

RECREATION.

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

Vol. XI.-No. 12.1

NEW YORK, DECEMBER 17, 1886. WHOLE NUMBER, 272.

WHEEL GOSSIP.

The C. T. membership numbers 22,314.

Dan Canary is creating a furore among the Parisians.

It is said that Karl Kron's book will be read-y when Dickens and Thackeray are forgotten. Not till then.

The Victorian Cyclists' Union is just beginning to feel the difficulties of dealing with the maker's amateur difficulty.

The New Jersey Wheelmen will place a billiard and pool table in their rooms. They are "at home" to their friends on Thursday

Messrs Humber & Co. will make a Roverpattern Safety next year. It ought to be a good machine; in fact the best thing in

We have received a copy of Spalding's Journal of Winter Sports, published by A. G. Spalding & Bros., 241 Broadway. It is devoted to tobogganing, snow-shoeing, skating, and other winter sports.

The official address of the Citizen's Club now is 26 West 60 Street. It was 328, but such big numbers are not fashionable in New York, so the Board of Aldermen has renumbered from 60th to 110th Streets, commencing at Eighth avenue.

The Cycling Times, which has always copied wholesale from The Wheel, for instance that article on "Dogs," says that we are as funny as an ordinary brick, and quotes one of THE OWL's pars in proof of its statement. We leave all the glory for the bird.

Gormully & Jeffery will probably never build a racing wheel. While they believe in sustaining race meets, realizing that they make bicycle riders, they cannot see that a track reputation will do the reputation of of their roadsters any good.

Gormully & Jeffery are busy making stock for the expected demand next season. The upper loft of the new building is a much higher room than any of the others and will be used for storage. They propose to crate the machines as they are finished, so as to be able to ship immediately on receipt of an order. The atmosphere is kept uniform by an elaborate system of piping, and the finish will therefore remain unharmed.

Whittaker's time for the first ten miles of his famous twenty mile run on the road, was 29m. 1 4-5s. The Champion he uses has been run over 2,500 miles at the speed he travels in training, and is as good apparently, as ever-a staunch showing.

At a late meeting of the N. C. U., a motion was made and lost, that the amateur definition be abolished. At a forth-coming meeting of the executive, a Mr. Bernard will move, "That the amateur rule be not abolishmove, "That the amateur rule be not abolished." The comments of Wheeling on the assininity and superfluity of this motion are richness itself.

We have heard from a number of our readers on the attempt of the secretary-editor to throw ice-water upon us. He has not only lost friends, but made enemies. His action is contemptible and small, and scarcely worth our notice. We only print this much that he won't be disappointed when he grabs the paper to see what reply we make

The Ilderan Bicycle Club will give an entertainment at Everett Hall, 398 Fulton St., on Wednesday evening, December 29, at 8 o'clock. The entertainment will consist of musical and literary selections and a lecture on tricycling by Mr. Miller. The lecture will be illustrated by funny stereoptican views "caught on the fly." The hall is easy of access, and we hope to see a large contingent of New York wheelmen present. Tickets, fifty cents.

An enterprising wheel club-The Union County wheelmen of Westfield, N. J. is rapidly increasing in membership, and next season it will doubtless rank among the largest and most enterprising clubs of its State. The club was organized on December 2nd, 1885, as the "Bellerophon Wheelmen," with a membership of nine. Their membership has steadily increased from the beginning, until they now number twenty-The club is making plans for an members are hankering after the honors of the proposes to build side paths between Westfield and Springfield, and Elizabeth and Rahway.

An Englishman has written a book on "The Cycle; a Cure for Gout." He survived the treatment of nineteen doctors, by which time he had reached the bath-chairand-crutch state, but the twentieth advised him to ride a tricycle. This he regarded as a good joke, but after repeated urgings he tried it, and slowly but surely pedaled himself into a state of fair health, so that to-day he can do his twenty-five miles without turning a hair.

The 22,000 and odd members of the C. T. C. are indeed fortunate, for they get their money's worth in old paper, if in nothing else. In the current number of the monthly Gazette were folded the following: I road pamphlet, described elsewhere; I white circular and subscription blank of the Roads Improvement Association; 1 yellow envelope addressed to E. R. Shipton, etc.; I green membership form of the C. T. C.; I red application for membership blank; I granite blank for ordering goods; and, chocolate-colored renewal blank.

We would bespeak for the American team, which is shortly to visit England, that welcome which is always extended by Americans to English wheelmen. The team is composed of Wm. Woodside, W. J. Morgan and Charles Frazier. Woodside and Morgan are both ex-subjects, the former having been born in Ireland, and the latter in Wales. Frazier is a native, although we New Yorkers have a reprehensible habit of referring to his native State-New Jerseyas a foreign, country. Woodside has this year proven himself to be the fastest "American" professional, and his many victories over Wood in the late Fall tournaments, entitle him to some consideration from Englishmen. Morgan is not a strictly firstclass man, but this could scarcely be expected, since he always appears in a triple capacity: competitor, manager and journalist, to which active campaign next season. Some of its he often adds the duty of coach. Morgan will surely make an impression. Frazier racing path, and a race committee has been appointed. The club has always taken an active interest in the road question, and it admiration, and credit. His racing "Star" will be looked upon as a curiosity, and his get-up-and-get-away-from-the-crowd finishes will be regarded in the same light.

THE AMERICAN CHAMPION

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On a straightaway country road in the

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THE AMERICAN CHAMPION **

to-day holds every world's record on the road above 25 miles to 300 miles; the latter enormous mileage being done within the hour by STILLMAN G. WITTAKER, at Crawfordsville, Ind., October 18th and 19th. The run was made on a straight-away and surveyed road, under A. C. U. Rules, and not on a carefully selected ten mile stretch. The following are the times:

50	Miles	(about 4 minutes behind his previous world's record),	- 2	59	50 2-5
100	66	(25 minutes ahead of the world's record, and over a minute better than Ives' Springfield track record),	6	1	15
150	66		- 10	28	52
200	44		15	13	30
300	44	(about 24 minutes better than the best world's track record), -	- 23	46	16 3-5

The latter magnificent record is about FORTY-ONE MILES better than the hitherto accepted A. C. U. record by Munger, about 19 miles better than Hollingsworth's performance, and 13 miles better than McCurdy's, neither of which two are accepted records, however.

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---AND---

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WHAT THE L. A. W. HAS NOT ACCOMPLISHED.

FOOD FOR REFLECTIVE L. A. W. MEMBERS.

In another column we publish the substance of a road pamphlet distributed by the Roads Improvement Association of Great Probably there is not one wheelman in one hundred who ever has had, or will have anything to do with the building or maintenance of roads; consequently we doubt if the instruction given will result in any immediate practical benefit. and for what purpose? Has the League But it will open the eyes of American wheelmen to the facts, that wheeling may be rendered pleasurable by a better road system, that of all the road systems in the civilized world, the American is probably the most wretched, and that our great organized body, the League of American Wheelmen, has not exerted itself in the right direction in this respect. To a man of leisure, there is but a minimum of pleasure to be gotten out of wheeling in this country, excepting, of course in such districts as Boston, the Oranges, etc., and it is simply impossible for a man of affairs to get enough out of it to repay him for his time and money. The cause is roads; bad roads.

Has the League done anything of moment to raise the standard of our roads? The past years contain no record of improvement in this respect, beyond the recognition of the rights of wheelmen to public high-The L. A. W. legislators have devoted their best efforts to perfecting and strengthening the organization and increasing it in membership, but the objects of that organization have largely been lost sight of. There is little to show for the very large amount of money expended by the League since its inception; nothing beyond the conduction of a few law-suits, an inadequate supply of danger and information sign-boards, a mere glimmering of a road book, and an official organ. It seems to us the expense of running the League leaves no margin for carrying out the objects for which it was founded.

Less than a year since, a universal cry went up out of cycledom: "What's the use of belonging to the League?" This cry has been stilled, not because the reasons for complaint have been removed, but because there was no answer, beyond faint promises of amendment. Politics have ruined the League. An old gentlemen once remarked to us, after reading a stenographed report of a League meeting: "This meeting reminds me of a college literary society, whose meetings are voted tiresome, if some discussible subject is not brought up, to furnish members opportunity for exciting word wrangles." We agreed with him that the society should

We are a member of the League ourselves, and our criticisms must not be ascribed to malicious intent. We simply regret that so great a power for good should be prostituted from its original purpose, and used for the aggrandizement, perhaps enrichment, of individuals.

The following questions might furnish food for thought to the thinking members of the League: Who organized the League, passed into the hands of a few, who, fearful of the loss of their prerogatives, privileges, and prominence, which their positions in the League give them, are opposed to the policy of ambitious, newer and younger blood? What have been the receipts and expenditures of the League during the past year? How much has the weekly organ cost the League? Is the publication of a weekly organ necessary to the success of the League? The C. T. C., with 22,000 members has not a weekly organ. Should a private club be forced into the publishing business, solely to provide a good berth for an individual? Might not the hundreds of dollars spent every year in stenographically reporting and publishing every word uttered at the officers, meetings, be expended to better purposes? Has not the annual meeting become a farce, a mere sectional gathering? Should not the State Divisions be given almost all the income to expend in such improvements as their Boards deem fit? Would not more business be transacted at less cost, and more thoroughly and satisfactorily, if the expenses of each Chief Consul were paid to a national officers' meeting? Why should the conduct of an organization, founded on a pastime, be more complicated, cumbrous and expensive than that of a life insurance company, or a mammoth manufacturing syndicate? Why should active membership in the League's executive entail a loss of time and money? Has not the mere fact of the existence of a large organized body of wheelmen had a greater "moral effect" on the lay press and the public, than any work accomplished by that body? Why cannot the League do some practical work for the betterment of roads? Why cannot educational pamphlets be scattered broad-cast? Why can they not be sent where they will do good, not published for the edification of wheelmen, who are not road builders, but road connoisseurs? Why not strike at the root of the evil, and indeavor to influence district, town, city, state and national legislation? Finally, let us again repeat, that we do not attempt to tear down, but to build up; to produce better work in the future, by quickening the consciences of the League's managers; to root out old evils, by turning upon them "the electric light of broad and intelligent criticism."

We never knew how many true, unknown friends we had, until we assumed the responsibility of THE WHEEL AND RECREATION. From all sides come congratulations, good wishes, articles and promises of articles. We appreciate all these things, and did we fail to do our utmost to profit by them, we were worse than useless.

Fear, envy, jealousy, selfishness, priggishness, ignorance and prejudice, evidently do not flourish so well in Boston as they do in Philadelphia. We thank the editors of the Bicycling World for their kind wishes. In the language of the crude uncultured, we shall strive to "get there."

CIRCULATION.—The Bulletin of last week brings from its retreat, where it has lain quiet for some time, the time honored "chestnut" of circulation. The slightest provocation is sufficient to bring down upon its innocent readers this tiresome twaddle, which is worn threadbare by frequent repetition. Bulletin has a large circulation. No one doubts that it has, but place the Bulletin on the same footing as other cycling papers, or, still let it remain the organ of the League but do not send it free, let every wheelman who wants it pay his dollar, and how large a circulation do you suppose you would have editor Aaron? It is doubtful if you would "equal that of our leading Boston contemporary." As it is, every man who joins the League has the Bulletin sent to him without further care or expense on his part, but if to join the League cost one dollar, and it was optional with him to send another dollar for the L. A. W. organ, the circulation song would be set to another tune. It is join the League and get the Bulletin, not join the Bulletin and get the League. In the case of the Bulletin, circulation is not an evidence of popular esteem. Let editor Aaron or some person worthy of belief, make sworn affidavit to the number of Bulletins sent each week to people who do not belong to the League, who are paying subscribers, and to that number add ten per cent. of the League membership-for not more than ten per cent. of the League members would subscribe and pay for the League organ separately-and you will have what would probably be the circulation of the Bulletin, if it was not the chromo given to League members; allowing it to be the official organ. Strip it of its official character and place it on exactly the same footing as the other papers, let its individual enterprise and worth make its circulation, and there would not be quite as much crowing from the Quaker city. Under present conditions, there is no more sense in comparing the Bulletin with the wheeling newspapers, than there is in comparing the Congressional Record with the great metropolitan dailies.

THE CITIZEN'S SMOKER.

Dr. Beckwith brewing coffee, Mr. H. Percy Ashley constructing potato salad and Mr. Richard Nelson baking beans. This is what an inquisitive fly might have seen, had he winged his way into the apartments of these eminently respectable gentlemen, last Friday evening. When the shades of night were thickening over Sixtieth Street, west, the ever watchful policemen might have seen these gentlemen armed with the edibles referred to, stealing towards the Cit's Club house. For on this night—but let the call issued by secretary Clapp tell the tale.

> CITIZENS BICYCLE CLUB. 26 6oth St., West NEW YORK, Dec. 4, 1886.

Dear Sir: History, besides other crimes and casualties, records that as early as 1481, B. C., Ericthonius made wheeling popular by introducing his first chariot; in 88, B C. most of the refractory states engaged in the social war were admitted to be Citizens of Rome; at the period of the revolution, A. D. 1792, et seq., no other title than that of a "Citizen" was allowed in France; and on our own American soil, in December of A. D., 1607, Captain Smith's life was saved by the dusky Princess Pocahontas, otherwise his decendant and namesake might not now lead our scorchers on to victory. Actuated by a patriotic desire to appropriately celebrate the respective anniversaries of these important events, and appreciating that the dysthymic diurnal periods having arrived, it would not be inopportune to revivify, as it were, the dying embers of the year, (yes. November and December-but don't waste good ammunition on our bullet proof clothing) the Citizens' Bicycle Club will continue the Fall and Winter attractions, so auspiciously inaugurated by the Ladies' Reception, on the 22d ult, by holding a "SMOKER" at the club house, Friday evening, the 10th inst. The Lord High Executioner and Grand Chief Muck-a-Muck will open the fumigation ceremonies at the eight "oo" of the in the salad line, and Mr. Nelson was voci-Cuckoo Clock. In addition to the usual necessary and accidental concomitants of a smoker, there will be a varied and interesting entertainment by the members, assisted by the well known humorist, Mr. Jas. S. Burdette, after which, with other like simple professional, and all the paraphernalia of refreshment, will be served the Phaseolus Vulgaris, prepared in the most approved modern Athenian style in the Nelsonian Culinary Laboratory. [N. B.—Phaseolus Vulgaris means, beans.—Ed.] This highly prized leguminous, deshiscent and dicotyledonous vegetable, so readily indentified by its few calycifloral and papilionaceous peduncles, is of very ancient origin. It was known to the Egyptians in prehistoric times, and at least 1,000 years B. C. was cultivated by the early Greeks and Athenians, who offered it in sacrifice to their deities. It is expected therefore that the delicacy will be duly ap-Among the attractions will preciated. probably be introduced an exhibition of the marvellous skill of the clubs, celebrated living specimens of the voracious, cartilaginous Squalidæ Billiardi. Members are priviledged to bring their gentlemen friends, and a favorable opportunity is afforded of introducing such as are eligible to membership. You are requested to notify the secretary whether you will be present or not, and how many guests you will bring, so that not only an elegant sufficiency, but even a diabolical pleasures of Cycling.

redundancy of the aforesaid Phaseolus Vulgaris, etcetera, may be provided. The affair will be informal, (N. D. S.) it being the intention merely to pass a jolly evening to-

At eight, the parlors having been previously lighted, the members and their friends began to stroll in, and occupied the interim playing billiards, etc. At nine, a goodly company of one hundred or thereabouts, had assembled, and the party drew their chairs up and around the smoking-table, upon which was a huge terra cotta bowl, heaping full of the weed. Long clay pipes were used, such as are seen in old English inns, and a halo of

smoke soon floated ceiling-ward.

Meanwhile the piano was being tortured, and the members and their friends contributed music and song and story to tickle the risabilities of the party. The original date of the smoker had been changed from the preceeding Saturday, so that the geniuses of the club, who had promised to appear, did not get around, but this gave the lesser lights a chance to let themselves out, and they did

it with a vengeance.

Mr. J. S. Burdette, the humorist, was as good as he always is, and fairly undid the noble hundred, with imitations, songs, stories and banjo solos. He was heard several times during the evening. Mr. Thomas Smith recited "Ah Sin, the Kid," which brought down the house. Mr. George Martin Huss was in splendid voice, and his rich baritone cream-laid renditions of "The King's Highway," and Tennyson's "The Arrow and the Song" gave much pleasure.

Mr. John C. Gulick recited with telling effect "The Bald-Headed Snipe of the Valley, and the Crusty Jay Hawk of the Mountain." Then Mr. Harry Dobson and Mr. Burdette gave banjo duets, told stories sang, and indeed were very funny. Refreshments were served informally at a side table. Dr. Beckwith was lauded for his coffee, Mr. Ashley was applauded for his attempt ferously congratulated for his creation in beans. We have gentlemen riders and gentlemen amateurs, but this is the first case of gentlemen cooks on record. Besides these were roast pork and apple sauce, a la one of these old-time bachelor lay-outs. There was an abundance of beverages, of which cider was the strongest. The party was 'broken up," in more ways than one, between twelve and one. Some fifteen of the Club members remained, and with Messrs Dobson and Burdette, held high carnival till a quarter after three.

Among the guests present were: Messrs Folsom and McDougall, the artists of the New York World, Mr. Alfred B. Stanley, of Harper Bros., Dr. Mortimore, Mr. Fleming, of Fleming, Brewster and Alley, Mr. G. C. Hixson, Mr. Roswell Burchard, Dr. E. Dix Fischer, Mr. Beck, Mr. Wm. Valleau and Mr. E. S. Robinson. There were a number of others present, but smoke and strong cider are not conducive to good memory.

The Pope Manufacturing Co., have just published their 1887 cycling calendar. It is even superior to the one issued last year. There is a separate slip for each day, on which is a quotation setting forth the

THE DINNER TO THOMAS STEVENS.

The Citizens are anxiously awaiting the in Yokohama, that they may make proper preparations for the dinner, with which they intend signalizing the completion of his trip around the Globe. The present intention is to make it a strictly club affair. The following letter has been received from Mr. Poultney Bigelow, in acknowledgement of their invitation to banquet Stevens:

Speaking for a gentleman who is now bearing the standard of American wheelmen through the Chinese Empire, the successful accomplishment of whose journey will place the wheel among the most marvellous achievements in an age of mechanical marvels, permit me to say that your communication tending Mr. Thomas Stevens a banquet on his arrival in this city, will give him a high degree of pleasure. If his life is spared, we ought soon to hear of his safe arrival in Shanghai, from which point nodanger need be anticipated. We shall take pleasure in forwarding the substance of your communication to him, and of impressing on him the fact that this is not only the first New York banquet tendered him, but it comes from the most important bicycling organization of the country. Believe me,

> Very truly yours, POULTNEY BIGELOW,

President Outing Co.

WHEELMEN IN BURNT CORK.

THE KINGS COUNTY WHEELMEN'S MINSTREL SHOW.

The Kings County Wheelmen are always getting up something new. The latest was a a minstrel show, held last Thursday evening at Knickerbocker Hall, which, by the way, is to be found at 159 Clymer Street. About 400 people attended. The audience was largely local, being mainly composed of club members and their friends, with a sprinkling of the members of other Brooklyn clubs. only New York club represented was the "Cits."

When the curtain rolled up at 8 o'clock, a startling array of burnt cork, gleaming shirt-front and broad-cloth, was unveiled to the expectant audience. Under each laundried expanse seemed to be a well of humor, all ready for tapping. Mr. R. F. Hibson, who looks as soleinn as a hearse, but isn't, occupied the center of circle as interlocutor. On either side were six funny men.

For a first attempt, the efforts of the minstrels cannot be too highly commended. The most noticeable fault, for it would be arrant flattery to pronounce the performance a gem of perfection, was a lack of "go" to the dialogue, which was slow and badly drawn out. The chorous was very effective and pleasing. Mr. Callan's tenor solo, "Essie Dear," caught the fancy of the whole house, and Mr. Frost's solo, "The Print of the Mr. Frost's solo, "The Friar," was favorably received. Mr. Camacho, the amateur ventriloquist, was a prominent feature of the second portion of the programme, and his "act" had more professional excellence than any other number

out, as it made the audience quite unhappy, and was unanimously voted a bad The Citizens are anxiously awaiting the first intimation of Thomas Stevens' arrival mittee of arrangements were: T. C. Crichton, J. McKee, M. L. Bridgman, C. F. Hegeman, and T. B. Hegeman, chairman. Director of music, E. S. Siebert.

PROGRAMME:

PART FIRST-1st Edition.

Mr. R. F. Hibson. Interlocutor,

Bones, Mr. W. H. Robertson, Mr. W. C. Marion, Tambo. Opening Overture, Orchestra. Chorous, "Harvest Moon," by our double Quintette. TENORS. BASSOS.

Messrs. W. D. Marks. Messrs. N. Callan, J. Knowles.
W. E. Fuller,
J. C. Hemment,
E. S. Siebert, H. Trost, Jr. F. H. Douglas, M. L. Bridgman. A. C. D. Loucks. Tenor Solo, "Essie Dear," Mr. N. Callan.

Mister Dooley's Geese," - Mr. W. H. Robertson.

Bones, Mr. T. B. Hegeman.
Mr. T. S. Snyder, Tambo. 'Gib me bof dem reins, Augusty," Mr. T. S. Snyder. Bass Solo, "The Friar," - Mr. H. Trost, Jr. Finale, "Racing Song." - By the Company. Descriptive of the 25 Mile Team Race won by K.C.W. team.

PART SECOND.

Selection. Orchestra Mr. W. B. Fosdick, Banjoist. Songs, Parodies, &c.

Mr. A. F. Camacho, Ventriloquist. The Funny Things we see.

Mr. W. E. Fuller, First appearance of celebrated SMITH FAMILY. These artists have appeared before all the crowned and uncrowned heads of Europe.

Selections by the K. C. W. Quartette.

Mr. N. Callan, 1st tenor. Mr. J. Knowles, 2d tenor. Mr. W. D. Marks 1st bass. Mr. H. Trost, Jr., 2d bass. Mr. W. C. Marion, - Burlesque.
Mr. Alfred Ribis. From the Nautilus Boat Club. Burlesque. Fancy Club Swinging.

Mr. Frank Norris, Selection. Orchestra.

THE UNHAPPY PAIR.

Rocks, - - - Mr. J. C. Hemment,
Jake, - - Mr. R. F. Hibson.
Signor, ah! there ditty, - Mr. T. S. Snyder. Musicians, &c.

MR. HERRING'S SOLUTION OF THE AMATEUR DIFFICULTY.

Mr. Herring's paper on the amateurprofessional imbroglio is just now receiving the best attention of the English cycling press. As we expected, the paper was not intelligently discussed on this side of the water, with the exception of a few semi-cycling papers.

The Cyclist which is so conservative that its metaphorical hair has hitherto stood on end at any intimation of interference with the amateur definition, admits that it is "at one" with Mr. Herring's opinion.

Says The Cyclist: "If the amateur definition be faulty, there is no reason why it cannot be amended. Mr. Herring, in our present issue, propounds an amendment to it, and asks our opinion on it, and we may here say we are entirely at one with Mr. Herring, with regard to the removal of resuchre party is on the cards for to-morrow strictions concerning pace-making by profesnight, in place of the Musical and Literary.

stigma may rest on an amateur cyclist for competing against a professional, than does on an amateur cricketer who takes part in a match, gentlemen v players, and we would, "go for" Mr. Herring's proposition in toto but we fail to quite see the working of an unreserved intermixture of the classes from a practical point of view.'

The Athletic News also agrees that Mr. Herring's solution is the most acceptable that has yet been proposed. Says the News:

"A Mr. Herring of the Ixion B. C. Club, New York, in a lengthy letter to the Athletic News, suggests a remedy for the present anomalous state of things amateur. He would not abolish the amateur definition altogether, but only the part which prevents amateurs and professionals from competing together.

I have not had time to go thoroughly into the question raised, but from a cursory glance, it strikes me that there are several good points in Mr. Herring's views. He says that the amateurs will, as now, be compelled to take their prizes in kind and the value therof be limited, while the "pro" would scoop in the chips. He admits, however, that a very sharp lookout would be necessary to prevent men riding as amateurs at one meeting and professionals at another.

I quite agree with him, too, that the sport itself would be greatly improved if such a law could be passed, while on the other hand, the extreme exclusives of the London B. C. school, who shrink from contact with a pro. as from a pestilence, could confine their races

to amateurs entirely.

But what about our kindred associations? my friends over the way ask. Well, I don't fancy there would be any great opposition from them. Take their action with regard to the Football Association as an instance. This body allows amateurs and professionals to compete in company or against each other, and yet the football amateurs are eligable to take part in athletic sports.

If we were determined to let our amateurs and professionals ride together, I don't think the A. A. would be strong enough unaided, to "taboo" cyclists. Smash down the definition entirely, and the "enemy" is at once reinforced by a large section of cycling scamps, and bang goes the N. C. U.

As the N. C. U. crusade against the

makers' amateurs bids fair to end as disastrously as did the first one, it behoves us to look around for an alternative scheme, and such a one as that propounded by Mr. Herring, albeit no concessions, that professionals are palatable to a certain section of wheelmen, seems to me to be the most likely to find general favor than any I have perused.'

The Ixion Club held a very successful ball at Standard Hall on the evening of the 8th. The attendance was not very large, but the dancing was gone through with in enthusiastic fashion. A surplus of some fifty dollars was turned over to the club by the ball committee.

The Ilderan's every-other-Saturday's are very enjoyable. Last Saturday week the evening was spent at progressive euclire, and so pleasant a time was had, that another on the programme; but then this was not strictions concerning pace-making by profesMr. "C.'s" first appearance. The farce, sionals, and we are also with him in the rest at first announced. Informal feeds are "The Unhappy Pair," had better been left of his resolution, so far as to agree that no served at the "nights."

OUR ROADS AND HOW TO USE THEM.

A WORD WITH THE BRITISH TAXPAYER.

A four-page pamphlet, with the above comprehensive title, has been issued with the December number of the C. T. C. Gazette by the Roads Improvement Association. The distribution of over 50,000 of these pamphlets cannot fail to open the eyes of all property-owning Englishmen to the necessity and value of good roads. The pamphlet is far too large to reprint, so we give the more important portions,

Section I is entitled: "Historical and Retrospective." In it, the author points out the inferiority of the roads of England to those found on the Continent. The introduction of rail-roads heralded the commencement of a growing indifference to the proper maintenance of the highways, and the scientific repairing of roads bid fair to be numbered among the lost arts. second cause of uniform roads was the present unsatisfactory system of taxation; a third is, the ignorance of the general public of their rights, and the way in which are given. The best material, granite and they can be gained.

Section II, deals with "Road construc-

tion of the past and present."

Roads as they now exist, may be theoretically divided into two classes—(1) those scientifically constructed, either upon Telford's system, that of laying a paved foundation of stones not unlike the "sets" in some of our urban thoroughfares, and afterward covered with smaller material for surface wear; or McAdam's, that of laying a sufficient thickness of angular and irregularly shaped stones, well consolidated, each system being provided with efficient drainage facilities; or (2) That of pitching higgledy-piggledy upon the surface of the ground, roughly broken angular stones and debris, unprovided with any means of drainage, and laid far too sparsely to become in themselves a durable foundation, to say nothing of cutting off all connection between the road crust and the subsoil. Many of the roads that come within the latter category have been judiciously improved by thickening, and by the introduction of proper water tables and side ditches to receive both the surface water and the efflux that follows upon percolation, but of others it may safely be asserted, that they still remain in the unsatisfactory condition that characterised their formation, perhaps a

Section III, describes "A Perfect Road." A theoretically perfect road is one that connects by the easiest possible gradients, and which it is desired to effect communication. It should be grounded on a solid foundation that effectually isolates the road crust from the subsoil; it should be efficiently drained, and provided with proper water-courses and side channels; its transverse section should be approximate to the arc of a circle or ellipse; it should be free from ruts and all inequalities; and should theoretically present to the traffic, a surface like a solid slab of stone, free from mud, dust, and all shifting debris. Such a road offers

in this condition will be more than counterbalanced by the saving in horseflesh and the ensuing cheaper transit of merchandise. Upon this point, all road authorities are practically agreed, for it is an admitted axiom that efficiency and cost are invariably in inverse ratio. An imperfect road is one full of ruts and holes; badly drained; covered with mud in the wet, and with dust in the dry season; its upper crust is weak and is easily broken.

Section V, tells "Why Roads are Bad and yet Ruinously Expensive." 1. The material employed for the repair of the road is wholly unsuitable. 2. It is altogether excessive and far too irregular in size. 3. The road is of the wrong transverse section-flat or concave instead of convex—and is in consequence, even though water tables and side ditches are provided, badly and inefficiently drained. 4. It is administered by ignorant and indifferent laborers. 5. It is repaired at the wrong time of the year, in the wrong manner, and is radically neglected when it most requires attention. 6. Too much is spent on materials. 7. Too little is spent on skilled labor.

similar enduring stones, should be used; soft lime-stone, slag, and unbroken shingle and gravel should never be used. Stones that may not be passed through a two-inch ring should never be used, and the McAdam axiom should always be born in mind: "Every stone that exceeds an inch in its largest dimension is mischievous." road should always be properly arched, and proper water-ways should be constructed at the sides to carry off the drainage. Otherwise the water will filter through the crust and rot the road at the bottom. Roads should always be repaired between November and January. All the material to be used should be carted to the roadside during the Summer months, that it may harden by exposure to the atmosphere. The materials should be spread with discrimination in the hollows and low places in the road (by means of a steel fork which will allow unsuitable debris to pass through it at the stone heaps) in patches as small as is consistent with the objects in view, i. e., the making of the surface true and even and the maintaining of the road at a proper strength. They should never be spread more than one stone thickfor upon country roads the surface wear does not exceed three-quarters of an inch per annum—if it can possibly be avoided, and the use of binding material should be restricted to the lowest limit. The incorporation of the finer chips of stone will be filled, and for this, if the stones are preof benefit in filling up interstices that naturally exist in the stones, even after the fundaby the most direct lines, the points between mental principal that they should unite together by their own angles as in a piece of mosaic, has been observed, as far as is possible in a road not consolidated by a steam-roller; but road scrapings, consisting of dead leaves, horse droppings, et hoc genus omne, together with sods of grass and the debris from the water tables, should under no circumstances be put back on the road. The practice we condemn is as common as it is detrimental to the maintenance in a clean and efficient condition of the highway, for all the rubbish thus laid on the new coating has sooner or far less resistance to the passage of vehicles later to be removed, either as mud or dust.

ial. Stones should never be laid across the whole width of the road, or they invariably defeat the intended purpose, and end in the hopeless demoralization of the road section. If the road be soft—and stone-laying should not be resorted to in dry weather-no loosening of the surface will be essential for the proper consolidation of the new coating, if the stones of which it is composed be broken to the proper gauge. All repairs in the nature of patching should be made with smaller stones than those used for the main coating. The rake should be constantly employed during the winter months to fill up hollows as they appear; loose and surplus stones not worn in by the winter traffic should be carefully gathered up and returned to the stone heap, in the Spring; dust and mud should be removed at all seasons when they make their appearance. A road systematically looked after will seldom or ever require repairing in the Summer months, save in small patches, when that known as chips will prove to be the best material adapted to the purpose.

Section VI, gives "Instructions for Laying a coating of stone with a Steam Roller. The old surface of the road, if hard, is to be picked or stocked up in ruts six or eight inches apart across the road. All irregularities in the old surface are to be removed. The small materials derived from the old surface may be drawn off the road to be put back over the new coating. The new materials are to be spread to a full thickness of three inches over the entire width of the road, and carefully formed to the proper cross section. Rolling is then to be commenced, and is to be accompanied with watering by a water-cart; it is best to begin at the sides and proceed gradually towards the middle of the road. Any hollows that may appear on the surface as the rolling proceeds, are to be filled in with small materials, the surface being slightly loosened When the materials are if necessary. thoroughly and closely wedged together and present a mosaic-like surface (but not before) binding is to be added, to consist of fine clean gravel, coarse sand, the finest screenings from stone breaking (the latter being admirably adapted to the purpose) or clean road sweepings, as they may be most conveniently obtained. The binding is to be spread dry with a shovel, uniformly over the surface in small quantities, and is to be rolled into the interstices between the stones with the aid of watering and sweeping, fresh binding being added as that first applied works in. All the interstices between the stones at the surface of the road must be viously well consolidated by rolling, a quantity of binding not more than one-sixth or one-fifth of the bulk of the stones, equal to one-half an inch or a little more in depth over the entire surface for a three inch coat, will be required. The closer the stones are consolidated, and the less binding there is employed to fill in the interstices, the better the road will be. The surplus binding should be swept off the surface. Care must be taken not to soften the foundation of the road by excessive watering, especially in the earlier stages of the process. A greater length of road than can be thoroughly consolidated in one day should not be undertaken at once; that is to say, the rolling should be over its surface than does the road usually As a matter of fact, suitable materials conmet with, while the cost of maintaining it tain in themselves their own binding mater- difficult to say how much rolling will be

of the material and of the binding, and other circumstances. It is not desirable, therefore, to begin with a larger area than 500 or 600 square yards, until experience has shown that a larger area may be thoroughly con-solidated in a day. After a coating with a steam roller has been exposed to the traffic for some time, hollows in the surface may sometimes appear, even when the rolling has apparently been thoroughly done. Heavy loads on narrow wheels find out places which, from subsidence or some other cause, have escaped pressure of the roller. Such places should be picked up and filled with small materials, and, if necessary and convenient, be rolled.

Section VII, is devoted to "Town Pavements." In it the author points out that, though granite block pavement is infinetely cheaper than Macadam, the wear and tear of carriages and all light vehicles is very great, all of which goes to prove that the costlier pavement is the cheapest in the long

SCINTILLATIONS FROM "SPOKES."

THE GENTLER SEX AT BICYCLE RACES.

In a recent issue you make the facetious remark, that: "That curious combination of good nature, shrewdness, energy, blarney, and trickery, known as the 'Senator,' had won a race." Now as to the three first indictments, I plead guilty, and reserve my plea as to "blarney," but as to the "trickery" I plead a firm, " Not guilty, sah," as the latter quality is an unknown ingredient in my composition, and it seems to me, I have good grounds for a suit—of clothes.

My reply to your editorial, touching on the jockey, Archer's death, regarding your overtrained theory, has been confirmed by no less an authority than the London Standard, who tells the cause of death as follows: "While taking a gallop, he caught a severe cold, which turned to typhoid, and delirium -and the pistol. It seems he wanted to reduce himself, to be able to secure a mount in a famous handicap, and of course wore flannels, and neglected himself after perspiring.

The ladies of Minneapolis are the most enthusiastic patrons and admirers of cycling, of any city in the world, judging by what has come under my notice since arriving here. They bet on any and every cycle race, with a charming disregard of condition or training, and such matters dont worry them in the least. In the Schock-Woodside twelve-hour per-day contest, held here last Summer, a Mrs. Huber, who runs a millinerv establishment down town, was not only a daily attendant at the race, but actually gambled \$800 on the same, with the hardened betting men about town. The lady even cuffed one gentlemen's ears, when he ventured to remark that Schock was a "stuff" and couldn't ride a little bit.

Woodside also had his share of lady admirers, not only single ones at that. One female was especially enthusiastic, and she kept a grocery store (or at least her hubby The first did) a few blocks from the rink. two days she sat and thought the whole twelve hours, silently watching the big fellow in black driving his 57 around the eight lap

required, as it will depend upon the nature store while he took the race in, "Woody" after a season of hibernation in Omaha, had up to that time kept a good lead on Schock, when suddenly he was struck all of a heap with rheumatism, and the German soon gained lost ground. Someone passed the store and remarked that Schock was ahead of Woodside. "No, that can't be, protested the lady. "Oh, yes he is" replied the informant. "Well I must see about it" returned the fair one, and dropping some molasses, she at once ran up to the rink, and when she found out that the truth had been told, she burst into tears, and gave Shock a severe drubbing to the curious spec-

> They present the riders with nearly everything purchasable, and the collection of a six-day winner would fill you with envy. Pretty girls hand you everything, from a bouquet and silk handkerchief to a suit of clothes. The same women can be seen each and every succeeding night at a six-day race, and they bet candy, gloves, and goodness knows what not.

> > SPOKES.

THE PROFESSIONALS IN THE WEST.

On Thursday evening, the ninth inst., W. J. Morgan and Wm. Woodside contested a 100 mile race in the Washington Rink. The race was of the ding-dong order all the way, first one leading, then the other. On the last mile Morgan suddenly rushed away and dispite Woodside's efforts to overhaul him, won by six feet. Time, 6h. 6m. 20s. Then the referee created more excitement than had been aroused by the race itself, by deciding the contest no race.

Saturday's papers teemed wifh documents from the referee, from "Senator" Morgan, and from inevitable "Fair Play," who is always putting in his oar. The referee, J. T. Mannix, declared that he rendered his decision on the discovery of facts, which were sufficient proofs for him, "that the race was not entirely free from those features calculated to deceive, and which make a race unsatisfactory to the public, and ultimately

of great injury to cycling."
The "Senator" declared that the race was above all suspicion; that he had ridden with Woodside six races over a distance of fifty miles, and he had defeated him in each; that he had fairly and squarely won the race, and had no intention of winning it over again. He climaxes as follows: "The kickers who blindly wagered their money on the Irish-American, and got left a few dollars, are not worthy to bear the name of true sportsmen." "Fair Play" comes out with the usual twaddle; astonishment at the verdict; a fairer race never was seen, etc., etc.

Our correspondent writes us that Woodside had been heavily backing himself on the day of the race, and there would seem to be no reason why he should allow himself to be

A WESTERN CYCLONE.

"Prince is fresh as a daisy; is riding like a cyclone; the record is paralyzed." This, oh ye readers of the effete, effeminate and effervescent East, is the style in which the Omaha correspondent of the Minneapolis Tribune writes of the six-day professional race. It is a fair sample of the vaunted "western journalism." Please note the

comes forth to battle, and "knocks all the records into a cocked hat." The result of the six days', eight-hours-per-day race, held Dec. 6-12, is as follows Prince, 767 miles, 9 laps; Frank Dingley, 765 miles; Albert Schock, Chicago, 756 miles; Tom Harding, Kansas City, 746 miles; E. N. Ballock, Omaha, 672

BROOKLYNETTES.

The Kings County Wheelmen's "Amateur Entertainment and Minstrels," held on Thursday evening, at Knickerbocker Hall, was a success, both financially and theatrically. The performance evoked much merriment. All the available sitting room was occupied, and many wheelmen were present.

The Ilderan Bicycle Club had a progressive euchre party at their club-rooms on Saturday evening, December 4th. The excessive cold kept many at home, and comparatively few participated in the game. It is rumored that this club will give a large entertainment, somewhat in the style of the King's Co. Wheelmen's recent venture, during the

Mr. Hawkin's splendid performance on November 15 is to be greatly admired. A 24-hour Long Island record is a different thing than a record of this kind on sandpapered roads. It is an injustice to doubt this record. And yet there are several who are incredulous.

It seems as if L. A. W. membership is compulsory in some clubs, so that the unwilling are obliged, or at least, are continually asked to join the League. This should not be, as the League does not gain popularity hereby.

In a short time the Ilderan Bicycle Club expects to lease new club-rooms, having outgrown its present quarters.

The L. A. W. would greatly benefit the wheelmen who tour on Long Island, by inducing the L. I. R. R. Co. to carry their wheels free. This road now charges exorbitant prices and the employees seem to to think that they are doing a favor to cyclers, if they carry their wheels at all. Such a step would tend to swell the L. A. W. membership in Brooklyn.

There are now many bicycle riders in Garden City, L. I., and, indeed, there is a club there.

The article, "Riding in Central Park," written by THE OWLET in last week's WHEEL, is a crisp piece of composition, and has amused all who have read it.

The Ilderan Bicycle Club is talking about holding a race meet next Spring.

The Brooklyn Bicycle Club's visitors' nights are well patronized by Brooklyn cy-INDEPENDENT. clists.

Brooklyn, Dec. 10.

The Ixion's are going up; we mean up the ladder of prosperity. Their latest acquisition is a mahogany-colored janitor. membership is constantly increasing, and one scarcely wonders at this, after a visit to their "cosy" club house. We admit having already using the word over twenty track. The third day her husband kicked, and insisted on her taking his place in the than our old friend, John S. Prince, who, than "cosy" will do.

A REPRESENTATIVE MAIDEN LANE finally to Chicago, where they arrived with IEWELER.

In calling the attention of our readers to Mr, Pedersen's advertisement, we can do nothing more than to ask them to carefully read it, for so explicit is it, that there is little to be added. Probably the greatest compliment ever paid Mr. Pedersen is a sketch of his career which appeared in the New York World of last Sunday. It is a record of intelligent and admirable perseverance, such as may be held up for emulation to those ambitious of success.

Along the street where watches are packed away by the thousand will be found the tastefully appointed store of Jens. F. Pedersen, at No. 11 Maiden Lane (north side), close by the great artery of Broadway. A few words of Mr. Pedersen's early struggles may be of interest, showing, as they do, that the stuff essential to a successful business man is in him, and it is no wonder to those who know him, that he is now on the road to success. He was born that he is now on the road to success. He was born in Denmark, and came to this country a little over fourteen years ago, and immediately secured employment with Giles, Wales & Co., the then prominent house in the jewelry trade. After spending nearly a year in their employ he decided to take advantage of the higher educational facilities which are obtained in this country, and, being a skillful watchmaker, he was able to support himself while pursuing his studies at college. He returned to the "Lane" in 1878 fully equipped to take his place as an enterprising business man. His untiring energy and perseverance give assurance of more than ordinary prosperity. He thoroughly believes in the old adage that "honesty is the best policy," and gives his patrons excellent goods at rea-onable prices, thus laying the foundation for a well-merited and in creasing business. As a specialty for the holiday trade he offers three grades of solid 14-carat gold hunting American stem-winding ladies' watches at \$25.00, \$30.00 and \$35.00, the latter-priced watch being a par ical rely fine specimen of the engraver's art. His stock in diamonds, while not unusually large, has been selected with the greatest care, and the countries are of very chaste and heautiful desires. in Denmark, and came to this country a little over art. His stock in diamonds, while not unusually large, has been selected with the greatest care, and the mountings are of very chaste and beautiful designs. The moderate exp. nses under which Mr. Pedersen conducts his business enable him to sell goods at the most reasonable prices. There is also in the well-packed cases every style of general jewelry, such as scarf and lace pins, sleeve and collar buttons, earrings, bracelets—in short, every article of the goldenith's art which the trade offers. goldsmith's art which the trade offers.

A WHEELMAN'S JOURNEY.

CYCLING FROM WATERTOWN, WIS., TO CHI-CAGO, AND ITS PLEASURES.

"S. E. Martreh" is the pen alias of a young cyclist of this city, who is ere long going to detail the adventures, in one of the wheelmen's journals, of a trip made from Watertown, Wis., to Chicago, last summer. The trip lasted ten days, and every town of any importance on the way, was duly inspected and faintly tinged with carmine. Leaving Minneapolis for Madison, Wis., a telegram was sent to Watertown, some 80 miles, and covered the distance in 31/2 hours, remarkable fast time for the Western Union's most efficient service in the world. From Watertown the party passed through Oconomowoc, thence to Lakeside, where in crossing the lake the boat became stranded and the cyclists had to wade to shore in water waist deep, holding their wheels over their heads. Waukesha was the next point, which was passed without incident, thence to Mukwango, where an inquiry of an urchin as to the next town, elicted the reply, "They ain't none." At Geneva a pair of corduroy trousers gave away with disastrous effect, and the party pushed on for Genoa, crossing the Illinois line, and made a short stop at Richmond. Waukegan was the next stopping place, thence to Evanstown and

their noses tipped with roses left by the sun. After a short stay in Chicago, the party went to Milwaukee, and came near being run out of town for asking for a drink of waterbeer being the only liquid used for that purpose there. They were the guest of Geo.W. Peck, father of the "bad boy," whose career is known to fame. Bertram E. S. reached home looking like a farm hand, with only 15 cents in his pocket.—Minneapolis Tribune.

A RARE CHANCE.

Outing,		\$3.00
Bicycling World,		1.00
The Cycle,		.75
The Wheel and Recreation,	- 1.	1.00
American Wheelman, .		.50
Wheelmen's Gazette,		.50
		\$6 75

Mailed, post-paid, for one year for \$5.25 \$10.00 WITH COMMON SENSE BINDERS,



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One year's subscription to Outing, Bicycling World, The Cycle, Wheelmen's Gazette, and THE WHEEL.

SECOND PRIZE, VALUE \$4.00.

One year's subscription to Outing and THE WHEEL.

THIRD PRIZE, VALUE \$2.00.

One year's subscription to Bicycling World and THE WHEEL.

A Deep Mystery.

Wherever you are located you should write to Hallett & Co., Portland, Maine, and receive free, full imformation about work that you can do and live at home, making thereby from \$5 to \$25 and upwards daily. Some have made over \$50 in a day: All is new Hallett & Co., will start you. Capital not needed. Either sex. All ages. No class of working people have ever made money so fast heretofore. Comfortable fortunes await every worker. All this seems a deep mystery to you, reader, but send along your address and it will be cleared up and proved. Better not delay, now is the time.

Union County Wheelmen. - At the annual meeting of the Union County Wheelmen of Westfield, N. J. held December 6th 1886, the following officers were elected for ensuing year: President, Dr. Fred A. Kinch, Jr.; Secretary, Arthur N. Pierson; Treasurer, Albert Farrington; Captain, Frank S. Miller; 1st Lieutenant, Thos. H. Bennett; 2nd Lieutenant, John Z. Hatfield; Color Bearer, John A. Brunner. Our club is in a very prosperous state. We are always glad to see our friends and lend a hand to aid tourists. SECRETARY.

- SOCIAL *

We shall be pleased to have Club Secretaries and Committee Chairmen send in the dates of their social events for insertion in this column.

DECEMBER 18. Mass. B. C., Ladies' Night.

DECEMBER 29. Ilderan Bicycle Club's Entertainment. Brooklyn.

JANUARY 6. Mass. B. C., Athletic Entertainment. JANUARY 22. Somerville Cycle Club's Bail.

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A^N excellent job printing office to exchange for an American Safety or Kangaroo Bicycle.
F. H. Chamberlain, Marietta, Ohio.

OR SALE. 42 inch Special Pony Star; enameled and nickeled; patent foot test and step; Lillibridge sadile. Good as new. Cost \$114. All complete, \$75.

H. L. Hoyt, Weedsport, N. Y.

OR SALE, 56 inch Spalding Racer; perfect order, \$75. Or will exchange for Shot Gun; any standard make.

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

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BUTMAN & CO., 89 Court St., Boston.

CO. D. \$75. CHAS. M. AMS, 372 & 374 Greenwich St., New York.

DICYCLES AND TRICYCLES—Sent to any address for examination (by freight or C. O. D.) upon receipt of charges for transportation.

BUTMAN & CO., 89 Court St., Boston.

TOR SALE.—50-in. full nickeled Expert; 54-in. full nickeled Expert, \$80; 54-in. full nickeled Standard, \$70; 55-in. American Club, full nickel, \$80; 58-in. full nickel Expert, \$100: Rudge Tricycle, \$80; Rudge Coventry Tandem, \$110. Great baagains. 124 PENN ST... BROOKLYN, N. Y.

IMAVE a few more Harvards, Yales, and Cornells left, which I am selling at greatly reduced prices; also Meteor Sociables. Old machines taken in exchange for new ones. The only place where you can get the parts of the above machines. Send for second-hand list to Murray's, 100 Sudbury Street, Boston, Mass.

DICYCLES, TRICYCLES—To close out stock. 150 machines. No price list. Correspondence invited, Send stamp, stating, as definitely as possible, the description of wheel wanted, also size and about what price. BUTMAN & CO., 89 Court St., Boston.

CHICAGO, ILL.—THE JOHN WILKINSON CO.. 68 Wabash Avenue, makers of Bicycle Hose Supporters. The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.

Togne.

OR SALE—Columbia three track tricycle, in good condition; cost \$160, will sell for \$65. A bargain, BUTMAN & CO., \$9 Court St., Boston.

DORTLAND, ME.—LAMSON'S LUGGAGE CARRER, the cheapest, lightest, and most convenient thing of the kind May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. II, LAMSON.

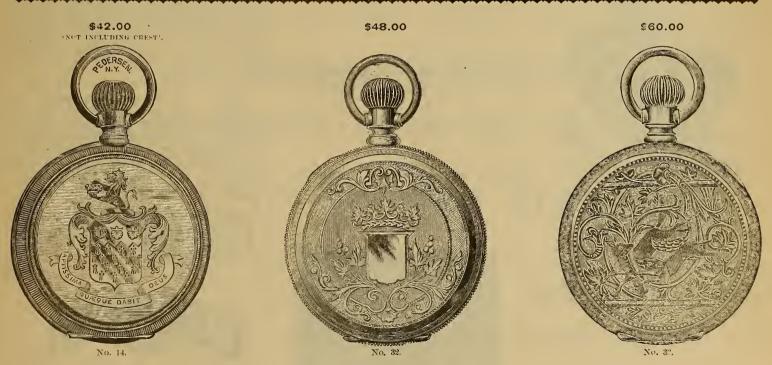
Wright & Ditson Bicycle, 46-in., nearly new, \$15; also, Victor Tricycle, good condition, \$55. Correspondence solicited. Address,

COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass. I would call the attention of wheelmen to the line of Fine Watches illustrated below. I believe it is generally admitted that my Medals cannot be surpassed for beauty as well as cheapness. I follow the same rule in my watch department, that is, I offer the best goods obtainable for the money. My plan for submitting watches for examination and approval, before requiring payment, has become very popular, because it allows an out-of-town buyer to obtain as good a bargain as he could get by a personal visit to the city. I am making a reduction of five per cent. to all wheelmen, and am now offering

SOLID 14-K. GOLD HUNTING-CASE STEM-WINDING ELGIN LADIES' AND GENTLEMEN'S WATCHES TA



Jens. F. Pedersen, 12 Maiden Lane, New York.



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