, you will do well to ride the best wheel you can find,
and we want to ask but one favor in the matter, that
you will SEE THE VICTOR before you buy.

OVERMAN * WHEEL * CO.

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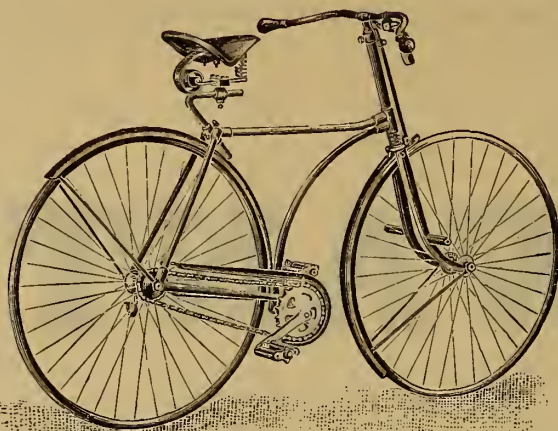
BOSTON.

THEY TAKE THE LEAD!

SINGER CYCLES.

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.



Apollo Safety.

The Challenge

Is a light grade Roadster, at a low price, but of sterling merit, and we claim the most 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.

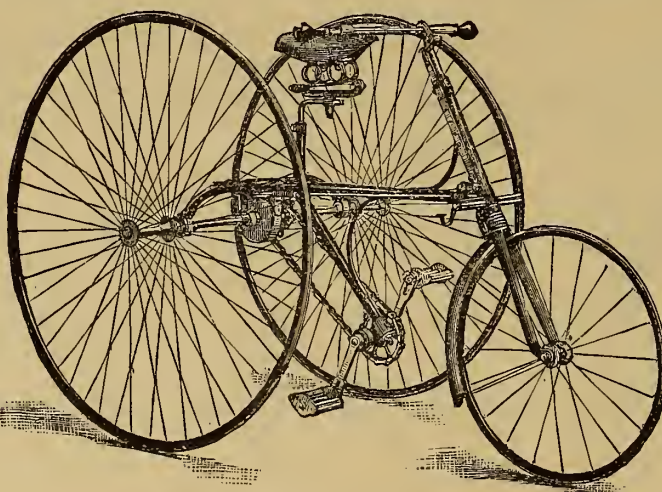
S. S. S. Tricycles

No. 1 for Gents. No. 2 for Ladies,

—AND—

TANDEMS.

See these wheels before buying. They embody new features, which are worth considering.



S. S. S. Tricycle, No. 1.

Our 1887

CATALOGUE

IS ALL READY, AND WILL
BE MAILED GRATIS TO ANY
ADDRESS.

A few good, reliable Agents wanted.

W. B. EVERETT & CO.,

Sole United States Agents,

6 & 8 Berkeley Street,

Boston, Mass.

WHEEL GOSSIP.

Philadelphia is threatened with a six-day race.

The Pequonnock Wheel Club, of Bridgeport, Conn., will hold its annual banquet on April 4.

THE ANNUAL MEETING OF THE A. C. U. will be held at the U. S. Hotel, Boston, Mass., on March 26th, at 11 a.m.

The Maverick Wheel Club held its annual supper at the Maverick Hotel, East Boston, on Wednesday, the 29th inst.

The Bicycle, West Randolph, Vt., has reduced its subscription price to twelve cents per year, or one cent per issue.

Charles Dickens, eldest son of the celebrated author, has become an honorary member of the "Pickwick Club."

The last issue of the *Bi. News* quotes five times from THE WHEEL. Even our enemies know a good thing when they see it.

The Clarksville road-race is looming up as one of the most interesting events of the Spring. It will be 100 miles instead of 50.

We regret to learn that Charles E. Pratt has declined to serve next year as L. A. W. Representative. We hope this is merely rumor.

The Massachusetts Club will give their last "ladies' Night" of the season on next Saturday. It will be the most enjoyable of the series.

Messrs. Spalding & Bros. are becoming prominent as club uniformists. The Brooklyn and Ixion Clubs have just placed orders for club outfits.

English cycling pressmen are berating "Haxell's Cyclopedist" for naming W. A. Rowe as "the fastest rider of the present day." Bravo, Haxell!

Mr. W. C. Herring has purchased an orange grove in Florida. He will depart for the land of fans, teas and pig-tails shortly after his return North.

Boston men are rejoicing that Kennedy-Child, the "Man of Mystery," is coming home this week. They miss the Child's spicy anecdotes and enlivening presence.

The Greghill Manufacturing Co. have placed an improved drinking cup on the market this year. The price also has been reduced to 35 cents, or four for \$1.

Our contemporaries are noting the fact that "The famous Sir Charles Dilke is elected President of the Chelsea B. Club." The par should read "the infamous," etc.

At Smith's, 123 Fulton St., may be found sporting goods of all descriptions; also, umbrellas, canes, etc. This firm has an order for the club cap of the Calumet Club, of Brooklyn.

We should blush!—*The Wheel* contains more news that is worth reading or stealing than all the other cycle papers. We give it due credit for many items in this issue.—*The Bicycle*.

Probably none of last years' racing men have taken greater care of themselves than Charles Stenken, of the Hudson County Wheelmen. He has been working in a gymnasium all the Winter, and will make the best of our flyers "sit up" this season.

Thomas Stevens will deliver his first public lecture in Brooklyn, on April 16, under the auspices of the Young Men's Club. After the lecture, the Brooklyn B. C. will give him an informal reception.

D. H. Renton, who gave such promise as a racing man, has decided to remain off the path "for good." The cares of business and the delights of matrimony have robbed "Danny" of his love for path racing.

The friends of Dr. Beckwith are congratulating him on his election as a "governor" of the New York Athletic Club. His success in the late elections of that club prove his ability, popularity and social standing.

The *Minnesota Division*, which will do much to increase the Minneapolis L. A. W. Division membership, is the most conscientious of our contemporaries in the matter of credits. The February number honored THE WHEEL by quoting five times from its columns.

Dr. James G. Lathrop, athletic director of Harvard College, thinks that a mile will yet be ridden on a bicycle in less than two minutes, provided the course is straight-away, and the wind is blowing at the back of the rider at the same rate at which he is riding, thus making a dead calm.

The rinktum has vanished,
The skatum has fled,
The rollum is banished,
The wheelum is dead.
Tobog's now the daisy
That now rules the day,
Let's tobog till we're crazy,
Ri-tu-ral-i-a!

—*Chicago Mail*.

It is not generally known that the best suit of clothes in the city for the money can be bought at Shea's, whose advertisement appears in our columns. Mr. Shea has been established in business for thirty years, which is sufficient guarantee that his customers are assured of fair dealing, and the worth of their money.

The ticket nominated by New Hampshire Wheelmen for L. A. W. Division officers is as follows: Chief-Consul, H. M. Bennett, of Manchester; representatives, G. E. Philbrick, of Portsmouth, and F. H. Crapo, of Concord. This is the first year that the Division has been entitled to two representatives at the first of the season.

LAMPS ON REAR-DRIVING SAFETIES.—From the "information page" of the *Bi. News* we learn that lamps may be attached to Rover-type safeties at either of the following points: "A hub-lamp on the handle-bar." "A spring-back head-lamp on a bracket attached to the steering-post." "On the foot-rests." "On the neck."

The Connecticut Division's membership on March 1 was 471. Nominations for the Board of Officers for 1887 are coming in fast. The New Britain Club has nominated Louis A. Tracy, of the Hartford Wheel Club, for the Chief Consulship; and the Hartford W. C. has nominated R. F. Way, of the Connecticut Club, as Representative.

At a meeting of the Newton Bicycle Club, held on the 8th inst., the following officers were elected: President, Freelon Morris; secretary, Henry C. Robins; treasurer, Harry L. Wilson; captain, Eben. H. Ellison; 1st lieut., Walter H. Barker; 2nd lieut., Frank S. Wilson; club committee, James C. Elms, Jr., and William W. Stall.

Messrs. Oswald Bros. are selling a fine line of photos of cycling celebrities, at low prices. See advertisement.

Fred. Wood scored his first Australian win on New Year's Day. The race was a five miles professional scratch event, and was witnessed by 15,000 people. Although the course was of grass, Wood rode the last quarter in 33 4-5 secs., and won in 17 mins. 55 1/2 secs.; Rolfe, the Antipodean champion, was dead settled thirty yards from home.

At the regular monthly meeting of the Elizabeth Wheelmen, held March 9, three new members were admitted, viz.: Bayard Hawthorne, Benj. R. Seaman and A. G. Jenkins. An invitation to join the A. C. U. was respectfully declined. The club decided to attend the Stevens' lecture, to be given at the Brooklyn Academy of Music on April 16.

Some Worcester wheelmen have got the tournament fever, and got it bad. One of the inoculated blows himself off in the *Globe*. "Look at Springfield, Lynn and Hartford," says he, "why can't we do likewise? We only need a track, and that can easily be fixed for a thousand dollars." We would suggest that the Worcester men go slow; \$1,000 would not even build a fence around a quarter-mile path.

English dealers, especially those who have a large continental trade, are greatly incensed over the exorbitant increase in freightage on bicycles and tricycles. For instance, the freightage on wheels from England to Germany or Holland has been raised, on bicycles, from 30s. to £5 per ton; and on tricycles, from 30s. to £7 10s. per ton. Doubtless a movement will be made to have the rates adjusted on a reasonable basis.

Mrs. Florine Thayer McCray, the authoress of the novel "Wheels and Whims," publishes a sketch in the current number of Peterson's Magazine. It is entitled "Love on Wheels," and tells a really interesting story, in which sentiment, hygienic rules, and the pleasures of tricycling are about evenly mixed. Mrs. McCray is a practical tricyclist, and, besides the above works, has contributed much to the literature of the day, as well as producing several short and charming cycle sketches.

The Bay State Bicycle Club has been formed, with its officers as follows: Captain, W. V. Fiske; 1st lieutenant, Levi Whittemore; color bearer, John Murphy; bugler, James Murphy. The President is E. E. Eames; vice-president, C. E. Flagg; secretary and treasurer, R. C. Sweetser. A. C. Copeland and Arthur H. Bellows are also members of the club. "The success of our organization," says its secretary, "is already assured, and we mean to have some very pleasant club meets during the summer."—*Boston Herald*.

The Taunton Bicycle Club has elected the following officers to serve the coming year: President, Albert F. Bailey; vice-president, John M. Hardy; secretary and treasurer, George A. Closson; captain, Clarence E. Bolton; first lieutenant, Lyndon O. Ramsdell; second lieutenant, Arthur K. White; bugler, Henry C. Pearse; sergeant-at-arms, Frank Musick; club commodore, Fred. C. Hayward. The annual report of the captain showed that twenty runs had been called during the year, aggregating 669 miles. The club has a membership of forty-four.

MINNEAPOLIS NOTES.

And still they come! The latest make of wheel to be represented in this city is the "Springfield Roadster," of which Kennedy Bros. have the agency, and a sample wheel is daily expected. There is a charming indefiniteness about the catalogue in regard to the bearings, and the reader is left wholly in ignorance as to whether they are ball, cone, or parallel. For the low price, possibly it would be too much to expect ball-bearings, and yet there exists among wheelmen a strong prejudice in their favor. The wheel's arrival will soon settle that important point.

Shock, the long-distance rider, has again established himself in a restaurant on Nicollet Ave., and his "Victor" wheel, on which record for six entire days was made, occupies a prominent position in the window, ornamented with portraits of various professionals. The tire is somewhat worn, but no other signs of its long journey are visible. The representatives of Spalding & Bros. tell me they intend to bring the Victor and Youth's Premier as prominently forward this season, as is possible, with their limited space.

The Mercury B. Club's annual meeting was held last Tuesday evening, and the sentiment seemed strongly in favor of continuing existence another year, and striving to grow and flourish. Officers were chosen as follows: Captain and President, Mr. S. F. Heath; First Lieutenant Mr. David Fuller; Secretary-Treasurer, Mr. T. F. Slosson; Second Lieutenant, Mr. Paul Achard; additional members of Executive Committee, Mr. John Nicholson, the retiring Captain.

Mr. Nicholson was also tendered a hearty vote of thanks for the valuable assistance he has always rendered the club in time past, and it is hoped he may long continue an active member.

The initiation fee was reduced from \$5 to \$2,—a wise proceeding—and that amount only to be charged non-League men. The yearly dues were reduced to \$1, or a sufficient amount to cover the L. A. W. yearly dues—the Executive Committee being given power to levy assessments to meet expenses that may arise.

The date of monthly meetings was changed from the first Tuesday in each month to the second—enabling many members, who are also business men, to be present. With these changes, the membership is sure to increase, and a larger representation at club-runs and monthly meetings ensured. Nothing has yet been done by this State Division, that I can learn of, in reference to sending delegates to the L. A. W. annual meet, nor have I heard of any arrangements being made regarding railroad rates, &c. With this meet almost at our own door, for, with the fast trains now run, St. Louis is but twenty hours' ride from this city, no member possessing the requisite time and cash should fail to attend. Any one ever present at a gathering of wheelmen on such a scale, well knows the amount of fun to be had, and number of pleasant acquaintances to be made. St. Louis wheelmen are noted for knowing how to entertain royally, and that their reputation will be fully sustained, I doubt not. I only hope that the police in that city will kindly overlook any little exuberances of spirit that guests may indulge in. L. B. G.

Mr. W. C. Herring has just returned from a two month's visit South. He will start for Japan between the 1st and 15th of April.

FROM THE PACIFIC COAST.

Work has already been commenced on two additional blocks of asphalt on Golden Gate Avenue, in San Francisco. When completed, it will make nine continuous blocks on the main driveway to the park, and it will not take long to become the principal drive for wheelmen, as soon as the entire street is finished. From Market St. to Golden Gate Park is about two and one-half miles. Will there not be rejoicing in our ranks?

Mr. F. D. Elwell, the 1886 California champion, has entered the employ of the Star agency in this city. We may, therefore, expect him to put his fifty-six in. Rudge away, and blossom out in the coming tournaments on a Star racer.

Mr. Thos. Stevens, on his arrival in Portland, Oregon, was waited upon by a delegation of the Oregon Bicycle Club. It was their intention to tender him a banquet, but his short stay precluded such a possibility, and they were forced to be satisfied with a mere reception. He was elected an honorary member of the club, and now adds their handsome badge to a large collection.

The Los Angeles Wheelmen, on Monday eve, Feb. 21st, gave a Japanese Lantern parade, under the captaincy of R. C. Woodworth. About thirty wheels formed in line, and from what I hear, it proved a very enjoyable affair. Under the influence of the real estate boom, and the influx of Eastern visitors, this club ought eventually be one of the largest and best organizations in the State.

The Committee on League Meet have received word from the energetic Consul, Mr. E. N. Radke, at Santa Cruz, that if they decided to hold the meet at that city, that the Mayor, Mr. Robt. Effey, himself a wheelman, agreed to furnish the race-track, and put it in thorough racing order, gratis; also that the Hook and Ladder Co. would throw their rooms open to visiting wheelmen, to make it their headquarters during their stay. Although the Sacramento riders first asked the privilege of having the meet, such inducements as these are apt to make the committee throw their favor toward the former city, and it is an almost decided fact that Santa Cruz is to be the place, especially as on the 4th of July, the town is fairly crowded with seaside visitors, and beside fine weather and scenery, the facilities for bathing are unsurpassed.

The Oakland Ramblers have not yet decided upon a date to give their postponed race meeting of Feb. 22, but as I understand they are negotiating for a lease of the Centre St. track and ball field in Oakland, it is still probable that they have not abandoned the idea entirely. In case their negotiations are successful, it will give us a track partly fit for racing; it is five laps to the mile, measures eighteen inches from curb, with four turns to each lap, made of clay and gravel mixed. I wish this new, enterprising and active club success in their undertaking; they are putting life into the well-known cycling neighborhood where activity has long been wanting.

A friend of mine had just purchased a set of "Encyclopedia Britannica," and was high in his praise of it as a work from which one could learn considerable on any subject. Thinking at once of my own favorite pastime. I at once turned to the word "Bicycle." After wading through a short history of the old hobby horse and velocipede, I must con-

less my surprise as I read along, that "nowadays a crack racing bicycle, with a driving wheel from fifty-five to sixty inches in diameter, does not exceed fifty pounds in weight, or about one-half of the weight of the old wooden machines." This, of course, strikes the rider of to day as rather ancient, but, hoping for something better, I look further and my expectant eyes encounter the following: "Tricycles have been tried, but no great amount of speed will ever be got out of them." What a head that writer must have had! Wonder what he would think to see a racing tricycle, weighing less than his wonderful racing bicycle; go a mile in the forties; further, what was rather surprising, came this calm fact: "With the exception of skating, bicycling is the quickest means of locomotion that man possesses." To wind up the article, and to fill the mind of the greenhorn, who thirsts for cycling knowledge, with wonderment, I find a table of records in the following words:

MLS.	HRS.	MIN.	SECS.
1/2	...	1	32 4-5
1	...	3	...
2	...	6	31
3	...	9	58
4	...	13	19 2-5
5	...	16	41
10	...	34	41
20	1	12	38
50	3	9	21
100	7	33	43
HOGIM.			

CHICAGO NOTES.

Mr. Kennedy-Child has been here the past few days in the interests of the Pope Co. He has been on a flying trip through the West and North-west, and reports trade to be booming. The boys have been showing him the sights of the town, and last night, in company with Dick Schmidt, Secretary of the Chicago Club, and Manager Garden, they proceeded to paint the town crimson, but only managed to get it a dark shade of pink. Dick says he just managed to get home in time for breakfast.

A more dumbfounded set of fellows was never seen than those of the Owl and Illinois Clubs, who were present at the meeting of the Division, when Burley Ayers read his resignation to them, and notified them of Van Sicklen's appointment. Van was the most surprised of any. It was a *coup d'etat* worthy of a Bonaparte.

At the regular monthly meeting of the Chicago Club nothing was done concerning the club-house scheme, as the committee who have the matter in charge were not prepared to report. Some party, whose motive I cannot guess, has been spreading the rumor that the club is going to remove to the North Side. Now, I wish to state, for the information of anybody who is of that opinion, that the Chicago B. Club will not move to the North Side, but will remain on the South side. I trust this will settle the matter.

The Chicagoes have appointed Mr. Garden as their delegate, on the committee of three, who have that handicap race to Pullman, on Decoration Day, in charge. He says there will be twelve prizes, including two bicycles (a Columbia and a Champion), and several medals. Excitement waves high at this early date, and Joe Crennan and Geo. Kluge have already gone into training for it.

KID.

THE WHEELMEN OF SCRANTON.

ANNUAL MEETING OF THE BICYCLE CLUB—
STEVENS TO BE HERE APRIL 12.

Nearly every member of the Scranton Bicycle Club was present in the club-room on Wyoming Av. last evening when President Jessup tapped for order, the occasion being the annual election of officers for the ensuing year and "other very important business." All were intensely interested in the election about to take place, and curious to know what was the important business that had not been announced, so that the interest culminated almost at the opening of the meeting, when the Secretary read a letter from Thomas Stevens, in which he accepted an invitation of the club to become their guest for a day, and suggested the 12th of April. Plans were talked over, and committees at once appointed to make arrangements to properly receive and entertain the distinguished guest.

The idea of the club is to give Mr. Stevens such a reception, in fact, an ovation, as never before has been given to an individual in Scranton, and in doing this they desire the co-operation of the business men and citizens of the city.

While the committees have the arrangements yet to make, the plans, as discussed, are for a reception during the day at the club-room, lecture in the evening at the Academy of Music, and banquet at the Wyoming. All wheelmen of North-eastern Pennsylvania, Pittston, Wilkesbarre, Bloomsburg, Binghamton and other points included in that section will be invited to join with the club in welcoming the hero of "Around the World on a Bicycle."

The officers elected to serve during the next year are as follows: For President, George A. Jessup; Vice-President, John J. Van Nort; Secretary, C. J. Gillespie; Treasurer, Frank D. Watts; Captain, B. P. Connolly; First Lieutenant, Frank B. Ward; Second Lieutenant, Clinton W. Silkman; Color Bearer, Frank Parrott; Bugler, J. A. McDougall; Club Counsel, George Sander-son.

The club endorsed its President, Geo. A. Jessup, for Chief-Consul of the State, as it was evident that he would receive the nomination at the hands of the nominating committee. A committee was appointed to see that his interests were looked after.

The annual reports of the Secretary and Treasurer were full of interest to the members, showing an increase of membership and a good-sized nest-egg in the treasury.

The "Stevens Reception," as it is to be called, was the main theme of conversation after adjournment, and the committee at once organized for work.—*The Republican*, March 11.

PITTSBURGH NOTES.

Wheelmen are again being seen upon our streets, the fine weather of the past week having had the effect of bringing back a longing for the "Silent Steed," vaseline has been removed, a general polishing taken place, and 'ere long, club runs will be in order with the "record" men in full swing.

Our riding school is enjoying a decided boom at the present time. On several days of late, more than twenty persons were taught the A. B. C. of bicycling, and should one-

half buy wheels, the season will be a good one for dealers. The New Mail, shown here for the first time during the past week, is much admired, and the finish especially seems to take. The '87 Columbia Lt. Roadster, shown by Agt. Grove, is also coming in for much praise, the New Kirk Saddle and Double Grip Handles being well liked, though for handles the spade is favorite here, and it is largely used, a local firm manufacturing them.

Now that the riding season is so near, new uniforms are in vogue, and yet the League seems no nearer a solution of the uniform question than when it was started; yet the powers that be have had ample time to arrange for its production, especially as several good firms stand ready to take the contract, our Keystone Club have adopted the League uniform for the road, yet cannot place an early because of this delay. By all means let's have the uniform.

In my last, the words "Pennsylvania Plank" as printed, should have read "Perrysville Plank" as written.

The Secretary of the Keystone's tells me there are several typographical errors in the notice of the elections you published last week, and if you say C. F. Siedell is President, J. W. McGowin, Secy-Treas. and R. F. Smyth, a director, you will oblige him.

KEYSTONE.

THE ORANGE WANDERERS.

Perhaps no club in New Jersey did more active work last year than the Orange Wanderers. In the Spring they gave a successful in-door entertainment to a crowded house; in the Summer they held an open tri-county, ten mile road race, and a hill climbing contest on the Eagle Rock hill; and in September they held the opening races on the Roseville track, the only races held which paid a fair profit to the organizers.

During the Winter the Wanderers have been working over projects for increased usefulness. A club-house project has been carefully canvassed, and is still under advisement, pending an increase of membership. A Home-trainer has been in active use, and though the Winter has been an exceptionally bad one for riding, a more general feeling of interest than is usual at this season, seems to prevail.

A consolidation of wheel interests in the Oranges has been needed, in order to increase vigor and develop resources. The Wanderers, therefore, determined to invite the East Orange Wheelmen, a club of about a dozen members, who organized last year, to consolidate with them. The proposition has been made and accepted, and on the 16th the united organizations held their first meeting. The Wanderers retain their name and organization, the E. O. W. uniting with them, and receiving three offices.

The Wanderers had also already taken the step (recently announced with becoming pride) as taken by the New York Club, of making the wearing of a club uniform no longer compulsory. It is true, the Wanderers still have a club uniform, and still have road officers, for their circumstances are different from those of the New York Club, but no one is compelled to purchase the uniform if he does not desire to. Their membership is now fifty-five, and is increasing rapidly.

5678.

FORT WAYNE, INDIANA.

Ed. WHEEL: I take pleasure in mailing you herewith a complete set of the elegant programs, provided by the Fort Wayne Bicycle Club, for their series of grand promenade concerts, which closed on the evening of Feb. 18. That everything connected with these entertainments was fully up to the artistic standard indicated by the programs, I can assure you.

The attractions consisted of a program of music, rendered by the best band in the State—the Fort Wayne City Band—in which our citizens take great pride; a superb dancing surface, 80 x 150; delightful refreshments, served by one of the finest caterers in the West; and last and best, a fancy drill on each occasion, by the Fort Wayne Bicycle Club drill squad. A New York wheelman, who was present on one occasion, pronounced the bicycle drill as comparing favorably with that of the well-known King's County Wheelmen squad, a compliment which our boys fully appreciate and deserve.

These affairs were attended by about 300 of our leading society people, who were so well pleased that they are still clamoring for more. The financial feature of the scheme, —never to be overlooked—was in keeping with everything else, and will net the club a profit of about \$350.

The club holds its fourth annual meeting for election of officers, on March 3, at which time arrangements will be made for the annual banquet, to take place on April 9. The organization, which started with eight charter numbers, now has reached a bona fide membership of thirty-nine.

PIONEER.

PROPOSED IMPROVEMENTS OF LONG ISLAND ROADS.

The property-owners on Greenpoint Ave., Long Island City, held a meeting Tuesday evening in Mayor Gleason's office, for the purpose of taking steps to have the above thoroughfare macadamized. The meeting was called to order by Joseph Bekel. James McWilliams acted as Secretary. A committee of five was appointed to consult with an engineer, and have a petition drafted stating the nature of the improvements and the cost. The report will be presented to the property-owners along the line to sign.

A meeting of the farmers and citizens of Jamaica, L. I., to discuss the project of macadamizing Myrtle Avenue, was held on Tuesday evening at Distler's Hotel. A committee was appointed to ask the Town Board to order that at the coming Spring election, an appropriation be voted to have that portion of the avenue running through the town of Jamaica, macadamized.

John V. Van Pelt, of Bath Beach, L. I., has applied for the opening of Nineteenth Street from Eighty-sixth Street to Cropsey Avenue. A citizens' petition has also been presented to Cornelius Van Sicklen for the opening of Twenty-first Avenue to Benson Avenue. A hearing will be held in the Town Hall on Saturday.

Bicyclists, tricyclists, and tricycliennes have their clothing cleansed and dyed at Lewando's French dyeing house, 14th Street and 5th Ave. This firm has branches in Boston, Baltimore, and all the large cities.

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.

If our remarks appear "a little off" this week, please charge it to sickness, as this is written in bed. We don't want to be considered as any the less in earnest in what we say, however, but rhetoric and pills do not assimilate, and verbiage emanating from a head tied up in cloths is apt to be mixed. For fear some insinuating reader should draw conclusions detrimental to our reputation, it may be well to say we are threatened with bilious fever.

This matter of the League uniform is certainly too long delayed. Hundreds of wheelmen throughout this section are waiting the decision of the committee to which the subject was referred at the Board meeting in New York, and one whole club here is in a similar predicament. Come, gentlemen, we want our suits before the spring season opens, and if you wait too long, the League outfitters will have to work nights when the rush commences.

The death of Clary was very sad, and a gloom was cast over the District Wheelmen by his taking off, which will never be wholly eradicated. Those who attended the special meeting held March 9, will not soon forget the bowed heads, sombre countenances, and moistened eyes of the young men present, nor how each had his reminiscence of some kind act of the deceased to tell.

Our Baltimore correspondent "Fish" has been getting us into trouble by making mis-statements in his letter published last week. We trust the truth will come out in this matter without as many lengthy communications as the Tennessee quarrel brought forth.

WASHINGTON POINTS.

[REGULAR CORRESPONDENCE.]

But little has been talked of the past week except the sad death of Clary, and his funeral. It seems he had been ill for a long time with catarrhal fever, and it had unsettled his mind. About 10 A. M. March 8, he became frantic, and, being alone in his sick-chamber, put a bull-dog revolver in his mouth and shot one ball into his brain, killing himself almost instantly. This is the first death that has occurred in the District Wheel-

men since its organization, and that club took active measures to pay a fitting tribute to their departed fellow-member. A special meeting was held March 9, and the following resolutions unanimously passed:

Whereas, The death of Wilbert S. Clary is a source of the deepest regret to this organization, of which he was an honored and esteemed member and

Whereas, The members of this organization personally feel the loss which they have individually and collectively sustained in his demise,

Therefore be it Resolved, That as a slight tribute to the memory of our departed friend, we hereby express our deep appreciation of his many excellent qualities as a man and as a comrade;

Be it Resolved, That we tender our heartfelt sympathy and sincere condolence to his bereaved relatives; and

Be it Resolved, That these resolutions be enrolled upon the permanent records of this organization, and that a copy be sent to the parents of the deceased.

A beautiful scroll copy was sent to Mr. Clary, Sr. The club also sent a floral tribute in the shape of a crown, composed of call lillies and white roses, and attended the funeral in a body. The following brief extract from the funeral sermon of Dr. Price, will show how his act of self-destruction was viewed by those who knew him.

"The young man we are about to bury out of our sanctum to-day was a manly young man; was a blessing and an honor to his parents; had formed no habits to disgrace them or to damage himself; a young man reared in the home of christian parents. But he was sick; sick for a time; his mind became affected, unsettled. He was not responsible, he had no more to do with that act than if some one else had used that weapon—that is my thought candidly in the presence of God. God saw the mind unbalanced and for his faith in Jesus Christ received and saved him. I say this because I know that he prayed."

* * * * *

Both the Capital and Cycle clubs held runs last Sunday; the former going as far as Ashton, and the latter to Cabin John's Bridge. The several days of strong wind the latter part of last week, put the roads an elegant condition.

The Capital club at a general meeting held last Saturday evening, confirmed its executive committee's nomination of Dr. C. A. Crampton for Captain. The Dr. will now replace his goose quill tooth-pick by a duplex whistle.

The Capital club are still waiting before deciding on their new suits, for a report from the committee to which the subject of the League uniform was referred.

J. C. Higdon of Kansas City, and E. M. Aaron of the C. O. B. L. were in town recently.

WHITE HOUSE.

BALTIMORE NEWS.

[REGULAR CORRESPONDENCE.]

Owing to the great amount of rainy weather we have had here lately, there has been little or no riding done. Sunday, however, turned out to be just an excellent "starter," for the boys, and at the different houses could be seen many a member at work on his wreck, giving it the usual Spring cleaning. The Pike is reported fair, and the roads in and around the Park, improving. The regular "At Homes" of the Md. and Balto clubs, were held this week, and were as usual very successful. There is some talk going the

rounds, in regard to holding a race meet this Spring, but there has as yet nothing definite been done.

That there is some opposition here to Mr. J. K. Bartlett for C. C., there can be no denying; particularly is this the case in one of the clubs. What the reason for this opposition is, I cannot ascertain (although I have tried to do so over and over again), unless it be perhaps a purely personal matter. There have been rumors of dissatisfaction at his action at the recent board meeting, but will someone kindly inform me what he did at that meeting, that one could find fault with. I have searched the stenographer's and several other reports and can find no fault with Mr. B.'s actions there. If this opposition is to amount to anything, is it not time that they were putting forth their candidate, or do they perhaps intend at the last moment to spring a dark horse on the boys? That Mr. B. has worked well and faithfully for the cause can hardly be questioned, and unless someone can be found who can and will fill the office more ably, I shall have to do as the two leading clubs have already done, endorse the present incumbent.

In looking over last week's WHEEL, I find an article headed "Balto Items," and signed "Fish." Some of these items are open to serious questioning. Now, it is not my intention to get into any personal controversy with "Fish," but I would suggest to him that in future he verify his notes, and not accept hearsay as fact, which is evidently what he has done in this case. To illustrate: The article regarding the East Balto Club is virtually "all wrong." The name of this club was decided upon over two week's ago, as I wrote you at that time, the name "Centaur Cycle Club," was carried by a majority vote, and was afterward made unanimous. Mr. Chas. C. Gaskins has been President for more than a month. Mr. Schaefer (or Shaffer, as it should be), is not a member of this club, and hence will "probably" not be captain. I will state that the officers were elected at the time of organizing (about six weeks' ago), and are besides the above-named president, C. S. Mitchell. Secy.-Treas.; F. A. Schwartz, Captain; and F. B. Eisenbrandt, 1st Lieut. The uniform is also not in doubt, but was selected some time ago, and is dark blue instead of brown. By-the-by, I hear that applications to this club are coming in fast, and they hope to soon have a sufficient number of members to warrant their securing headquarters.

Mr. Fish's article in regard to Mr. F. M. Clotworthy, I think is also a "little off," and expect to shortly see an answer to it from the above, in your valuable paper. If this is not forthcoming, however, I shall let you hear from me in defence of F. M. C.

Messrs. Eisenbrandt and Shaffer showed their first 1887 Columbia at their new place last week, and it was voted a "good one" by all who saw it.

Messrs. McCune and Hendee visited this place during the week with their Springfield Roadster, but, owing to the bad weather, were unable to show off the many good points that are claimed for this wheel. Georgesays he is done with racing, but, no doubt, this is like the annual farewell tour of the stage artist.

Yours etc.,

CHESAPEAKE.

The Somerville Cycle Club will have a "ladies night" on March 23.

MACON MUSINGS.

[REGULAR CORRESPONDENCE.]

The racing season opened here on Thursday, with a one mile race, three heats, \$50 stake, between Messrs. Brantley and Taylor, of this city. The former will be remembered as having defeated Miss Von Blumen in two races (one fifty mile, and one twenty-seven hour) last December; he was also victor in this contest, time, 3.35 and 3.37½, winning two consecutive heats. The track is quite a fair one, but needs a little attention to make it good. However, it will be put in order soon, and then we will have a series of contests. A three days' race is now being arranged between the Macon and Atlanta teams, to be held during April. Messrs. Brantley, Taylor and Horton will represent Macon, while the Atlanta team will consist of Mr. Polhill, who participated in Springfield races in 1885, and two other gentlemen from the Gate City. This is a programme, which, if carried out, will be very interesting, as they are among the best riders of the State.

One thing which strikes a non-resident rider here, is that there are so few wheels in use, considering the condition of the roads, and favourable climate. The winters interfere very little with the use of the cycle, and instead of the roads being bottomless, as I expected to find them, they are quite good. There is nothing to prevent the whole country from being on wheels, and we hope to have our numbers considerably augmented before the so-called winter sets in again. The League, I am sorry to say, is quite poorly represented in Georgia, though there is this redeeming feature: we are not all applicants for C. C., nor have we any "squabbles" about officers. This is our crumb of comfort; though we would accept the discord, were it necessary, in order to increase our numbers. By the way, we are to have a bicycle agency here very soon, and if your correspondent were not interested in the scheme, he would have something to say about the "enterprising firm" in embryo, but his modesty prevents.

G. W. RIBBLE.

NORFOLK AFFAIRS.

[REGULAR CORRESPONDENCE.]

Bicycle affairs here are assuming a much brighter aspect, and when good spring weather fairly sets in, I really think they will boom. On City Hall Avenue, our favorite practice ground, are frequently to be seen cyclists flitting about, and on pleasant evenings, under the soft rays of the electric lights, little parties of "Seaside" boys may be seen gliding around and around, their glittering wheels showing upon the surface of the avenue to perfection, and making a beautiful picture, which I imagine looks quite fairy like, and which causes many of our pretty girls (and it must be remembered Norfolk is alive with them) to pause in their meanderings and exclaim, rapturously, "Ah! ain't they pretty!" And don't we feel good?

Quite a little party of us had arranged to wheel to Suffolk (a village about twenty miles from Portsmouth) last Saturday night, and return Sunday evening, but a northeaster set in, and 'twas all nipped in the bud. However we will try again in the near future, and in spite of every impediment, intend to get there.

Messrs. O'Neil and Carpenter, two enthusiastic young wheelmen, the former quite a trick rider by the way, are talking of buying out Goodbridge, Field & Co., and embarking in the cycling business. We hope their plans may be carried out, as they are young and energetic fellows, and will undoubtedly make a success of it.

A young newspaper man here is using the bicycle in his daily rounds of business, and is much pleased with it. He rides a "Facile" machine, and being the first to use a bicycle in the business capacity, naturally attracts considerable attention.

I am afraid Norfolk will not send a party on friend Collamer's Southern tour, though several are anxious to go, and may possibly manage to take a small part therein. However, if we can't go on the tour, I intend making up a party to attend the National Drill and Encampment at Washington in May. I have heard little talk here of the League meet, and am afraid all efforts to get a party to attend that will also prove a failure.

V. P. C.

HOW TO TRAIN.

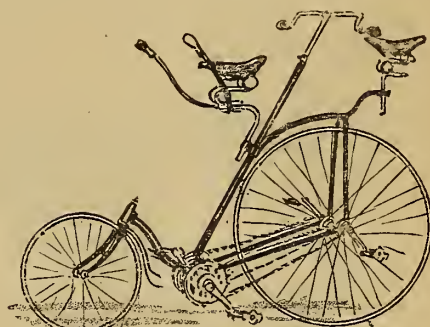
SOME HINTS BY AN AMATEUR CHAMPION.

It is most important, that a man commencing training should be sound and strong. He should see that there is no weak point in his constitution, otherwise the severe strain will tell injuriously, and he should see that he is in the best possible health, and for this purpose he should do a lot of hard road-riding, adopt early hours, eat plenty of good wholesome food, and avoid excess of all kinds. Granting that he is in a fit condition, he should next betake himself to the path and commence active training. It is most important that he should adopt some regular system, and he should direct the powers of his intellect towards obtaining the best possible results as zealously as if he were in engaged in the more serious business of life.

The benefits and pleasures to be deprived from cycle racing depend on the capability of a man to hold his own with the best trained without feeling utter exhaustion or subsequent lassitude, and he who is content to compete in a half-fit condition and trust to his handicaps to enable him to pull off an occasional prize, is devoid of true sportsmanlike feeling, and can never realize the joys of a well-contested race; and if he rides all out, is in danger of permanently injuring himself. To obtain the best results, a man should avoid alcoholic drinks and should give up smoking, or indulge in it to a limited extent, and should use every effort to keep his body as strong and vigorous as possible. He should commence his training with great care. On first visiting the track he should paddle round for a few laps slowly, and then ride about two hundred yards at top speed, immediately retiring to the dressing-

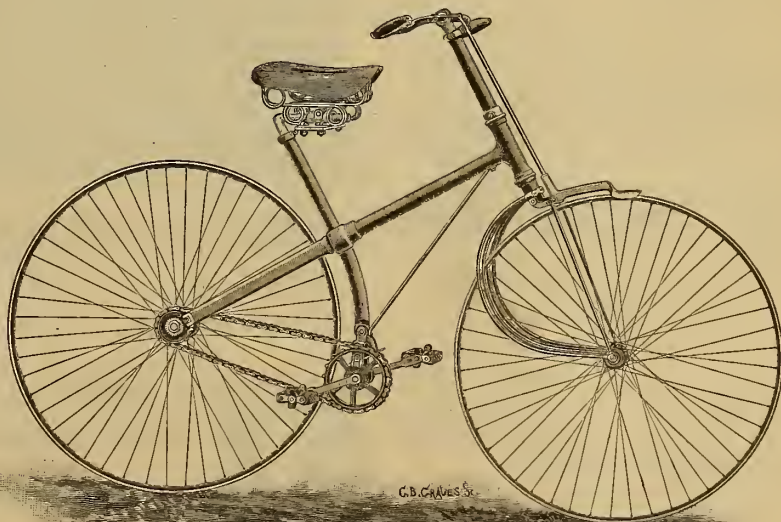
room and getting himself thoroughly rubbed down; Costalain will be found of great benefit for this purpose. As his wind and pace improve he may increase this distance, but he should always keep well within his powers, and finish up with a powerful spurt. Great care should be taken not to do too much work, and if loss of appetite or lassitude should result, a rest of a few days should be indulged in. We would recommend a man to train carefully on Monday and Tuesday, to ride a few miles round the track at a moderate pace on Wednesday, to train again on Thursday and Friday, and on Saturday to go out with his club, except he is about to take part in a competition, when rough roads will injure his pace. Spurring should be practised carefully; occasional trials should be run against the watch, and also in company with other racing men, so as to get used to real competition, but a man should very seldom tax his powers to their utmost in training; great damage is done by loitering on the track. Unless a man is practising short sprints of sixty or seventy yards he should ride once, and once only, and then leave the track, and if he returns, after being rubbed down and dressed, he should only potter round, and not heat himself. As regards distance, we can lay down no hard-and-fast rule, but it is better to err on the side of shortness than excess, and it is better not to be perfectly fit than over-trained. The mean must sought. Above all things, let the mind assist the body. Never give way to despair, and keep up a stout heart, no matter how slow progress may seem, and in the day of trial you will not fail.

NEW YORK AGENTS FOR THE NEW MAIL.—We are pleased to learn that the old established sporting goods house of Peck & Snyder, 126 and 130 Nassau St., have been appointed New York agents for the New Mail. Mr. Marion who has charge of the bicycling department, will be pleased to explain the beauties of the New Mail to all comers. Call and see the wheel.



PICKER'S TANDER SAFETY BICYCLE

THE TANDER SAFETY.



C.B. GAMES

THE VICTOR SAFETY.

THE ILLS OF THE SPORTING SEASON.

At this season of the year, no one is more liable to all the bad effects of catching cold than wheelmen and athletes. The bright sunny afternoons tempt them out on the cinder path or road, with insufficient clothes to protect them from the dampness or the cool of the late afternoon; besides, they have not become inured to open-air work, and exposure that might be risked with impunity in the Summer or Fall, is attended with most unpleasant, sometimes serious effects, when risked in the Spring.

To speak more definitely, our readers are well aware that colds, stiffness, soreness of the muscles, from suddenly exerting the untrained muscles, or subjecting them to a long ride, are oftener met with at the opening of the "sporting season" than at any other time of the year.

The writer, who has been in turn a devotee of athletics, tennis, and wheeling, and therefore knows whereof he speaks, has found that in any of the cases referred to, nothing is more beneficial than the use of a good plaster. The reader can prove it by a visit to the dressing-rooms of any athletic, tennis, or wheel gathering, where he will see the plasters in use by men suffering from colds, strains, weak muscles, etc. The following cases will illustrate wherein a plaster may be used with beneficial effects.

Strains—If an athlete, after a period of rest, subjects his muscles or tendons to a sudden exertion, he is liable to strain them, thus incapacitating himself for further effort. By the use of a plaster, placed over the strain, the muscle or tendon is firmly bound, and the same effort may be made without evil effect, as if no strain or weakness existed. The same is true of strains of the ankles and the muscles of the forelegs, which so often occur to lawn-tennis players. The writer has known of important contests being won, where the victor could not have won had it not been for the good effects of a plaster.

Sore muscles, lame back, and over exposure.—This category is the common property of athletes of all sorts, be they runners, wheelmen, tennis players, or oarsmen. A long ride, run, or any form of over-exertion, at this time of the year, makes the muscles principally employed sore for days afterwards. The perspiration resulting from exertion, followed by the cooling off process, invariably causes colds, stitches, pains in the back, etc. These may all be relieved by the use of a good plaster.

There seems to be an impression among young men that plasters are especially designed for valetudiniaries or ancient asthmatic people, and that it is quite unathletic to wear them. But a good thing is bound to force itself to the front, and this prejudice is being rapidly dissipated. Last season, more plasters were used by "athletes" than ever before, there being men who resort to them as a universal muscular panacea. This is a matter of fact.

Inquiry among athletes, tennis men, and bicyclists in New York and vicinity, where most of the great meets are usually held, resulted in the discovery that the Benson Caprine Plaster was by far the most popular; being, in fact, almost the only plaster used. Athletes and riders who have national reputations spoke warmly in favor of the Benson plasters, which they claim are better than liniments, oils, salves, or embrocations. See that your druggist gives you Benson's Caprine Plasters. If you simply call for a "Porus Plaster" you may get a "Capsicum" or some other imitation of Benson's, falsely represented as being "just as good." Benson's Plasters are made by Messrs. Seabury & Johnson, New York and London, whose ready-made Mustard Plasters should also constitute part of my athletic outfit.

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The Plaint—
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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're absurd.
Have you not heard
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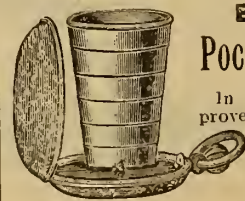
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- No. 3. 52 in. **Standard Columbia**, enameled and polished, ball bearings, in excellent order, little used. Cost, \$100.00. \$55.00
- No. 4. 48 in. **Standard Columbia**, full enameled, good order. Cost, \$87.50. \$32.50
- No. 5. 48 in. **Expert**, nickeled and enameled, balls to both wheels, brand new tire, excellent order. Cost, \$125.00. 75.00
- No. 6. 50 in. **Expert**, full nickeled, Kirk saddle, dropped bars, brand new tire, excellent order. Cost \$137.50. \$55.00
- No. 7. 55 in. **Columbia Light Roadster**, all nickeled except rims, 1886 pat., double grip ball pedals. A 1 order. Cost, \$150.00. \$110.00
- No. 8. 52 in. **Expert Columbia**, full nickeled, dropped bars, ball pedals, excellent order. Cost, \$140.00. \$90.00
- No. 9. 35 x 50 to 53 in. **Invincible Safety**, enameled, with nickel trimmings, cow-horn bars, T handles, hollow rims, tangent spokes, A 1 order, will fit rider of 50 to 54 ordinary. Cost, \$130.00. \$85.00
- No. 10. 36 x 54 in. **Kangaroo**, enameled, with nickeled parts, dropped bars, excellent order. Cost, \$130.00. \$80.00
- No. 11. 38 x 51 to 53 in. **Rudge Safety**, enameled, with nickel trimmings, balls all round. A 1 order. Cost, \$140.00. 95.00
- No. 12. 52 in. **Victor**, standard finish, balls all round, A 1 order. Cost, \$127.50. \$90.00
- No. 13. 50 in. **American Rudge**, enameled and nickeled, cow-horn bars, excellent order. Cost, \$110.00. \$75.00
- No. 14. 52 in. **Rudge Light Roadster**, enameled and nickeled, 1886 pat., little used, A 1 order. Cost, \$152.50. 110.00
- No. 15. 50 in. **Columbia Expert**, enameled and nickeled, latest pattern, double grip pedals, run 20 miles, good as new. Cost, \$125.00. \$105.00
- No. 21. 46 in. **Standard Columbia**, bright and painted, excellent order. Cost, \$80.00. \$40.00
- No. 22. 44 in. **Standard Columbia**, half enameled, A 1 order. Cost, \$77.50. \$35.00
- No. 23. 44 in. **Otto Special**, polished and bright, excellent order. \$17.50
- 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. 28. 54 in. **Columbia Expert**, full nickeled, latest pattern, D. G. ball pedals, run 25 miles, good as new. Cost, \$140.00. \$115.00
- No. 29. 52 in. **Columbia Expert**, full nickeled, ball pedals, dropped bars, A 1 order. Cost, \$137.50. \$100.00
- No. 30. 55 in. **Columbia Light Roadster**, enameled, with nickel trimmings, latest patterns, new, but slightly shop worn. Cost, \$140.00. \$125.00
- No. 31. 51 in. **Star**, enameled, with nickel trimmings, latest pattern with hollow rims and levers, balls to front wheel, dropped bar, A 1 order. Cost, \$127.50. \$95.00
- No. 1001. 52 in. **Premier**, enameled and nickeled parts, Lilliebridge saddle, excellent order. Cost, \$105.00. \$55.00
- Humber Tandem Tricycle**, standard finish, used but little, in excellent condition, lamp included. Cost, \$265.00. \$195.00
- Cunard Cripple Tricycle**, standard finish, balls all round, run 50 miles. Cost, \$190.00. \$135.00
- 56 in. **Columbia Expert**, full nickeled, D. G. ball pedals, A 1 order, K. O. R. lamp. Cost, \$140.00. \$105.00
- 56 in. **Columbia Expert**, half nickeled, 1886 pat., A 1 order. \$100.00
- 51 in. **Star Light Roadster**, hollow frame, rims and levers, tangent spokes, roller and ball bearings, spade handles, good as new, built to order. Cost, \$160.00. \$125.00
- 51 in. **Columbia Light Roadster**, Nickeled exc. rims, D. G. Ball pedals. Fish Saddle; in A 1 condition. Price \$110.00
- 58 in. **Expert**, full nickeled, Kirk Saddle, C. H. Bars, '85 Pat. Tire in good shape. Excellent condition. Cheap. \$90.00
- 56 in. **Victor Standard**, finish, ball all around. Tire excellent. Wheel in A 1 condition. \$90.00
- 52 in. **Expert**, full nickeled, Kirk Saddle, Drop Bars, Tire good finish, excellent A 1 condition. \$85.00

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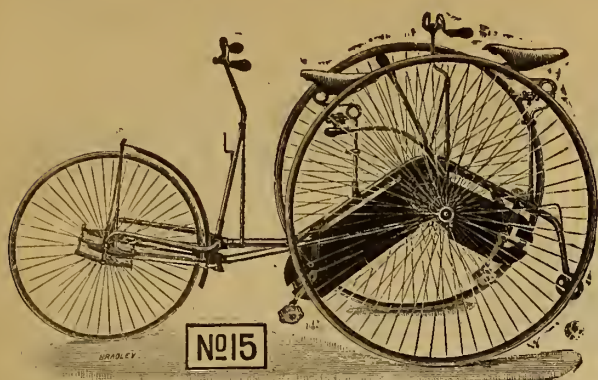
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FOR SALE CHEAP.—56-inch Apollo, 1885 pattern. Spade handles. Good Order. Good reason for selling. EDW. WOESTMAN, 2707 Grand Ave., St. Louis, Mo.

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ANOTHER BARGAIN.—A 54in. American Star dropped Bar, Spring Saddle, Tool bag and power traps, only \$30. W. I. WILHELM, Reading, Pa.

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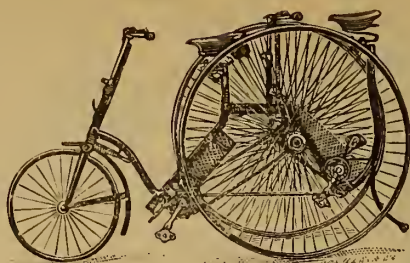
TRANSPARENT.—Invaluable for enameling the nickel on wheels. Colorless and does not show. Price, 75 cents per bottle.

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D. ROGERS & CO., Limited,

Sole U. S. Agents for the

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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

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CABINET PHOTOGRAPH OF ANY MACHINE 25 CENTS.

305 MILES IN 24 HOURS!

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

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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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EXPERT COLUMBIA.

Price \$125 for a 50-inch, D or E Finish, with Ball-Bearings all around, Columbia "Double-Grip" Ball-Pedals, "Double-Grip" Handles, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar.

With Columbia "Double-Grip" Parallel-Pedals, **\$120.**

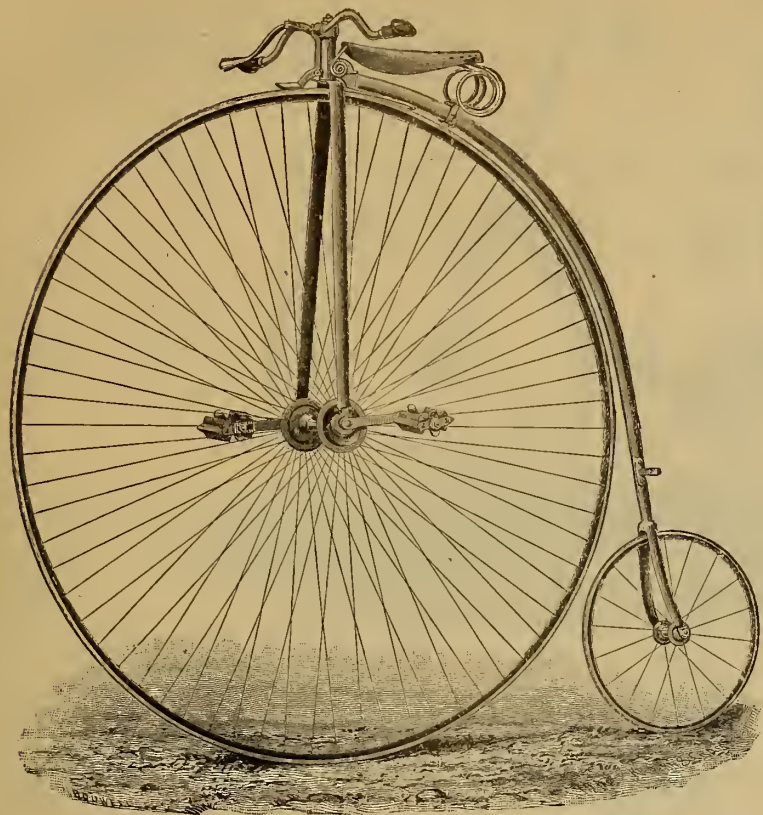
Additional for Finish A or C, \$10.

Difference of \$2.50 for each 2 inches in size up or down.

The EXPERT is put out for its sixth year with its world-wide reputation for staunchness, durability, ease of running, and beauty of lines and finish, holding it easily first among all medium-weight machines, and with the noteworthy distinction of being the only bicycle which has ever passed to this stage of its history with constantly increasing favor and sales.

It is constructed with full inch front and $\frac{3}{4}$ inch rear tires, solid crescent felloes, and direct spokes of No. 11 $\frac{1}{2}$ wire, with both ends enlarged. The perch and front forks are of patent seamless-steel tubing, the former 1 $\frac{1}{2}$ inches in diameter, and of circular section; the latter of elliptical cross-section, 1 $\frac{1}{8}$ inches by $\frac{3}{4}$ inch. The cranks are made under our Knous improvement, affording an adjustable throw of 5, 5 $\frac{1}{2}$ or 6 inches—or, when extra long cranks are ordered, 5 $\frac{1}{2}$ to 6 $\frac{1}{2}$ inches.

Spade handles will be substituted for the regular "Double-Grip," when desired, at \$2.50 extra.



* COLUMBIA BICYCLES *

COLUMBIA LIGHT ROADSTER.

Price \$130 for a 51-inch, K Finish, with Ball-Bearings all around, Columbia "Double-Grip" Ball-Pedals, "Double-Grip" Handles, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar.

With Columbia "Double-Grip" Parallel-Pedals, **\$125.**

Additional for Finish H or I, \$10.

Difference of \$2.50 for each 2 inches in size up or down.

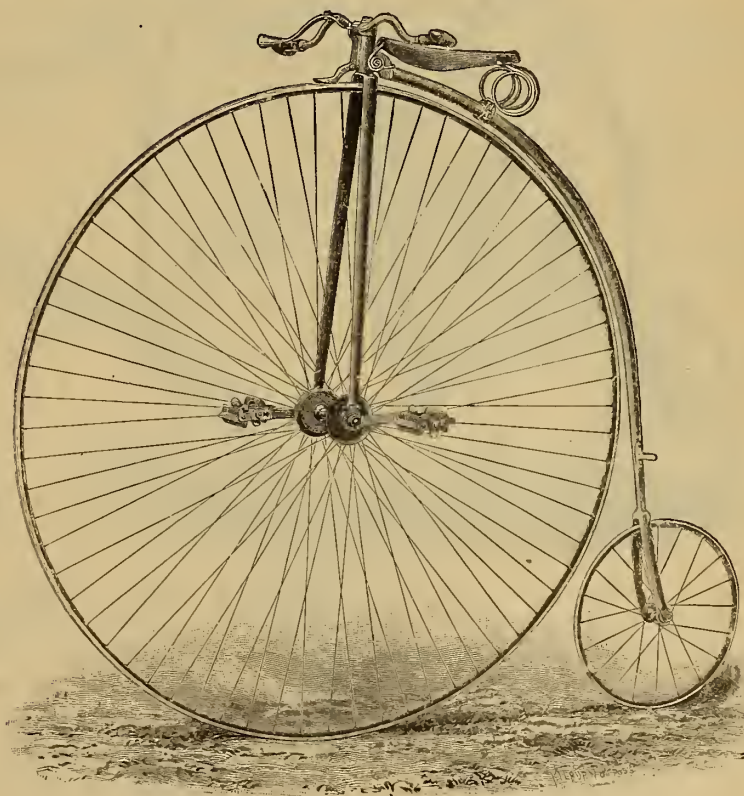
The COLUMBIA LIGHT ROADSTER is a genuine light-weight bicycle, about ten pounds lighter than the EXPERT. We put it out for its third season with its reputation already acquired for elegance, ease of running, and strength, and are justified in claiming for it the first place among all machines of its class in the world.

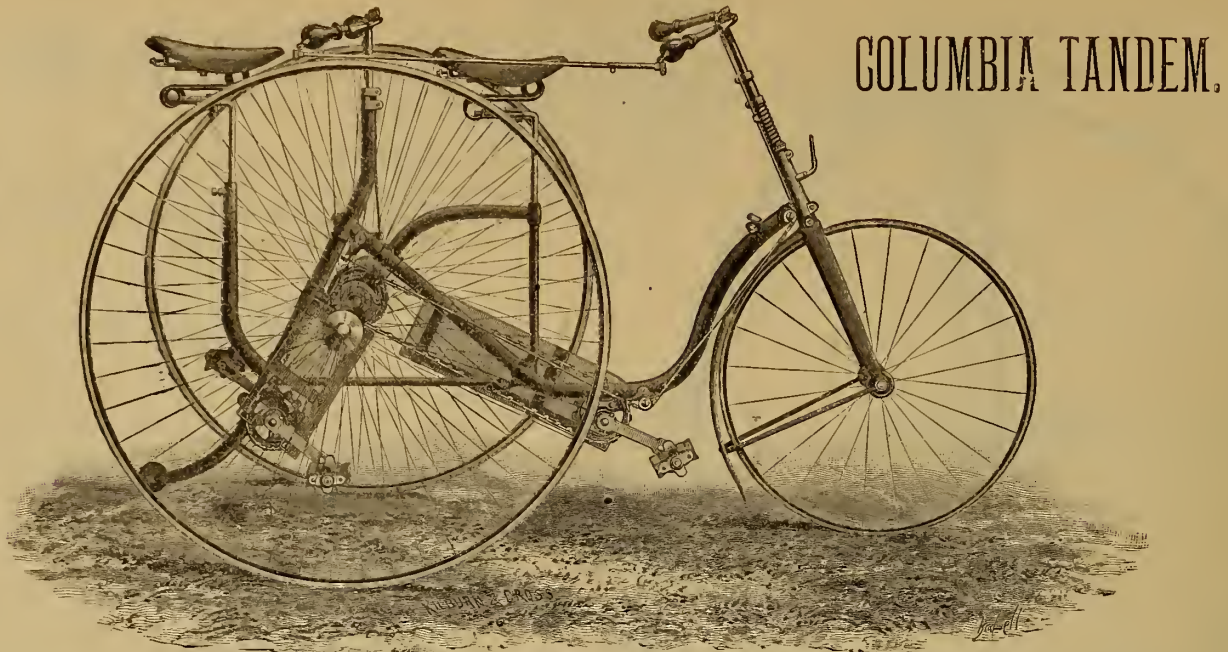
Its thorough use by hundreds of riders during the past two seasons has satisfactorily demonstrated the fact that it will stand as much as any "tangent spoke" machine on the market, while it is lighter than most.

The felloes, $\frac{7}{8}$ inch front and $\frac{3}{4}$ inch rear, are of the best imported patent cold-drawn seamless-steel tube, rolled into hollow crescent form by our own improved method, and are the strongest and most rigid made.

The spokes are headed at the hub, and drawn over the curved secondary flanges so as to be nowhere weakened by bending; they are set at an angle, with one crossing where they are held by a fine wrapping, and are held in the felloe by a neat sleeve-nut extending well over the spoke and strengthening it.

In other details of construction it resembles the EXPERT, though lighter, and its equipment is the same.





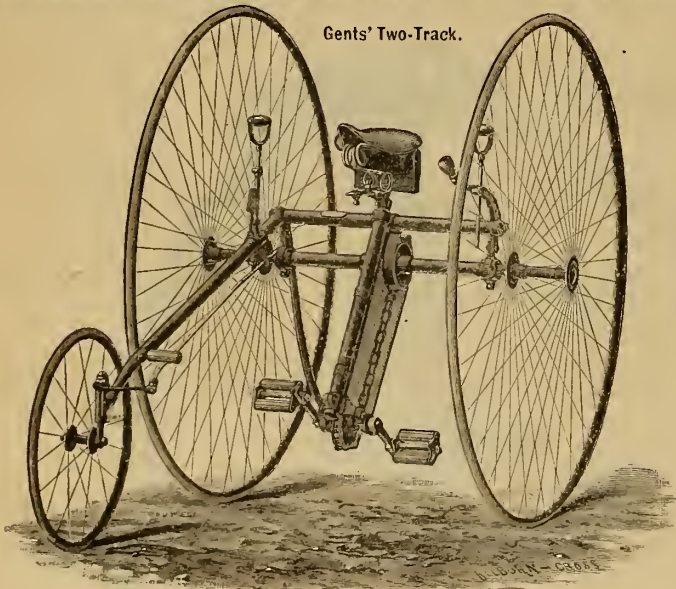
COLUMBIA TANDEM.

Price, with "Double-Grip" Ball-Pedals, \$250. With "Double-Grip" Parallel-Pedals, \$240.
Weight, 120 pounds.

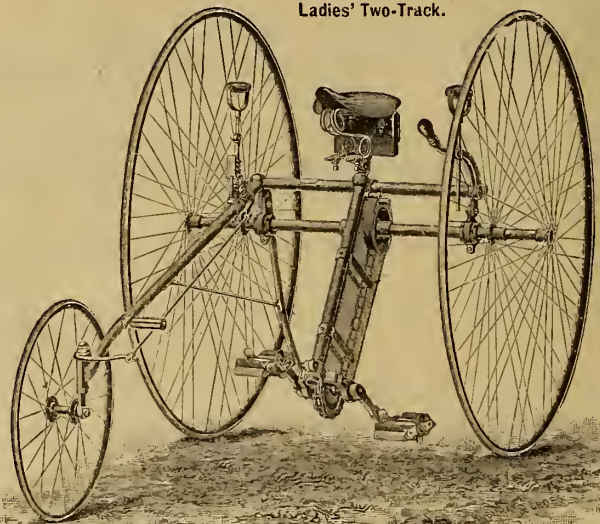
In designing our COLUMBIA TANDEM, we have aimed at combining all the features presented by previous types which the experience of riders has shown to be desirable and consistent with strength, safety, and ease of action, and, with these, such improvements and new ideas as the ingenuity of our inventors could devise for the perfecting of a double machine. The result is seen in a front-wheel handle-bar steerer, which two ladies can ride if desirable, capable of being steered and controlled by brake from either seat, and readily convertible into a handle-bar steering "single"; in appearance graceful and well-proportioned, in construction as nearly perfect as long experience in cycle building can make it, and, withal, as light as a roadster tandem can reasonably be expected to be.

The wheels are proportioned for strength, steadiness in running, and the taking up of vibration as much as possible. The drivers are 40 inches in diameter, with 1-inch tires, the steerer 26 inches, with $\frac{7}{8}$ -inch tire. The double axle, a most important part of a tandem, is made particularly strong, and the frame is well braced.

COLUMBIA TRICYCLES



Gents' Two-Track.



Ladies' Two-Track.

COLUMBIA TWO-TRACK TRICYCLES.

Price, with "Double-Grip" Ball-Pedals, \$165. With "Double-Grip" Parallel-Pedals, \$160.

The COLUMBIA TWO-TRACK TRICYCLES present many points of interest, and of superiority over other patterns of tricycles for all around use on American roads.

The two-track feature, though not broadly new, has been embodied with improvements in this machine so as to give equal steadiness of running and the stability of front-steering, with the added advantages of an open front for safety, but two lines of resistance to the wheels to watch and overcome, and greater convenience in handling, and particularly in passing through an ordinary door.

The larger machine has 48-inch and 22-inch wheels with direct spokes and solid crescent felloes; the Ladies' Tricycle, 44-inch and 18-inch, full tangent spokes and seamless hollow felloes. The means of adjustment for riders of different reach are ample.

WILLIAM READ & SONS,

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The Latest American High Grade Wheel,

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THE NEW MAIL.

A PERFECTLY MADE LIGHT ROADSTER.

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.

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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 Stanley 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.

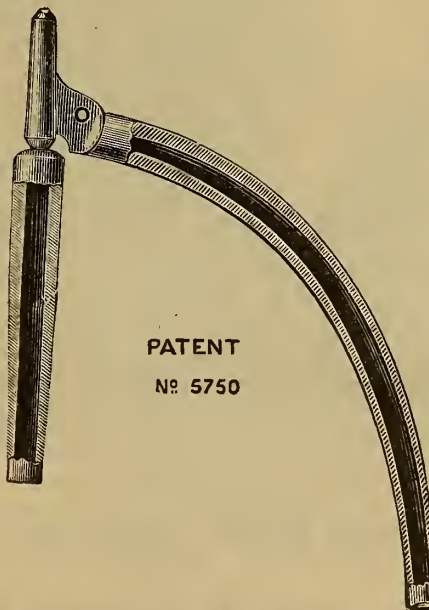
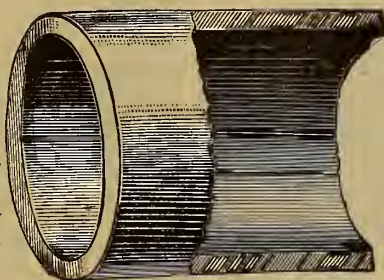
Agents Wanted Everywhere.

See this Wheel

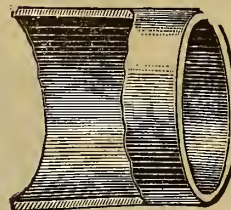
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ASK Your Dealer For It.

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



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A Superb Light Roadster.

—SEE ONE.—

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

Trigwell's Ball Head. Greatest Modern Improvement.

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

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.



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